

COMMITTEE DATE: 17/07/2018

Application Reference: 18/0214

WARD: Marton
DATE REGISTERED: 10/04/18
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Outline Planning Permission
APPLICANT: Mr Whiteside

PROPOSAL: Erection of single dwelling and associated detached garage with pedestrian access from Preston Old Road and vehicular access from Crosby Grove

LOCATION: LAND AT 64 PRESTON OLD ROAD, BLACKPOOL, FY3 9PL

Summary of Recommendation: Grant Permission

CASE OFFICER

Miss. S. Parker

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with Priority one of the Plan - The economy: Maximising growth and opportunity across Blackpool and Priority two of the Plan - Communities: Creating stronger communities and increasing resilience, as it would contribute towards meeting the borough's identified housing requirement and would make efficient use of brownfield land.

SUMMARY OF RECOMMENDATION

The scheme is judged to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment. The proposal would make efficient use of brownfield land and contribute towards meeting the borough's housing requirement. On this basis, planning permission should be granted.

SITE DESCRIPTION

The application relates to land adjacent to and currently within the curtilage of No. 64 Preston Old Road. This is a two-storey property that sits at the end of a terrace of four on the northern side of the road. There is a 7m wide strip of land to the eastern side of the house that is currently used partly as amenity space and partly as a driveway. At the end of this strip

of land is a detached double garage with a dual-pitched roof. A pair of semi-detached houses sits to the east of the site between it and the junction with Canterbury Avenue.

The site extends back to Crosby Grove which is a cul-de-sac containing four properties. The land at the rear is largely hard-surfaced and appears to be used informally in conjunction with the property to the front.

The site falls within flood zone 1. There are no trees or features of ecological interest on or adjacent to the site. No other constraints or specific policy designations are identified.

DETAILS OF PROPOSAL

The application seeks outline planning permission for the erection of a detached dwelling with an associated, ancillary detached garage to the rear. The application seeks to agree the matters of access and layout. However, as the site falls within an established urban area with existing residential properties on all sides, it is considered important that scale also be established at this stage. As such, a formal request for scale to be included was issued on 19 April 2018 and details have been provided.

The main house would follow the existing building line of Preston Old Road and would have a width of 5.9m and a depth of 8.2m. It would have eaves and ridge heights of 6m and 8.7m respectively. The garage to the rear would measure 5.5m by 5.5m with an eaves height of 2.4m and ridge height of 4m. It is proposed that the house would offer four bedrooms.

It is proposed that vehicular access and pedestrian access would be taken from Crosby Grove with only pedestrian access available from Preston Old Road. A shared passageway would be created between No. 64 and the new property to enable access from the rear gardens to the front. Each property would have separate front and rear gardens. No. 64 Preston would lose access to Crosby Grove.

The application is accompanied by a bat and nesting bird survey and assessment report.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- the principle of residential development on the site
- the potential impact on residential amenity
- the possible visual impact of the scheme
- the acceptability of access and parking arrangements and any impact on highway safety
- the drainage of the site
- the potential ecological impact of the proposal

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

CONSULTATIONS

Head of Transportation – no objection to the provision of an additional dwelling but it is noted that no. 64 would lose all off-street parking provision. This is unacceptable and an arrangement is required whereby both units would have parking provision. The existing vehicle crossing to the rear should be replaced.

United Utilities – foul and surface water should be drained separately with surface water drained in accordance with the sustainable drainage hierarchy. In the event that drainage to a public sewer is proposed, an appropriate condition is recommended and agreement with United Utilities would be required. On brownfield sites a 50% reduction in discharge rate is expected. A public sewer crosses the site and access strips of 3m width on either side must be maintained. Any diversion of the sewer would have to be at the applicant's expense. Any wastewater assets proposed for United Utilities adoption must first be agreed with United Utilities. Information is available online. If a United Utilities connection is required, early engagement is recommended. All pipework must comply with current standards. Levels of cover to United Utilities assets must not be compromised. If an unexpected sewer is discovered, a Building Control body should be consulted.

Fire Service – the minimum requirements in terms of vehicle access and water provision are stipulated. Officer comment: these matters are covered by the Building Regulations and fall outside of the planning remit.

PUBLICITY AND REPRESENTATIONS

Neighbours notified: 19 April 2018.

