

COMMITTEE DATE: [09/05/2017](#)

Application Reference: 17/0193

WARD: Waterloo

DATE REGISTERED: 17/03/17

LOCAL PLAN ALLOCATION: Resort Neighbourhood

APPLICATION TYPE: Outline Planning Permission

APPLICANT: Waldorf, Kimberley and Henderson Hotels

PROPOSAL: Erection of part 3 / part 4 / part 5 / part 6 storey block of 88 self-contained permanent flats with car parking for 88 vehicles, access and associated works, following demolition of existing hotels.

LOCATION: 585-593 PROMENADE AND 1 WIMBOURNE PLACE, BLACKPOOL, FY4 1NQ

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr G Johnston

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with **Priority one of the Plan** - The economy: Maximising growth and opportunity across Blackpool and **Priority two of the Plan** - Communities: Creating stronger communities and increasing resilience.

SUMMARY OF RECOMMENDATION

The application proposes a loss of holiday accommodation in area of protected holiday accommodation and its replacement with permanent accommodation - a mixture of one bed, two bed and three bed flats. The protection was first instigated in 2006 through the Blackpool Local Plan and subsequently in 2011 through the Holiday Accommodation Supplementary Planning Document (SPD). Since 2011 the Crescent has been significantly affected by the closure and boarding up of hotels and the fire damage at the Palm Beach Hotel. The Palm Beach and Warwick hotels have subsequently been demolished. This represents a significant material change in circumstances since 2011. The replacement of the Palm Beach Hotel with a Hampton by Hilton Hotel will represent significant holiday accommodation investment in the area and whilst it is not directly linked to that proposal, this proposal would provide for a new residential offer envisaged by Policies CS2 and CS23 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

INTRODUCTION

This application is an amended application following the refusal of planning application 16/0473 for the erection of a part 6 /part 7 storey block of 91 self-contained permanent flats with car parking for 84 vehicles, access and associated works following demolition of the existing hotels. The application was refused for the following reasons -

The proposed development would represent an over intensive use of the site by virtue of its scale, the number of flats proposed and its mass. As such it would be out of character with the area in which the site is located and it would be detrimental to the amenities of residents in Clifton Drive The proposed development would therefore be contrary to paragraph 17 of the National Planning Policy Framework, Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy BH3 of the Blackpool Local Plan 2001- 2016.

The proposed development would represent an over intensive use of the site in that there would be insufficient car parking spaces (84) to serve the proposed flats (91). This is likely to lead to additional on street car parking to the detriment of highway and pedestrian safety. As such the proposed development would be contrary to paragraph 17 of the National Planning Policy Framework and Policy AS1 of the Blackpool Local Plan 2001-2016.

The key changes compared to the previous application are -

- a reduction in the number of flats from 91 to 88
- the removal of the penthouse floor (7th floor)
- increase in the number of car parking spaces so that there would be one space per flat
- the proposed inclusion of mobility parking spaces within the car park
- the retention of a right of way for rear pedestrian access from the Ocean Bay Hotel to the north of the site to the back street

Members will be aware that a report was presented to the Council's Executive on 24 April 2017 regarding a review of the Holiday Accommodation SPD and the changes to the document will be subject to public consultation in due course. Members will also be aware that a planning application has been submitted for the temporary use of the site of the former Warwick Hotel as a car park for 110 vehicles for a period of three years (application reference 17/0194).

SITE DESCRIPTION

This 0.4 hectare site is on New South Promenade to the south of Blackpool Pleasure Beach, and consists of a block of holiday accommodation premises comprising the Henderson (not trading), Waldorf (trading) and Kimberley (boarded up) hotels, immediately to the north of Wimbourne Place. The Palm Beach Hotel and Warwick Hotel were to the south (across Wimbourne Place) but have recently been demolished and there are other hotels to the north. The properties were built in the 1920s / 1930s within a uniform terraced arc, set back behind Bourne Crescent, to the front of which is a walled area of public open space directly

on the Promenade frontage. To the rear of the existing hotels is a back street, across which are two storey houses and flats fronting Clifton Drive.

The Crescent is within the Pleasure Beach Promenade Frontage (Main Holiday Accommodation Promenade Frontage) in the Holiday Accommodation Supplementary Planning Document.

DETAILS OF PROPOSAL

The submitted proposal is in outline with access, layout, appearance and scale currently applied for; landscaping is a reserved matter. The application is for demolition of the existing buildings within the application site and replacement with 88 residential apartments spread over between three and six storeys.

Over the whole development, the height would gradually increase towards the south end of the site and would taper towards the properties to the rear. The building would have a distinct base and there would be two entrances to the flats on the New South Promenade frontage. There would be a curved glazed elevation to the New South Promenade/Wimbourne Place corner of the building. The top floor would be glazed to give the building a lighter appearance. A high proportion of the flats would have balconies to make the most of the sea view. The building would project 1.8 metres in front of the existing main building line to the existing Crescent (there are single storey projections and two storey bay projections to the existing crescent) although it would taper in terms of its relationship to the Ocean Bay Hotel to the north. The projecting wings at the rear of the building would taper to three storeys and one wing would extend to the back street and one would be offset by some 8 to 10 metres from the back street. The flats would comprise 21 one bed flats, 59 two bed flats and 8 three bed flats.

Vehicular access to the site is proposed from new accesses formed to the back street, which would lead into the car parking spaces, although a bank of eight spaces would be accessed directly off the back street. The total parking on site would amount to 88 spaces including mobility spaces. In addition, cycle and motor cycle parking would be provided. Bin storage would also be provided to the rear of the building adjacent to the back street. A delivery bay would be provided within the site frontage to Bourne Crescent and the pavement in Wimbourne Place would be widened to 2 metres along the site frontage (between Bourne Crescent and the back street). A right of way would be retained in the north east corner of the site to enable pedestrian access from the Ocean Bay Hotel to the back street.

