

COMMITTEE DATE: [11/08/2014](#)

Application Reference: **14/0375**

WARD: Layton
DATE REGISTERED: 16/05/14
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Full Planning Permission
APPLICANT: Majestic Property Limited

PROPOSAL: Erection of two, three-storey side extensions, a three-storey rear extension, two front dormers and use of premises as altered as eight permanent self contained flats and erection of two semi detached bungalows with eight private garages and associated parking, bin store, access and landscaping.

LOCATION: 119 NEWTON DRIVE, BLACKPOOL, FY3 8LZ

Summary of Recommendation: Refuse

CASE OFFICER

C Johnson

BACKGROUND

An application for a part three-storey, part four-storey block of 14 flats with associated access, parking and landscaping (reference 08/0062) was refused at 119 Newton Drive by the then Development Control Committee at its meeting on 28 April 2008. The application was refused for the following reasons:

1. The proposed development would be contrary to Policies LQ1, LQ2 and LQ4 of the Blackpool Local Plan 2001-2016 in that it would not make a positive contribution to the streetscene and would not lift the quality of new building design. Given the quality of the existing building on the site it is considered that the new proposed development would represent a dilution in buildings quality and in the quality of the streetscene.
2. The nature and bulk of the proposed development would have a detrimental impact on the outlook and amenity of the occupiers of properties on either side of the application site. As such the proposed development would be contrary to Policy BH3 of the Blackpool Local Plan 2001-2016.

Two other applications for new build flat development on the site were refused in 1987 (reference 87/0024) and 1988 (reference 88/0729) for reasons including over-development, design out of keeping with residential properties, intensification of use and the impact on highway safety and the precedent that such development would set for other sites along Newton Drive.

SITE DESCRIPTION

Newton Drive is one of the main routes into the Town Centre and connects Blackpool with Staining and Poulton to the east. The road is largely residential in character and the majority of the properties are larger, detached or semi-detached family homes, particularly those on the southern side of the road.

The application site is on the southern side of Newton Drive, to the south west of its junction with Deneway Avenue. The site is just over 100 metres deep, with a site area of approximately 2625 square metres (0.265 hectares). However, the site is only approximately 26 metres wide, making the site very long and narrow.

The site currently contains a substantial, double fronted, symmetrical, highly decorated period family home with smooth brick elevations and two-storey stone bays flanking a grand front entrance.

There are two vehicle access points off Newton Drive providing an informal 'in' and 'out' access arrangement with a decorative wall and hedge along the remainder of the frontage and there is a gated driveway to the west side of the property providing access to the rear. On the east side elevation there is what appears to be an original single-storey orangery which was last used as a games room, although the glazed roof has been replaced with a solid covering.

Internally, there are three reception rooms, kitchen and cellar, a grand central staircase with stained glass skylight over, four bedrooms at first floor and two large hobby rooms in the loft space. The property retains many period features including stained glass and leaded windows and original carpentry.

At the rear there is a patio area, a substantial lawned area, a large, secure single-storey workshop along the southern boundary and various dilapidated greenhouses / sheds/ stores/ garages around the south and west boundary.

To the east of the site is Regency Court which is a part 2, part 3 and part 4 storey block of flats with ancillary garages, car parking and amenity space to the rear. To the west is a recently extended detached house and to the south there are detached houses fronting North Park Drive within the Stanley Park Conservation Area. To the north there are detached and semi-detached houses fronting Newton Drive.

DETAILS OF PROPOSAL

The application is for full planning permission for the erection of two, three-storey side extensions, a three-storey rear extension, two front dormers and use of premises as altered as eight permanent self contained flats and erection of two semi detached bungalows to the rear with eight lock up garages and associated parking, bin store, access and landscaping.

The application is accompanied by a Design and Access Statement.

