

COMMITTEE DATE: [06/10/2015](#)

Application Reference: 15/0302

WARD: Squires Gate

DATE REGISTERED: 26/05/15

LOCAL PLAN ALLOCATION: Main local centre

APPLICATION TYPE: Full Planning Permission

APPLICANT: Mr and Mrs Gaunt

PROPOSAL: Internal and external works including the erection of 1.8m high wall to Squires Gate Lane boundary and use as altered as children's day nursery for up to 70 children.

LOCATION: 141-147 ABBEY ROAD, BLACKPOOL, FY4 2PX

Summary of Recommendation: Refuse

CASE OFFICER

Pippa Greenway

SUMMARY OF RECOMMENDATION

There would be substantial harm to the amenity of the nearest residents through excessive noise from children playing outside, as a statutory noise nuisance is likely to arise. The insufficient amount of off-street parking spaces provided for the nursery and the location of those spaces proposed would have a significant adverse impact on pedestrian and highway safety in general, and on the parents and children accessing the nursery in particular. In addition the proposal would have an adverse impact on surrounding residents in terms of increased competition for the already limited on-street parking.

SITE DESCRIPTION

The application property, 141 - 147 Abbey Road, is located at the southern end of Abbey Road, on the western corner of Abbey Road and Squires Gate Lane. It is a two storey brick built building with the main frontage and entrance on Abbey Road. The premises were last used as a furniture showroom by Paul Gaunt (Furniture) Ltd. from 2000 but ceased trading in May 2015 and are now vacant. Prior to the use as a furniture showroom, the previous occupier was a wholesale jeweller who had traded there for many years. The premises have five parking bays on the Abbey Road frontage and a number of bays on the Squires Gate Lane frontage, although these are not used and are blocked off by security posts. On street parking is restricted on the Squires Gate Lane frontage and on the area immediately outside the premises on Abbey Road. To the north and on the opposite side of Abbey Road parking is not restricted.

The property is within a Local Centre and opposite the site, in Abbey Road, is a newsagent and a Chinese Take Away, while next to the site, on Squires Gate Lane, is a Post Office. Some of

the shops have been converted to residential and the other properties in the immediate vicinity of the site are in residential use. The site is in a sustainable location with a bus stop outside (on Squires Gate Lane) and other bus stops on St Annes Road to the east and Lytham Road to the west. The Squires Gate tram stop is around 1 km to the west. The surrounding roads are both cyclist and pedestrian friendly. The nearby areas to the north are predominantly residential in nature, but to the south is the Blackpool Airport site and a number of major employers.

DETAILS OF PROPOSAL

Internal and external works including the erection of 1.8m high boundary wall to Squires Gate Lane boundary and use as altered as children's day nursery for up to 70 children. The proposals include minor internal works, (provision of toilets on ground and first floor and minor changes to walls) and the erection of a 1.8 m high wall/fence on the Squires Gate Lane frontage to form an outside play area. The yard area to the west of the main building will be used as another outdoor play area. The internal floor area is 564 sq. m and the site area 825 sq. m.

The application is accompanied by a statement in support of the proposal:

"The applicants have identified a need for additional high quality children's day care nurseries in Blackpool and believe that 141 – 147 Abbey Road is an excellent location and building to accommodate such a facility. The following factors are relevant in coming to this conclusion.

- The site is in a highly visible and sustainable location with a bus stop immediately outside and easy access on foot or cycle from the surrounding area.
- The surrounding area is mainly residential to the north with various employment uses close by. Therefore, there are likely to be residents and employees nearby with child care needs.
- The building has sufficient room to safely accommodate the number of children and staff which are proposed (see below). Due to its size and layout, the building can more easily be used as a day care nursery than traditional houses which generally are more restricted in terms of room sizes and layouts and on site car parking. The quality and size of nursery which is proposed is not available in the area at present.
- A significant proportion of the existing nurseries in the area do not take children under 2 – the proposed nursery will take children from 6 months.
- A number of major housing schemes are being built in the area around Abbey Road which will generate an additional demand for nursery places. [Moss House Road?]
- There are two primary schools near to the site which may generate demand for places from teachers and from parents with older children at those schools.