The proposal is supported by a Design and Access Statement, Flood Risk Assessment, Transport Statement, Bat Survey and viability report regarding the hotels

MAIN PLANNING ISSUES

The key issues relate to the principle of the development in terms of managing holiday bed spaces in the town (Policy CS23 of the Blackpool Local Plan Part 1: Core Strategy) and the Holiday Accommodation SPD ; design Policies LQ1, LQ2, LQ3 and LQ4 (and CS7 of the

Blackpool Local Plan Part 1: Core Strategy) amenity policy BH3; and accessibility Policies AS1 and AS2.

Key specific issues relate to:

- principle of the proposal
- comprehensive redevelopment of the site
- scale and impact on residential amenity
- traffic/transportation issues

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

CONSULTATIONS

Head of Highways and Traffic Management: 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.

Service Manager Public Protection: 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.

United Utilities: United Utilities will have no objection to the proposed development provided that the following conditions are attached to any approval:

Foul Water

Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

Surface Water

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

(The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. For the avoidance of doubt no surface water shall drain to the public foul or combined sewer but in the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to existing rates with a 30% reduction).

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG). The applicant can discuss any of the above with Developer Engineer, Graham Perry, by email at wastewaterdeveloperservices@uuplc.co.uk.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact.

We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development. For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition.

Water Comments

Our water mains will need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement under Sections 41, 42 and 43 of the Water Industry Act 1991. As a multi-storey development is proposed we recommend that the applicant provides pump and storage to guarantee an adequate and constant supply. The level of cover to the water mains and sewers must not be compromised either during or after construction. A separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999. Should this planning application be approved, the applicant should contact United Utilities on 03456723723 regarding connection to the water mains or public sewers.

General comments

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. United Utilities offers a fully supported mapping service and we recommend the applicant contact our Property Searches Team at Property.Searches@uuplc.co.uk to obtain maps of the site. Due to the public sewer transfer, not all sewers are currently shown on the statutory sewer records, if a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Supporting information

United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region.

Site drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Justification for Pre-commencement condition

As a 'pre-commencement' condition has been requested in this correspondence, please consider the following information as justification of this request.

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 Part 6, we have been asked to provide written justification for any pre-commencement condition we may have recommended to you in respect of surface water disposal. The purpose of the planning system is to help achieve sustainable development. This includes securing the most sustainable approach to surface water disposal in accordance with the surface water hierarchy. It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to use up a significant volume of capacity in our infrastructure. If we can avoid and manage surface water flows entering the public sewer, we are able to significantly manage the impact of development on wastewater infrastructure and, in accordance with Paragraph 103 of the NPPF, minimise the risk of flooding. Managing the impact of surface water on wastewater infrastructure is also more sustainable as it reduces the pumping and treatment of unnecessary surface water and retains important capacity for foul flows. As our powers under the Water Industry Act are limited, it is important to ensure explicit control over the approach to surface water disposal in any planning permission that you may grant.

Our reasoning for recommending this as a pre-commencement condition is further justifiable as drainage is an early activity in the construction process. It is in the interest of all stakeholders to ensure the approach is agreed before development commences. Further information regarding Developer Services and Planning, can be found on our website at <http://www.unitedutilities.com/builders-developers.aspx>.

Blackpool International Airport: 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 Services Manager: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Police Architectural Liaison Officer: Has the following comments -

Crime Impact Statement

This Crime Impact Statement is formed based on local crime figures and trends, incidents reported to the police and community knowledge gathered from local policing teams. The security measures are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development.

Crime Risks

Designing out future crime in real terms, means that for some people you are **preventing** their home being broken into, **preventing** their car being damaged or preventing an elderly resident being victim of a bogus official burglary. Therefore, considering crime, anti-social behaviour and security at an early stage of a development can make it less attractive to potential intruders. Minor changes can make a real difference to residents and the overall sustainability of communities.

In the last 12 month period there have been high levels of crime committed within this incident location including burglary, vehicle crime and criminal damage.

Due to the volume of crime in the area I recommend that the following security measures are attached to a security condition that forms part of any planning approval:-

Security Recommendations

- The apartments should be to the Police Crime Prevention Initiative, Secured By Design. Application forms and design guides for Secured by Design Homes 2016 for residential premises are available from www.securedbydesign.com or from this office.

- All doorsets should be certificated to PAS 24/2012 (16) or an alternative accepted security standard such as LPS 1175 as they now must comply with Building Regulations Approved Document Q. This includes the doorsets for the individual apartment doorsets and the communal entrance to the apartments. These doors should be fitted with a sensor linked to an intruder attack alarm.

- Entrance doorsets for the apartments should be fitted with a door viewer and security bar/chain.

- Windows should be PAS 24/2012 (16) certificated as they now must comply with Building Regulations Approved Document Q. Ground floor glazing should be laminated. Opening windows should be fitted with restrictors.

-The communal entrances to the apartment block should be fitted with an anti-vandal proof access control system such as keyfob/keypad or similar. It is important that these entrances

to the building are tightly controlled so as to reduce the risk of tailgating which in turn compromises the security of the proposed apartments.

- The entrance lobbies for the apartments should be covered by a HD CCTV system. Digital CCTV cameras should be positioned to provide clear head and shoulders images of all persons entering the apartment block.

