

COMMITTEE DATE: 07/06/2016

Application Reference: 16/0193

WARD: Squires Gate

DATE REGISTERED: 21/04/16

LOCAL PLAN ALLOCATION: Resort Neighbourhood

APPLICATION TYPE: Full Planning Permission

APPLICANT: Harrow House Construction Ltd

PROPOSAL: External alterations to include front extension and whole roof lift, balconies to Harrow Place and New South Promenade elevations and use of premises as altered as 113 self-contained permanent flats with associated car parking, bin store, boundary treatment and highway works.

LOCATION: 647-655 NEW SOUTH PROMENADE AND 2-8 HARROW PLACE,
BLACKPOOL, FY4 1RP

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr G Johnston

SUMMARY OF RECOMMENDATION

This proposal is seeking to regenerate some disused care homes within a bold modern building which pays homage to the Crescent to which it would be attached. At the same time it seeks to respect the setting of the building by stepping down from a focal point on the corner to the Crescent to the south and houses to the east. It is seeking to respond to the design criteria set out in Policies LQ2 and LQ4 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy by creating a landmark building on this prominent Promenade frontage. The proposal would also seek to balance this regeneration with protection of the amenities of the residents to the east of the site consistent with the aims of Policy BH3 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy.

Given the shape layout of the application site it is not possible to provide a significant level of off street car parking on the site (19 spaces) and hence the applicants have approached the Council to reconfigure Harrow Place to maximise the number of parking bays which could be created on the proposed one way street. This would still mean that there would only be the potential for 81 car parking spaces for the 113 flats. The site is opposite the tram line and has

the No.1 bus service running down the Promenade with other bus services on Harrowside not too far distant.

It is felt that the regeneration benefits of the proposal outweigh the disadvantages of not providing one car parking space per flat. The applicant has sought to demonstrate that the viability of the proposal would not support an affordable housing contribution but the proposal would fund off site open space improvement provision. On this basis the proposal is considered acceptable and is recommended for approval subject to conditions.

INTRODUCTION

This application involves a consortium of property owners and one of the owners has recently converted 653-655 New South Promenade into 11 flats and two maisonettes (14/0448 - External alterations including removal of existing sunlounge and reinstatement of ground floor bay windows to front elevation, installation of new doors and juliet balconies to rear elevation, formation of roof terrace with glazed balustrade, and use of premises as altered as 11 self-contained permanent flats and two maisonettes, with associated landscaping, cycle and bin stores) including undertaking external alterations to reinstate the original facade of the building. Originally members of the consortium were looking to submit individual applications for their respective properties within the application site. However, your officers felt this was the wrong approach and suggested that there should be one application encompassing the whole frontage to New South Promenade and Harrow Place. There were also concerns regarding the design of the proposal and there followed a series of meetings between members of the consortium and your officers which focussed on the relationship of the proposal to the existing crescent, the need to 'celebrate' the corner where New South Promenade and Harrow Place meet and the need to have regard to the residential properties to the east of the site. The application has resulted from those discussions.

SITE DESCRIPTION

This application relates to a site to the south of the Solaris Centre on New South Promenade. The site is at the northern end of the southern Crescent and comprises properties fronting New South Promenade and Harrow Place. The properties are within a Resort Neighbourhood as identified in the Blackpool Local Plan 2001-2016 but are not identified as being part of a Main Holiday Accommodation Area in the Holiday Accommodation Supplementary Planning Document of 2011. The properties are former care homes which have been vacant for some three years. To the south of the site is holiday accommodation and to the east fronting Harrow Place and Clifton Drive are residential properties. There is a rear alley between Harrow Place and Cardigan Place (to the south) which serves the properties fronting New South Promenade and properties fronting Clifton Drive. The application also includes the carriageway and footways to Harrow Place.

DETAILS OF PROPOSAL

The proposal is to refurbish and extend the existing properties to create 113 flats in the form of an L shaped block which would rise from its eastern and southern sides to create a focal

point at the junction of New South Promenade and Harrow Place. There would be 19 x one bed flats, 86 x two bed flats and 8 x three bed flats and the distribution of the flats would be as follows -

ground floor -19

first floor - 17

second floor - 18

third floor - 18

fourth floor - 20

fifth floor -13

sixth floor - 8 (with one flat extending up into a seventh floor)

The building would have a frontage of 34 metres to New South Promenade, 61 metres to Harrow Place and 31 metres to the rear alley which runs between Harrow Place and Cardigan Place. The building would have a staggered frontage to New South Promenade of between 4 to 10 metres. It would be set in front of 10 Harrow Place by 6.55 metres at ground floor level and 4.15 metres on the upper floors. It would step up from the existing Crescent height of 12 metres to 23.5 metres at the corner and step down in an easterly direction to 15 metres adjacent the rear alley which runs between Harrow Place and Cardigan Place (for comparison, the Hampton By Hilton proposal for part of the Crescent to the north of the Solaris Centre would be 14.6 metres high and the scheme refused at the last meeting of the Planning Committee would have had a height of between 16 metres and 19 metres). The building has been designed to produce stepped elevations to New South Promenade and Harrow Place to reflect the transition between the proposal and the existing Crescent to the south and residential properties to the east and allow for a focal point at the junction of New South Promenade and Harrow Place.