The Committee will have visited the site on 11th August 2014.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- the principle of development
- the impact of the development on residential amenity
- the design and appearance of the development
- the impact of the development on highway safety

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

CONSULTATIONS

Head of Transportation:

The two spaces at the front comply with the recommended dimensions, however the aisle width between the edge of the space and the front of property/edge of bay window is sub-standard and less than 6m, with access into one of the spaces possibly problematic. The shared access varies in width between 3600mm and 4000mm, this is sub-standard for two-way traffic. Shared private drives should have a minimum width of 4.25 metres so as to allow two cars to pass. A passing space is shown, which could be utilised for parking if not identified properly. Should conflict arise between vehicles travelling in opposite directions, one will have to reverse an unsafe and long distance. This is compounded further by the proposal to site eight garages to the rear of the existing property. There is no dedicated path for pedestrians along the shared access road. 5. The bin drag distance is excessive and greater than the recommended distance of 25m. The layout as it stands is unacceptable and on this basis I am unable to support this proposal.

Contaminated Land Officer:

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.

Head of Housing and Environmental Protection Services:

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.

Fire Brigade

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.

Waste

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.

PUBLICITY AND REPRESENTATIONS

Press notice published:	5th June 2014
Site notice displayed:	6th June 2014
Neighbours notified:	28th May 2014

Seven letters of objection have been received from 53a North Park Drive, 117, 156 and 158 Newton Drive and Flats 3, 5 and 8 Regency Court, 121/123, Newton Drive. The objections are summarised below:

- The proposal represents an over-intensive development of the site.
- The 2 no. bungalows are out of character with the surrounding buildings and as planned will have a poor outlook, overlooking the garages and access.
- The access by the side of the property at 3m will not allow for the passing of vehicles.
- The conversion of the ex. family dwelling is overly large and poorly designed with the large side extensions that are out of character.
- The scheme is poorly designed and in an attempt to provide satisfactory ceiling heights at second floor, poorly detailed dormer windows are shown at front and rear. The dormers have ceiling height of 2m, resulting in an overall ceiling height less than the guidelines require. Additionally, the rear dormers are not shown on the side elevations.
- The proposal will result in a lack of privacy to neighbouring rear gardens, neighbouring bedrooms and bathrooms having lounge and bedroom windows, together with a large balcony to the rear elevation.
- Newton Drive is an extremely busy road with parking permitted on the north side. It also has main bus route to the town centre. Consequently, the addition of a minimum of ten additional vehicles entering and leaving will be a traffic hazard.
- The noise from vehicles will cause a severe disturbance to neighbouring properties adjacent to the side access and the garages to the rear.
- The development will cause loss of light at neighbouring properties and an unacceptable increase in noise levels.
- Providing eight small flats will not be in keeping with the character of the existing property and a property like that should be retained rather than adding yet more flats to the large number already in Blackpool. Blackpool should be keeping the better quality homes of character to encourage families in to the town.
- We are also very concerned that our property will be directly overlooked by a number of the proposed dwellings and associated balconies, leading to a loss of privacy.
- Finally, we are somewhat disturbed by the potential increase in traffic in this particular area of Newton Drive. There is a heavily used pedestrian island right outside the property and double yellow lines all around the vicinity, meaning an additional 10 (or more) vehicles will probably cause additional traffic problems - especially as Newton Drive is a main route for ambulances to Blackpool Victoria Hospital and also for buses from/to the Town Centre.
- The flats are small and not in keeping with surrounding properties

One letter of support has been received from the previous owner of this property and this is summarised below:

- The property is a period property which has clearly and visibly fallen into disrepair over the period it was offered for sale.
- Although the footprint of the property is greater than its original, the front elevation still retains a great number of the property's original features.
- With regards the increased traffic at the property, at some points during the previous residence there were often 6 motor vehicles using the property at any one time as it was a large family residence.

Any further comments that are received before the Committee meeting will be reported in the update note.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) came into force in March 2012 and constitutes guidance for local planning authorities and decision-takers as a material consideration in determining applications.

The core planning principles in the NPPF include:

- local authorities always seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- local authorities should encourage effective use of land by reusing land that has previously been developed provided that it is not of high environmental value.