- 24 hour lighting (switched using a photoelectric cell) to communal parts of the apartments will be required to deter potential offenders and reduce the fear of crime. This will normally include the communal entrance hall, lobbies, landings, corridors and stairwells and entrance/exit points.

- the communal car parking areas should be in small groups, close and adjacent to apartments and must be within view of the "active" rooms within the apartments with lighting levels to BS 5489:2013.

- External containers for the secure storage of bicycles must be certificated to LPS 1175 SR 1 or Sold Secure. Communal bicycle stores with individual stands or multiple storage racks for securing bicycles should be as close to the building as possible. They should be within 50 metres of the primary entrance to the premises and located in view of two "active" rooms. The bicycle store must be lit at night using vandal resistant, light fittings and energy efficient photoelectric cell lamps.

- Bin Stores should be secure to reduce the risk of arson and nuisance caused by bins being removed. Any boundary treatments to the bins store/service areas should allow some natural surveillance into these areas to reduce the risk of them being targeted for burglary, damage and nuisance.

- Unfortunately, there have been a large number of reported thefts and burglaries at construction sites across all areas of Lancashire. High value plant and machinery and white goods and boilers are targeted as the dwellings are nearing completion. This is placing additional demand on local policing resources. Therefore, the site must be secured throughout the construction phase to include robust perimeter fencing and a monitored alarm system (with a response provision) for site cabins where tools, materials and fuel could be stored. Condition: The site must be secured throughout the construction phase as part of the construction management plan. The site should be secured at the perimeter with security fencing and gates as well as other measures such as monitored digital CCTV accredited with either National Security inspectorate (NSI) or Security Systems and Alarm inspection Board (SSAIB).

Rationale for the recommendations: to reduce crime, anti-social behaviour and to protect the amenity and privacy of new occupants in accordance with

- *Blackpool Local Plan Part 1: Core Strategy (2012-2027)*
Policy CS7: Quality of Design

New development in Blackpool is required to be well designed, and enhance the character and appearance of the local area and should:

- b. Ensure that amenities of nearby residents and potential occupiers are not adversely affected
- c. Provide public and private spaces that are well-designed, safe, attractive, and complement the built form
- e. Maximise natural surveillance and active frontages, minimising opportunities for anti-social and criminal behaviour

5.121 It is important that new development is well designed in order to prevent crime and antisocial behaviour. The Council will therefore promote „Secured by Design“ principles in new developments in order to create safer and secure environments.

- *National Planning Policy Framework, Paragraph 58*

Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion”.

PUBLICITY AND REPRESENTATIONS

Press notice published: 30 March 2017

Site notice displayed: 3 April 2017

Neighbours notified: 27 March 2017

Ms S Whadcock, OCEAN BAY HOTEL, 583 NEW SOUTH PROMENADE, BLACKPOOL, FY4 1NG
From all of the previous plans I do not consider that the views of the owners of the Ocean Bay Hotel have been taken into account

10 centimetre gap to build at front of property... cannot be done!.. At least one metre gap has to be left for maintenance for both properties. So these plans are not true, as the sizes of the rooms will have to be smaller, plans should be to scale as will be misleading to future developer. ***Not acceptable.***

1.8 metres build in front of main building line.... Well! who wants to look out at a 5 storey solid brick wall, this should not come forward of the building line, this should follow the line of the crescent. ***Not acceptable.***

Back elevation, again five storeys of solid brick wall to look out on, from four metres and spanning to four and half metres away from windows which will affect three guest bedrooms and two private bed/living areas. This will affect the light to these rooms in a major way - ***I do have a right to light and it will be compromised...***This needs to be addressed now as future developer will have the problem later. ***Not acceptable.***

Parking is a big issue and will have a big impact on my business, e.g. amount of traffic coming and going at all times day and night, whilst I have paying guests that pay to get a good night's sleep, a total of 34 parking spaces used the grounds of these three hotels before their demise,

back then it was not an issue as they were also used for guests who usually arrive by car and do not use the car again during their stay and now it will be used by workers having to leave home early in the morning even before my guests wake, engines, headlights, fumes, chat etc. early in the morning and late at night which will have a bad effect on my business! This area is only a back street -***Not a main thoroughfare. Not acceptable***

Mr Franks, 30 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

The removal of only three apartments is not enough to make this proposed development acceptable, the scale and height is still out of keeping with the area and especially the two storey housing which is situated to the rear. On the plan of the rear elevation there is no drawing of the three storey rear wing which crosses the car park replacing a garage or its relationship to the residential housing which is very misleading as the side elevation on Wimbourne Place is clearly shown. We believe this in combination with the six storeys will lead to a loss of daylight to the rear of our properties and it should be investigated before this proceeds any further. The balconies shown on the rear elevation will greatly reduce any privacy that we have previously enjoyed. The access roads are too narrow to cope with the large amount of traffic this development would produce, the rear walls to some of the residential properties having already suffered damage over the years. With the back street narrowing to a one car width at the northern end, then Wimbourne Place would be the main entrance/ exit which is too narrow and has housing on either side. A smaller development with no rear wing crossing the car park, four storeys in height would blend into the area would be a much better proposition.

Mrs J Ladkin, 38 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

I am writing once again to object to the proposed plans for the redevelopment. My house is situated on the corner of Clifton Drive and Wimbourne Place. My driveway and garage are on the corner of Wimbourne Place and the back street. The proposal of such a large development and the amount of traffic it will generate will make the entering/exiting of my driveway extremely hazardous as Wimbourne Place and the back street are narrow and has very restricted visibility. I have already had a car drive through my garden wall a couple of years ago. The balconies to the rear will encroach on my privacy to the side and rear of my house and all the additional traffic will generate noise and disturbance. The proposed development is just too large and too high to fit in with the surrounding area and the impact will overshadow the two storey residential housing to the rear, especially as the rear of the houses face direct west. This will destroy any enjoyment that we should have in respect of privacy and light.