Five representations have been received from Nos. 4 and 8 Canterbury Close, No. 3 Crosby Grove, and Nos. 47 and 62C Preston Old Road raising the following issues:

- The plot is too small for a four-bedroom property
- Loss of light and air
- Overlooking and loss of privacy
- Increase in noise disturbance
- Increased pressure on drainage systems and increased flood risk
- Increase in parking pressure and inadequate parking provision
- Visual impact and impact on character of area
- Details of scale are needed
- Details of boundary treatments are required
- The area suffers from subsidence
- Damage and disturbance caused by construction
- The land to the rear is not residential garden
- The garage should be for residential use only
- A commercial character would be established
- Pedestrian access from Preston Old Road is unacceptable.
- The proposal would allow strangers to access Crosby Grove

Details of scale have been formally requested from the agent since first submission. The application is made in outline form only and so it would not be reasonable to request details of boundary treatments at this time. This would be dealt with as part of any subsequent reserved matters application.

The suitability of the land for construction and issues relating to subsidence fall outside of the planning remit and would be addressed through the building control process. The lawful use of the land to the rear is not a material to the assessment of this application. The application does not propose to use any part of the site for commercial use. Public access between Preston Old Road and Crosby Grove is not proposed. Crosby Grove is public highway and is lawfully accessible to all persons at all times.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) was adopted in March 2012. It sets out a presumption in favour of sustainable development at paragraph 14 and identifies twelve core planning principles at paragraph 17. The following sections of the NPPF are most relevant to this application:

- 6 - Delivering a wide choice of high quality homes
- 7 - Requiring good design
- 8 - Promoting healthy communities

NATIONAL PLANNING PRACTICE GUIDANCE

The National Planning Practice Guidance (NPPG) expands upon and offers clarity on the points of policy set out in the NPPF. For the purpose of this application the section on design is most relevant.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. The following policies are most relevant to this application:

- CS7 Quality of Design
- CS12 Sustainable Neighbourhoods
- CS13 Housing Mix, Density and Standards

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is produced.

The following policies are most relevant to this application:

- LQ1 Quality of Design
- LQ4 Building Design
- HN4 Windfall Sites
- BH3 Residential and Visitor Amenity
- AS1 Access and Parking

ASSESSMENT

Principle

The property is on land that is not designated on the Proposals Map to the Local Plan and so there are no planning policies in place that would preclude residential use of the site in principle. It is somewhat ambiguous whether or not the land forms part of the garden curtilage to No. 64 Preston Old Road but, in any event, the Council does not have any planning policies that would specifically preclude 'garden grabbing' and in this case No. 64 Preston Old Road would be left with both front and rear gardens. On this basis the proposal is considered to be acceptable in principle.

The scheme would contribute a new dwelling towards the borough's housing requirement. However, as current indications suggest that the Council can identify a five year supply of housing land, and as only one dwelling is proposed, this consideration has only a very limited positive weight in the planning balance.

It has been suggested that the plot is not large enough to accommodate a four-bedroom dwelling. The Council currently does not have any adopted floorspace standards for new-build properties. However, it is proposed that a condition be attached to any permission granted to require the internal layout of the house to be agreed prior to or concurrent with the submission of a reserved matters application. This would enable officers to ensure that the layout was reasonable given the size and position of the dwelling and the level of parking available.

Amenity

As the surrounding area is predominantly residential in character, the proposed use of the site itself is not anticipated to have any unacceptable amenity impacts by virtue of noise or activity.

It is proposed that the house would sit between Nos. 64 and 64A Preston Old Road. It would align with the front elevations of these properties. Both neighbours have single-storey extensions to the rear. The main rear elevation of the proposed property would align with that of No. 64 to the west but would sit some 1.2m beyond the main rear wall of No. 64A. As the two properties would be separated by some 1.25m, and as the application property would sit to the west meaning that any overshadowing would be limited to the end of the day, this relationship is considered to be acceptable.

It is noted that there are three windows in the side elevation of No. 64A Preston Old Road. These are all obscure glazed. Two appear to serve bathrooms with the third appearing to be a secondary window to the room that occupies the extension. On this basis, whilst the proposed development could result in a loss of light to these windows, no unacceptable impact would result. Privacy is currently ensured by the obscure glazing to the neighbour but, if obscure glazing is considered to be necessary in the proposed property this could be secured at reserved matters stage.