National Planning Policy Framework Part 6 - Delivering a wide choice of quality homes.

To boost the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements.

Within Part 6 there is also a presumption against the development of residential gardens, for example where development would cause harm to the local area.

National Planning Policy Framework Part 7 - Requiring good design.

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The National Planning Practice Guidance

Decisions on building size and mass, and the scale of open spaces around and between them, will influence the character, functioning and efficiency of an area. In general terms too much building mass compared with open space may feel overly cramped and oppressive, with access and amenity spaces being asked to do more than they feasibly can.

Consideration should be given to the servicing of dwellings such as the storage of bins and bikes, access to meter boxes, space for drying clothes or places for deliveries. Such items should be carefully considered and well designed to ensure they are discreet and can be easily used in a safe way.

Unsightly bins can damage the visual amenity of an area. Carefully planned bin storage is, therefore, particularly important. Local authorities should ensure that each dwelling is carefully planned to ensure there is enough discretely designed and accessible storage space for all the different types of bin used in the local authority area (for example landfill, recycling, food waste).

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

LQ1	Lifting the Quality of Development
LQ2	Site Context
LQ3	Layout of Streets and Spaces
LQ4	Building Design
LQ6	Landscape Design and Biodiversity
LQ8	Energy and Resource Conservation
HN4	Windfall Sites
HN5	Conversions and Sub-divisions
HN6	Housing Mix
HN7	Density
BH3	Residential and Neighbour Amenity
NE10	Flood Risk
AS1	General Development Requirements
AS2	New Development with Transport Implications

Supplementary Planning Document 'New Homes from Old Places' March 2011 (New Homes SPD)

This document outlines the floorspace and amenity standards for conversions (principally though not exclusively of guesthouse and hotels) to provide residential accommodation and was subject to consultation prior to its adoption.

Assuming the principle of residential accommodation is acceptable, the key components are:

- Properties under a 160 square metres of original floorspace (excluding extensions and attic rooms unless purpose built) can be converted to a single dwelling but cannot be subdivided.
- Requires the removal of roof lifts to re-instate original roof forms
- Requires the removal of all extensions to provide amenity space
- Outlines the dwelling sizes and room sizes for conversions/subdivisions.
- Gives minimum ceiling height in attic rooms of 2.14m.
- Outlines amenity space/ car parking/ cycle and refuse storage requirements.
- Give best practise guidelines to raise the quality of homes

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was agreed for consultation by the Council's Executive Committee on 16th June 2014 and by the full Council on 25th June 2014. The document was published for public consultation on 4th July 2014 for a period of eight weeks. Once this consultation period has closed, the intention is that the document will be submitted for consideration by an independent Planning Inspector through an Examination in Public in 2015.

The Proposed Submission has been informed by up-to-date evidence, including a new Fylde Coast Strategic Housing Market Assessment 2013 (SHMA), which provides an up-to-date assessment of housing needs for Blackpool and the Fylde Coast, and a 2013 Strategic Housing Land Availability Assessment (SHLAA) Update. The housing figure in Policy CS2 has been revisited in order to consider the SHMA outcomes as well as other evidence, including the alignment of housing growth to economic prosperity and the level of housing considered realistic to deliver in the Borough. The 2013 SHLAA Update demonstrates a five-year housing supply in accordance with the requirements of the NPPF.

Policies in the Proposed Submission which are most relevant to this application are:

- CS2 Housing Provision
- CS7 Quality of Design
- CS9 Housing Mix, Density and Standards

None of these policies conflict with or outweigh the provisions of the adopted Local Plan policies listed above.

ASSESSMENT

The principle of development

The proposed scheme would deliver 10 new dwellings, each with two bedrooms. This would not be a varied mix of units as required by Policy HN6 which states that sites of between 0.2 and 1 hectares should provide a mix of house types and sizes and the housing proposed should contribute towards the mix of housing provision in the wider local area.

