

Public Document Pack

Blackpool Council

To: Councillors D Coleman, Farrell, Hugo, Jackson, O'Hara, Owen, Robertson BEM, D Scott and Stansfield

PLANNING COMMITTEE

Update Note and Public Speakers List

Please find attached the Update Note and Public Speakers List for Tuesday, 20 October 2020 meeting of the Planning Committee.

Agenda No	Item
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1a	<u>UPDATE NOTE AND PUBLIC SPEAKERS LIST</u> (Pages 1 - 32)
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Yours sincerely

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Blackpool Council

Planning Committee:

20 October 2020

Planning Application Reports – Update Note

Listed below are changes to the planning reports made as a result of additional information received since the publication of the agenda for this meeting.

Case:	Address:	Update:
20/0021	LAND EAST OF MARPLES DRIVE, (PART OF FORMER NS & I SITE) OFF PRESTON NEW ROAD BLACKPOOL, FY3 9YP	<p>The following was omitted from the Committee Report: Site history – A non-material amendment to Phase 1 was agreed in May 2017, reducing the number of dwellings on Phase 1 from 118, to 115.</p> <p>An objection has been lodged from a resident from Phase 1 of the Marples Drive development, stating that he speaks on behalf of all residents of the Phase 1 development.</p> <p>Given the length of the objection is appended to the Update Note.</p> <p>Officer response:</p> <ul style="list-style-type: none"> • With regards to tandem parking the Council's approach reflects national practice and standards. On busy roads we would expect cars to be parked clear of the road and to be able to enter and leave in forward gear. On roads like the main route into the site we would expect to avoid tandem parking but would expect some parking on the road. On the minor side roads off the main route tandem parking is generally acceptable to be able to provide some amenity space and to prevent the streetscene being dominated by cars parked side by side. • Similarly, the streetscene would be dominated by cars parked in what should be, front gardens if a parking space was required for each bedroom. The scheme meets the Council's adopted parking standards. The garages are counted as parking spaces and a restrictive condition is proposed to prevent the use of the garages for any use that would preclude the parking of a vehicle.

		<ul style="list-style-type: none"> • Furthermore, the site is in a highly accessible location, close to bus routes. A condition requiring that secure cycle storage is provided at each property will further encourage sustainable modes of transport. • If vehicles parked on any road cause an obstruction either to the road, or a driveway, the police have powers to have the vehicles removed. • The Head of Transportation is satisfied with the highway layout and parking provision and has confirmed that a number of the points made can and will be addressed by conditions on any approval or by the terms of the highway adoption agreement. • Wider and straighter roads might appear to solve many problems but they invite higher vehicle speeds. People are more likely to park on the road outside their property if the obstruction caused is not seen as a major problem. Many main roads amply demonstrate this where driveways aren't used and cars are parked on the road out of convenience. The same goes for wider footway and many main roads amply demonstrate this too. • How much the houses sell for are not a planning issue in this instance. The rear access for plot 179 would be shared with plot 178, and it is assumed the access would be to facilitate bin collection. A condition requiring the details of refuse storage for each property is proposed. • The use of shared road space and service strips goes back to the 1970's in the UK and a generation before that in Europe and is generally acceptable where vehicles speed are expected to be low, such as when turning a corner into a residential cul-de-sac. • A condition is proposed that requires a detailed landscaping scheme, including planting for the attenuation basin. A reed bed or something similar could resolve the issues around the appearance of the basin and any smells. In any case, this is a management issue rather than a planning matter. • A condition requiring the full details of both foul and surface water management is proposed and this will be assessed in consultation with United Utilities. • Legal boundaries are not a planning issue and are usually drawn up after permission has been granted. Setting fences and boundaries away from the highway softens the impact of a development and creates an open plan feel to the estate. A condition is proposed which would remove permitted development rights on the estate relating to walls and fenced in order to maintain the open plan appearance of the estate.
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		<ul style="list-style-type: none">• The garden sizes for plots 143, 144 and 179 are smaller than other gardens in the proposed estate but they are approximately the same size as the footprint of the house to which they are associated with and this is considered to be sufficient.• The lack of meaningful public open space is acknowledged and the developer has agreed to enter into a legal agreement and contribute £100,000 towards upgrading public open space in the vicinity of the development. The Council would not normally adopt landscape buffers in a private development.• Management fees are not a planning consideration.• The details of the Local Area of Play will be agreed by condition including the site levels.• Regarding the quality of construction, this is a matter for Building Control. The Head of Building Control has confirmed that only one complaint has been made to them and that the fault was rectified.• The development would have to proceed in accordance with the submitted Construction Management Plan (CMP), which confirms that the development site will be enclosed by 1.8m high hoarding or anti-climb fencing. The CMP confirms that residents will be given a contact number for the Site Manager if they have any concerns during the construction phase.• As stated in the Committee Report, the case officer is satisfied that the site has been appropriately marketed for employment use. <p>Highways England have been consulted. Highways England have no objections to the proposed development.</p>
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This document aims to provide feedback on Planning Application 20/0021 (Phase 2) from Residents of Phase 1 of the Rowland Homes development located off Preston New Road.

Residents have significant concerns regarding the proposed plans for Phase 2 and issues experienced with the developer during Phase 1 which is nearing completion; for planning purposes this document is classed as an objection however residents do not object to a residential development but they do object to the current plans provided by the developer.

To make this document manageable each area of concern has been titled and key points have been made. We appreciate planning time is limited however the points raised in this document are important and should not be overlooked or simply dismissed.