Five car parking spaces would be provided on the New South Promenade frontage of the site and 14 spaces to the rear. Harrow Place would be re-modelled to become a one way road with dedicated parking bays for 62 cars either side of the road. The junction of Harrow Place and New South Promenade would also be re-configured. With the off street and on street car parking there would be 81 spaces for the 113 flats. Cycle parking and bin storage would be provided to the rear of the flats.

The building would have two entrances from New South Promenade and would have four entrances from Harrow Place. The building has been designed to have a strong base, middle and a top but would also have strong vertical features to help break up the elongated nature of the building and pick up on the fact that the existing crescent comprises a series of frontages. The top would be a mansard style to reflect the mansard roof on the existing crescent. The building would step up from the east and the south to create a strong corner feature. The elevations would be granite faced at ground floor level with render above and topped with an artificial slate to the mansard. The windows and doors would be grey and balconies would be simple glazing (there would be a continuous balcony at first floor level and then sporadic balconies on the New South Promenade and Harrow Place elevations). A low rendered wall and planting would be provided on the frontage to the site.

The application is accompanied by a Design and Access Statement, Planning Statement, Bat Survey and Viability Assessment

MAIN PLANNING ISSUES

The key issues relate to the principle of the development in terms of the design policies - LQ1, LQ2, LQ3 and LQ4 of the Local Plan (and CS7 of the Core Strategy) the amenity policy - BH3; and the accessibility policies - AS1 and AS2.

Key specific issues relate to:

- principle of the proposal
- nature of the accommodation
- scale and impact on residential amenity
- traffic/transportation issues

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

CONSULTATIONS

United Utilities: With reference to the above planning application, United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region:

Drainage Comments

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Drainage Conditions

United Utilities will have no objection to the proposal and therefore request no conditions are attached to any approval.

Water Comments

Our water mains will need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement under

Sections 41, 42 and 43 of the Water Industry Act 1991. Each individual unit will require a separate metered supply at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. The level of cover to the water mains and sewers must not be compromised either during or after construction. Should this planning application be approved, the applicant should contact United Utilities on 03456 723 723 regarding connection to the water mains/public sewers.

General comments

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. United Utilities offer a fully supported mapping service and we recommend the applicant contact our Property Searches Team on 0370 751 0101 to obtain maps of the site.

Due to the public sewer transfer, not all sewers are currently shown on the statutory sewer records, if a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Blackpool Services Directorate: Prior to commencement of development; proposed hours of work and a noise, vibration and dust management plan relating to the control of the above shall be submitted. All approved measures identified shall be implemented and maintained throughout the duration of the works.

Police: No objections in principle to the proposal. Recommends that the flats are constructed to Secure by Design standards. Recommends entrances and exits to/from the flats are fitted with access control measures (keypad/swipe card activated pad) and doors/windows have security bar or chain. Suggests CCTV for the area to the rear of the flats and security lighting. Recommends landscaping maintained at a height of 1 metre to avoid areas of concealment

Head of Transportation: The principle of development is accepted. There is still a requirement to stop-up part of the public highway to remove highway rights, best done under the Town and Country Planning Act to allow development to commence. There will be no objection to this from a highways point of view.

There is a lighting column in the vicinity which will require relocating. At present there is an island within the centre of Harrow Place (western end), a combined illuminations attachment pole and lighting column is within the island. The proposed scheme clearly indicates the removal of the island, yet lacks detail i.e. the existing pole within the island and the catenary pole on the west side. Further consideration must be given to this and how the equipment is re-positioned. The column serves three uses - street lighting, illumination features and tramway infrastructure. Parking provision is underprovided even if the off-site parking scheme is implemented. I must stress that the creation of an isolated residents parking's scheme (funded by others) is likely to set an unsustainable precedent and encourage further demand in this area. In recent years the Council has received and fought requests from South Crescent, New South Promenade, Clifton Drive, Bosworth Place, Carlyle Avenue and Napier Avenue. It may make it difficult for highways to refuse future requests if this is supported. The

agent has argued that the previous use generated high vehicle movements with little or no off-street parking. The information given stipulates the following: the previous use of hotels and nursing homes would have had occupation levels of approximately 120 staff plus approximately 30 guests at any one time plus other vehicles from deliveries, visitors, doctors, solicitors etc. Normally, we would not support such a parking scheme on the public highway, however if problems arise in future years (if the parking scheme is not implemented) Highways may have to address the problems and it is becoming more and more difficult to divert funding away from worthwhile schemes to deal with parking related problems around Blackpool. So as a one-off, we could agree to this. Due to the shortfall between the number of units and proposed off-site parking spaces, I consider it necessary to seek a separate contribution to deal with parking problems in future years, a realistic timescale to address any problems would be five years from first occupation.

The proposed on-street parking spaces must cater for dual use, not just future residents. There is a clear demand in this area.

Blackpool International Airport: no comments received at the time of writing this report. Any comments received will be reported in the Update Note

Electricity North West Ltd: no comments received at the time of writing this report. Any comments received will be reported in the Update Note

PUBLICITY AND REPRESENTATION

Press notice published: 28 April 2016

Site notice displayed: 21 April 2016

Neighbours notified: 22 April 2016

Mr D Chapman and Ms B Johnson, 106 Clifton Drive, Blackpool, FY4 1RR

Although they are pleased to see improvements to the site they are concerned regarding the height of the proposed development and the possible impact on daylight and sunlight in terms of the relationship of the building to their property.