The proposal is for 70 children in the following age groups:

- Under 2: 12 with 4 staff
- 2 – 3: 20 with 5 staff
- Pre-school: 38 with 4 staff

Other staff would comprise the following:

- 2 Directors, 2 Managers, 1 Pre-school teacher, 1 Cook, 1 Cleaner, 1 Driver

There would therefore be a maximum of 70 children and 21 staff on site although it is unlikely that all of the staff would be on site all of the time. Similarly, the children will arrive and depart from the site at various times to meet the needs of parents. The ratio of children to

carers will meet the relevant national standards and regulations set by the Children Act 1989.

The nursery will operate from 0730 to 1800, Monday to Friday only, with no weekend or public holiday opening. It is expected that parents or carers will bring the children by car, bus, on foot and using the mini bus service which the nursery will operate. Staff will mainly be locally based and will therefore travel to the nursery on foot, by cycle, by bus/tram and by car (parking off-site)."

A Noise Assessment and Transport Assessment was submitted after initial concerns were expressed regarding these issues.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- The principle of the proposal
- The impact on residential amenity in terms of noise
- The impact on highway safety and parking

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

CONSULTATIONS

Head of Transportation: The proposal reduced to a single lane affecting the safe movement of traffic. An existing situation possibly made worse. site is located at the junction of Squires Gate Lane/Abbey Road both of which are subject to a 30mph speed. Speeds along Squires Gate Lane are slightly higher due to the layout and geometry of the road. The premises are adjacent to residential properties on Squires Gate Lane who do not benefit from off-street parking and rely on available space on the road, resulting in the two lane approach along Squires Gate Lane being

The proposal is likely to result in increased vehicular movements for pick-up and drop-off purposes and indiscriminate parking will occur by parents and staff members as insufficient parking is proposed. 5 spaces will not meet the demands of a nursery catering for up to 70 children and this will add to the situation that already exists and will be a nuisance to neighbours. On-street parking demand is a frequent occurrence on Abbey Road as some properties do not benefit from off-street parking provision.

Abbey Road links Squires Gate Lane with Highfield Road as whilst there is a legitimate use and access requirements, the road is used for rat running purposes. The proposed fencing on the Squires Gate Lane frontage together with the on-street parking on Squires Gate Lane will impede visibility compromising highway safety.

On this basis I am not willing to support this proposal.

In response to a subsequent transport assessment submitted by the agent, the Head of Transportation further commented: Nurseries typically generate a high number of vehicles in the periods before and during the morning peak hour and during the following evening peak hour, due to parents dropping off/collecting children by car possibly on the journey to and from work. It is likely that there will be an increase in movements along Abbey Road and

Squires Gate Lane as the property has been vacant and the trips will be more frequent at certain times and the use of the forecourt will increase. The concern here is that parents will stop for short periods on the public highway as 5 spaces are insufficient for this use. Sudden stopping movements can be anticipated which will lead additional conflict between users of the highway.

Frequent reversing manoeuvring from the 5 off-street spaces will lead to conflict with pedestrians and other parents using the site. I appreciate these spaces have been in existence for some time but the use will be intensified over certain periods.

The proposal as it stands cannot be supported due to insufficient parking nor does it adequately cater for parent pick-up/drop-off spaces leading to overspill parking onto the nearby roads with parents stopping for short periods in and around the proposal site. Parents may look to see if a space is available on the forecourt which could also potentially lead to sudden stop/start manoeuvres, this will be detrimental to highway safety. It is unwise to rely on the availability of on-street parking in the vicinity even if space is available. I do not expect parents with small children to park in a street a short walk away. They are more likely to look for space either on Abbey Road or Squires Gate Lane. This will also be a nuisance to neighbours. With regards to the fencing on Squires Gate Lane, currently visibility is good as users can look across and beyond the open forecourt. The fence will compromise this as only a small gap will be retained between the bus shelter and proposed fence. With regards to the nursery approved at 502 Lytham Road, it was acknowledged that the parking proposed falls short of the maximum standard (12 spaces) but it was recognised that Lytham Road is a main arterial route and a very wide road. Due to this, kerb side parking and manoeuvring was not considered to have a significant detrimental impact on traffic flow.