Layout

1. Phase 2 proposes to use driveways with tandem parking. Based on how this works with Phase 1 these should be changed. Tandem parking is not practical, if you consider a property with residents who have different work patterns (night shift, day shift) or other commitments (school drop off / pickup) trying to organise 2+ vehicles so they can be accessed when needed is next to impossible and ultimately results in vehicles being parked on pavements (usually >70% of the vehicle obstructing the pavement) or on the grass service strips and various other areas which cause access issues. Side by side spaces should be used for all properties not just those that are accessed directly from Marples Drive.
2. Phase 2 contains a high density of 3-4 bed properties with a lack of parking. Off street parking needs to be increased to one space per bedroom to stop the roads and pavements being obstructed. If you look at the population of Phase 1 there are a significant number of young children, as they grow older probably in the next 10-15 years the number of vehicles on the estate will increase by 2-3x; if planning looks at the ONS data, more young adults (20-34) live with their parents than ever before, in 2019 this figure was at 27%, with Covid-19 and any economic down turns in the future this will increase. Residents are not purchasing 3-4 bedroom properties to have 2-3 bedrooms empty; they will ultimately be used for either children growing up or visitors. Neither internal or external garages should be considered as off-street spaces for a vehicle. There are three core reasons for this, the first they are not very large which means some modern vehicles do not fit (you cannot get in and out of the vehicle once its parked in the garage), secondly it creates a tandem parking issue (a vehicle will be blocking the garage door), thirdly the properties have limited storage space, as with most new builds the loft space is not usable by design therefore garages are used for storage.
3. Following on from point 2, plots 147-150 and 184-187 have no guest parking and due to the design if a single vehicle parks on the unadopted section cars will not be able to access their parking spaces. The same applies to 158-159 again cars will park on the road, due to the restricted road width this will cause access issues to a number of properties.
4. Plot 140 requires the driver of the vehicle to mount the pavement on the corner, this will not work unfortunately. As planning will be aware of, there is a similar plot on Phase 1 (Plot 20) if a vehicle parks next to or on the pavement the driveway becomes inaccessible. This is not acceptable and should not be permitted. The Plot 20 issue was missed by planning under the Phase 1 application, the developer was made aware of this issue however they appear to have ignored the problem and created the same situation for Phase 2.
5. Plot 134 driveway does not appear to be accessible, based on the width of the mouth of the driveway and the limited width of the road you will not be able to get two vehicles on this driveway. The design for access to this property is not practical.

6. In phase 1 significant access issues have occurred when residents have had deliveries of furniture or materials, Lorry's have to reverse down the narrow roads and all it takes is for a single vehicle to cause an obstruction. This has resulted in a number of near misses with both pedestrians and vehicles. We would suggest the width of the roads be equal throughout Phase 2 rather than reducing in width in certain sections.
7. Plots 152-156 will again have parking issues this is a small group of 4x 4 Beds and 1x 3 Bed on an unadoptable road
8. Rear access to 179 is not practical and reduces the length of 178's garden. Please note these properties will usually be priced the same
9. Grass service strips are heavily used on Phase 1, on the original Phase 2 plans they existed near to Plots 125, 134 and 157. The developer has adjusted the Phase 2 plans based on initial feedback from planning. For both the developer and council's future reference a pedestrian should never be forced to walk along an adoptable road especially when it comes to corners, shared spaces/surface schemes put lives at risk. A separate case is currently being raised with planning/highways on how they will be dealing with the grass service strips in Phase 1 after legal adoption. They should not have been approved by planning for Phase 1 and ultimately action will need to be taken by the council at significant cost to the tax payer to stop a member of the public being seriously injured or killed.
10. The attenuation basin at the front of the estate is in poor condition. In all marketing material and coloured plans, the basin contains blue water, unfortunately this has never been the case, it's a rather disgusting brown mess that during summer emits a stomach churning smell. Attenuation basin/ponds are used on many new developments normally they are turned into a feature and are well maintained. The developer in this case has carried out no works to improve the attenuation basin. Plots 116-119 will look directly over this pond and the view/smell will not be appealing. Planning needs to look at forcing through improvements to the attenuation basin. The residents would also like to seek clarity on why United Utilities are not adopting the attenuation basins on this site, residents have to pay a management fee each year which goes towards the maintenance of both the basins; residents pay United Utilities for Wastewater which includes 'Rainwater removal' the basins are part of that system so therefore residents at the moment are technically paying twice (storage and removal). A photo of the basin can found on [Page 12](#) of this document.
11. The developer appears to prefer to set the fencing for properties a fixed distance away from the legal boundary, this reduces the garden space available to the property owner. The property owner should have full usage of their land; some examples of this for Phase 2 are 125, 135, 134, 160, 173. In Phase 1 this was done we believe so the residents will maintain the grass service strips as there is no separation between the resident's land and the service strip.
12. Phase 1 has issues with bin collections and it appears Phase 2 will have similar issues.
 - There appears to be no collection point for 126 and 127, surely this should be on the corner to allow easy access for collections.
 - Based on what occurs in Phase 1 the bin collection truck will have to reverse down past Plot 123 to get to the 12 properties on this section, the road width is not suitable for this. On Phase 1 it has been observed on a number of occasions that the truck will either struggle or not be able to get past if a single car is parked on the road side. If they are able to get past its usually at a very slow speed which is not efficient. On a couple of occasions this has involved mounting the curb. A similar issue would occur with collections for 159 to 150. The layout needs to be efficient for bin collections.
13. Gardens for 143, 144 and 179 are very small in comparison to the rest of Phase 2, this needs to be looked at.

14. On a number of properties in Phase 1 the access paths to the rear of the properties are not wide enough to accommodate the standard council bins without dragging them through the gravel drainage strips along the side of the properties. We would suggest Planning specify a minimum width for the paths (including getting through the gate to the rear of the property) to make sure bins can be moved/stored safely.
15. The lack of public open space has been brought up by residents on many occasions, Phase 1 includes 'so called' public open spaces unfortunately these are not usable. The areas simply cannot be built on for technical reasons so the developer labels them as public open spaces. These can have a steep incline, drain easement or boundary features (hedges, bushes, trees etc). Phase 2 plans originally included no real open space except for a very small area next to plot 191. With the number of families with young children and the lack of public open space outside the development the residents would support an area being created on Phase 2 however there is one key issue that the council needs to understand and factor in to any decision they make. The residents pay a site management fee each year, this covers various elements (more info will be provided towards the end of this document) if a public open space is created residents will be responsible to pay for it to be maintained. Residents pay a significant amount of council tax, the vast majority of properties are band D with a handful of C and E's; for Phase 2 this will be D and C's based on current sale prices; residents believe the council should adopt any public open space created as anyone from outside the estate can use it. The residents would actually prefer the council to adopt the entire estate, the developer has not provided an answer on why this is not possible. The developer has updated the plans to include a very small Local Area of Play, there are no details on the drawings published by planning that this area is actually usable e.g. is the area on an incline.
16. We would request Planning add a restriction requiring the developer to install street lights and street signs prior to properties being occupied on each street. One of the problems with Phase 1 is properties have been occupied for 3-6 months before lighting is installed. Street signs on Phase 1 did not go in for over 12 months. Lights are required for safety purposes especially over winter months and street signs are necessary on new developments as maps are not immediately updated. The lack of signage became a serious problem during the Covid-19 lockdown as deliveries were being made to the wrong properties or the properties could not be found.

