

COMMITTEE DATE: 04/06/2019

Application Reference: 19/0103

WARD: Bloomfield
DATE REGISTERED: 20/02/19
LOCAL PLAN ALLOCATION: Resort Core
Defined Inner Area

APPLICATION TYPE: Full Planning Permission
APPLICANT: Hollingwood Homes

PROPOSAL: Erection of 59 houses, two and three storey houses and a part two/ three and four storey block of 15 self-contained apartments with retail use on the ground floor with associated car parking, landscaping, means of access and public realm.

LOCATION: LAND BOUNDED BY RIGBY ROAD, TYLDESLEY ROAD, PRINCESS STREET AND BLUNDELL STREET BLACKPOOL FY1 5DE

Summary of Recommendation: Grant Permission

CASE OFFICER

Mark Shaw

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with **Priority two of the Plan** - Communities: Creating stronger communities and increasing resilience.

SUMMARY OF RECOMMENDATION

This application is the sixth planning application involving one or both of the two sites fronting Rigby Road either side of Seaside's Way following the granting of the initial outline planning permission in March 2013 under reference 12/0803 for a maximum of 410 dwellings with associated development. This was followed by Reserved Matters application 13/0447 for 218 dwellings and more recent subsequent planning permissions reference: 15/0710, 16/0125 and 17/0688 have involved revisions to previously approved layouts. This current full planning application relates to phase 2 of the overall development and is in accordance with the parameters and design concepts set out under earlier applications and accordingly the application is supported as the latest addition to this attractive and quality residential development.

SITE DESCRIPTION

The application site is a rectangular plot measuring 63m x 170m occupying the western end of the western site and bounded by Tyldesley Road, Blundell Street, Princess Street to the north and Rigby Road to the south. Tyldesley Road has a mixed character of hotels and residential accommodation within period 3/4 storey terraced properties. The character of Princess Street and the adjacent Foxhall Square is mixed residential and commercial, Rigby Road to the southern boundary has a mixed holiday and commercial character and Blundell Street is part of this larger on going residential development.

DETAILS OF PROPOSAL

This is a full planning application for the erection of 59 two and three storey dwelling houses comprising of semidetached and terraced buildings fronting onto Blundell Street, Tyldesley Road, Rigby Road, and a short section of Stanley Matthews Way which runs diagonally across both sites from Foxhall Square to Central Drive. A number of dwellings will also front a new road within the site connecting Sir Stanley Matthews Way and Rigby Road. There would be 95 car parking spaces provide for the 59 houses.

Adjacent the junction of Princess Street, Sir Stanley Matthews Way and Tyldesley Road it is proposed to erect a part 2/ part 3/ part 4 storey block comprising a 159sqm retail unit, with 15 covered and secured car parking spaces accessed from Princess Street. On the upper floors would be 15 apartments (14 x two bed and 1 x one bed). 14 of the apartments will have private balconies and there will also be a communal roof terrace above the two and three storey sections of the building. Adjacent the apartment block would also be an area of public realm fronting onto Foxhall Square. The details as to what works will be carried out in this area is yet to be determined and therefore its treatment will be dealt with by a way of a condition to be imposed on any planning permission. The expectation, however, is that this will include a high quality treatment and feature for example, a piece of public art, which would serve as an entrance feature into the development from the Promenade. The application is accompanied by a Design and Access Statement.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of Development
- Quality of Design
- Impact on Residential and Visual Amenity
- Highway Safety, Parking and Servicing Arrangements
- Public Realm
- Other Issues

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

CONSULTATIONS

Head of Strategic Housing: This application for the next phase of development at the Foxhall Village scheme is strongly supported in delivering the Council's housing priorities. The scheme is referenced as a priority in the Council's Housing Strategy 2018, and the Council has invested significant resources to assemble the site and prepare it for development by the applicant. The application is for the next phase of development of a 410 home housing scheme that is being developed by Hollinwood Homes under a Development Agreement with the Council. The Council has assembled the site and is responsible for ground remediation, providing access to services, and investing in the public realm, and Hollinwood Homes is responsible for undertaking the development and sales of the new homes. The Council used a Compulsory Purchase Order to assemble this part of the west site, and benefited from grant funding from Homes England to achieve this. Both the Council and Homes England have invested heavily in this development because of its strategic importance in establishing a new high quality housing offer in an area of inner Blackpool that otherwise offers a poor choice of homes and is characterised by concentrated deprivation. By delivering attractive new homes at scale, confidence is created in the neighbourhood that encourages wider investment. The proposed mix of new homes reflects the original plans granted outline planning approval and emphasizes family-sized houses to encourage a more balanced community in the area.