Mr P Hyatt 32 Clifton Drive, Blackpool, FY4 1NX

The development appears to be out of character with the surrounding neighbourhood and, in my view, will spoil the line of the existing Crescent because of its height and mass. It could also increase traffic in an already busy area and lead to parking issues for local residents.

Mr J Benson 91 Clifton Drive, Blackpool, FY4 1RS

Whilst we applaud the fact that work is finally being initiated to improve the appearance of the derelict properties on New South Promenade, we wish to object to the plans on the following grounds:

1. We would question the term "remodelling" of the existing buildings as it would appear that the present buildings are being demolished and replaced entirely.

2. The height of the proposed buildings is out of proportion to the surrounding area where most of the hotels have a maximum height of five storeys; none of the other plans submitted or approved for this area are as high as eight storeys. This would mean that houses on Clifton Drive would be considerably overlooked and this will devalue our properties.
3. There is not enough parking allowed for. Some of the flats have accommodation for five people, so the car parking provision should be greater.
4. The plans show provision of car parking on Harrow Place can only be achieved by narrowing the road and making it one way with parking bays, which could well lead to traffic problems in the area given the already existing traffic from the hotels in season, plus the additional parking needed by the other plans already either approved or submitted.

Mrs P Storton 10 Harrow Place, Blackpool, FY4 1RP

Has raised concerns in relation to the following planning policies which have been lifted from Blackpool Local Plan 2001 – 2016:

Policy LQ2 concerns (quote from Policy LQ2 of the Blackpool Local Plan)

"Consideration should be particularly given to respecting and enhancing the established building line and the scale, massing, vertical and horizontal rhythms and materials of neighbouring buildings, streets, frontages and areas with a consistent townscape character will be identified by the Council through Character Area Appraisals."

1) Does the proposal respect the build line? "Consideration should be particularly given to respecting and enhancing the established building line and the scale, massing, vertical and horizontal rhythms".

a) The north side of the proposal does not respect or enhance the established building line. The ground floor will extend outward from original build line by 6.55 metres (an additional 2.9 metres to that of the "unfortunate add-ons" as described by the proposals planning statement page 15 section 5.8). This amounts to an extension to the already long implemented extension of 3.65 metres. The first floor is being extended outward from existing build line by 4.15 metres. 10 Harrow Place aligns with the original build line of the proposed development. Therefore the proposal's east face will jut out and additional 6.55 metres from the original build line. The proposed development does not respect the building line and further infringes the original line by compounding the first infringement of the "add-ons".

Attachment A (attached at Appendix 8a to this report) illustrates the build line issue. The original build line is marked. Also marked is final 6.55 metre ground floor extension and 1-5 floors 4.14 metres extension. The ground extension projection is almost equivalent to the width of 10 Harrow Place (including "unfortunate add-ons")

b) Has consideration of the massing of the north side been respected? Taking into consideration just the first five floors of the proposal, the scale/mass of the building will increase by 53% minimum (yellow in **Attachment B** which has been attached at Appendix 8a

to this report). This increase in scale/mass of the building indicates little consideration to scale/mass and facilitates the infringement of the build line as described above. Considering the west view as a whole, the massing has doubled and has increase by at least 125%.

Attachment B (attached at Appendix 8a to this report) illustrates this massing issue. It is the proposed "Alleyway"(east) elevation with the "current" building (pink) and 10 Harrow Place (blue) superimposed. The Yellow is proposed extension/addition to the alleyway wall. The white is the rest of the 6-8 floor development projecting westward.

2) Another quote from Policy LQ2 - "Streets, frontages and areas with a consistent townscape character", "Contemporary and individual expressions of design will be encouraged but it may also be appropriate for designs to respond to the prevailing design character of the surrounding area".

The development proposes to convert a part of what can be described as a prevailing Edwardian four storey crescent/block. The radical design is clearly inconsistent and bears no similarity to the rest of the crescent/block and therefore does not fit the prevailing "consistent townscape character".

A section of the crescent has been converted into flats under plan 14/0448(see **Attachment D** attached as Appendix 8a to this report). This plan converted 653-655 NEW SOUTH PROMENADE (adjoining the proposed development) and is clearly "consistent townscape character". This implemented development represents the exemplar of what can be done and clearly satisfies Policy LQ2 etc. Even the "unfortunate add-ons" were removed.

Policy LQ4 concerns (quote from Policy LQ4 of the Blackpool Local Plan)

"(B) Scale - The scale, massing and height of new buildings should be appropriate for their use and location and be related to: (i) the width and importance of the street or space (ii) the scale, massing and height of neighbouring buildings."

All the builds associated with the crescent as is, are consistent in scale/size, proportion, height and make up a uniform symmetrical building structure. The proposed build clearly does not satisfy scale/size, proportion, height with respect to neighbouring buildings. The reasons given above apply. The existing crescent is four storey, where the proposal rises from five-eight. This is hardly consistent with the neighbouring buildings. The scale/mass of the building will increase by 53% minimum (considering first five floors only). This increase in scale/mass of the building indicates little consideration to scale/mass as per Policy LQ4 and facilitates the infringement of the build line as described above.

