

COMMITTEE DATE: [16/10/2018](#)

Application Reference: 18/0589

WARD: Marton
DATE REGISTERED: 20/08/18
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Outline Planning Permission
APPLICANT: Mr Whiteside

PROPOSAL: Erection of a dwelling-house with associated parking provision and vehicular access from Crosby Grove (outline application seeking to agree the matters of access, layout and scale).

LOCATION: 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.

INTRODUCTION

This application is a re-submission of application ref. 18/0124 that was refused by the Committee on 17th July 2018.

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, it is recommended that planning permission should be granted.

SITE DESCRIPTION

The application relates to land to the side and rear of No. 64 Preston Old Road. Both this land and the curtilage of No. 64 is included in the red edge of the application site as shown on the submitted location plan. No. 64 Preston Old Road is a two-storey property that sits at the end of a terrace of four on the northern side of the road. At present there is a 7 metres wide strip of land to the eastern side of the house that forms part of the proposed development area and 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. The application seeks to agree the matters of access, layout and scale. This application differs from that previously refused as it does not propose a garage on the land to the rear fronting Crosby Grove. Instead it is proposed that this land to the rear be split to provide two driveways. One driveway would serve the existing property at No. 64 Preston Old Road, and the other driveway would serve the new property.

The main house would follow the existing building line of Preston Old Road and would have a width of 5.9 metres and a depth of 8.2 metres. It would have eaves and ridge heights of 6 metres and 8.7 metres respectively. Two car parking spaces would be provided at the rear for 64 Preston Old Road and two for the proposed house. 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.

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

RELEVANT PLANNING HISTORY

Application 07/0576 - planning permission granted for the erection of two garages.

Application 18/0214 - planning permission refused by Committee for the erection of a detached, two-storey house on the section of land fronting Preston Old Road with an ancillary detached, single-storey, double garage on the land fronting Crosby Grove to the rear. This application was refused on two grounds; firstly the impact on amenity arising from

the proximity of development to site boundaries and the increased comings and goings on Crosby Grove, and secondly the impact on highway and pedestrian safety on Preston Old Road arising from increased parking pressure.

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 Highways and Traffic Management – the proposal would provide two parking spaces each for the existing property and the proposed house. The rear access has been considered and has been judged against the requirements set out in highway service adopted policy. There is no highway basis on which to refuse the proposed access. No objection is raised.

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, but discharge rate should be the lowest possible. 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. United Utilities cannot advise on discharge rates to a watercourse.

PUBLICITY AND REPRESENTATIONS

Neighbours notified: 21st August 2018.

Four representations have been received from nos. 1, 3 and 4 Crosby Grove and no. 47 Preston Old Road raising the following issues:

- The revised scheme does not address reason 1 for refusal
- The house proposed would be one storey higher than the existing garage

- Impact on quality of life
- Loss of privacy
- Loss of light and air
- Increased noise
- potential for disturbance
- Increased pollution
- Increased pressure on drainage systems and increased flood risk
- Crosby Grove is not appropriate for use as an access
- inadequate parking
- There is existing congestion in Crosby Grove
- Access should be taken from the front of the site
- It is not possible to ascertain how the application would improve economic, social and environmental conditions in Blackpool
- potential for subsidence
- The use of the land for two garages would be preferable
- Crosby Grove is not suitable for use as an access to a car park
- The land fronting Crosby Grove has always been an allotment and garden

Members are respectfully reminded that preference for alternative schemes cannot be taken into consideration. The application must be assessed as submitted on its own merits.

With regard to the potential for subsidence, building regulations approval would be required for the development and this would ensure appropriate construction.

It is not possible for a detached development to result in a loss of air.

There is no suggestion that any part of the application site would be used as a car park.

The rear part of the site fronting Crosby Grove falls within the ownership of No. 64 but is clearly separate to the private garden area directly to the rear of that property. This situation has persisted since 2007 when the site was visited in relation to application ref. 07/0576.

NATIONAL PLANNING POLICY FRAMEWORK

The revised National Planning Policy Framework (NPPF) retains the key objective of achieving sustainable development and hence there is a presumption that planning applications proposing sustainable development will be approved. It provides advice on a range of topics and is a material planning consideration in the determination of planning applications. The parts most relevant to this application are -

- 5 - Delivering a sufficient supply of homes
- 8 - Promoting safe and healthy communities
- 12 - Achieving well-designed places
- 14 - Meeting the challenge of climate change, flooding and coastal change
- 15 - Conserving and enhancing the natural environment

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 to the rear fronting Crosby Grove forms part of the curtilage to No. 64 Preston Old Road. It is separate from the private garden area but is nevertheless enclosed and accessible from this property. 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. The land fronting Crosby Grove is not safeguarded for any other purpose. On this basis the proposal is considered to be acceptable in principle. In addition the scheme would contribute a new dwelling towards the borough's housing requirement.

The application seeks to agree the matters of access, layout and scale but an internal layout plan of the proposed property has not been provided. This is not unusual for an application

of this type and 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. It must be noted, however, that the Council currently does not have any adopted floorspace standards for new-build properties.

Amenity

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 neighbouring properties 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 contained within the red edge on the submitted location plan, its use can be controlled through the imposition of conditions on any permission granted here.

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. Any windows at the front would afford a view towards the existing properties on the opposite side of Preston Old Road. 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 and on the opposite side of Preston Old Road 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.

Given the position of the proposed house relative to its immediate neighbours, and the separation distances that would exist between the property and those to the rear and on the opposite side of Preston Old Road, no unacceptable issues relating to loss of light would result.