Sub-division and extension of the main dwelling to provide flats

119 Newton Drive has no specific allocation in the Blackpool Local Plan 2001-2016 and has not been identified as a site which has potential for housing development in the 2013 SHLAA Update which supports the Core Strategy Proposed Submission. This assessment demonstrates an adequate housing supply from more suitable sites elsewhere in the town, therefore the additional eight flats and two bungalows proposed in this location are not required to help meet Blackpool's housing requirements in the Core Strategy Proposed Submission.

The property is not within the Defined Inner Area where there is an over-supply of flat accommodation and where the policy stance generally is to resist the sub-division and extension of family homes to provide additional flat accommodation. 119 Newton Drive has original floorspace in excess of 280 square metres and although the loss of a family dwelling is unfortunate, the principle of converting the existing house is considered acceptable in this location subject to design, access, neighbour and residential amenity considerations.

Erection of two bungalows in the rear garden

In previous years, houses with large gardens were considered as previously developed land or 'brownfield sites'. The adoption of the NPPF in 2012 changed the way larger gardens are defined and are now considered to be 'greenfield sites' and there is now a general presumption against development of residential gardens, or 'garden grabbing', where development would cause harm.

New housing development is expected to have good levels of amenity and one of the key indicators of good design and good amenity is a safe and convenient access and a street frontage.

Policy LQ1 of the Local Plan requires all development to be of a high standard and to make a positive contribution to the quality of its surrounding environment. Policy LQ2 states that all new development will be considered in relation to the character and setting of the surrounding area and development should complement the prevailing design character of the surrounding area. Policy LQ3 of the Local Plan states that new development will be expected to create or positively contribute towards a connected network of streets and spaces that is designed in perimeter blocks where buildings and main entrances front on to streets or spaces and secure private space is located to the rear.

The proposed bungalows would be located at the rear of the site, approximately 84 metres from the Newton Drive road frontage, with an outlook over the side elevation of a garage block and would constitute unsatisfactory back land development with a cramped appearance and excessive hard surfacing and as such would be contrary to Policies LQ1, LQ2 and LQ3 of the Local Plan.

There are no other examples of similar back land development in the area. The character of the southern side of Newton Drive is of properties fronting Newton Drive with extensive back gardens which abut the gardens of properties fronting North Park Drive. Granting planning permission would set a precedent for similar proposals which the Council may find difficult to resist. The proposed bungalows are considered to be contrary to Policies LQ1, LQ2 and LQ3 of the Blackpool Local Plan

The impact of the development on residential amenity

Policy BH3 of the Local Plan seeks to protect the amenities of neighbouring residents and future occupants of the development.

Sub-division and extension of the main dwelling to provide flats

The proposed side extension adjacent to and within 1.5 metres of the boundary with Regency Court to the east, would leave approximately a 3.5 metre gap between the two properties. By virtue of its height, scale and close proximity to the boundary, the proposed side extension to the east would lead to loss of light in kitchens and bedrooms at Regency Court, to the detriment of the amenity of the occupiers of those properties. In this respect the eastern proposed two-storey extension would be contrary to Policy BH3 of the Blackpool Local Plan.

There are no objections in principle to the rear extensions proposed in terms of residential amenity as there would be no windows in the side elevations which could cause overlooking or loss of privacy for residents at the neighbouring properties. The roof on the rear extension proposed would be hipped away from the boundary to reduce the impact in terms of loss of light and the boundary with Regency Court is partially screened by established trees which would serve to reduce any impact still further.

Two of the three ground floor flats proposed would have exclusive access to private amenity space at the rear of the property and each of the flats proposed on the second floor would have small roof terraces. Four flats would not have exclusive access to private amenity space but all of the units would share approximately 380 square metres of outdoor amenity space to the rear and despite this not being private, this space is considered sufficient amenity space for the development.

The flat accommodation proposed would just meet the minimum dwelling standards and aggregate living/dining/kitchen floorspace standards outlined in the 'New Homes from Old Places' SPD (minimum floorspace for a flat with two bedrooms, suitable for 3 people is 67 square metres and the minimum aggregate living space is 27 square metres).