Flats are proposed only in the block facing onto Foxhall Square where good design and a view of the sea provides a much higher quality offer to owners than currently available. The exact tenure mix of the new homes is yet to be finalised, but under the terms of the Council's Development Agreement all homes for sale will only be sold to owner occupiers, helping to ensure that the new community is more stable than the surrounding area that is otherwise dominated by private renting. Some of the houses will also be available for affordable shared ownership, and others for affordable rent through Great Places Housing Association to provide choice and enable access by local residents.

The experience of affordable rented homes in Phase 1 of the development completed in early 2015 has been very positive, with high demand and new residents cherishing their homes, and very little turnover.

In conclusion, this application will help deliver the Council's most important strategic housing priority of establishing sustainable residential communities in inner Blackpool. The application is consistent with the original principles of the scheme ratified through the existing outline approval, and the Council will continue to work with Hollinwood Homes to ensure delivery of a high quality development.

Police Architectural Liaison Officer: This area of Blackpool is subject to continued regeneration to create safer places for residents and visitors. As a result I strongly recommend that it be designed and constructed to Secured by Design Homes 2019 security specifications to mitigate crime risks such as burglary and vehicle crime. The retail element at ground floor level under the apartments should be SBD Commercial accredited. Independent academic research shows that SBD reduces burglary by 75%, vehicle crime by 25% and

criminal damage by 25%. Housing schemes developed in this area in the last five years have been Secured by Design compliant creating safer environments for residents.

The overall development should be well illuminated. Good, even coverage of street lighting will enable views within the development when natural light is minimal. Landscaping should be designed so that trees and large shrubs will not grow to obscure lighting columns or impede natural surveillance as they mature, especially in the summer months or be utilised as a climbing aid to gain access to the vulnerable rear of dwellings. Planting and shrubbery to the front boundary of the houses should be below 1m high. Boundary treatments should be sufficient height and design to deter intruders. A height of 1.8m close boarded fencing is suitable for the perimeter of rear gardens and dividing rear gardens between houses. Access to the side and rear of the dwellings should be restricted by introducing a 1.8m high lockable gate as close to the front building line as possible. The gate should be capable of being locked from both sides and the side access area should be well-lit.

All external doors and windows must be certified or an alternative accepted security standard. Those that abut public areas should also include key operated window restrictors to reduce the opportunity of sneak-in type thefts. Ground floor glazing should be laminated. Plans show balconies on the first floor of some of the units. These should be carefully designed so they are not creating a climbing aid for an offender to gain access to first floor windows/doors. Doors leading from these balcony areas into the units must be Security Rated. Glazing should be laminated.

Open car park ports should be avoided in new housing developments and are not recommended from a crime prevention perspective. Parking for each dwelling should be within the curtilage of the property on a driveway or a designated closed garage with a clearly defined boundary from the public highway.

The apartment block should be fitted with an access control arrangement that restricts/limits access into the building and stairwells/lifts as well as each floor. The compartmentalisation of the apartment block that gives residents access to only the floors they live on should be undertaken in conjunction with the Fire Service. Emergency push to exit buttons should be fitted to allow access to stairwells from the corridors to allow emergency egress.

The communal entrance doorsets for the apartments should be certified. There should be anti-vandal proof access control arrangements on this doorset and a remote release facility for residents. The apartment building and retail unit should be covered by a CCTV system. The CCTV cameras should aim to capture clear full body and facial images of those entering or exiting the buildings. Cameras must not be located where they can be easily disabled or tampered with. CCTV recording equipment must be stored securely. Adequate clear signage should inform users of the site that CCTV is present and in operation.