Quality & Construction

Phase 1 of the development has experienced a large number of quality issues which continue to this day, the developer has a track record of issues that are persistently repeated across all their developments. Residents are aware planning cannot force the developer to improve the quality of the homes they construct but we believe some of these issues should be highlighted for public record purposes.

1. Plumbing, not a single property on the estate will have plumbing that is up to an acceptable standard, the contractor G&M Heating Utilities Ltd (based in Wigan) appears to lack the basic skills required
 - On completing on a property, its not unusual to find they have failed to bleed the heating system correctly; this results in radiators not operating efficiently if at all
 - Kinked pipework has been found in walls resulting in non-functional radiators. The plumbing contractor always blames other trades rather than the fact they failed to test the system.
 - Missing TRV's for radiators, in some cases this has occurred in bathrooms, towel radiators get exceptionally hot which could have resulted in burns being incurred
 - Signing off of boilers when its not possible to remove the boiler cover, this is usually down to the kitchen fitters (KAM Design, Preston) installing a cupboard around the boiler. The boilers should not be signed off until the kitchen is complete, at that point they can confirm the boiler is accessible and is compliant with gas safe regulations
 - In one case a fused spur had been installed in the wrong place again this stopped the boiler cover from being removed without disconnecting the socket

- Issues have occurred with boilers losing pressure, the developer has never identified the true cause. In some cases, the manufacture (Baxi) has had to replace parts within the boilers in other cases weeping pipe joints have been found in the airing cupboards. A number of properties still have this issue outstanding and residents have given up with trying to get the developer to identify the cause.
 - In one case a property had a defective gas meter that cut off supply, had the installation been tested correctly this issue would have been identified prior to legal completion.
 - Leaks from pipework are common; this can be from baths, radiators, taps, toilets essentially anywhere the plumbers have failed to tighten/check connections correctly
 - In one case the waste pipe from a kitchen sink was found to be damaged (during installation), the waste water had been leaking into the wall cavity resulting in quite a bit of damage and a build-up of mould.
 - The plumbing contractor is the designated emergency contact for out of hours plumbing issues, on one occasion during the winter a resident called them with a non-functional boiler (persistent over heating eventually identified as being caused by a leak in the airing cupboard pipework), the on-call engineer who answered the phone stated he was not on call and refused to attend. The developer did not investigate why the plumbing contractor failed to comply with their contractual obligations.
 - In a number of properties, the thermostats for the upstairs and downstairs heating zones have been installed the wrong way around, this results in upstairs thermostats controlling downstairs radiators, this is a very basic issue and is simply down to the system not being tested
2. Electrical, as far as residents are aware there have only been a couple of serious issues with the electrical work on this development.
3. Drainage
- The developer has opted for a complex design for removal of foul waste, pipes cross multiple properties creating an extensive network of shared sewers. The developer has refused to hand over drawings showing where foul waste pipes are located ultimately denying the residents their right to identify pipes located under their land. When it comes to dealing with blockages being able to trace where the waste goes is critical, residents only get to see the drawing for the foul waste layout during the reserve process, the sales executive will only highlight inspection chamber positions on their property and will not go over the full layout; this process takes <5mins therefore residents do not get the time to review the drawing fully. We would recommend planning instruct the developer to provide drawings showing the external pipework layout for each plot.
 - Blockages have occurred on a frequent basis; on a number of occasions these blockages have stopped foul waste from flowing for the entire development. As United Utilities have not adopted the estates pipe network residents have to rely on the developer to deal with the issues.
 - The developer will only deal with the first couple of blockages reported by an individual resident after that point they will refuse to attend even when blockages exist in shared runs. United Utilities (UU) have made their position very clear on this, they expect the developer to meet their standards this means where a blockage occurs in a shared run which will be eventually adopted by UU the developer is responsible for clearing the blockage, just as UU would be responsible.
 - When the developer has refused to deal with blockages residents have had to pay for private contractors to attend and deal with the issues. In all occurrence's where a private contractor has come on-site, they have identified defects; these defects include pipework not having the correct fall, pipework being clogged with rubble and cement.
 - The developer does not carry out camera inspections prior to the legal completion on each property which in reality should be done to identify any defects. When they send out their chosen contractor to clear blockages they rely on the word of the contractor and not video evidence. On at least one occasion the contractor stated a blockage was due to baby wipes, the two properties on the shared run did not have any children and did not use any form of wipes; when a private contractor was brought on site, they identified within 5mins that the fall of the pipe was incorrect which meant waste was being held under another plots land. They made it quite clear that if the contractor was competent, they would have identified the problem.

- If a blockage occurs out of office hours its down to the residents to deal with the issues, the developer does not provide an out of hours emergency contact for blockages. United Utilities cannot deal with blockages until adoption due to liability issues. This situation needs to be addressed; we would recommend Planning look at adding some form of restriction to deal with this issue to protect future residents of Phase 2
4. Windows & Doors, in every property on the development issues have been identified with the windows and doors
- Window beading (plastic strip used to hold the glass in place), these are usually cracked/damaged on the corners and mostly do not line up correctly (not flush to the frame). The developer has been aware of these issues for nearly two years but still allows the window supplier/fitter to complete the works to a poor standard
 - Handles on windows have been found to be very difficult to use, the developer has opted for a low-quality window frame and unfortunately the parts used during assembly are not of a high standard. A number of residents have ended up snapping the handles.
 - Sealant around the windows is not usually up to a high standard, gaps are often found and the finish is poor
 - A number of patio doors have been damaged due to being caught by the wind and swinging back resulting in damage to the door and frame. The developer on multiple occasions has blamed residents for this stating they should claim on their own insurance. The cause of these issues is usually down to the patio doors not being fitted with Stay's which stop the doors from swinging back. Residents have to provide evidence to show the issue was caused by a defect.
 - The quality of the windows and patio doors are poor, its quite embarrassing for Blackpool as they are made by Direct Windows Co. There is no resident on this development who would use Direct Windows Co in the future based on the quality of the windows/patio doors they have supplied.
 - A number of properties have experienced leaks through their front and back doors, this can be anything from missing sealant, damaged rubber seals and missing rain deflectors. Again, this is ultimately down to a lack of attention to detail.
 - One resident unfortunately had a window installed in the wrong place (not to the plans approved by the council), this was not spotted by the developer, building control or the NHBC. The window was installed in the middle of the stairs rather than on the turn at the top of the stairs. This meant it was not possible to open the window. This issue was raised prior to the 2020 lockdown however the developer did not deal with the issue prior to lockdown or after the site was opened post lockdown. The only method the resident had to get the issue resolved was by raising a case with planning enforcement, as soon as the developer was notified this had occurred, they arranged for the window to be moved to the correct location. The issue should have been found in 2018 when the property was built
5. Brickwork
- The standard of brickwork on the estate can only be described as shoddy. Walls are rarely plumb or level the developer appears to accept any bricklayer that is available, going as far as to leave a sign outside the development for 12 months stating they are looking for bricklayers.
 - Properties will have pointing missing as the developer does not check the walls properly prior to removing the scaffold. This is one of the reasons why its important to have the properties professionally snagged so any missing or damaged pointing can be identified.
6. Landscaping / Gardens, the developer has provided planning with documentation related to how they carry out landscaping, we would like to highlight most if not all of what the developer has stated is not what happens in reality.
- Soil depths are below the required depths of the NHBC
 - Soil is clay based and of a very low grade, tests performed at a certified Laboratory confirmed pH levels of 7.7 (alkaline due to the clay contents) this should be at around 6.5, the soil lacks basic nutrients like Manganese, Phosphorus