Listed below are my objections to the proposed development and its effects on 10 Harrow Place.

1) The lounge patio window of 10 Harrow Place directly facing the east wall of the proposed development let's direct evening sunlight into the lounge from 7pm approximately till sunset. Due to the extension on extension from the build line as described above, the lounge will no longer receive this light due to the obstruction caused by the extension casting a shadow. This

is also true for garden/patio in front of the patio window.

2) 70% of the current view from the above patio window of the solarium, promenade, street, sky, will be replaced by a view of the east wall of the proposed development. The resulting view will be of the sky only.

3) The east wall of the proposed development directly in front of the above patio window will have 18 windows from the first floor up (currently non exist) will have a full unobstructed view of the lounge through the patio window as described above. This is also true for garden/patio in front of the patio window. A further 21 windows to the left of these 18 windows will have substantial views of the interior of the lounge and garden/patio. Effectively due to eight apartments with these windows, there is high probability someone will always be in front of these windows resulting in NO privacy for the occupants of the above lounge/patio/garden. The 21 windows mentioned above will also have privacy issues by having views and looking down into 10 Harrow Place's kitchen. Could louvred window or opaque glass be used for all these windows?

4) The north side balconies nearest the alleyway will all have direct view of our lounge and garden opposite the patio doors as detailed directly and will represent another intrusion of privacy. These balconies will have direct view direct onto our front garden effectively making redundant the existing six foot hedge planted in order to gain such privacy for our garden in the summer months.

5) The front garden/north side views will be further obscured by extra jutting out of the north side extension as described above. To a lesser extent, this will also be true of the main lounge/and bedrooms.

6) The solar panel installation on 10 Harrow Place will be less efficient due to the fifth floor casting a shadow for resulting in an approximate 15% loss of generation capability. The panels were installed on the eastside of 10 Harrow Place in order to minimise the shadow effect. This shadowing effect will be worsened by the proposed development.

Summary

My objections to this proposal are listed above. Clearly the current state of the buildings proposed for development needs to be addressed. What is being proposed is clearly radical in design and scale. It clearly infringes Local Plan policies LQ2 and LQ4 by not respecting the rhythms and materials of neighbouring buildings, frontages of buildings/neighbourhood. The proposal refers to the THEORETICAL 12/0362 development (***Renewal of outline planning permission 09/0253 for the erection of 120 bedroom hotel of between two and eleven storeys in height, including health club/spa, pool/gym and penthouse flat, with associated car parking at basement and ground level and servicing - site of the Palm Beach Hotel, New South Promenade***) in order to justify this radical proposal. This is a weak justification when there already exists 14/0448 (653-655 NEW SOUTH PROMENADE) which has been implemented and completed (except parking). 14/0448 development is next to/adjoining the buildings block proposed in the proposed development 16/0193 and in fact was developed by Ron Richardson (one of the developers of the new proposal 16/0193). 14/0448 complies with

all planning policies LQ2, 3, 4 etc. and is certainly consistent with current buildings and area. What is needed is lashings of proposals such as 14/0448. Indeed 14/0448 represents a tried and tested exemplar for what should be done for both crescents on New South Promenade. Can we have more of this type of development please?

Being a resident "the littleman" I'm/we are depending on the planning department to ensure fair play is applied and planning rules/policies/frameworks are applied consistently for residence and business. These policies were strictly adhered to when I had a planning application 06/0861 for a 3 metre by 3 metre Victorian type brick conservatory rejected. Eventually we had a plan accepted which involved a 50% reduction in length to 1.5m. The proposal requires a minimum 53% increase in mass/volume (considering first five floors only), this is one hell of a big extension.

There is an alternative solution. The Council will ultimately be faced with a choice between a radical design which is totally out of character with what exist which maximises the number of flats to maximise developer profit or, facilitate a development such as 14/0448 (653-655 NEW SOUTH PROMENADE) which is truly consistent with Local Plan policies and is in keeping/consistent with current build, the downside for the developer is reduced number of flats. The developer initially expected the development to yield 69 flats. Ron Richardson Ltd development 14/0448 of 13 actually implemented flats didn't put Ron Richardson off to later purchase of 2-8 Harrow Place leading to this proposal. In fact the proposed development has been gutted and is an empty shell in anticipation of gaining some sort of planning permission.

Footnote re: spin of proposal

The proposal's planning statement "eggs the pudding" where it appears to be advantageous to do so and down plays intents of policies and effects on the locals. Sections 5.21, 6.4 and 6.5 trivialises the scale of Policy BH3 "privacy, outlook, and levels of sunlight and daylight", Policy CS7 "visual intrusion, overlooking, shading, noise and light pollution or any other adverse local impact on local character or amenity" for the reasons I've given. The only recognition of effects on 10 Harrow Place, et'al are the addition of the extra floor and impact of privacy. The scale of the privacy issue is simply not addressed. The effects of the 5th floor are trivial when considered against the build line issue which is simply not mentioned as an impact where it specifically does have an impact.