Erection of two bungalows in the rear garden

With regards to the proposed bungalows at the rear of the site, they would be located within the same curtilage as the flat development proposed and would share facilities such as the access road, parking facilities and refuse storage facilities. It is normally expected that new dwellings would have a street frontage, clearly defined curtilages and convenient access to refuse facilities.

There are various dilapidated stores/structures along the rear boundary shared with 53 North Park Drive to the south and there is an existing single storey workshop within approximately four metres from the rear boundary shared with 53 North Park Drive. There would be a separation distance in excess of 45 metres between the dwelling at 53 North Park Drive and the rear elevations of the proposed bungalows. As such, it is not considered that the two bungalows would have an increased impact on residential amenity of the occupiers on 53 North Park Drive in terms of loss of light, overlooking, privacy or outlook.

The bungalows would be sited 84 metres from the Newton Drive frontage but the layout of the proposed development, the location of the bins stores at each bungalow, the location of the temporary bin stores adjacent to the communal bin stores for the proposed flat development and the access road would result in bin drag distances in excess of 95 Metres. Bin lorries would not be able to access the development. Even if it was accepted that having a temporary bin store, shared with the proposed flat development, mid way between the proposed bungalows and the highway was a suitable, practical and useable solution, which it is not, bin drag distances would still be approximately 50 metres from the bungalows to the temporary bin store and then a further 45 metres from the temporary bin store to the highway. A bin drag distance of 95 metres is considered to be excessive, especially considering that the shared access road would not have a pedestrian footpath, and is a clear indication that the area to the rear of the property is not suitable for residential development. In this respect the bungalows are considered to be contrary to Policy BH3 of the Blackpool Local Plan.

The design and appearance of the development

Although 119 Newton Drive is not a listed building or indeed on the Council's adopted local list of important buildings, it is an attractive period property which is relatively untouched and retains many of its original features and much of its original character and has a positive contribution to the quality of the streetscene. It is also close to the northern boundary of the Stanley Park Conservation Area.

The property is approximately 12.8 metres wide and the two proposed side extensions would add 7.3 metres to the width of the property (an approximate 75 per cent increase). Despite the fact the extensions would have a 1 metre set back, they would fail to appear subservient to the main building and would make the development appear bulky and incongruent, forming overly dominant additions to the detriment of the appearance and character of the host property. The side extensions would also serve to reduce the perception of space around the building, especially to the east where there would only remain approximately 3.5 metres between the east side elevation of 119 Newton Drive and the west side elevation of Regency Court, to the detriment of its setting and the character and appearance of the area.

The proposal involves alterations to the front roof plane to provide a dormer and roof terrace above each of the two stone bays. The roof alterations proposed at the front of the property would retain the symmetry of the building but would significantly harm the period character and add visual clutter, to the detriment of the attractiveness and quality of host building.

In providing two flats in the extended roofspace, it becomes necessary to remove a decorative stained glass skylight which provides natural light to the grand central staircase. This is most unfortunate for the character of the building and would render the staircase

very dark and heavily reliant on artificial lighting and reducing the overall quality feel of the property and the proposed development.

It is considered that in terms of the side extensions proposed, the scheme would be contrary to Local Plan Policy LQ1 which indicates that all new development will be expected to be of a high standard of design and make a positive contribution to the quality of its surrounding environment, Policy LQ2 which states that all new development should respond to and enhance the character of an area and Policy LQ14 in so far as it seeks to ensure that extensions and alterations are well designed and in keeping with the scale and character of the original building and neighbouring properties. They would also conflict with the core planning principle of the NPPF in that planning should always seek to secure high quality design.

The proposed bungalows would not be exceptional in terms of design and would form standard, single storey structures with integral garages and a shallow front bay window. Similarly, the garage block would be an elongated single storey structure with a flat roof and would have no design features to speak of.

Whilst not being particularly poorly designed when considered in isolation, the bungalows and the garage block would be totally at odds with the design of the main building and the surrounding area, including the Stanley Park Conservation Area and could not be considered to be of such high quality, contemporary, individual expressions of design which would then be a material consideration in their favour..