- Soil has been found to contain rubble and various other building materials, in one case broken glass was discovered
- The gardens created by the developer are often referred to as being 'hard as concrete'
- Due to the high concentrations of clay during the summer dry weather the gardens will shrink creating channels and ultimately dropping well below paving, foul waste/land drain inspection chamber height.
- During the winter the gardens become heavily saturated, due to the clay-based soil the water is not able to drain away efficiently
- The developer will not deal with garden issues, a large number of residents have already had to have their gardens completely dug up and replaced by professional landscapers at significant cost.
- Planting at the front of the properties is poor, the developer is using the wrong type of plants and is excessively overcrowding the beds. They do not use any membrane to stop weeds growing, they then place bark on top of the beds to provide nutrients to the soil this unfortunately ends up feeding the weeds. A number of residents have given up trying to maintain the planting provided by the developer and have replaced them with proper beds.
- The developer clearly needs to find a professional landscaper to not only design but carry out the required works.

Most of the quality issues would be avoided if the developer used higher quality materials and experienced professional contractors, unfortunately to maximise profits the developer uses neither.

The developer refuses to allow professional inspection of properties prior to legal completion (this is known as professional snagging), professional snagging is usually conducted by a qualified (RICS accredited) surveyor that specialises in new builds, they are able to identify non-compliance with building regulations, NHBC technical requirements and general issues that would not normally be expected to occur in a 'New Property'.

Residents who have purchased a property during the build phase only get to see the property once during the 'home demo' prior to legal completion. After legal completion the resident will need to provide their initial snagging list to site management, this is usually around 7 days after completion. After the snags have been fixed the property is signed off with site management. The resident then has to deal with head office, unfortunately this is where the larger issues occur. Issues reported to head office can take anywhere from a couple of days to several months to get resolved, as the developer already has the money for the property there is no incentive to carry out repairs in a reasonable time frame.

There is growing frustration among residents that the NHBC and Building Control are signing off properties that do not comply with NHBC technical requirements or Building Regulations. The excuse from building control is that they cannot be there all the time this is not acceptable; if a developer is not able to construct properties to the required standards additional supervision should be provided, the developer can then be billed for this supervision. Building Control take a strict approach to dealing with DIY based construction and compliance with building regulations, they do not take the same approach when it comes to dealing with large developers, simply because the properties have a warranty attached does not mean they should be inspected to a lower standard than DIY based construction. The head of building control needs to start making sure inspections are carried out correctly.

There have been a large number of instances of antisocial behaviour committed by individuals who do not live on the estate. This happens frequently over the summer months; they gain entry to the areas of the development that are under construction, they cause damage to the properties being built including accessing scaffold. In one incident bricks were thrown off scaffold into the road. The police have been called on many occasions to the above incidents, in addition various items have been stolen from outside properties (plants, milk etc). The developer does not have any security on-site in the evening or at weekends.

Management Fees

All though the properties on the development are sold as 'Freehold' they all carry a management fee charge. This management fee covers a wide range of items. This fee is estimated to be £178.36/year per property on Phase 1 generating a total revenue of over £20,000 per year to cover what the developer claims to be Maintenance. There is

no indication yet on how Phase 2 will affect on-going costs. With an additional 90 properties the charge per property should decrease.

During legal completion property owners are required to pay the first year's management fee up front, this is either for the entire year or pro-rata. Some residents have not been charged any fee for the first year. To add to the confusion the developer has not charged any fees after the first year e.g. if the resident completed on a property in 2018 they were charged for 2018 but not issued a bill for 2019. There is no explanation from the developer as to why a fee is applicable when the development is not complete.

The estimated management cost breakdown is shown below, these figures have been provided by the developer. We believe its extremely important for planning to understand the on-going costs to residents on what are claimed to be 'Freehold' properties.

Item	Maintenance Costs		Notes
1	Grounds Maintenance (Inc. open spaces, hard landscaped areas)	£7,200.00	Grounds maintenance to be carried out fortnightly in the growing season and monthly in the winter. To include the incidental open space areas.
2	General Repairs	£1,000.00	General allowance for repairs, to hard landscaping, knee rail fencing and high railings around attenuation basin and other managed items.
3	Drainage / Gutters	£0.00	No provision made as It is understood that the foul water drainage will be adopted.
4	Street lighting and road maintenance	£300.00	Cost to maintain the stretch of road and street lighting by the entrance.
5	Pond maintenance	£800.00	Cost of maintaining the balancing pond.
6	Water attenuation basin	£550.00	Cost to maintain depth, shape and growth of plants and wildlife
7	Tree Maintenance	£600.00	Tree Maintenance and Inspections, noting that there may be TPO's on the development and appropriate tree surgery works as may be required.
Utilities			
8	Landlord's Electricity	£500.00	Cost to run street lighting to the road by the entrance
9	Landlord's Water	£0.00	No provision made as it is understood that the supply and drainage throughout will be adopted
Insurances			
10	Professional Insurance (D&O insurance)	£430.00	Cost of Directors & Officers liability Insurance once resident directors are appointed
11	Public Liability Insurance	£840.00	Cost of public liability insurance for the communal areas and facilities at the development
Professional Services & Fees			
12	Management Fees	£6,900.00	Calculated against the quantity of units - £50+VAT per unit per annum.
13	Accountancy Fees	£660.00	Cost of preparing the annual accounts and financial statements in accordance with the legal documentation and current legislation
14	Other Professional Fees (Company Business)	£300.00	Fee for acting as Company Secretary and registered office, administration costs
15	Health & Safety Risk Assessment	£356.00	Provision for the cost of carrying out a Health & Safety Annual inspection to comply with current legislation
16	Contingencies and Disbursements	£0.00	To commence in second year after consultation with owners
17	Bank Charges	£75.00	Bank charges for the current account