Though the following point would only be spotted by residence with a direct view onto Harrow Place Rd, **Attachment C** (attached at Appendix 8a to this report) details the front page Gazette image 3rd May(proposed CGI 256697 contained in 16/0193) of the proposed, it includes a very small image of the gable end of 10 Harrow Place. This is a total misrepresentation in that the proposed would completely obscure 10 Harrow Place, see Attachment3 which details the lines of sight as per Gazette and where the correct "Actual Line for Proposal". It has been necessary to point out the misrepresentation as the developer could reference the image as evidence to discredit points re buildline/obstruction and impact of view made in this document. To view 10 Harrow place as per Gazette, the observer would have to be 65 metres further north up the New South Promenade.

As a last thought I'd raise this safety issue. The one way traffic direction onto the New South Promenade would indicate vehicles are forced to turn right across oncoming traffic. Is this really desirable? The current proposal has the advantage of a few more parking spaces made available at the very west end of Harrow Place.

Mrs E Anker 81 Clifton Drive, Blackpool, FY4 1PH

I am objecting to the height, and the design is ugly, not in keeping with the area. The parking will be a problem, we have problems now Well seen you don't live in the area parking has always been chaos.

Dr M Cohen 102 Clifton Drive, Blackpool, FY4 1RR

Has concerns about the scale and the height of the proposed development and the possible impact on daylight and sunlight in terms of the relationship of the building to his property. Considers the proposal would adversely affect local residents through noise and disturbance. Concerned that the 113 flats will generate significant additional traffic with associated traffic noise and the extra vehicles will be detrimental to highway safety - additional on street parking and congestion. Also concerned about the lack of landscaping.

Mr D McGrath, Solarium, Promenade, Blackpool, FY4 1RN

Car parking - At the Solaris Centre we are pleased to see the provision of 62 on-street car parking spaces along Harrow Place, a welcome increase on the current provision. However the introduction of public pay and display and residents' permit car parking is likely to have a negative impact on our business by making the Solaris Centre a less attractive venue for meetings, our business tenants and customers.

In addition a petition from the **South Shore Action Group** has been received objecting to the proposed development (scale and height/impact on the area/traffic noise, congestion and parking/lack of landscaping). The petition contains 19 signatories from the local area.

The issues raised will be covered in the assessment part of this report.

One letter of support has been received:

Mr K Hoskins Carn Brae Hotel, 657-659 New South Promenade, Blackpool, FY4 1RN

Having lived next door to an empty building for over 12 years putting up with damp problems, pigeon infestation and seeing the adjoining building go into disrepair.

I was so please when someone finally bought the empty buildings and had the foresight to do something with them.

I've seen the plans and would like to say this is what Blackpool needs to move forward in to the 21st century..!! And how people can say this will devalue their properties is insane, we are talking about luxury sea front apartments it will improve the area.

I want you to know I am behind it all the way

NATIONAL PLANNING POLICY FRAMEWORK

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 reiterates this requirement.

Paragraph 12 states that 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 material considerations indicated otherwise. It is highly desirable that Local Planning Authorities have an up to date plan in place.

Paragraph 14 states - at the heart of the National Planning Policy Framework 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 whole; or
 - specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which include to proactively drive sustainable development and secure a high standard of design and a good standard of amenity.

Paragraphs 47-52 deal with the supply of housing.

Paragraph 56 states that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 61 states that although visual appearance and architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

Paragraph 150 emphasises the importance of Local Plans in delivering sustainable development. It reiterates the point that planning decisions should be made in accordance with the 'Local Plan' unless material considerations indicate otherwise.

Paragraph 186 states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

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.

BLACKPOOL LOCAL PLAN PART 1 : CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by the Council at its meeting on 20 January 2016. The document will be published on the Council's website in due course. In accordance with paragraph 216 of the National Planning Policy Framework significant weight can now be given to the policies of the Core Strategy. Certain policies in the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

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

- CS1 - strategic location for development**
- CS2 - housing provision**
- CS5 - connectivity**
- CS7 - quality of design**
- CS9 - water management**
- CS10 - sustainable design**
- CS11- planning obligations**
- CS12- sustainable neighbourhoods**
- CS13 - housing mix density and standards**
- CS 14 - Affordable housing**

None of these policies conflict with or outweigh the provisions of the saved Local Plan Policies listed below.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

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

Policy LQ2 Site Context states that the design of new development proposals will be considered in relation to the character and setting of the surrounding area. New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include locations affecting the setting of a Listed Building or should be a high quality contemporary and individual expression of design.

Policy LQ4 Building Design states that in order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria:

(A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential developments will be expected to achieve a connected series of defensible spaces throughout the development.

(B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:

- (i) the width and importance of the street or space.
- (ii) the scale, massing and height of neighbouring buildings.

(C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:

- (i) a base, of human scale that addresses the street.
- (ii) a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements.
- (iii) a roof, which adds further interest and variety.
- (iv) a depth of profile providing texture to the elevation.

(D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

Policy HN4 - Windfall Sites -allows for housing development on vacant, derelict or underused land subject to caveats.

Policy HN5 - Conversions and sub divisions

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

(i) the scale, design and siting of the proposed development and its effects on privacy, outlook, and levels of sunlight and daylight;

and/or

(ii) the use of and activity associated with the proposed development;

or by

(iii) the use of and activity associated with existing properties in the vicinity of the accommodation proposed.