I am not satisfied that the additional information provided has adequately addressed the concerns and due to this, my objection remains and I am not prepared to support this proposal.

Head of Environmental Services: The main concern is excessive noise from children during outdoor play. There are several residences in extremely close proximity which will be adversely affected. The noise from children playing will adversely affect properties adjacent at 139/137/135 Abbey Road and at 185/187/189 Squires Gate Lane. Normal average conversation between adults is roughly 65 decibels, children playing is considerably more than this – more like 65 - 70db. We have no reason to believe that pre-school children will be quieter than usual, nor do we expect that the numbers playing out would be so low as to not make a lot of noise. The decibel level will be well in excess of 55 db. Amenity space of particularly 139 Abbey Road and 189 Squires Gate Lane will be affected as there will be scant attenuation of the source noise due to their closeness – separated only by a few metres.

In response to a subsequent noise assessment submitted by the agent, the Head of Environmental Services further commented: We carried out noise monitoring today. The average background noise levels in both monitoring locations (adjacent to rear garden of 139 Abbey Road and at the rear of 189 Squires Gate Lane) came out at 46 and 45.7 decibels respectively. The noise from children playing would be substantially above this level as normal conversation is 60/65dB. There is a strong likelihood of statutory nuisance and complaints. We therefore stand by our objection to the development.

Director of Children's Services (Early Years and Childcare Team): There is a variety of existing nursery provision in the surrounding area, including provision for under-tuos. Within a one mile radius, there are 8 nurseries, 9 childminders and one school nursery class currently operating, all the childminders offer care for under 2s, along with 5 of the nurseries. 0-5 vacancy rates for full-time places in the nurseries currently range from 0 - 68% with the highest vacancy rates being in some of the settings offering full day, all year round care for 0-5s. Vacancies for under 2s range from 0-66%. The additional 15 hours of free child care for 3 and 4 year olds, will be for working parents only, who may already be accessing childcare, so it is not possible to say at this stage that there will definitely be increased demand for places as a result of this. Concerns exist around the safe ingress and egress of parents and young children. The main entrance is located between parking spaces which cars will be pulling across the pavement to access, and reversing out of. There are likely to be peak times at the start and end of the morning and the afternoon when parents will be arriving and leaving as they drop-off and collect their children, so further consideration needs to be given to ensuring the safety of people accessing the nursery. There is limited parking given the numbers of staff and children who will be accessing the nursery, the residential nature of part of the surrounding area and nearby parking restrictions. If, as is suggested in the application, some of the target market will be parents working at the major employers located on sites to the south of the proposed site, they may be likely to be accessing the nursery by car on their way to and from work. There is also mention of a mini-bus service, but there is no indication in the application where this will be parked, and further consideration will need to be given to ensuring safe transfer of children between the minibus and the nursery. Further consideration needs to be given to internal movement around the nursery, and arrangements in case of emergency requiring evacuation of the premises. The layout of the building requires movement through a number of spaces to travel between some areas of nursery. Access from the main entrance to the baby room appears to be either through the kitchen, or by going through 5 other play spaces and through a small space into which the staff toilet door opens, both of these routes would be inappropriate for parents and babies, and could impact adversely on the other children in the setting. Whilst the plans indicate that there will be two staircases and several external doors which could be designated as emergency exits, consideration also needs to be given to where the children will be evacuated to, as this will need to be a safe space with sufficient clearance from the building which will not conflict with emergency service access. Staff toilets on the first floor appear to open directly into a children's play area, and the plans do not indicate the presence of the necessary handwashing facilities.

There is no requirement for unlimited access to outdoors. The EYFS requirement is that:

3.58. Providers must provide access to an outdoor play area or, if that is not possible, ensure that outdoor activities are planned and taken on a daily basis (unless circumstances make this inappropriate, for example unsafe weather conditions).