18	Reserve Fund	£0.00	Reserve fund contribution to commence in second year after consultation with owners
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Total Estimate	£20,511.00
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Cost per unit per annum based on 115 contributing units	£178.36
Cost per unit pcm based on 115 contributing units	£14.86

V1 27/02/2018
 All prices are based on information provided and are subject to change. The budget is based on an assumption of the below from reviewing the initial plans

From our understanding the street lighting and road maintenance costs listed above apply to the unadoptable section of access road that leads to the NS&I building, this is of concern to residents as this is the access road to a private business and its maintenance should not create a financial burden for residents. As the land the development is constructed on was sold by NS&I (UK Gov) its not acceptable for residents to have to pay for their access road, this should have formed part of the agreement of sale of the land. Based on the number of employees working for NS&I at this building we believe the council should adopt the remaining access road or the NS&I should be responsible for its ongoing maintenance.

At the moment nearly 50% of the management costs are going towards maintaining the land surrounding the estate, we can't see how this is justifiable, the developer so far has carried out no maintenance other than to the area of land in front of the show homes. Again, we can't see why the council cannot adopt the estate as a whole, considering the amount of council tax income generated. Any maintenance costs to the council would be far less than the amounts being charged by the developer.

Nearly 50% of the on-going management fee relates to 'Admin' charges. There is no method for residents to establish how the money is being spent, copies of the books/receipts are not provided. As residents have no control of how the money is spent costs could quickly increase, residents are legally required to pay the management fee requested by the management company in other words the management company and ultimately the developer are in control of on-going management fees.

The on-going management fee also raises an issue over affordability, a Band C property currently incurs £1,689.51 per year in council tax, the management fee represents just over 10.5% of the council tax paid, this is not good value for money considering how little is being provided.

Residential vs Commercial

The original Phase 1 application included outline planning permission for office units (referred to as commercial in this document) located on the land that Phase 2 is going to be using. Residents have a number of concerns over how this has been handled

1. During the reserve process for a property the customer is shown the plans for the estate, the sales executive focuses on the area surrounding the customers plot. The sale executive does not point out the proposed commercial side of the development. If customers ask what is happening with this section of the development the executive will say they do not know. The development is currently on its fourth long term

sales executive, the response is always the same. If customers question further, they receive answers along the lines of 'Rowland Homes do not build commercial property'

2. A number of customers have expressed they did not know about the original commercial proposals, the reserve process is quite complex and requires customers to process a significant amount of information in a very short time, its easy to miss the details when you are focused on dealing with elements specific to your property.
3. The development has significant signage, two large signs exist at the entrance on Preston New Road, a number of smaller signs are displayed on the grass verge when you approach the development from the Paddock Drive junction, there is a further large sign where the old security cabin was located close to the turning for Kentmere Drive. The only sign advertising the commercial development was hidden behind the boundary fence at the furthest point away from the active development, the sign was pointing in one direction which means it was only visible to traffic on the opposite side of the dual carriageway assuming no vehicles were obstructing it.

Google street view images showing these signs are below



The commercial sign is shown circled in red in the above image, this is clearly not visible to traffic



This is the only position the commercial sign was visible



The above is the contents of the commercial sign



The above are the signs shown at the entrance from Preston New Road



These are the small signs outside the development, clearly not hidden behind any fencing



This is the sign close to the junction of Kentmere Drive

The point to the above is to highlight what appears to be a complete lack of effort by the developer to market the commercial side of the development at its physical location. If their intentions were to promote the commercial side and attract businesses why would they not use signs of the same size, the sign at the junction of Kentmere Drive is on the area where the commercial development would have occurred.

The developers own website does not show anything to do with the commercial part of the development.

The signs above were in place at the end of 2018, this is not a case of the developer simply moving the commercial signage, the size and position has remained the same.

4. A number of the drawings submitted for the Phase 2 application show document dates going back to August 2019. The developer did not inform residents legally completing on properties that they intended to submit a 'change of use' application for what was the commercial side of the development.
5. The developer has not engaged with residents of Phase 1 regarding their Phase 2 application. As Phase 2 has a significant impact on Phase 1 all residents should have been notified. Residents are surprised that Planning did not require the developer to notify all residents of Phase 1.
6. Residents primary concern with a commercial development was the lack of parking for the office units, Marple Drive would end up being used as a car park and ultimately this would have an impact on residents of Phase 1.
7. We would request that planning seek evidence from the developer to show what efforts they made to market the commercial side of the development. Simply rubber-stamping change of use to meet government house building targets is not acceptable.



The photo above is of the 'Attenuation Basin (Pond)' at the front of the development

Clare Johnson
Development Control
Blackpool Council
PO Box 17
Corporation Street
Blackpool, FY1 1LZ

Our Ref: 2009

Date: 15 October 2020

Dear Clare

REF. 20/0021 - LAND SOUTH EAST OF MARPLES DRIVE, BLACKPOOL

As requested, we have now had an opportunity to review the representation made by the residents of the adjacent Marples Grange development.

As you are no doubt aware, a large number of the issues raised are not relevant planning matters. Notwithstanding, each general issue is considered in turn below.

Layout

The submission layout has been fully assessed by the Council's Planning Officers and statutory consultees. Any required amendments have been made and included in the scheme that is being put before Committee with a recommendation for approval.

Parking, Garages & Road Widths

The representation raises a number of concerns regarding parking provision and the width of unadopted roads.

The Council's Highways service has been formally consulted on the scheme and have asked for a number amendments. All of the requested amendments have been made and the Highway Authority (HA) are now satisfied with the proposal. The HA has considered the proposed layout in detail and no concerns have been raised regarding access to the driveways of specific plots or concerns regarding on-street parking.

Boundary Treatments

A comment has been made suggesting that fencing is set in from the boundaries on corner plots so that residents are required to maintain grass service strips and which in turn reduces the garden space available to the property owners. In these cases, such boundary treatments comprise 1.8 metre high timber fencing or walls to provide privacy in rear garden spaces. Having the fencing set in from the boundary allows for the provision of soft landscaping to soften the impact of the fencing on the streetscene and add visual interest. More importantly, the setback provides for visibility for residents exiting driveways immediately adjacent to these boundaries. The proposed planting provides a further layer of security to the rear gardens of these properties.