Emergency exit doors can be vulnerable to intruder attack and vandalism and should be free from external hardware and kept clear at all times. They should be illuminated to promote natural surveillance and fitted with an alarm to deter crime and anti-social behaviour. External waste storage areas should be locked and secure to prevent unauthorised access,

and covered by the CCTV system. The area should also be well lit using anti-vandal photoelectric dusk until dawn fittings. Waste bins should have lockable lids to reduce the risk of arson and secured, especially those with wheels that can be used as climbing aids. The retail unit should be accredited to Secured by Design commercial standards. It should be fitted with a monitored intruder attack alarm, CCTV and Security Rated doors and windows. There have been reported thefts and burglaries at construction sites across all areas of Lancashire. High value plant machinery, hand and power tools, lead and metal piping, insulation materials, white goods and boilers have all been targeted, with some stolen items used to commit further criminal offences. This is placing additional demand on local policing resources. Therefore, the site must be secured throughout the construction phase with adequate security measures, including robust 2.4m high anti-climb weld mesh perimeter fence, monitored alarm system for site cabins, and monitored and/or recorded HD digital colour CCTV system. Any onsite CCTV recording equipment must be stored securely and located within an alarmed building/cabin.

I make the above comments and recommendations in order to keep people safe and feeling safe and in accordance with the National Planning Policy Framework - Promoting healthy and safe communities.

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Planning policies should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Environment Agency: No representations have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Head of Highways and Traffic Management: Highways- Dealing first with parking: previously the area had roughly one space per property available, all on-street. Some of this was of limited duration and all was available to the public. In order to implement the proposal and make the proposed off-street spaces accessible it will be necessary to introduce waiting restrictions eliminating about half of the present kerbside spaces – a loss of about 30 spaces in the area.

Parking provision proposed for the development is at a level of one per dwelling on average. As with other phases of the Foxhall Village it is assumed that the developer and designer have evaluated the accessibility of the site and the need for spaces and/or can control occupancy to avoid a situation in which demand significantly exceeds supply.

Turning to the road/footway layout it is evident that the design will not meet adoption standards within the body of the site because of the geometric standards of the layout. If highway geometric standards were to be applied it is likely that the number of potential dwellings would reduce.

No details of construction standards or materials are provided.

The swept path analyses provided indicate that the site would be accessible to the refuse freighter – although the amount of space taken by the swept paths shows that the internal roads will require restrictions on waiting to avoid on-street parking preventing access for the refuse vehicles. This, in turn, impacts on the potential parking capacity of the proposal by removing kerbside space that would have added to the amount available. If the internal roads are not to be adopted the question arises as to the extent of any parking enforcement on them.

The accesses to the site from Blundell Street and Rigby Road are not satisfactory geometrically and will require refinement.

The Foxhall Square area was originally intended, as we understood, to be improved as part of the scheme. Highways comments on that aspect were provided some time ago. The scheme does not appear to offer any proposal covering that area which will otherwise stand as a barrier to the assumed main pedestrian route from the dwellings to the Promenade and transport links.

In view of the above comments it is assumed that the developer and designer anticipate a fairly standard set of conditions covering all of the highway and other infrastructure issues. Accordingly it is requested that any approval is subject to pre-commencement conditions covering the following:

- A plan to identify those areas of the site to be adopted by the Local Highway Authority, those areas to be managed and maintained by third parties, and a Management Plan for those areas of the site to be managed and maintained by third parties, to be submitted to and agreed in writing by the Local Planning Authority.
- A detailed infrastructure scheme to be submitted to and agreed in writing to include:

- Works to existing highways including accesses and off-site improvements including lighting
- Works to construct new areas of highway for adoption including SuDS drainage approach and lighting
- Works to construct other infrastructure in those areas of the site proposed to be managed and maintained by third parties including SuDS drainage and lighting
- The Infrastructure scheme to be implemented, in defined phases as appropriate and agreed, prior to first occupation of dwellings and the third party infrastructure to be maintained for the life of the development.

The appropriate elements of the above will be covered by agreements under the Highways Act.

Drainage: The application, if approved, should be conditioned to require a fully SuDS compliant surface water drainage scheme in accordance with the current DEFRA draft national standards. (A standard condition is now applied to relevant approvals.) The condition should cover design approval, construction and the establishment of a maintenance regime. The density of development and limited open space do not appear to lend themselves to such a scheme but the developer and designer will, no doubt, have a reasonably practicable approach in mind. Infrastructure drainage should also be SuDS compliant.