Best practice is for children to be able to make choices about where they undertake their learning, and we would always advocate free-flow access to outdoors where possible. For the numbers of children proposed, and the layout of the nursery, with some children being upstairs, it will be necessary for consideration to be given as to how children can have sufficient access to outdoors. Limiting numbers who can be outside at any one time could limit possibilities for outdoor learning. If numbers permitted outside at any one time are to be limited, it would be important not to limit the times this is permitted by too much, as this may mean it would not be possible to ensure every child has access to sufficient outdoor

learning opportunities. However it is unlikely that children would be accessing outdoor opportunities at the earliest part of the day, as they may be settling into nursery, having breakfast, and staff would need time to set up the outdoor area etc.

Outdoor learning in the early years is very different to a school playtime arrangement, whilst some of the play will be linked to physical development and physical activity, other learning will be of a quieter, more exploratory nature, although this of course can still generate excitement and therefore laughter, shouting etc.

PUBLICITY AND REPRESENTATIONS

Site notice displayed: 10 June 2015

Neighbours notified: 08 June 2015

No objections received.

Letter of support from ward Councillor Christian Cox: As ward councillor for Squires Gate I wish to support this proposal. Having visited the premises and discussed the plans with the applicant I was most impressed. The building is currently utilised as a furniture store which has been in situ for many years and never caused any problems. A children's nursery which I am reassured will be of high quality is something as a local resident myself I would welcome to the area and I feel it would be a very positive addition to the local community. I am also reassured there will be parking places provided for staff on the Blackpool Airport site and the Abbey Road site will be used purely by visitors to the nursery such as parents. I cannot personally see any problems with these premises being used as a nursery and would not like to see the premises simply being left empty as an alternative. I wish to formally support this application.

NATIONAL PLANNING POLICY FRAMEWORK

In March 2012, the National Planning Policy Framework (NPPF) was published. Core planning principles include: to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; proactively drive and support sustainable economic development; encourage conversions of existing buildings. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the

- benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Chapter 1 is concerned with building a strong, competitive economy:

Chapter 4 Promoting sustainable transport:

para 35 - Developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Chapter 11 Conserving and enhancing the natural environment:

para 123 - Planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

- LQ1 Lifting the quality of design
- LQ14 Extensions and Alterations
- BH3 Residential and Visitor Amenity
- BH4 Public Health and Safety
- BH14 Local Shopping Centres
- BH19 Neighbourhood Community Facilities
- AS1 Access and Parking

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was agreed for consultation by the Council's Executive Committee on 16th June 2014 and by the full Council on 25th June 2014. The document was published for public consultation on 4th July 2014 for a period of eight weeks. The consultation has now ended and the document has been updated and was submitted to the Planning Inspectorate on 19 December 2014 for examination in spring 2015. Paragraph 216 of the NPPF allows relevant policies to be given weight in decision-taking according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF. Overall, a limited number of representations were received to the Proposed Submission document. Of those representations made expressing concern with the proposed policies, it is not considered that the issues raised justify the need for modifications to be made to the policies prior to submission (other than minor modifications to improve clarity for example). Therefore, the Council considers that, due to the advanced stage of the Core Strategy all relevant policies to this development should be given considerable weight in decision making.

Emerging policies in the Core Strategy: Proposed Submission that are most relevant to this application are:

- CS3 Economic Development and Employment
- CS7 Quality of Design
- CS15 Health and Education

None of these policies conflict with or outweigh the provisions of the adopted Local Plan policies listed above.

ASSESSMENT

The principle of the proposal

The site is located within a local centre and saved policy B14 states that “local centres provide for the day-to-day convenience shopping needs and other supportive uses readily accessible by a walk-in local catchment.” Part (C) of the policy states that proposals for new development or changes of use from shopping to other uses (including residential) will be permitted where they would not undermine the retail function, role and character of the centre. The policy identifies criteria used to determine the impact of a proposal on the retail function of a centre. In this case, the premises have not been in a convenience retail use for over twenty years.