It is anticipated that residents would maintain these landscaped areas as they would the remainder of their front gardens. These areas of soft landscaping are not service strips as suggested in the representation.



Rear Access/Bins

The rear access to plot 179 is typical of mews/terraced plots and relevant bin carry distances are met. Paragraph 11.3.4 of the Committee Report confirms that all dwellings meet bin drag distances. The Council's Waste service has not raised any objection to the proposals.

Attenuation Basin

Whilst United Utilities adopt the sewer network within the existing Marples Grange development, the attenuation basin itself is not adopted, although structures such as headwalls are. The attenuation basin will be maintained by the management company, together with the other areas of public open space (POS), with its maintenance funded through the existing properties. The future residents of the subject scheme would also contribute to the future maintenance of the basin. This is standard for new housing developments and there is no requirement for United Utilities to adopt such surface water drainage features.

Provision of Open Space and Maintenance

The LAP is at the end of a cul-de-sac and will be level with the adjacent public footway. Details of the eventual LAP will be agreed by condition but it will include equipment primarily target at the under 6 age group. The size of the LAP exceeds the minimum requirement.

In terms of the future management of open space, the Council would not adopt these areas and as such would be managed by the management company, rather than the Council.

The fees relating to the maintenance of the open space to be provided on the subject scheme will be borne by the future residents of the application site only.

Street Lights and Street Signs

Street lighting and signage will be installed as part of the development in accordance with a scheme to be agreed directly with the highway authority, under a Section 38 Agreement.

Quality & Construction

Rowland Homes strives to build a quality product. They have systems and checks in place throughout the build process to ensure that a good quality product is handed over to the purchaser together with a system post legal completion to ensure that any issues are rectified. Each home benefits from a 10 year NHBC Warranty.

Across Rowland Homes' developments reputable contractors are employed in conjunction with good quality materials. Local Authority Building Control and the NHBC also carry out key stage inspections during the build process.

As a company Rowland Homes use the New Homes Consumer Code and will be joining the New Homes Ombudsman scheme when it is released in the new year.

Rowland Homes also use an external company to carry out post completion surveys with their purchasers. The returned surveys on Marples Grange show that 90% of the purchasers would recommend Rowland Homes which is consistent with the results for 2019/2020 legal completions across all developments.

Management Fees

The properties on the development will all be sold on a freehold basis, the management of areas by a management company is a separate matter.



A quote for the service charge for maintaining the management company managed areas, together with their fees, will be sought from a managing agent at the outset of the development, which will be included on the price lists for the new houses.

The purchasers of each new house pay a proportion of the annual service charge up to the end of that year dependent upon what time of year they purchase their new home. No further service charge is requested from the new homeowners until the management company managed areas are handed over to the managing agent to manage on behalf of the management company.

Until such time Rowland Homes maintain the management company managed areas without utilising the service charges paid by the new homeowners. These monies are held in a fund on behalf of the management company until it is handed over to the new residents who appoint directors to run the management company.

Ultimately the residents can then retain the services of the appointed managing agent or may then wish to appoint a different managing agent or administer the management company themselves.

Residential vs Commercial

There has been no attempt by the applicants to conceal the extant outline permission for the employment use adjacent to the Marples Grange development. Indeed the detailed residential scheme was approved at the same time as the employment use under the same permission. The prospects of the subject land being developed for commercial uses has simply been uncertain for some time given the lack of interest from prospective operators.

As confirmed in the Officer's Report to Committee, the developers have conducted an appropriate marketing exercise which has proved unsuccessful. The residential development of the site will make a substantial contribution to the Council's housing needs in a sustainable location which makes efficient use of previously developed land. The site also forms a proposed housing allocation in the Council's emerging Site Allocations document (Local Plan Part 2), to which no objections have been received.

In any case, it is noted that the introduction to the representation confirms that the residents do not object to the principle of its development for housing.

In summary, it is considered that the large majority of issues raised in the representation are not matters relevant to the determination of the application. There have been no objections raised by statutory consultees and the Officer's Report to Committee confirms that the principle of development is acceptable. The detailed proposals have also been found to accord with relevant policies within the Development Plan.

There have been no matters raised which would warrant a refusal of the application.

Yours sincerely

JEN BEARDSALL MRTPI

jen@depol.co.uk

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- 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 and information:

Location Plan - Drawing No R087/1001 dated 11/2019
Topographical Land Survey - Drawing No RH.RL.16 Rev G dated 15/10/2017
Planning Layout - Drawing No R087/1 Rev C dated 02/10/2020
Coloured Planning Layout - Drawing No R087/1 Rev C dated 02/10/2020
External Works Layout Sheet 1 - Drawing No 30437/7/1 Rev B dated 24/09/2020
External Works Layout Sheet 2 - Drawing No 30437/7/2 Rev B dated 24/09/2020
External Works Layout Sheet 3 - Drawing No 30437/7/3 Rev A dated 10/09/2020
Site Sections - Drawing No 30437/200 Rev A dated 24/09/2020
Street Scenes - Drawing No R087/1000 dated 08/2019
Bowes House Type - Drawing No HT104/P/11 Rev D dated 15/02/2019
Bowes House Type - Drawing No HT104/P/12 Rev D dated 15/02/2019
Burlington House Type - Drawing No HT105/P/117 Rev B dated 18/06/2019
Victoria House Type - Drawing No HT132/P/114 Rev B dated 07/03/2017
Ashgate House Type - Drawing No HT138/P/11 Rev B dated 28/04/2017
Ashgate II House Type - Drawing No HT138/P/20 dated 11/2018
Bonington House Type - Drawing No HT147/P/110-1 dated 07/2012
Bonington House Type - Drawing No HT147/P/110-11 dated 06/2012
Bonington House Type - Drawing No HT147/P/112-12 Rev A dated 15/02/2019
Bonington - Drawing No HT147/P/113 dated 03/2012
Bonington - Drawing No HT147/P/114-2 dated 02/2017
Bonington - Drawing No HT147/P/207 dated 03/2012
Bonington House Type - Drawing No HT147/P/209 dated 03/2017
Bonington - Drawing No HT147/P/210 Rev A dated 15/02/2019
Renishaw House Type - Drawing No HT149/P/300 Rev C dated 15/02/2019
Renishaw House Type - Drawing No HT149/P/301 Rev C dated 15/02/2019
Holbrook House Type - Drawing No HT162/P/115 Rev A dated 14/08/2018
Lowry House Type - Drawing No HT164/P/5 dated 09/2019
Gladstone House Type (OPP) - Drawing No HT165(H)/P/6 dated 09/2019
Charleston House Type - Drawing No HT166/P/115 dated 02/2017
Single Detached Garage - Drawing No P/SG/1 Rev B dated 09/04/2019
Materials Schedule - Drawing No R087/3 Rev A dated 29/09/2020
Landscape Proposals Plots 116-205 - Drawing No 2288_02 Rev E dated 30/09/2020
Landscape Proposals Plots 118-119, 123-141 - Drawing No 2288_03 Rev E dated 30/09/2020
Landscape Proposals Plots 116-124, 161-177 - Drawing No 2288_04 Rev E dated 30/09/2020
Landscape Proposals Plots 172-173, 199-205 - Drawing No 2288_05 Rev E dated 30/09/2020
Landscape Proposals Plots 142-160, 178-198 - Drawing No 2288_06 Rev E dated 30/09/2020
Fencing Layout - Drawing No R087/2 Rev B dated 02/10/2020
1000mm High Bow Top Railings - Drawing No SD.239 dated 09/2020