Mrs M Harrison, 28 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

As the last proposal was refused due to scale massing and height the question to be asked is does the removal of only three apartments make it sufficient to be allowed? My view and the other residents feel the answer has to be no it has not gone far enough and the reasons for the last refusal are still valid, not only the density of the development but the increase in population in such a small area. This proposal will still have a dominating effect, impact on the residential community in terms of light and a total loss of privacy. There is still the problem of road access and due to the scale of the building car parking, as this area is at saturation point for on street car parking.

The rear balconies which were removed on the last set of plans have now reappeared which will lead to a total loss of privacy for residents at the rear of their properties. The rear elevation plan shows in details the main building and the side wing extending down Wimbourne Place. There is no drawing at all of the three storey elevation extending across the car park towards the two storey residential housing. This does not present a true picture of the development. This elevation ends approximately 20 metres away from residents' rear windows (***the measurements taken from the plan are between 24 and 27 metres from the end of the proposed wing to the main rear elevation of properties in Clifton Drive***). Mr Johnston believes this to be acceptable however many councils require a wider distance and we believe that this must be viewed in the context of a three storey building which replaces a garage connected to the six storey building directly behind it. The total refusal of the proposers to give information regarding sunpath/daylight analysis gives the residents no idea of the effect this will have on their living space and so has to be viewed in a negative manner and legal advice regarding right of light accrued over more than 20 years may have to be sought.

No changes have been made to the access, although on the application form it states that changes have been made. Wimbourne Place is still the main access route and at 4.2. metres wide is totally unacceptable for the amount of car movement this would generate. The eastern end is landlocked due to residential housing. To the front of the development there are well used parking bays which leaves a one car width space on the road. At the northern end of the back street it reduces to a one car width and the entrance/exit is not visible to pedestrians on Burlington Road West due to the frontages of the hotels and the forecourt parking. The pavement would have to be crossed by any vehicle trying to use this entrance/exit.

Although extra spaces have been added to the car park it is of poor design (as stated by your transport department) with some cars having to use the right of way to enter/leave the car park. Some bays do not appear to have the minimum width for manoeuvrability and there is no through access around the car park. A fire engine for example would have to reverse more than 20 metres a distance which Manual for Streets says is unacceptable. By deleting these badly planned spaces we are more or less back to the original amount of car parking. Still no car parking spaces for visitors. The supporting design statement is misleading " the layout reflects the essentials of the existing development...main buildings to the front.short return to Wimbourne Place." The rear wing at the back of three storeys is not even mentioned. "Proposal is significantly larger mainly by way of its height, can accommodate ...because of location ...open aspect" May I politely remind any person reading this letter that there is no open aspect to the rear only residential housing or are we totally invisible as no one appears to listen to us as every time an application is submitted this statement is used as part of their reasoning to gain approval for their plans.

This saga is now in its ninth year, the owners have left these properties to deteriorate to the extent that the only option is to demolish them, especially the Kimberley. They have to relinquish their grandiose ideas and realise they own three run down hotels in a seaside resort in the north west and submit plans relevant to this.

Mrs J Benson, 91 Clifton Drive, Blackpool, FY4 1RS

This property is still too high; it will still be higher than its new neighbour- the Hampton by Hilton currently being built by Create Construct. The number of parking spaces is still not enough, as there are a number of 2 and 3 bedroom flats which will require more spaces; there are already parking problems in the area, which will only be exacerbated. The nearby properties will be significantly overlooked, and the residential nature of the area will be diminished.

Mr Arthur Fenton, 22 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

We object to these plans as they have not addressed the problems submitted on previous plans, when they were turned down. We object to the scale and height which is not in keeping with area. Footprint which the wings are too close to other properties invading privacy and taking light. There are not enough parking spaces, the entrance to the car park is narrow. There are no turning places so when these cars exit the car park, they will have to reverse out into the alleyway and into Wimbourne Place which is also narrow, this may cause accidents when the children are playing.

Mrs Patricia Greenberg, 24 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

The last application was turned down on the grounds of the scale and height, the proposed new application doesn't go near addressing this problem. The additional wing to the rear is far too close to the two storey houses on Clifton Drive and would invade our privacy and affect our light. The access to the rear is from Wimbourne Place and is only suitable for single file traffic and leads to the back street for access to the parking area which again is not wide enough and unsuitable for the utility vehicles especially refuse vehicles. They would have to reverse out as there is no access from the Burlington Road West end as it would entail driving over a public footpath. The parking spaces do not seem feasible for the amount drawn on the plans, no turning circles and some even look impossible to access. As most apartments are 2/3 bedrooms in size some would need two spaces this would cause more problems in this area, especially during the long season.

Although this is only for outline planning application I feel these issues need to be addressed at this stage so that at least the height and footprint are acceptable for any future developer to adhere to. This has now been going on for nine years and I feel the applicants are trying to force through a decision as they know how much we and the council would like to see an end to this boarded up eyesore. Yes we really would like to see an end to this, but not at the expense of the residents and surrounding area.

Mrs J Graham, 34 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

Whilst I applaud the resubmitted plans for reducing the height of the development, the new plans still propose a building which would be higher than the adjacent new build. The apartments are also densely packed together and would put a strain on the infrastructure of the area. The car parking at the rear to be accessed by the, presently very tight, access road would generate a lot of traffic which could be a nuisance to us as neighbours and again put a strain on the access road.