There are four windows in the side elevation of No. 64 Preston Old Road. Two are obscure glazed and one is in the process of being blocked up as part of refurbishment works to that property. The fourth window is clear glazed but it is understood that it served a hallway rather than a habitable room. As this property is outlined in blue on the submitted location plan, its use can be controlled through the imposition of conditions on any permission granted here.

The proposed detached garage would sit to the rear of the plot and would front Crosby Grove. It would have eaves and ridge heights of 2.4m and 4m respectively. The garage would sit to the side of No. 1 Crosby Grove, slightly forward of the garage to this property but behind the main front wall of the house. The garage would sit to the rear of No. 2 Canterbury Avenue and to the rear of No. 4 to a much lesser extent. Given the size of the garage proposed and the position of the existing garage that separates No. 1 Crosby Grove and the application site, no unacceptable amenity impacts on this neighbour are anticipated.

The garage would sit 7m from the rear elevations of the properties fronting Canterbury Avenue and 1m from the shared boundary. It must be recognised that a 2m high wall or fence could be erected along this boundary under permitted development rights. The eaves height of the garage would be 2.4m and the roof would slope away from the boundary to the 4m high ridge. The garage would sit to the west of the existing properties and so any over-shadowing would be limited to the end of the day. Given the scale of the proposal, no over-bearing impact is anticipated. As such and on the basis of the separation distances involved, no unacceptable amenity impacts on these neighbours are expected.

By virtue of its position, any first floor windows at the rear of the new property would allow a view over the rear gardens of Nos. 64 and 64A Preston Old Road, and Nos. 2-6 Canterbury Avenue. Any views towards the rear garden of No. 1 Crosby Grove would be oblique at a sharp angle. It is recognised that concerns have been raised over potential loss of privacy. However, the relationship between the application property and those on either side is typical of terraced or semi-detached housing. It also replicates the relationships between the neighbouring properties and their neighbours on the far sides. Similarly, the relationship between the proposed property and those on Canterbury Avenue is typical and replicates the arrangement with No. 64A Preston Old Road. On this basis, whilst some over-looking may result, it is not considered that this would be unacceptable or would warrant refusal of the application.

A condition could be attached to any permission granted to require any glazing to the rear garage to be obscure glazed to protect privacy. A further condition could also be imposed to

prevent use of the garage for anything other than the parking of a car ancillary to the occupation of the main house. This would avoid any amenity impacts arising from inappropriate use.

Concern has been raised over the provision of a public walkway between Preston Old Road and Crosby Grove. No such walkway is proposed. The pedestrian access points on both roads are intended to serve the dwelling only and gates are shown to the private rear gardens from either direction.

In light of the above, no unacceptable amenity impacts are anticipated from either the layout or the scale of development proposed.

Design and visual impact

The appearance and detailed design of this proposal are not matters for consideration as part of this application.

The basic streetscene drawings submitted show that the main house would have a roof form to match that of No. 64 Preston Old Road with eaves and ridge heights to match those of No. 64A. The property would be comparable in width and would follow the predominant building line.

The garage to the rear is indicating as having a dual-pitch roof. This would mimic the side elevation of No. 6 Canterbury Avenue but the properties on Crosby Grove all have hipped roofs. The side garage to No. 1 Crosby has a flat roof. Although the garage would be viewed against the backdrop of the properties fronting Preston Old Road, it would more immediately sit within the context of Crosby Grove. It is therefore suggested that a condition be attached to any permission granted to require the garage to have a hipped or pyramidal roof.

In light of the above, no unacceptable visual impacts are anticipated based on the proposed layout and scale.

Access, Parking and Highway Safety

The Head of Transportation has objected to the scheme on the basis that No. 64 Preston Old Road would lose any off-street parking provision. To date this property has had use of the application site for parking following the cessation of use of the existing garage on the site. The loss of parking provision for No. 64 weighs against the proposal but it is recognised that none of the properties fronting Preston Old Road benefit from off-street parking. The same is true on many of the surrounding streets. As a result, pressure on on-street provision is high. However, the application site is within reasonable walking distance of the local centre on Whitegate Drive. This centre offers a range of shops and services along with connections to the public transport network. This level of accessibility goes some way to compensate for the lack of off-street parking. It is not considered that the application could reasonably be resisted on parking grounds.