Policy BH4 - Public Safety - seeks to ensure air quality is not prejudiced, noise and vibration is minimised, light pollution is minimised, contaminated land is remediated and groundwater is not polluted.

Policy BH10 - Open Space in New Housing Developments - sets out the need for open space as part of developments and where full provision is not made a commuted sum should be sought.

Policy NE6 - Protected Species - seeks to ensure that development does not adversely affect animal and plant species that are protected.

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

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

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

Supplementary Planning Guidance Note 11: Open Space: provision for new residential development and the funding system.

New Homes from Old Places Supplementary Planning Document (and Technical Housing Standards - nationally described space standard).

Holiday Accommodation Supplementary Planning Document.

ASSESSMENT

Principle of the proposal- Although the properties are within a Resort Neighbourhood, the extent of which is identified on the Proposals Map to the 2006 Blackpool Local Plan, they are not within a Main Holiday Accommodation Area, which is identified in the Holiday Accommodation Supplementary Planning Document. The properties have been vacant for some time and as they were previously care homes there is no fundamental objection to them being replaced by residential development. Indeed Policy CS2 of the Blackpool Local Plan: Part 1 - Core Strategy recognises that part of the Council's future housing requirement will come from residential schemes on the seafront, which provide a high quality residential offer. Given this is a brownfield site in a sustainable location the principle of residential development is acceptable and would be consistent with Policies CS1 and CS2 of the Blackpool Local Plan: Part 1 - Core Strategy.

Nature of the accommodation - There would be 19 one bed flats, 86 two bed flats and eight three bed flats. In terms of Policy CS13 of the Blackpool Local Plan: Part 1 - Core Strategy 83% of the flats would comprise two or more bedrooms (the requirement in the policy is 70%). The vast majority of the flats would meet the minimum floorspace standards set out in the Technical Housing Standards - nationally described space standard and in most cases would surpass those minimum requirements. On each floor approximately 75% of the flats would face either New South Promenade or Harrow Place. The flats facing Harrow Place and New South Promenade would contain picture windows to maximise the views and a number of properties would have balconies. There would be a small courtyard to the rear with bin storage, cycle storage and some car parking.

Scale and impact on residential amenity - Members will recall that comparisons were made between the Palm Beach Hotel site proposal (proposed Hampton by Hilton Hotel) and the Waldorf, Kimberley, Henderson hotels site proposal (99 flats) at the last meeting of the Planning Committee and the details are reproduced here for members information:

Palm Beach hotel site proposal (proposed Hampton by Hilton Hotel) - the overall height would be 14.6 metres (four storeys in height). It would be 11 metres from the rear boundary of the properties fronting Clifton Drive.

Waldorf, Kimberley, Henderson hotels site proposal (99 flats) - the bulk of the height fronting New South Promenade would be 16 metres but it would rise to 19 metres at the corner of New South Promenade and Wimbourne Place (6-7 storeys in height). There would be two rear wings to the building - one stepping down to 8 metres in height where it would be 6 metres from the rear boundary of the properties fronting Clifton Drive and the other stepping down to 12.5 metres where it would be 16 metres from the rear boundary of the properties fronting Clifton Drive.

In this case at its southern end (New South Promenade frontage) the building would be 15 metres high (the remainder of the Crescent to the south is 12 metres high). Moving northwards it would step up to 19 metres in height, then 20.5 metres and culminate at 23.5 metres in the form of the corner feature. At its eastern end (Harrow Place frontage) it would be 15 metres high and would step up to 18 metres, then 21 metres and culminate at 23.5 metres in the form of the corner feature. In terms of the relationship with the properties in Harrow Place and Clifton Drive it would be 15 metres in height within 6 metres of the rear boundary of the properties. At 18 metres in height it would be 19 metres away, at 21 metres it would be 32 metres away and the corner feature would be some 57.5 metres away. This stepping up of the building would assist in minimising the impact on the amenities of the residents whilst allowing for the creation of a feature at the corner of Harrow Place and New South Promenade. It would also assist in terms of the transition between the building and the remainder of the Crescent. This approach was employed in relation to the two proposals for the northern end and southern end of the Crescent to the north of Solaris, although in those cases the stepping up was to 11 storeys in height (09/0616 and 09/0617 refer).

The building would also step out in terms of the existing Crescent frontage and in relation to 10 Harrow Place. In the case of the former it would project in four sections including the corner feature. This would give the building some vertical emphasis and replicate the vertical breaks in the existing Crescent. On the Harrow Place frontage the building would project by 6.55 metres at ground floor level and 4.15 metres on the upper floors (there would also be some further stepping out of the frontage as the building moves away from 10 Harrow Place).

Policy LQ2 of the Blackpool Local Plan requires new development to be considered in relation to the character and setting of the surrounding area. The application site is part of an inter war crescent of some four storeys in height including the roofspace. To the east of the site is more modern detached housing. The block (New South Promenade/Harrow Place/ Clifton Drive and Abercorn Place) within which the application site sits has two differing characters. The application is seeking to respond to the Crescent character in terms of having a strong base, a middle and a top. It is a modern design which is paying homage to some elements of the Crescent - vertical breaks, mansard style roof, rendered finish and which seeks to address the transition with the remainder of the Crescent by stepping up the building and stepping the building out to give a strong feature on the corner of New South Promenade and Harrow Place. It would not slavishly adhere to the Crescent but instead it seeks to make a bold statement at the northern end of the Crescent consistent with part (B) (ii) of the policy.