Mr Paul Hyatt, 32 CLIFTON DRIVE, BLACKPOOL, FY4 1NX

The previous application, in October 2016, was rejected on four grounds as shown below. In my view, changes to the scheme since then make the new proposal even less suitable for approval.

Grounds For Rejection of Previous Planning Application

ONE

"The proposed development would represent an over intensive use of the site by virtue of its scale, the number of flats proposed and its mass. As such it would be out of character with the area in which the site is located and it would be detrimental to the amenities of residents in Clifton Drive. The proposed development would therefore be contrary to paragraph 17 of the National Planning Policy Framework, Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy 2012-2027 and Policy BH3 of the Blackpool Local Plan 2001- 2016."

The revised proposal does not change the fundamental scale and mass of the development and, therefore, still does not comply with the policies as stated. There is a reduction of 3 flats across the whole scheme - approximately 3.4% of the total. I can't see that such a small change will make any difference at all. The bulk of the 6th storey remains on the South West corner where it will have maximum effect in blocking sunlight and overshadowing the houses on Clifton Drive. The proposed building in this section would rise to 16 metres, compared to the existing hotel which is only 12 metres high. The proposed building bears no relationship in size or scale to the existing properties behind it (on Clifton Drive) which are just 7.5 metres to rooftop height.

The footprint of the proposed building appears to be exactly the same as the one rejected previously. It's considerably wider than the existing hotels - projecting beyond the building line of the crescent at the front and pushing further back towards the properties on Clifton Drive at the rear. The large picture windows on the rear elevation of the proposed block, and on the side extensions, will overlook the living space of nearby properties - contrary to Council policy which states that new buildings should:

"Be appropriate in terms of scale, mass, height, layout, density, appearance, materials and relationship to adjoining buildings" and

"Ensure that amenities of nearby residents and potential occupiers are not adversely affected".

Other authoritative sources support the Council policies.

'Building For Life 12' which provides government-endorsed industry standards for well-designed homes and neighbourhoods, recommends that new developments should, "Have regard to the height, layout, building line and form of existing development at the boundaries of the development site." In the documents submitted for this scheme, I can find no meaningful evaluation of the impact the proposed development would have on existing neighbouring properties.

'Manual for the Streets' (2007) recommends a 'context appraisal' for all new developments. It

is a well-established principle for assessing the impact of new developments but it has not been carried out for this proposal.

I think the scheme fails on all points - not just in its relationship with the properties on Clifton Drive but also with the other buildings on New South Promenade, such as The Ocean Bay Hotel.

The rear elevation plan of the building shows numerous rear balconies. Similar balconies were removed from a previous application (in 2015) after discussion by the Planning Committee, because of concerns about overlooking neighbouring properties. Is this a mistake? It seems totally counterproductive to re-submit a type of design that was previously deemed unacceptable (and still is).

The applicants have refused to commission sun-path diagrams for this application but claim in the 'Supporting Statement' that diagrams produced for a scheme several years ago were: "considered to be acceptable by the applicants". However, the same applicants state they will not re-submit those diagrams "because of the differences between the original and current schemes". The two statements are inherently contradictory. I can't see that the applicant's view of the issue carries any weight at all - an objective assessment is needed. An alternative suggestion - that the distance between buildings be used as a substitute for sun path diagrams - cannot work because it takes no account of the direction or movement of the sun which is key to the issue of overshadowing. Based on residents' observations of the sun's movement and height at different times of year, and, in the absence of new sun-path diagrams, it would appear that over-shadowing and loss of sunlight is unacceptable.

TWO

"The proposed development would represent an over intensive use of the site in that there would be insufficient car parking spaces (84) to serve the proposed flats (91). This is likely to lead to additional on street car parking to the detriment of highway and pedestrian safety. As such the proposed development would be contrary to paragraph 17 of the National Planning Policy Framework and Policy AS1 of the Blackpool Local Plan 2001-2016."

The application states that the number of parking spaces has been increased to 89 - all at the rear of the building in one large parking area. Looking at general recommendations from 'Building for Life 12' and Lancashire Constabulary (see below) I don't think the car park layout is suitable for this site.

There is no circulation or designated turning spaces in the cul-de-sac design of the aisles and some of the parking bays do not appear to meet minimum standard (including some of the mobility/disabled bays). I'm not convinced that 89 spaces is realistic but, as no swept path analysis has been carried out, no-one can be sure whether the car park will operate satisfactorily or not. Council Planning officers are aware of these concerns.

It is useful to see Kensington and Chelsea's draft SPD which says of its planning applications: "Drawings showing the swept paths of the largest vehicles assumed to use the car park will be required to demonstrate the car park will operate satisfactorily". I'd suggest this approach is adopted by Blackpool Council.

'Building For Life 12' recommends avoiding large rear parking courts because "they offer greater opportunity for thieves, vandals and those who should not be parking there." The size and openness of this car park on the south and east sides would make it vulnerable.

'Building for life' also states that new developments should "provide sufficient parking spaces for visitors" but there is no visitor parking shown. The government recommendation of 1.5 parking spaces per dwelling is clearly not met in this scheme and the effect on street parking and pedestrian safety remains a cause for concern in a location which already suffers from inadequate street parking for much of the year.

Lancashire Constabulary in its 'Statutory Consultee' response states: "Any communal car parking areas should be in small groups, close and adjacent to apartments and must be within view of the 'active' rooms within the apartments". The proposed layout does not do this.

The new proposal has reduced the space allocated for cycle parking. The application fails to say how many cycles can be accommodated in what appears to be a very small area on the new plan. Could the applicants provide the capacity of the cycle bays so that the Council confirm that the allocated cycle space is enough to satisfy the requirements of its sustainable transport policy?