The new property would be served by a double garage and double-width driveway that would provide adequate off-street parking for the four-bedroom dwelling that is proposed.

It is proposed that vehicular access to the site would be taken from Crosby Grove and the Head of Transportation has raised no objection to this. It is noted that permission was granted for the development of two garages on the land off Crosby Grove in 2007 and circumstances have not changed materially since that time. Pedestrian access would be provided from both Preston Old Road and Crosby Grove. These access arrangements are considered to be acceptable and no undue highway safety impacts are anticipated.

Drainage

Concern has been raised by local residents regarding drainage. The site falls within flood zone 1 and so, given the site area, there is no requirement for a site-specific flood risk assessment. There is also no requirement for the applicant to demonstrate compliance with the sequential or exceptions tests. It is recommended that conditions be attached to any permission granted to require foul and surface water to be drained separately, require agreement of a surface-water drainage strategy, and require agreement of a management plan for the approved drainage scheme. Subject to these conditions, no unacceptable drainage or flood risk issues are identified.

Ecological Impact

There are no mature trees or sections of hedgerow that would be affected by the proposal. The existing garage has the potential to accommodate roosting bats or nesting birds and so an appropriate survey and assessment has been carried out and submitted. This has been carried out by suitably qualified and experienced ecologists to a recognised methodology. No evidence of use of the garage by bats or nesting birds was identified. The garage is considered to have negligible suitability for such use and no adverse impacts on ecology are anticipated from the development proposed. The report also confirmed that there are no invasive species on the site that would require management. The development provides an opportunity for biodiversity enhancement as required by the NPPF and a condition could be imposed on any permission granted to require an appropriate scheme to be agreed. As such, no unacceptable ecological impact is anticipated. No undue arboricultural impact would result.

Other Issues

Given the scale of development proposed, no contributions towards affordable housing, public open space or local education provision are required.

Concern has been raised over the impact on the character of the area. As a residential dwelling and associated garage is proposed in an established residential area, no undue impact on character is anticipated.

Disturbance and damage during construction have also been raised as issues. Some disruption is inevitable during any build project. It is considered that a condition should be attached to

any permission granted to limit works to 8am-6pm on weekdays and 9am-1pm on Saturdays but otherwise the scale of the scheme would not warrant a Construction Management Plan and no unacceptable impacts are expected.

Given the scale of development, no unacceptable impacts on air quality are anticipated. Water quality would be safeguarded through the design and implementation of a site drainage strategy. As the site is previously developed, a condition should be attached to any permission granted to require the agreement of a scheme of site investigation and any remediation measures found to be necessary.

The application has been considered in the context of the Council's general duty in all its functions to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998 (as amended).

Under Article 8 and Article 1 of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. This application does not raise any specific human rights issues.

Sustainability and planning balance appraisal

Sustainability comprises economic, environmental and social components.

Economically the site is not safeguarded for employment use and any new residents would help to support local shops and services. As such the proposal is considered to be economically sustainable. Environmentally, the proposal is not anticipated to have an unacceptable impact on biodiversity, trees, drainage, air, land or water quality. A high-quality design solution could be secured at reserved matters stage. The proposal would make more efficient use of existing brownfield land. As such, the scheme would be environmentally sustainable. Socially the scheme would not have any unacceptable amenity impacts, would bring the site into more beneficial use and make a modest contribution towards the boroughs housing requirements. The site is in an accessible location and future residents could support the function of the nearby local centre. No issues relating to flood risk or highway safety are anticipated. As such, the proposal is considered to be socially sustainable.

In terms of planning balance the proposal is considered to be acceptable and to represent sustainable development and no other material planning considerations have been identified that would outweigh this view.

CONCLUSION

As set out above, the scheme is judged to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment. The proposal would make efficient use of brownfield land and would contribute towards

meeting the borough's housing requirement. On this basis, it is recommended that planning permission should be granted.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None required

FINANCIAL BENEFITS

The Council would receive Council Tax from any future occupants but this consideration has no weight in the planning balance and has not influenced the recommendation set out above.

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 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 18/0214 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. i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:

Appearance
Landscaping

-
- ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this

permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority including the location plan and site plans drawing ref. 1556/01 Rev A dated Apr 2018. The development shall thereafter be retained and maintained in accordance with these agreed details.