Service Manager Public Protection: A Phase 1 and Phase 2 have been undertaken on the site, these show that the site requires to be remediated. Remediation is out to tender and on completion of tendering the remediation strategy is to be submitted to Environmental Protection. A completion of remediation a validation report is requested.

United Utilities: With regard to the above development proposal, United Utilities wishes to provide the following comments:

Drainage Conditions- 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. We request that drainage conditions are attached to any subsequent approval to reflect this approach.

Numerous public sewers cross this site and we may not permit building over them. They appear to have previously serviced the old site and are now redundant. We would encourage the applicant to fully investigate these sewers and promote a scheme to abandon the sewers so that the proposed layout is not hindered. United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

Management and Maintenance of Sustainable Drainage Systems- without effective management and maintenance, sustainable drainage systems can fail or become ineffective.

As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

Water Comments - As a multi-storey development is proposed we would recommend that the applicant install pump and storage of 24 hour capacity to guarantee an adequate and constant supply particularly to the upper floors. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for. Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

Supporting information - Drainage. If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Blackpool International Airport: Unfortunately, the proposed development information has been considered and we find there is insufficient information for the application to be properly considered. We would bring your attention to the Town and County Planning (Safeguarding of Aerodromes, Technical Sites, and Military Storage areas) Direction 2002 which, at Annex1 paragraph 5, lists the information that should be provided. For this planning application the following information is missing:

We find that certain elements cause us concern and we require further clarification from the developer.

Obstacle limiting - confirmation of maximum heights is required (metres above ground level (AGL)) including all towers / aerials etc.

Note: In the event the application is granted and the operator wishes to use a crane on site, then at least 28 days before commencement of the development, the developer must contact the Operations Team, Blackpool International Airport. If any equipment to be used during

construction will exceed the maximum height of the finished development (eg tower cranes, piling rigs). Notification of the equipment shall be made in writing.

Electricity North West Ltd: No representations have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Waste Services Manager: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

County Archaeologist: Lancashire Archaeological Advisory Service has examined the documentation supporting this application and have checked the Lancashire Historic Environment Record and there are no significant archaeological implications in relation to the proposed development. We therefore would not recommend any formal archaeological conditions be attached to any permissions. Please note that the above comments have been made without the benefit of a site visit. If you need any further information or would like to discuss this further please do not hesitate to contact me.

PUBLICITY AND REPRESENTATIONS

Press notice published: 28th February 2019

3 site notices displayed: 21st February 2019

Neighbours notified: 21st February 2019. Three letters have been received in response which make the following comments:-

18 Princess Street, Blackpool - I think the new proposals are broadly acceptable and will blend well with the type of homes currently being constructed on the other side of Blundell Street and elsewhere in Foxhall Village. I trust that the proposed development will not encroach on existing public footpaths/pavements or have the effect of narrowing local roads such as Blundell Street. I welcome the "public realm" space on the Princess Street/Tyldesley Road junction and would seek further details of what this will actually entail and look like. Will use be restricted to residents of the new homes?

I agree with my neighbour when he refers to existing parking difficulties in Princess Street which are currently exacerbated by the temporary closure of Blundell Street. Whilst I acknowledge that residents currently have no parking rights outside their properties, you will be aware that none of the properties along Princess Street have garages or the possibility of off-road parking. It is to be hoped that, as the new homes will each have designated parking spaces within their property boundaries, the additional vehicles that will be parked in the area will all be parked off-road. However, even if that happens, it does not address the problem of non-residents using Princess Street as a free parking area. Has consideration been given to designating the area a controlled parking zone?

Craig-y-Don Hotel, 209-213 Promenade - Even though I have no objection to the erection of the houses I have real concerns about the parking situation. I hope the parking on Tyldesley

Road will still be available to visitors coming to Blackpool and staying at the block of hotels on Central Promenade. We have lost Blundell Street car park with the building of the previous phase, however guests could still park on Blundell Street and Tyldesley Road. It does look like Blundell Street will no longer be available when the site is complete. Can the council inform me what provisions are being made for visitors as if they cannot park in the area it will be detrimental to my trade. I know there are two very small car parks near Coop Street but they soon fill up and Central car park is too far away.