It also appears that this scheme has reduced the space for refuse bins in order to accommodate more car parking bays.

It would be useful to see a waste management plan - as I believe council policy requires - to check if the space allocated for waste management is realistic for 89 flats?

There is a separate issue of noise and smells from the bins which are positioned near to the boundary walls of existing properties.

If this scheme is approved then the properties on Clifton Drive will be sandwiched between a busy road at the front and an 89 space car park at the back. I can't imagine anyone in the same situation would find this acceptable. No detailed evaluation of the extra noise or pollution, which would be generated by this car park, has been carried out - another example of where the likely effects of this scheme on the existing residents are unknown. Could we have a properly validated report on the expected change in noise (and pollution)? Otherwise, as in the previous application, residents are asked to accept the opinion of a single planning officer that the increase in noise is acceptable. The lack of facts or evidence doesn't seem right or fair.

THREE

"The proposed development would be contrary to the provisions of Policy CS23 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and the Council's Holiday Accommodation Supplementary Planning Document in that the hotels are within the Pleasure Beach Promenade frontage Main Holiday Accommodation Area which seek to retain the quantum of holiday accommodation within the defined Main Holiday Accommodation Promenade frontage. The proposal being a wholly residential development would dilute the holiday character of the area".

This still applies. I believe there is a stronger case now for retaining the quantum of holiday accommodation in this main holiday location. The reasons are:

1. The development of the Hampton By Hilton hotel (opening early 2018) is likely to act as a catalyst for regeneration in the immediate area (although as will be seen below many hotels in the area are thriving already).
2. A number of hotels in the area will want to build on their success in the TripAdvisor's Worldwide Travellers Choice Awards 2017 - including the: Big Blue, Clifton Court and Kings Hotels which all won awards (see Blackpool Gazette 24 January 2017).
3. The South shore beach (opposite the Pleasure Beach) has been awarded Blue Flag status - this ought to help promote the area as a prime destination for families.
4. Blackpool-wide developments such as the proposed Conference Centre and Museum will increase demand for accommodation according to Council Leader Simon Blackburn.
5. The planned tram link to Blackpool North station will provide a direct link for visitors from this 'gateway' rail station to the South Promenade hotels for the first time since the 1960s.
6. The number of visitors to Blackpool is increasing according the Council and industry reports. The owner of the Clifton Court Hotel, is quoted as saying: "Last year was our best year yet" (Blackpool Gazette, 24 Jan 2017). I believe the quantum of holiday accommodation should be maintained in this area to offer an alternative to those visitors who want a quieter seafront alternative to the hustle and bustle of the town centre hotels and guest houses.

FOUR

"Article 35 Statement (National Planning Policy Framework paragraph 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 - conflict with the National Planning Policy Framework and policies of the Blackpool Local Plan 2001-2016 , policies of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027 and the Council's Holiday Accommodation Supplementary Planning Document- which justify refusal." I am not aware of any change to this. It's been announced that forty new jobs will be created when the 'Hampton By Hilton' hotel opens in 2018. Is job creation in the hotel sector an important factor in sustainable development in Blackpool? This is a location where hotels can be successful, as the TripAdvisor awards testify, so it would seem illogical to close the door on future job opportunities in the tourism sector by allowing change of use in this holiday location.

Other Points

Density and Accessibility

The 'Blackpool Local Plan 2001-2016' refers to national guidelines for density of between 30 - 50 dwellings per hectare. It goes on to say: Paragraph 5.43 " Blackpool's compact urban area means that most of the Borough is well served by public transport where a higher density requirement of 40 dwellings per hectare is appropriate."

This application covers a site of 0.38 hectares and would, therefore, have approximately 16 dwellings according to the above guideline. The proposal for 89 flats would be approximately five times that number.

The 'Local Plan' gives two conditions where net densities above 50 dwellings per hectare would be acceptable: "(1) along public transport corridors with a frequent service: and/or (2) close to the town centre, district centre or local centre".

The site does not meet these conditions.

According to the 'Viability Report' (Duxburys, March/April 2015 - submitted as part of the application) the location is: "situated at the southerly extremity of the Promenade" and "Isolated from the town centre".

The tram route could be described as a 'transport corridor' but it has its limitations.

The Council has stated that a key objective for 'New Homes to 2027' is to "Achieve housing densities that respect the local surroundings whilst making efficient use of land" and are "well connected to jobs, shops, local community services including health and education, culture and leisure facilities".

The residential 'accessibility questionnaire' (submitted with the application) shows the location as having only a 'medium' accessibility score.

The tram route connects well with tourist areas along the seafront and so does well for 'culture and leisure facilities'. But it does not connect at all well with; Local Schools, the large Supermarkets, Health Services (South Shore Primary Care Centre or Victoria Hospital), or the 'Main Employment Sites' (as identified in Local Plan, Fig 12). In fact the location scores zero for access to primary and secondary schools and 1 (out of 5) for distance to nearest food shop. In terms of connectivity for residential developments, the tram route does not contribute well to the Council's list of priorities - confirming the medium score on the residential accessibility questionnaire. It does not, therefore, contribute to the case for higher density residential development in the location.

Access and Road widths

The route to the proposed car park would be via the unadopted alleyway which runs from Wimbourne Place to Burlington Road West between the rear of hotels and the properties on Clifton Drive. The 'Transportation Statement' (Mayer Brown, September 2015) describes it as follows:

"2.8 There is an unnamed back street to the east of the site ... which is currently used predominately for access to private garages and for refuse collection."