The impact of the development on highway safety

Policy AS1 of the Local Plan requires that all access, travel and safety needs of all affected by a development are met. Convenient, safe and pleasant pedestrian access should be provided along with appropriate provision levels of car parking and cycle storage facilities and safe and appropriate access to the road network is secured for all.

The only footpath providing access to the rear of the main building is shown between the proposed three storey side extension to the east and the boundary with Regency Court. The access would be between 1.5 and 2 metres wide and would feel oppressive, dark and unwelcoming due to the height and close proximity of the proposed extension, the boundary fence and the four storey Regency Court.

The proposed side extension on the western side of the building restricts the potential width of the access road. The shared vehicle access is shown as varying between 3.6 metres and 4 metres wide and this is considered sub-standard for two-way traffic, especially when considering that no pedestrian footpath is proposed beyond the main rear wall of the proposed flat development connecting the street frontage with either the parking, garages or bungalows to the rear. Shared private drives should have a minimum width of 4.25 metres so as to allow two cars to pass. Should conflict arise between vehicles travelling in opposite directions, one would have to reverse for a long distance which would be contrary to highway and pedestrian safety.

No footpath is proposed to connect the entrance to the flats with the garages at the rear which would result in pedestrians having to walk along the shared vehicle access. Not only is this considered to be potentially dangerous, residents would have to walk between approximately 53 and 88 metres between their parking space and their front door which

would not be safe or convenient and is another indicator that the site is unsuitable for such an intensive development.

No cycle storage is shown although these details could be agreed by condition.

CONCLUSION

For the reasons outlined above, it is considered that the proposal is contrary to Policies LQ1, LQ2, LQ3, LQ4, LQ14, HN4, HN6, BH3 and AS1 of the Blackpool Local Plan 2001-2016, parts 6 and 7 of the National Planning Policy Framework.

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

Recommended Decision: Refuse

Conditions and Reasons

1. The proposed side extensions and extensions to the front roof plane would be overly dominant, out of character within the streetscene and in relation to the original property. As such they would be significantly detrimental to the character and appearance of the property and the area due to their scale, height, design, lack of resulting space either side of the building and proximity to the main front elevation of the property. Given the prominent location of the property the extensions as proposed would be contrary to Policies LQ1, LQ2, LQ4 and LQ14 of the Blackpool Local Plan 2001-2016.
2. The proposed bungalows at the rear of the site would constitute unsatisfactory back land development with poor levels of residential amenity in terms of lack of a street frontage, poor outlook, inadequate access, inadequate refuse storage/collection provision and privacy and would appear cramped and hemmed in within the site. As such the proposed bungalows would be contrary to Policies LQ1, LQ2, LQ3 and BH3 of the Blackpool Local Plan 2001-2016.

3. The means of access to the proposed development would be significantly detrimental to highway safety by virtue of the narrow width of the private access road which would prohibit two way traffic (which in turn would result in vehicles reversing significant distances), the lack of safe and convenient pedestrian access and street lighting and the lack of cycle storage provision. As such the proposed development would be contrary to Policy AS1 of the Blackpool Local Plan 2001- 2016.
4. The proposed eastern side extension would have a significantly detrimental impact on the residential amenities of the adjoining occupants at Regency Court by virtue of its size, scale and close proximity to the common boundary, resulting in an overbearing impact, visual intrusion and loss of natural light. As such the eastern side extension would be contrary to Policies LQ14 and BH3 of the Blackpool Local Plan 2001-2016.
5. **ARTICLE 31 STATEMENT (NATIONAL PLANNING POLICY FRAMEWORK para 187)**

The Local Planning Authority has sought to secure a sustainable development that would improve the economic, social and environmental conditions of Blackpool but in this case there are considered factors which conflict with the National Planning Policy Framework and policies of the Blackpool Local Plan 2001-2016 which justify refusal and which cannot be overcome by negotiation.

Advice Notes to Developer

Not applicable