

Planning Application Reports – Update Note

Listed below are changes to the planning reports made as a result of additional information received since the publication of the agenda for this meeting.

Case: 20/0794

Address: Land at Ryscar Way

Update:

A representation has been submitted from Paul Maynard MP:

“I would be grateful if the following representations could be taken into account with regards to the above planning application.

I write with regard to the proposals for the erection of dwellings on land at Ryscar Way.

Although a resident myself of the estate to the south of the proposed development, I write on behalf of residents of both the Champagne Avenue estate (especially Bordeaux Crescent) as well as those residents on Tennyson Avenue and the roads off who have contacted me to express concerns specifically about

- destruction of the hedgerow along the edge of the site adjoining Bordeaux Crescent,
- increased CO2 emissions, noise and other pollutants from extra traffic,
- insufficient retail amenities in the area (one Spar only),
- already dangerous junctions with Faraday Way, Norcross Lane and Anchorsholme Lane (the current increase in traffic on these roads is alarming.

Exiting onto Faraday Way so close to the busy junction with Bispham Road, together with added pressure on the roundabout to the north (compounded by new housing developments off White Carr Lane and Norcross Lane in Wyre).

In addition, residents of Tennyson Avenue (and roads off) have rightly expressed concern at the road safety considerations for the exit and entrance point off Ryscar Way and the junction with Kincaig Road.

Given the breadth and depth of local concerns, can I request that councillors reject this application and review road safety in the immediate vicinity as a matter of urgency.

Officer comment:

These matters are addressed in the Committee Report.

There is an error in paragraph 11.7.9. The outline permission included the retention of the hedgerow to the west, along the public open space, but not along the northern boundary.

The applicant has requested a change to the wording of condition 3 so that it does not preclude development on the site, outside of the area where further land contamination investigations and potential remediation are required. Colleagues in Environmental Protection have been consulted and they are content with that approach. As such, it is proposed that condition 3 reads as follows:

No development shall take place within the area edged in blue on the Combined Site Investigations Plan GM11542-003 dated 22/02/2021 until;

(a) further information regarding the elevated hydrocarbon concentrations in the infilled pond and details of how this will be remediated is submitted to and agreed in writing by the Local Planning Authority; and

(b) the remediation agreed pursuant to part (a) 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.

Case: 21/0587 and 21/0591

Address: Post Office, Abingdon Street

Update:

21/0587

Condition 13 in the Committee Report requires the developer to submit a sustainability strategy which 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' as a minimum.

In relation to point (iv), the Council has not previously required a development involving a change of use of a listed building, to achieve a BREEAM rating of 'very good'. The BREEAM rating of 'very good' is normally required for major new build development and as such, this requirement has been removed from condition 13. Points (i), (ii) and (iii) should serve to ensure that the development is efficient and sustainable as possible, whilst recognising the challenges associated with re-using an existing heritage asset and maintaining and enhancing its significance.

Condition 10 on 21/0587 and condition 8 on 21/0591 require a methodology for repairing and repainting the railings on Edward Street to be submitted and agreed. However, since the Committee Reports were published, the agent has stated that the railings are beyond economic repair and has asked that the conditions are worded to allow for replacement railings. As such, condition 10 on 21/0587 and condition 8 on 21/0591 have been amended as follows:

Prior to the commencement of works above ground level, a methodology for the repairing and repainting of the railings on Edward Street is to be submitted to the Local Planning Authority and agreed in writing. Should a condition report, undertaken by a suitably qualified person, demonstrate that the railings are beyond economic repair, details of replacement railings should be submitted to

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the Local Planning Authority and agreed in writing. The works shall be carried out in strict accordance with the approved details.

Reason: In order to secure appropriate visual articulation and interest in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and LQ14 of the Blackpool Local Plan 2001-2016.

A late, neutral comment has been received from Stay Blackpool:

I am delighted to see that at last there is a real application with chance to save one of Blackpool's Historic Treasures.

However, this application includes a significant increase in the number of bed spaces in a town where there is already in normal times a significant excess of bed spaces.

Edward Street may be negatively affected by reduced levels of light due to the top floor.

There are also significant concerns about access to the site. With Edward Street having undergone significant improvements over recent years - could the heavy construction vehicles and deliveries be better directed through an alternative route.

The businesses of Edward Street suffered significantly during the improvement work on the road, will they again have to suffer if Edward Street is the main site access. Also if Edward Street is to be the access route is there a commitment to make good any damage?

As with previous Hotel/accommodation applications, car parking remains a significant concern. Yes the immediate vicinity has available parking facilities, however with the Social services hub as a near neighbour is there really sufficient car parking.

There are also concerns that once again a new hotel will be given an unfair advantage. There is no doubt that this development will just like the Premier Inn on the Yates' site and no doubt the Holiday Inn by the station be offered discounted car parking in nearby public council run car parks. Are the same facilities really available to existing holiday accommodation businesses? If not why not?

In conclusion, though saving a significant heritage asset is an essential way forward, I hold significant concerns that the development raises many concerns making my submission one that is overall neutral.

As a director of the Hotel Association Stay Blackpool I extend a welcoming hand to the developers and the team behind this hotel project and hope we can once again meet. By working together there is a hope we can address some of underlying issues impacting the accommodation sector to allow a positive future for all those accommodation businesses working positively for a better Blackpool.

Officer comments:

Most of the issues raised are addressed in the Officer Report.

In terms of the routing of heavy construction vehicles along Edward Street, routing would be covered in the Construction Management Plan and agreed with the Head of Highways and Traffic Management by condition. In terms of delivery vehicles, the site already has a right of way over Queen Veras Road and Edward Street has historically been the access to the former sorting office, which saw frequent comings and goings from delivery vans. It would be difficult therefore, to argue that Edward Street should not be used for access and servicing. The alternative would be access from

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Abingdon Street, which would involve construction and delivery vehicles crossing a busy pavement and negotiating a very narrow access between the former Post Office and the 32 Abingdon Street.

Noise and disturbance to existing businesses during the demolition/construction phase would be inevitable, but details how this would be kept to a minimum would also be covered by a Construction Management Plan. It is also considered that nearby businesses would benefit from the use of the property as a hotel, once it is in operation.

Whether owners of existing holiday accommodation can be offered discounted car parking in Council car parks, is not a planning matter.

Case: 21/0564

Address: Talbot Gateway – phase 3

Update:

Minor amendments to conditions 2 (external materials) and 4 (profiling) to require that details be agreed prior to the commencement of installation of any part of the building frontages rather than the commencement of any above ground construction.

Minor amendment to condition 3 (surfacing materials) to clarify that the condition relates to surfacing materials on the ground rather than the building.

Amendment to condition 1 (approved plans) to remove the reference to highway plans and imposition instead of the following, additional condition:

Notwithstanding the information shown on the submitted plans, and prior to the commencement of any works to the highway or above ground construction, details of the following shall be submitted to and agreed in writing by the Local Planning Authority:

- *Areas of proposed land dedication*
- *Areas of proposed stopping up*
- *Proposed kerb layouts and typical highways details*
- *Proposed pavement layout and build-up plans*

The development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality and highway function and safety in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1, LQ3 and AS1 of the Blackpool Local Plan 2001-2016.