Policy LQ4 of the Blackpool Local Plan seeks to lift the quality of new building design. In this case the building would fulfil the requirements of part (B) in tapering down to neighbouring

buildings. It would create a landmark building on a prominent corner with extensive views from all directions given the extent of the Promenade to the west and the single storey Solaris building on the site to the north. It would achieve the requirement for larger scale and height buildings on the Promenade whilst seeking to provide an acceptable transition with the Crescent and properties to the east. It would meet the criteria in part (C) in having a defined base, middle and top and the facades would include extensive profiling to break up the mass of the building and reflect the vertical characteristics of the Crescent. Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy echoes a number of these considerations.

The eastern elevation of the building would contain some 49 windows and the side elevation of 10 Harrow Place does contain one window and there would be the potential for overlooking garden areas. 102-106 Clifton Drive do have windows on the rear elevation and rear garden areas which could be overlooked. The proposed windows in the eastern elevation of the building would measure 2000mm x 600mm so it would be possible to obscure glaze the bottom half of the windows and have the top half clear glazed. This would reduce the potential for overlooking without adversely affecting the amenity of the occupiers of the proposed flats. I am awaiting an amended plan to cover this matter and will provide an update in the Update Note. In a similar vein, the eastern side of the proposed balconies on the Harrow Place elevation could be fitted with glazed privacy screens. In this way the proposal would not compromise Policy BH3 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy.

The southern elevation of the building would have projecting and recessed elements which would limit the potential for overlooking. In addition there would be fewer windows and any views from these windows would be from an oblique angle.

The building would be due west of 10 Harrow Place and 102-106 Clifton Drive and to the north of other properties in Clifton Drive. As such it would provide some shading of the gardens from the afternoon onwards but this happens to some extent at the present given the height and length of the existing building adjacent the rear alley.

It is acknowledged that the building would project in front of 10 Harrow Place but as mentioned above the character of the block bounded by Harrow Place, Clifton Drive, Abercorn Place and New South Promenade has two different characters. The western part is defined by the north and south Crescents which are four storey buildings whereas the eastern part is detached houses. This proposal relates to the western part and is seeking to regenerate the site. The forward projections of the proposed building at ground floor and upper floor levels would only be visible at an oblique angle from the windows in no 10 Harrow Place and are therefore considered acceptable.

Traffic/transportation issues - The scheme would not provide car parking on a one space per flat basis but the site is located opposite the tram services and close to bus services on New South Promenade and Harrowside and within walking distance of the train stations at Squires Gate and Blackpool Pleasure Beach. On this basis it is considered that the level of car parking proposed is acceptable. Given the configuration of the site it is not possible to secure more off street car parking at the rear of the proposed development. The re configuration of

Harrow Place is considered acceptable although it is acknowledged that the cars using the 62 car parking spaces would have to turn either left or right onto the Promenade (they could not use Clifton Drive as a means of exit).

Other Issues - The proposal would generate the requirement for a commuted sum of £77,228 (19 x £516/86 x £688/8x £1032) towards the provision/upgrading of off site public open space. The applicant has agreed to pay this and its provision would be secured by a condition. The applicant has submitted viability information with regard to the issue of a prospective affordable housing contribution, given that Policy CS14 of the Blackpool Local Plan: Part 1 - Core Strategy would ordinarily require 30% of the 113 flats to be affordable (34 in this case) and it demonstrates that the scheme cannot support such a requirement. The appraisal has been checked in respect of anticipated sales values, build costs, professional fees, finance costs, land values, profit expectation and has been found to be realistic in terms of its assumptions. The Bat Survey submitted with the application has not indicated the presence of any bats in the buildings.

CONCLUSION

This proposal is seeking to regenerate some disused care homes within a bold modern building which pays homage to the Crescent to which it would be attached. At the same time it seeks to respect the setting of the building by stepping down from a focal point on the corner to the Crescent to the south and houses to the east. It is seeking to respond to the design criteria set out in Policies LQ2 and LQ4 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy by creating a landmark building on this prominent Promenade frontage. The proposal would also seek to balance this regeneration with protection of the amenities of the residents to the east of the site consistent with the aims of Policy BH3 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy.

Given the shape layout of the application site it is not possible to provide a significant level of off street car parking on the site (19 spaces) and hence the applicants have approached the Council to reconfigure Harrow Place to maximise the number of parking bays which could be created on the proposed one way street. This would still mean that there would only be the potential for 81 car parking spaces for the 113 flats. The site is opposite the tram line and has the No.1 bus service running down the Promenade with other bus services on Harrowside not too far distant. It is felt that the regeneration benefits of the proposal outweigh the disadvantages of not providing one car parking space per flat. The applicant has sought to demonstrate that the viability of the proposal would not support an affordable housing contribution but the proposal would fund off site open space improvement provision. On this basis the proposal is considered acceptable and is recommended for approval subject to conditions.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None

HUMAN RIGHTS ACT

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

CRIME AND DISORDER ACT 1998

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

BACKGROUND PAPERS

Planning Application File(s) 16/0193 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=simple>

Recommended Decision: Grant Permission

Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 7 April 2016 including the following plans:

Location Plan stamped as received by the Council on 07 April 2016.