A day nursery for children is the type of use/service which is needed in all residential areas to serve the needs of the local catchment and there is therefore no conflict with this policy. In any event, given the proximity of the Morrisons store (which satisfies much of the food shopping requirements for local residents), and the prospect of an Aldi within 300m of the site, it is difficult to see how a convenience store on the application site could compete and be viable. The premises directly opposite the application site were formerly in retail use but closed in the past ten years and converted to residential use, presumably due to competition from the Morrison store.

Policy BH19 (Neighbourhood Community Facilities) promotes NCF’s in areas where there is an identified shortfall of provision i.e. a need. It requires new facilities to be located sequentially; firstly within or adjacent to defined district and main local centres, then in other centres, then on sites well served by a range of transport modes. Paragraph 6.84 of the supporting text confirms that “smaller community facilities should be located in district or local centres or otherwise on sites which have good public transport and are easily accessible by cycling and walking”. The reuse of vacant sites is promoted. As Squires Gate Lane is a main distributor route linking the south areas of the town, and as the premises are currently vacant, the second and third part of the criteria of Policy BH19 is met. On this basis, the use of the site as a children’s day nursery is considered to be acceptable in principle if there has been an analysis of need for this size of nursery and a sequential test relating to the first parts.

The applicant has undertaken their own analysis of local provision in the South Blackpool area. The nursery is intended to serve parents who either live or work in the area and who require child care facilities at a high standard, within a building which can more readily accommodate child care needs than a traditional house. As set out in the supporting

statement, the nursery would cater for children under the age of two, an age group which is suggested is not well provided for in the area at present, and children up to pre-school age. The nursery is intended to serve parents living and working in Blackpool and in the adjacent Fylde Borough.

Although the latest Childcare Sufficiency Assessment 2014 does not identify any gaps in provision at the present time, there are a number of large housing developments currently under construction. These include approximately 580 dwellings at Moss House Road/Progress Way, 250 dwellings at the Pontins site on Clifton Drive and permission is currently being sought for 1,400 dwellings at Whyndyke Farm/Preston New Road. These developments, together with the designation of part of Blackpool Airport as an Enterprise Zone (effective January 2016) which will support as many as 3,000 new jobs in the next 20 years, will generate a significant demand for nursery places.

In terms of the sequential test, the closest district centre is Highfield Road, where the applicant considers there are no comparable buildings in terms of size, layout or external (play) areas. The nearest large local centre is St. Annes Road (to the east) and again there are no comparable buildings as all the retail and other commercial uses are either in former houses or are unsuitable (Halfway House PH). The only other local centre in the area is at Starr Gate and the properties are converted houses, none of which are considered suitable for a nursery use.

None of the district or local centres in the vicinity contains any premises which are suitable as a nursery of the size proposed at the Abbey Road site. The principle of locating a nursery here is therefore accepted.

The impact on residential amenity in terms of noise

As stated by the Head of Environmental Services, there are several residence in very close proximity which would be adversely affected by excessive noise from children during outdoor play, particularly at 139/137/135 Abbey Road and at 185/187/189 Squires Gate Lane. As a result, the applicant commissioned their own noise assessment, which concluded that if numbers of children playing outside were restricted to no more than 25 at any time, the impact would be minimal. In response to the noise assessment, the Head of Environmental Services carried out a noise monitoring exercise of their own and concluded that there is a strong likelihood of statutory noise nuisance and complaints and again objected to the proposal. Even if the number of children outside was restricted, it wouldn't solve the noise issue; and in any event, council officers would find it extremely difficult to monitor the number of children playing outside and imposing a condition to that end would be difficult to enforce. Also, as pointed out by the Director of Children's Services, restricting the numbers might not allow all the children sufficient time out of doors each day as there would be no opportunity to access the spaces early or late in the day.