This seems an accurate description of what the alleyway was designed for and yet the applicants propose to use this as the only route to a car park for 89 vehicles (in addition to current usage). This seems inappropriate for a relatively narrow passageway which was not designed for frequent use. Wimbourne Place is similarly narrow and not designed for frequent two-way traffic. This is particularly worrying because Wimbourne Place will also be expected to take some of the hotel traffic using the 'Hampton By Hilton' car park. I can't see

any proper evaluation of the cumulative effect of the extra traffic that both schemes would generate on this and other side streets in the location.

The suggestion that Burlington Road West offers an alternative exit is of concern. The back alleyway narrows at the Burlington Road West end and is only suitable for single lane traffic which could cause conflict here. There is forecourt parking for hotels on either side of the proposed entrance/exit on Burlington Road West, plus on-street parking which must restrict drivers' field of vision at this point. Coaches unload visitors in the immediate area which creates pedestrian safety concerns to my mind (see photographs). *(Please note photographs will be circulated to the Committee separately.)*

Does Blackpool need more housing?

It has been suggested that new residential developments, such as this, will attract wealthy new residents to Blackpool and/or help reduce homelessness. However, analysis by the Council's Head of Housing published in 'Blackpool Market Signals Report 2015' (April/May 2015) show that this is unlikely to happen.

Using Census data from 2001 and 2011 the document shows that the percentage of 'vacant household spaces' is higher in Blackpool than England as a whole and the percentage increased over the decade:

Blackpool - 2001 - 5.0%	2011 - 7.2%
England - 2001 - 3.8%	2011 - 4.3%

The Document says:

"5.8 This suggests that there has been no strong relationship between the number of dwellings completed and the level of net migration to Blackpool over the decade. Despite 2,315 additional housing units being created (232 p.a), the number of households increased at the average rate of only 43 p.a. Levels of net migration and household formation within the area appear not to have been constrained by any lack of housing supply within the area."

The Document also reports that Blackpool has a lower 'Proportion of Overcrowded Households - Bedrooms' (2011 Census) than England as a whole:

Blackpool - 3.3%
England - 4.8%

The Document concludes (extracts):

"8.4... Given the high levels of vacancy within the existing housing stock, and relative accessibility of homes in the large private rented sector in Blackpool it is hard to argue that households who are overcrowded, concealed or homeless are in that position because of an overall lack of housing numbers. These issues in Blackpool are more to do with the high proportion of households who rely on benefits (over 30% of all households receive Housing Benefit) and have few housing options because of a history of debt or social problems."

"8.5... The longer term history has been of Blackpool lagging behind other areas economically and of very limited population and household growth despite the delivery of additional housing units...".

The evidence in the Council's own report shows a lack of demand for new housing units and any argument that new flats are necessary for the development of Blackpool - sustainable or otherwise - is not supported by the facts.

Community Consultation

The applicants have not consulted with local residents on any aspect of the proposed scheme.

The Government White Paper 'Fixing Our Broken Housing Market' which was presented to Parliament in February 2017 (Cm 9352) says the following:

"1.44 We want to ensure that communities can influence the design of what gets built in their area. Local people want new developments to reflect their views about how their communities should evolve...Good design is also fundamental to creating healthy and attractive places where people genuinely want to live, and which can cater for all members of the community, young or old."

and

"1.46 To improve the approach to design, the Government proposes to amend the National Planning Policy Framework to:

- expect that local and neighbourhood plans (at the most appropriate level) and more detailed development plan documents (such as action area plans) should set out clear design expectations following consultation with local communities.
- strengthen the importance of early pre-application discussions between applicants, authorities and the local community about design and the types of homes to be provided."

I very much hope the forthcoming General Election doesn't prevent this from becoming law and look forward to it being incorporated in to Blackpool Council policy in a meaningful way. However, I hope even now we can contribute to the general debate by pointing out how smaller developments can be viable in this area - as the development of 'Rhoda Court' on Clifton Drive demonstrates. This four storey building matches the size and scale of the surrounding buildings and contains nine apartments with appropriate parking. (The site falls just outside the Main Holiday Accommodation area so Council Policy CS23 did not apply here.) It received two building awards in 2010, one of which was a Blackpool Council Building Excellence award (see Blackpool Gazette, 12 November 2010.) An excellent model for future developments and of a type that might attract developers when larger scale proposals do not.

NATIONAL PLANNING POLICY FRAMEWORK

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in planning decisions.

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up

to date Local Plan should be approved and proposed development that conflicts should be refused unless material considerations indicated otherwise. It is highly desirable that Local Planning Authorities have an up to date plan in place.

Paragraph 14 states - at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or
 - specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which include to proactively drive sustainable development and secure a high standard of design and a good standard of amenity.

Paragraphs 47-52 deal with the supply of housing.

Paragraph 56 states that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 61 states that although visual appearance and architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

Paragraph 150 emphasises the importance of Local Plans in delivering sustainable development. It reiterates the point that planning decisions should be made in accordance with the 'Local Plan' unless material considerations indicate otherwise.

Paragraph 186 states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

Paragraph 216 of the NPPF allows relevant policies to be given weight in decision-taking according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

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

CS1 - strategic location for development

CS2 - housing provision

CS5 - connectivity

CS7 - quality of design

CS9 - water management

CS10 - sustainable design

CS11- planning obligations

CS12- sustainable neighbourhoods

CS13 - housing mix density and standards

CS14 - affordable housing

CS23 - managing holiday bedspaces

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

The following policies are most relevant to this application:

Policy LQ1 Lifting the Quality of Design states that new development will be expected to be of a high standard of design and to make a positive contribution to the quality of its surrounding environment.