14 Princess Street, Blackpool - Could you please let me know if anything is going to be taken into account of the parking for the likes of us who actually live on Princess Street. It is already a nightmare for us for whenever the sun is out everyone decides to park on this street. I go to work in the early hours of the morning and only by luck when I come home can I get parked anywhere near my house. I find it laughable that there are car parks sitting half empty in the summer only a hundred metres away, the amount of revenue the Council must lose. But then again why use car parks when they can park on Princess Street or Blundell Street for free at the expense of us who live here

NATIONAL PLANNING POLICY FRAMEWORK

The revised National Planning Policy Framework (NPPF) was published in July 2018 and updated in February 2019. It 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 healthy and safe communities
- 9 - Promoting sustainable transport
- 11 - Making effective use of land
- 12 - Achieving well-designed places
- 14 - Meeting the challenge of climate change, flooding and coastal change
- 15 - Conserving and enhancing the natural environment

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 are:

- CS1- Strategic Location of Development
- CS2 - Housing Provision
- CS6- Green Infrastructure
- CS7- Quality of Design
- CS9 - Water Management
- CS11 - Planning Obligations
- CS12 - Sustainable Neighbourhoods

CS13 - Housing Mix, Density and Standards
CS14 - Affordable Housing
CS15 - Health and Education

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 - Lifting the Quality of Design
LQ3 - Layout of Streets and Spaces
LQ4 - Building Design
LQ6 - Landscape Design and Biodiversity
HN4 - Windfall Sites
BH3 - Residential and Visitor Amenity
BH10 - Open Space in New Housing Developments
AS1 - General Development Requirements (Access and Transport)

BLACKPOOL LOCAL PLAN PART 2: PROPOSED SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES

The Blackpool Local Plan Part 2 has been subject to an informal consultation exercise and will be subject to formal consultation later this year. At this point in time limited weight can be attached to the proposed policies.

The policies in Part 2 that are most relevant to this application are -

DM2 - Housing for older people
DM5 - Design requirements for new build housing development
DM20 - Landscaping
DM21 - Public health and safety
DM25 - Public art
DM33 - Biodiversity
DM39 - Transport requirements for new developments

ASSESSMENT

Principle of Development- the principle of constructing houses on the site was established in 2013 under outline planning permission 12/0803 and the current planning application is fully consistent with this initial planning permission. This outline planning permission also included a ground floor commercial use with apartments above adjacent Foxhall Square and again the current application is consistent with the outline approval.

Quality of Design- the design of the houses and the apartment block follows the design philosophy already established from the 210 houses already occupied/ completed or under construction using a variety of house types at two and three storey in height with a variety of 'ice cream colours' being used for the rendering, a varied materials palette of brick, rendering and cladding and including a number of roof terraces adding to the visual interest.

Impact on Residential and Visual Amenity- the proposed dwellings fronting Tyldesley Road are now primarily three storeys which is more compatible with the large period properties opposite the site. The corner plots are also three storey as built elsewhere within the development and there are also a number of single aspect dwellings with roof terraces reflecting the high density urban form, again, which is already well established elsewhere on the development.

The apartment block has been designed as a focal point for the development fronting onto Foxhall Square close to the Promenade and will also overlook the area of public realm. This building has been designed with a clearly defined base, middle and top and projecting bay windows and inset balconies all of which will break up the massing of the building giving the building visual interest and a good profile so that it does not appear as 'flat'. The top floor will appear as a roof level and the roof terraces above the two and three storey sections of the building will provide communal amenity space.

Highway Safety, Parking and Servicing Arrangements - a response to the Highways and Traffic Management comments are awaited and will be reported via the update note. However the scheme provides 95 car parking spaces (which includes four visitor spaces) for the 59 houses which means each house has either one or two spaces. The retail unit and the 15 apartments would have the sole use of 15 parking spaces. The proposal therefore is considered to satisfactorily provide for the off street car parking requirements of the development. It is also worth noting that the application site is in a sustainable location close to public transport, shopping, leisure, educational and other facilities and is also within walking distance of the Town Centre.

The concerns regarding on street parking facilities are noted, however the parking requirements for nearby hotels was addressed with the loss of the public car park on Blundell Street with a pedestrian access being constructed from the public car park on Seaside's Way 200m from Tyldesley Road down onto Princess Street to provide alternative access to public car parking facilities. There are some on street parking facilities available around the site but these are at a premium.