Timber Fence details - Drawing No SD.1 Rev A dated 10/11/2011
Post and Rail Fence details - Drawing No SD.21 dated 08/2004
Knee Rail Fence details - Drawing No SD.23 Rev B dated 07/03/2016
High Screen Wall details - Drawing No S.D.46 Rev A dated 11/06/2010
Tree Protection Plan - Drawing No 2288_07 Rev D dated 29/09/2020
Arboricultural Method Statement 2288 Rev D dated 09/2020
Shadow Habitats Regulation Assessment ref. 3385 dated 19/05/2020
Transport Statement and Travel Plan dated 12/2019
Construction Environmental Management Plan dated 09/01/2020
Ecological Appraisal dated 12/11/2019
FRA Addendum 881915-R1 (02)-FRA dated 01/2020
Highways and Drainage Layout - Drawing No 30347/1 dated 06/2020
Geoenvironmental Site Assessment 13-834-R1 dated 11/2019
Build Phase Remediation Strategy Letter 13-834-L1 Rev A dated 17/07/2020

The development shall thereafter be retained and maintained in accordance with these approved details.

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

- 3 The external materials to be used on the development hereby approved shall be as specified on the Materials Schedule - Drawing No R087/3 Rev B dated 29/09/2020 unless otherwise first submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any above ground construction.

Reason: In the interests of the appearance of the site, the streetscene and the wider estate in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1 and LQ4 of the Blackpool Local Plan 2001-2016.

- 4 Prior to the first occupation of the development hereby approved:
- (a) a landscaping scheme shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall include a full planting schedule detailing plant species and initial plant sizes, numbers and densities and shall include planting details for the attenuation basin;
 - (b) the landscaping scheme agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details; and
 - (c) Any trees or plants planted in accordance with this condition that are removed, uprooted, destroyed, die or become severely damaged or seriously diseased within 7 years of planting shall be replaced within the next planting season with trees or plants of similar size and species to those originally required unless otherwise first submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that 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 in accordance with Policies CS6, CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies NE6, LQ1 and LQ6 of the Blackpool Local Plan 2001-2016.

- 5 The surfacing materials including in the rear gardens, to be used in the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority prior to the laying down of any final surfacing and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the site, streetscene and the wider estate and to ensure there is sufficient permeable surfaces and green infrastructure to act as a soak away, in accordance with Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policy LQ1 of the Blackpool Local Plan 2001-2016.

- 6 Details of how the landscape strip between plots 140-150 and 184-191 and properties fronting Mythop Road can be secured, shall be submitted to and agreed with the Local Planning Authority. The approved details shall be provided in full prior to the occupation of plots 140-150 and 184-191.

Reason: In the interests of the security of plots 140-150 and 184-191 and properties fronting Mythop Road in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policy LQ1 of the Blackpool Local Plan 2001-2016.

- 7 Details of security lighting for each dwelling shall be submitted to and agreed in writing with the Local Planning Authority. No dwelling shall be occupied in advance of the installation of the agreed security lighting.

Reason: In the interests of secured by design principles and to safeguard the amenities of nearby residents in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

- 8 The windows and doors hereby approved shall be recessed behind the front face of the elevation in which they are set by the same degree as the windows and doors in phase 1 of the development.

Reason: In order to secure appropriate visual articulation and interest in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1 and LQ14 of the Blackpool Local Plan 2001-2016.

- 9 No dwelling with a garage shall be occupied in advance of the installation of a 3kV connection in that garage.

Reason: To facilitate sustainable transport by ensuring there is adequate infrastructure to enable the charging of plug-in and other ultra-low emission vehicles in accordance with paragraph 110 part e) of the National Planning Policy Framework.

- 10 The development shall not commence until the tree protection measures set out in the plans and documents below are implemented and these protection measures shall be in place for the duration of the site preparation and construction period.

Tree Protection Plan - Drawing No 2288_07 Rev D dated 29/09/2020
Arboricultural Method Statement Rev D dated 09/2020

Reason: To secure the protection, throughout the time that the development is being carried out, of trees and/or hedgerows growing within or adjacent to the site which are of amenity and biodiversity value to the area, in accordance with Policies CS6 and CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies NE6 and LQ6 of the Blackpool Local Plan 2001-2016.

- 11 No trees or hedgerows shall be felled or cleared during the main bird nesting season (March to August inclusive) unless written confirmation of the absence of nesting birds by a suitably qualified and experienced ecologist has been submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to safeguard biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies NE6 and LQ6 of the Blackpool Local Plan 2001-2016.

- 12 The development hereby approved shall proceed in full accordance with the recommendations set out in the revised Shadow Habitats Regulation Assessment ref. 3385 dated 19/05/2020.

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies NE6 and LQ6 of the Blackpool Local Plan 2001-2016.

- 13 Prior to the commencement of any above ground construction, a scheme of ecological enhancement shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with this approved scheme. For the purpose of this condition, the scheme of ecological enhancement shall include:

- Provision of bird and bat boxes
- Features to facilitate the roaming of small mammals

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies NE6 and LQ6 of the Blackpool Local Plan 2001-2016.

- 14 The development shall be completed in accordance with the approved Highways and Drainage Layout drawing number 3037/1 dated 06/2020, unless otherwise agreed in writing with the local planning authority.