Drawings numbered:-

PL_012 - Proposed Site Plan
PL_013 - Ground Floor Plan
PL_014 - First Floor Plan
PL_015 - Second Floor Plan
PL_016 - Third Floor Plan

PL_017 - Fourth Floor Plan
PL_018 - Fifth Floor Plan
PL_019 - Sixth Floor Plan
PL_020 - Seventh Floor Plan
PL_022 - Harrow Place Elevation
PL_023 - South Promenade Elevation
PL_024 - Alleyway Elevation
PL_025 - Side South Elevation
PL_026 - Section A-A
PL_027 - Section B-B
PL_028 - Context Elevation
PL_028 - Short Section
PL_029 - Proposed CGI
PL_030 - Proposed CGI
PL_031 - Proposed CGI
H_001
H_002
H_003
4076-01 - Landscape Plan

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 construction of any above ground structures details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016.

4. Prior to the construction of any above ground structures details of the surfacing materials to be used in the construction of the development shall be submitted to and agreed in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016.

5. The roof of the building shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason: To safeguard the amenities of the adjoining premises, to safeguard the visual amenities of the area in accordance with Policy LQ14 and BH3 of the Blackpool Local Plan 2001-2016.

6. The development authorised by this permission shall not begin until the Local Planning Authority has approved a scheme to secure the provision of or improvements to off site open space together with a mechanism for delivery, in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development"(SPG11).

Reason: To ensure sufficient provision of or to provide sufficient improvements to open space to serve the dwellings in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development"(SPG11).

NOTE – The development is of a scale to warrant a contribution of £77,228 towards the provision of or improvement to off site open space and management of the open space provision, in accordance with Policy BH10 of the Blackpool Local Plan 2001-2016 and SPG 11. The Applicant(s) should contact the Council to arrange payment of the contribution.

7. Prior to the development hereby approved being first brought into use the car parking provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

8. Prior to the development hereby approved being first brought into use the refuse storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants and neighbours, in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

9. Prior to the development hereby approved being first brought into use the secure cycle storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: To enable access to and from the property by sustainable transport mode, in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

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

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routeing of construction traffic.

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

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no change of use from Use Class C3 (the subject of this permission) to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

12. Before any of the approved flats are first occupied details of the boundary treatment to New South Promenade, Harrow Place and the back alley between Harrow Place and Cardigan Place shall be submitted to and agreed in writing by the Local Planning Authority. The agreed boundary treatment shall then be erected and shall thereafter be retained.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016.

13. No development approved by this permission shall be commenced until details of the finished floor levels of the proposed building and any alterations to existing land levels have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved levels unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of the area in accordance with Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1, LQ2, LQ4 and BH3 of the Blackpool Local Plan 2001-2016.

14. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy BH4 of the Blackpool Local Plan 2001-2016

15. Part of each of the windows in the eastern elevation of the building facing the rear boundaries of properties fronting Clifton Drive shall be at all times obscure glazed and fixed permanently closed in accordance with a scheme to be agreed in writing with the Local Planning Authority

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016.

16. All windows to the elevations of the building shall be recessed behind the plane of the elevation in accordance with details to be submitted to and approved by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016.

17. Before the development is commenced a lighting/security scheme for the car parking area/ bin storage area/cycle storage area and courtyard area at the rear of the building shall be submitted to and approved by the Local Planning Authority. The approved scheme shall then be implemented as part of the development and shall be retained as such.

Reason: To safeguard the living conditions of the occupants of the flats and the occupiers of neighbouring premises, in accordance with Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016.

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.
2. At least 30 days before commencement of the development, the developer must contact the Safeguarding Team, Squires Gate Airport Operations Ltd, Squires Gate Lane, Blackpool, FY4 2QY (Tel: 01253 472527 ATC or by email to safeguarding@blackpoolairport.com if any equipment to be used during construction will exceed the maximum height of the finished development (e.g. cranes, piling rigs). Notification of the equipment shall be made in writing and include:
 - its position (OSGB grid coordinates to 6 figures each of Eastings and Northings);
 - height above ordnance datum;
 - anticipated dates on site;
 - emergency contact numbers for the crane operator and site manager.

The equipment must be operated in accordance with BS 7121 and further advice can be found in Civil Aviation Authority Advice Note 4 'Cranes and Other Construction Issues'.

3. All internal and external lighting shall conform to the advice given in the Civil Aviation Authority publication - Safeguarding of Aerodromes, Advice Note 2. All external lighting shall be of the flat glass, full cut off design with horizontal mountings such that there is no light spill above the horizontal. This is to ensure that the lighting does not confuse or distract pilots in the vicinity of, and Air Traffic Controllers operating at, the aerodrome.

4. 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 Built Environment Department, Layton Depot, Depot Road, Blackpool, FY3 7HW (Tel 01253 477477) in the first instance to ascertain the details of such an agreement and the information provided.