Public Realm - An area has been identified outside the proposed apartment block and adjacent Foxhall Square. This area measures around 300sqm and gives an opportunity to provide a high quality area of public realm at the entrance to the development from the Promenade. The details have not been finalised and therefore a condition will be included as part of any planning permission. One of the issues is understood to be the amount of services crossing the area which will influence what works are possible. This area of public realm was in part a replacement for the loss of some public open space elsewhere on the development with the omission of the 'pod parks'

Other Issues - Affordable Housing- a number of the existing dwellings on the development (in the region of 70) are already managed by a Housing Association which satisfies affordable housing policy relating to new housing developments.

Public Open Space- it has previously been accepted that standard public open space requirements for new developments would have to be relaxed to ensure the continuing viability of the scheme although the onsite provision would be high quality, as already provided on the east site. The area of public realm represents a further opportunity to provide a high quality area of public open space.

Drainage conditions have been included relating to foul and surface water drainage which will ensure the proposal meets the requirements for sustainable drainage. The comments of the Police ALO, and other consultations responses have been passed onto the applicants and comments are awaited which will be reported via the update note.

CONCLUSION

The proposal is consistent with the high quality residential development already under construction and a significant number of dwellings have already been finished and occupied on both the east and west sites which combine to make up the 410 dwelling development. The current application represents the latest phase of the on-going development on that part of the site closest to the Promenade and is to be supported subject to a standard range of conditions as set out.

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 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(s) involving earlier phases of this residential development ref: 12/0803, 13/0447, 15/0710, 16/0125 and 17/688 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. 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 including the following plans:

Location Plan received by the Council on 18 February 2019

Drawings numbered 151.06HT.01 Rev B, 151.06.HT.02, 151.06.HT.03, 151.06.HT.04, 151.06.HT.05, 151.06.HT.06, 151.06.HT.07, 151.06.HT.08, 151.06.HT.09, 151.06.HT.10, 151.06.HT.11, 151.06.HT.12, 151.06.HT.13, 151.06.HT.14, 151.06LAY.01, 151.06.01.PLD01, 151.06.01.PLD02, 151.06.01.PLD03, 151.06.01.PLD04, 151.06.01.PLD05, 151.06.01.PLD06, 151.06.01.PLD07, 151.06.01.PLD08, 1 151.06.01.PLD09, 1 151.06.01.PLD10, 151.04.F.01, 151.04.F.02, 151.04.F.03, 151.04.F.04, 151.04.F.04, 151.06.01.PLS01, 151.06.01.PLS02, 151.06.01.PLS03.

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

3. Details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. a) No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, areas of soft landscaping, hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing

landscaping to be retained, and shall show how account has been taken of any underground services.

b) The landscaping works shall be carried out in accordance with the approved details within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.)

c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within five years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason. To ensure the site is satisfactorily landscaped in the interests of visual amenity and to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall with regards to Policy LQ6 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. 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 routing 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. 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.

Reason: In the opinion of the Local Planning Authority the retention of parking space within the site is of importance in safeguarding the appearance of the locality and highway safety, in accordance with Policies AS1 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. 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 and Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no enlargement of the dwelling/s the subject of this permission shall be carried out without the written approval of the Local Planning Authority.

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.

10. Prior to the commencement of any development details of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to the first occupation of the building and maintained and managed in accordance with the approved details thereafter.

Reason: To secure proper drainage and to reduce the risk of flooding and pollution and to improve bathing water quality standards on the Fylde Coast in accordance with Policy NE10 of the Blackpool Local Plan 2001-2016.

11. Prior to the commencement of any development, details of the foul drainage scheme to serve the development shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. The building shall not be occupied until the approved foul drainage scheme has been completed to serve that building, in accordance with the approved details. This development shall be completed maintained and managed in accordance with the approved details.

Reason: To secure proper drainage and to reduce the risk of flooding & pollution and to improve bathing water quality standards on the Fylde Coast in accordance with Policy NE10 of the Blackpool Local Plan 2001-2016.

12. The area of public realm shown on the approved layout plan shall be laid out and made available for use in accordance with a scheme and a timetable to be submitted to and agreed in writing the Local Planning Authority. The agreed scheme shall be retained thereafter.

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).

Advice Notes to Developer

Not applicable