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

- 15 Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

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

b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) to 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 development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027. This information must be agreed prior to the commencement of development in order to ensure appropriate drainage of the site as the development proceeds.

16 (a) Prior to the commencement of development, a plan to identify those areas of the site proposed to be adopted by the Local Highway Authority and those areas proposed to be managed and maintained by third parties shall be submitted to and agreed in writing by the Local Planning Authority.

(b) Prior to the commencement of development a Highway Management Plan to for those areas of the site to be managed and maintained by third parties shall be submitted to and agreed in writing by the Local Planning Authority. This plan shall:

- Identify the third parties responsible for management (e.g. Site Management Company)
- Set out a regime/timetable for inspections and regular repair or maintenance works
- Explain how issues can be reported, assessed and resolved

(c) The approved Highway Management Plan shall be implemented in full at all times when any part of the area to which it relates is occupied or in use.

Reason: In order to ensure that safe and convenient access is available to the development by a range of transport modes in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policy AS1 of the Blackpool Local Plan 2001-2016.

17 The development shall proceed in full accordance with the details in the submitted Construction Environmental Management Plan, dated 09/01/2020.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Saved 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.

18 Prior to the commencement of any above ground construction, a scheme for the provision of the Local Area of Play (LAP) shown on plan Landscape Proposals Plots 118-119, 123-141 including the design and placement of the play equipment and cross sections showing finished levels, shall be submitted to and agreed in writing by the Local Planning Authority. The agreed LAP and associated play equipment shall then be provided in full and in full accordance with the approved details prior to the first occupation of any dwelling on the site and shall thereafter be retained and maintained unless otherwise agreed in writing with the local planning authority.

Reason: To ensure that the needs of young children occupying the development are met by the development in accordance with Policies CS6 and CS15 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

- 19 In accordance with the details in the submitted Remediation Strategy, the remediation shall take place and a validation report shall be 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 Saved 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. This information is required to be submitted and agreed prior to commencement in order to ensure that the development hereby approved proceeds safely.

- 20 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no walls, fences or gates shall be erected within any part of the curtilage of any dwellinghouse that fronts a highway other than in accordance with the approved plans referenced in condition 6 of this permission.

Reason: The development has been designed around an open-plan layout and the erection of a variety of different boundary treatments would significantly detract from the quality, character and appearance of the streetscene. This condition is therefore required in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1 and LQ2 of the Blackpool Local Plan 2001-2016.

- 21 The development hereby approved shall proceed and be operated in full accordance with the submitted and approved Travel Plan in the submitted Transport Statement.

Reason: In order to encourage travel to and from the site by sustainable transport modes in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

- 22 Prior to the occupation of each dwelling, the parking provision shown on the approved plans for that dwelling shall be provided and shall thereafter be retained as such.

Reason: In order to ensure that appropriate car parking provision is available to meet the needs of the development in the interests of public amenity, highway safety and the appearance of the streetscene in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1, BH3 and AS1 of the Blackpool Local Plan 2001-2016.

- 23 Other than on collection day, no refuse or recycling bin shall be stored forward of the front building line.

Reason: In the interest of the appearance of the site and locality and to safeguard the amenities of nearby residents in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

- 24 Notwithstanding the definition of development as set out under section 55 of the Town and Country Planning Act 1990 or the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), the garages and parking spaces shall not be used for any purpose that would preclude their use for the parking of a vehicle.

Reason: In order to ensure that appropriate car parking provision is available to meet the needs of the development in the interests of public amenity, highway safety and the appearance of the streetscene in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1, BH3 and AS1 of the Blackpool Local Plan 2001-2016.

- 25 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no change of use from Use Class C3 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 CS7, CS12 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

- 26 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no property shall be used as holiday or short stay accommodation without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises, to ensure new holiday accommodation is provided in accordance with the Council's Holiday Accommodation Strategy and to ensure a sufficient supply of good quality family houses to support the aim of creating balanced and healthy communities, in accordance with Policies CS1, CS12, CS13, CS21 and CS23 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

ADVICE NOTES TO DEVELOPERS

1. The grant of planning permission will require the developer to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Highways and Traffic team via email to highwaysandtraffic@blackpool.gov.uk or by telephone on 01253 477477 in the first instance to ascertain the details of such an agreement and the information provided.

2. Please note that new addresses needed as a result of this development must be agreed by the Council. Please contact the Council on 01253 477477 for further information.

3. Blackpool Council operates a refuse collection and recycling service through the use of wheeled bins. Developers of new residential properties, including conversions, will be required to provide these bins. Contact should be made with the Council's Waste Services team via email to waste@blackpool.gov.uk or by telephone to 01253 477477 for further advice and to purchase the bins required.

4. Please be advised that, as applicant, it is your responsibility to ensure the works carried out to the trees do not disturb or cause harm or injury to protected species. Nesting birds and roosting bats are both protected. It is a criminal offence to intentionally disturb or cause harm or injury to protected species under the Wildlife and Countryside Act 1981.

If you propose to fell a tree or trees, you may require a felling licence. Further details can be found here: <https://www.gov.uk/guidance/tree-felling-licence-when-you-need-to-apply>.

5. In relation to condition 7, lighting is required to each dwelling elevation that contains a door set i.e. photoelectric 'dusk until dawn' LED fitments. Good, even coverage of street lighting will enable views within the development when natural light is minimal and certified to BS 5489:2013.

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**PLANNING COMMITTEE
20 OCTOBER 2020 – ORDER OF BUSINESS**

AGENDA ITEM NO /Recommendation	DESCRIPTION	ORDER OF BUSINESS	DETAILS
<p>Agenda Item 8</p> <p>Application 20/0021</p> <p>Officer's recommend: Agree in principle and delegate approval to the Head of Development Management, subject to conditions and a Section 106 agreement and subject to confirmation from the Secretary of State that the application will not be called-in for his own determination.</p> <p>Pages 37 to 56</p>	<p>Erection of 90 x two storey detached, semi-detached and terraced dwellings with associated car parking, garages, boundary treatment, landscaping, including attenuation basin, and highway works.</p> <p>LAND EAST OF MARPLES DRIVE (PART OF FORMER NS&I SITE) OFF PRESTON NEW ROAD, BLACKPOOL.</p>	INFORMATION FROM OFFICERS	
		OBJECTORS	Chris Daley, Objector
		APPLICANT/AGENT/SUPPORTER	Ms Jennifer Beardsall, Agent
		WARD COUNCILLOR	
		<ul style="list-style-type: none"> • DEBATE BY COMMITTEE • DECISION 	

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