The impact on highway safety and parking

There are only 5 car parking spaces available on the Abbey Road frontage of the building and the Head of Transportation considers that this would not meet the demands of the nursery and would significantly compromise highway safety. As a result, the applicant commissioned their own traffic assessment; however this has not changed the Head of

Transportations opinions. The nursery would have 21 full time equivalent staff and the potential for 70 parents dropping children off and collecting them from 0730 to 1800 on weekdays. A non-residential accessibility questionnaire puts the property within the low side of medium accessibility level. The Council's parking standards for nurseries of medium accessibility requires at least 13 spaces for staff (1.5 spaces per 2 staff less 10% for medium accessibility) plus a drop-off zone of 6 spaces for parents (70 children at 1 space per 10 less 10%) either on-site or in the immediate vicinity. The applicant has also indicated that he would operate a minibus, for which there is no parking provision shown on the submitted drawings. Abbey Road is not particularly wide and as there would be insufficient parking spaces on site, congestion would be likely to arise as parents use the on-street parking across the road and further down Abbey Road. This will also be a nuisance to neighbours as demand for on-street parking is already high on Abbey Road due to some residents not having their own off-street parking provision.

In addition, parents with small children would be unlikely to park in a street a short walk away; it is more likely that they would park on the double yellow lines directly outside the nursery as it is outside the main door to the premises and the most convenient place to stop. The frequent use of the forecourt parking would lead to conflict with pedestrians as parents reverse off the forecourt onto the road; and parents looking for a space on the forecourt could lead to sudden stop/start manoeuvres on Abbey Road, which would also be detrimental to highway safety.

The Director of Children's Services has also expressed concerns regarding the safety of parents and young children accessing the nursery as the main entrance is located between parking spaces and, particularly at peak times, many vehicles would be pulling back and forth across the pavement to access the nursery. Also, parents working at major employers to the south (part of the target market mentioned in the application) would be likely to access the nursery by car on their way to and from work. There is no indication where a mini-bus would be parked and there would be implications for the safe transfer of children between the minibus and the nursery.

Other Issues

The interior of the property has been redesigned and an amended plan submitted in order to overcome the Director of Children's Services concerns regarding the internal layout. The amendments also include a redesigned boundary wall to Squires Gate Lane consisting of a low brick wall and piers, with railings in between. This overcomes officers concerns regarding a residential appearance and the impact on visibility for vehicles emerging from Abbey Road (the proposal previously included a solid 1.8 metre high boundary wall).

CONCLUSION

A day nursery for children is the type of use/service which is needed in all residential areas to serve the needs of the local catchment, however the benefits of providing a nursery facility here are outweighed by the adverse impact on the amenities of neighbours through increased noise levels within their private rear gardens, the increased competition for on-street parking, and the detrimental impact on highway safety both for pedestrian, other road users and particularly parents/children accessing the nursery.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

N/A

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others.

It is considered that the application could significantly affect those human rights due to the anticipated noise levels which would constitute a statutory nuisance.

CRIME AND DISORDER ACT 1998

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

Recommended Decision: Refuse

Conditions and Reasons

1. The proposed use as a day nursery for up to 70 children would have a significantly detrimental impact on the residential amenities of the neighbours, particularly at 139/137/135 Abbey Road and at 185/187/189 Squires Gate Lane, by reason of excessive noise levels generated in the outdoor play area in close proximity to their private rear gardens; in addition the inadequate parking arrangements would result in on-street congestion where there is already significant competition for on-street facilities due to the lack of off street parking at a number of nearby dwellings; and would therefore be contrary to Policies BH3 and BH4 of the Blackpool Local Plan 2001-2016 and paragraphs 53 & 123 of the NPPF.
2. The parking facilities would be significantly detrimental to highway and pedestrian safety by virtue of the inadequate number of spaces, their forecourt location, and peak periods of use, and would therefore be contrary to Policy AS1 of the Blackpool Local Plan 2001 - 2016 and paragraph 35 of the NPPF.

ARTICLE 35 STATEMENT (NATIONAL PLANNING POLICY FRAMEWORK para 187)

The Local Planning Authority has sought to secure a sustainable development that would improve the economic, social and environmental conditions of Blackpool but in this case there are considered factors: the impact on the amenities of nearby residents, highway safety, conflict with the National Planning Policy Framework and policies of the Blackpool Local Plan 2001-2016, which justifies refusal.

Advice Notes to Developer

Not applicable