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

3. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with the provisions of paragraph 17 of the NPPF and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. (a) Prior to the commencement of development, the design of a scheme for the drainage of surface water shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall be based on the hierarchy of drainage options in the National Planning Practice Guidance so far as is possible subject to ground conditions with evidence of an assessment of the site conditions. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards 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.

For the purpose of this conditions, the surface water drainage scheme shall include as a minimum:

- a) Information about the lifetime of the development design storm period and intensity (1 in 30 and 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the

measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;

b) The drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

d) Flood water exceedance routes, both on and off site;

e) A timetable for implementation, including phasing where applicable;

f) Site investigation and test results to confirm infiltrations rates;

g) Details of water quality controls, where applicable.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: In order to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development, elsewhere and to future users, in accordance with the provisions of paragraph 17 of the NPPF and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to and agreed in writing by the Local Planning Authority which, as a minimum, shall include:

a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company

b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

- i. on-going inspections relating to performance and asset condition assessments
- ii. operation costs for regular maintenance, remedial works and irregular

maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;

c) Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

Reason: In order to ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development, to reduce the flood risk to the development as a result of inadequate maintenance, and to identify the responsible organisation/body/company/undertaker for the sustainable drainage system, in accordance with the provisions of paragraph 17 of the NPPF and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. No development shall be commenced until:

(a) a scheme of site investigation in respect of potential land contamination has been submitted to and agreed in writing by the Local Planning Authority;

(b) the scheme of investigation agreed pursuant to part (a) of this condition has been carried out in full and in full accordance with the approved details;

(c) a report of the results of the site investigation has been submitted to and agreed in writing by the Local Planning Authority;

(d) In the event that the report required pursuant to part (c) of this condition reveals that remediation measures are necessary, a scheme for decontamination of the site has been submitted to and agreed in writing by the Local Planning Authority;

(e) any remediation agreed pursuant to part (d) of this condition has been carried out in full and in full accordance with the approved details and a validation report submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. No construction or other works pursuant to the development hereby approved shall take place outside of the hours of 0800-1800 Monday to Friday (excluding bank holidays) and 0900-1300 on Saturdays.

Reason: To safeguard the living conditions of the occupants of nearby residential premises, in accordance with Policy BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. (i) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) the garage shall not be used for any purpose which would preclude its use for the parking of a motor car ancillary to the residential occupation of the main house.

(ii) Notwithstanding the information on the approved plan, the roof to the garage shall either be pyramidal or hipped in form.

(iii) Any windows to the garage shall at all times be obscure glazed.

Reason: In order to retain an off-street parking space within the site, ensure the design is appropriate and safeguard privacy in the interests of highway safety, the appearance of the site and locality and neighbour amenity, in accordance with Policies AS1, LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. Prior to or concurrent with the submission of a reserved matters application, details of the internal layout of the property shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then proceed in full accordance with these approved details and shall thereafter be retained and maintained as such.

Reason: In order for the Local Planning Authority to retain control over the layout of the property in the interests of safeguarding the residential amenity of future occupants and neighbours in accordance with the provisions of Policy BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

10. (a) The clear-glazed first-floor window towards the front of the eastern elevation of No. 64 Preston Old Road shall at no time serve a habitable room. For the purpose of this condition, a habitable room shall be taken to mean a lounge, a dining room, a kitchen or a bedroom.

(b) The three obscure-glazed windows at ground and first floor levels in the

eastern elevation of no. 64 Preston Old Road shall at all times be obscure glazed to a level of 5 where 1 is entirely transparent and 1 is entirely opaque.

Reason: In order to safeguard the privacy and thereby the residential amenities of the occupants of the existing property and that proposed in accordance with the provisions of paragraph 17 of the NPPF, Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy (2012-2027) and saved Policy BH3 of the Blackpool Local Plan (2001-2016).

11. Prior to the commencement of construction of the house and/or garage hereby approved, a scheme for ecological enhancement to include the provision of bird and bat boxes and native tree and shrub planting shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then proceed in full accordance with this approved scheme which shall be implemented in full prior to first occupation.

Reason: In order to enhance biodiversity on the site in accordance with the requirements of paragraph 118 of the NPPF and Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

Advice Notes to Developer

Not applicable