At the rear of the property the land fronting Crosby Grove would be split into two driveways. Details of the boundary treatments proposed would be agreed at reserved matters stage but would in any event be limited to a standard 2m high wall or fence. This type of boundary treatment can be erected away from a highway without the need for planning permission and so no unacceptable impacts on amenity arising from over-shadowing would result. Two bin storage areas are proposed at the back of these driveways against the fences demarcating the rear garden areas. These bin stores would be set a reasonable distance from the nearest houses and so again no amenity impacts are anticipated.

An increase in noise has been raised as a concern by local residents. At present the land to the rear of the site fronting Crosby Grove could be used for parking in conjunction with the use of No. 64 Preston Old Road. Furthermore, planning permission has previously been granted for the erection of two garages on this land. The application seeks to use the land to the rear as two driveways to serve the properties fronting Preston Old Road. This may increase vehicle movements and pedestrian comings and goings within Crosby Grove. However, to rule out any form of development that may increase activity would be to sterilise an easily accessible brownfield site within an established residential area. This would be patently unreasonable and would conflict with the Government's expectation as set out in paragraph 118 of the NPPF for Local Planning Authorities to give substantial weight to the value of using suitable brownfield land for homes. Any activity would be residential in nature and so there is no reason to suppose that comings and goings associated with the development of a single new home would materially impact upon levels of background noise and associated levels of residential amenity.

With regard to construction, 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. The scale of the proposal would not otherwise warrant a construction management plan and no unacceptable impacts are expected.

In light of the above, no unacceptable amenity impacts are anticipated.

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.

As stated above, the details of the boundary treatments to be provided around the land to the rear fronting Crosby Grove would be agreed at reserved matters stage. Based on the submitted layout, it would be reasonable for 2m high boundary treatments to enclose the private gardens to the rear of the houses. A 2m high boundary treatment would also be appropriate along the eastern edge of the site where it adjoins the rear gardens of the properties fronting Canterbury Avenue, and along part of the north-western edge where it adjoins the rear garden and garage of No. 1 Crosby Grove. Around the frontage of the site where privacy would not be required, a lower boundary treatment would be reasonable. This approach would prevent the means of enclosure of the land to the rear from appearing over-bearing within the streetscene. Given the existence of large, hard-surfaced driveways to the fronts of the other properties on Crosby Grove, the use of this section of the site for driveway car parking would be visually consistent and acceptable.

In light of the above, no unacceptable visual impacts are anticipated.

Access, Parking and Highway Safety

The Head of Highways and Traffic Management has considered the scheme and has judged it to be acceptable. No objection is raised. The changes made to the scheme since the previous submission address the Committee's concerns relating to the potential impact on highway safety on Preston Old Road. The first application proposed a garage to the rear of the plot that would provide off-street parking for the new house but that would remove the existing off-street parking for the existing house. Members were concerned that on-street parking would increase and that this would have a detrimental impact on highway safety as parked cars currently force moving vehicles to drive over the highway centre line or over pavement edges. The use of land to the rear of the plot as two driveways to provide off-street car parking for both the existing and the proposed house resolves this issue. The development would not, therefore, have a material impact on the operation of the highway network or on highway safety on Preston Old Road.

The Committee's other concern related to the impact of the proposal on the amenities of residents of Crosby Grove as vehicular access would be taken from this cul-de-sac which is already used for car parking. It is acknowledged that the changes made to the scheme would now result in two properties taking vehicular access from Crosby Grove rather than one. However, as set out above, to preclude any development that would increase levels of activity within the Grove would be to effectively sterilise the site, particularly a vehicle access onto Preston Old Road would be problematic given the proximity to the nearby junctions. All four of the properties on Crosby Grove have off-street parking for two vehicles. The proposed driveways would create two off-street parking spaces apiece for the existing and proposed houses. The site is in a very accessible location close to a large local shopping centre and the public transport network. On this basis, the level of off-street parking proposed is considered to be acceptable.

Members are respectfully reminded that planning 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 available from both

Preston Old Road and Crosby Grove for each property. The access arrangements proposed are considered to be an improvement to the original scheme and an effective response to Members previous concerns. The Head of Highways and Traffic Management has confirmed the scheme to be acceptable. On this basis, no undue impact upon the operation of the highway network or on highway safety is 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.

As only a single new dwelling is proposed, 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 18/0589 which can be accessed via the link below:

<https://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.

Reasons 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 B dated Aug 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, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

(b) 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. No surface water shall discharge to the public sewer system either directly or indirectly. For the purpose of this condition the drainage scheme shall include the following:

- (i) Details of flood levels in AOD;
- (ii) Site investigation and test results to confirm infiltrations rates;
- (iii) A demonstration that the surface water run-off would not exceed the existing greenfield rate including provision of temporary storage facilities and methods to delay and control discharge rates as required;
- (iv) Measures to safeguard water quality;
- (v) Flood water exceedance routes, both on and off site;
- (vi) A demonstration that allowance has been made for climate change

(c) The scheme shall be implemented in full and in full accordance with the approved details before any part of the properties hereby approved are first occupied.

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

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 definition of development as set out at section 55 of the Town and Country Planning Act 1990 (as amended) or the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no development or works shall take place that would preclude the use of the driveways shown on plan ref. 1556/01 Rev B for the parking of motor vehicles in association with the houses fronting Preston Old Road to which they relate.

Reason: In order to ensure that the properties fronting Preston Old Road would benefit from an adequate level of off-street car parking 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

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.