Policy LQ2 Site Context states that the design of new development proposals will be considered in relation to the character and setting of the surrounding area. New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include locations affecting the

setting of a Listed Building or should be a high quality contemporary and individual expression of design.

Policy LQ4 Building Design states that in order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria:

- (A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential developments will be expected to achieve a connected series of defensible spaces throughout the development.
- (B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:
 - (i) the width and importance of the street or space
 - (ii) the scale, massing and height of neighbouring buildings.
- (C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:
 - (i) a base, of human scale that addresses the street
 - (ii) a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements
 - (iii) a roof, which adds further interest and variety
 - (iv) a depth of profile providing texture to the elevation.
- (D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

Policy HN4 - Windfall Sites -allows for housing development on vacant, derelict or underused land subject to caveats.

Policy BH3 Residential and Visitor Amenity states that developments will not be permitted which would adversely affect the amenity of those occupying residential and visitor accommodation by:

- (i) the scale, design and siting of the proposed development and its effects on privacy, outlook, and levels of sunlight and daylight;
and/or
- (ii) the use of and activity associated with the proposed development;
or by
- (iii) the use of and activity associated with existing properties in the vicinity of the accommodation proposed.

Policy BH4 - Public Safety - seeks to ensure air quality is not prejudiced, noise and vibration is minimised, light pollution is minimised, contaminated land is remediated and groundwater is not polluted.

Policy BH10 - Open Space in New Housing Developments - sets out the need for open space as part of developments and where full provision is not made a commuted sum should be sought.

Policy NE6 - Protected Species - seeks to ensure that development does not adversely affect animal and plant species that are protected.

Policy AS1 General Development Requirements states that development will be permitted where the access, travel and safety needs of all affected by the development are met as follows:

- (a) convenient, safe and pleasant pedestrian access is provided
- (b) appropriate provision exists or is made for cycle access
- (c) effective alternative routes are provided where existing cycle routes or public footpaths are to be severed
- (d) appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided
- (e) appropriate provision exists or is made for public transport
- (f) safe and appropriate access to the road network is secured for all transport modes requiring access to the development
- (g) appropriate traffic management measures are incorporated within the development to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport
- (h) appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B.

Where the above requires the undertaking of off-site works or the provision of particular services, these must be provided before any part of the development comes into use.

Supplementary Planning Guidance Note 11: Open Space: provision for new residential development and the funding system.

Holiday Accommodation Supplementary Planning Document - Bourne Crescent together with hotels to the north on the Promenade and the Big Blue hotel at the Pleasure Beach are included in the Pleasure Beach Promenade frontage Main Holiday Accommodation Area.

ASSESSMENT

Principle of the proposal - the whole of the Crescent and the Henderson Hotel fronting Wimbourne Place are within Pleasure Beach Promenade Frontage (Main Holiday Accommodation Promenade Frontage) in the Council's Holiday Accommodation Supplementary Planning Document. The aim of the designation which dates from 2011 is to promote and support new and improved accommodation offer that contributes to resort regeneration. The intention is therefore to retain the existing floor space of holiday accommodation but at the same time permit redevelopment and improvement proposals

which provide a new high quality mixed use seafront holiday accommodation and residential offer.

Since 2011 the Kimberley Hotel has ceased trading and has been boarded up as had the Warwick Hotel and the Palm Beach Hotel has suffered extensive fire damage - both the Palm Beach and the Warwick have now been demolished. In 2015 planning permission (15/0271) was granted for redevelopment of the Palm Beach Hotel (immediately to the south of this site) for the erection of a 130 bedroom hotel of four storeys in height, with associated car parking at ground level and servicing. In addition since 2011, the Henderson Hotel has ceased trading. Whilst the redevelopment of the Palm Beach Hotel as hotel accommodation indicates confidence in this location for hotel accommodation the closure of the Warwick, Kimberley and Henderson Hotels suggest that the area is not buoyant as a destination for holiday makers.

The Council's Holiday Accommodation SPD is currently being reviewed as it is six years since it was introduced and a report was presented to the Council's Executive on 24 April 2017 outlining the preferred way forward, which will be subject to consultation. The applicants are suggesting that they cannot wait for the review to be finalised and that the circumstances with the Kimberley and Henderson hotels and the trading position of the Waldorf hotel mean that redevelopment for residential purposes is the only realistic option.

Policy CS23 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027 states that (within the main holiday accommodation areas) change of use from holiday accommodation or loss of sites last used as holiday accommodation will be resisted unless - exceptional circumstances are demonstrated or in relation to a Promenade frontage the proposal would provide high quality holiday accommodation alongside a supporting new residential offer. In terms of the Crescent the Palm Beach Hotel site would provide 'high quality holiday accommodation' in the form of a new 130 bed hotel. Whilst not strictly supporting the Palm Beach Hotel site redevelopment this proposal would provide for a new residential offer envisaged by Policies CS2 and CS23 of the Core strategy. Having regard to the changed circumstances of the Crescent since 2011 it is considered that the principle of residential development in this location is acceptable.

Comprehensive redevelopment of the site - the Council has sought to achieve a comprehensive redevelopment of the Crescent in the past but Members will note that it has effectively been subdivided into four quarters. The redevelopment of the Palm Beach site will represent one quarter and the application site would represent another quarter. It is not felt that the Council could at this stage seek to resist development on the basis a comprehensive approach is required.

Scale and impact on residential amenity - the proposal for the Palm Beach Hotel site would be four storeys high and would have an overall height of 14.6 metres. This proposal would have an overall height of 16.1 metres in terms of the top floor which would not cover the full length of the building with the remainder of the New South Promenade elevation being 13.5 metres high (some 23 metres of the frontage). Officers have suggested that the 'corner' should be higher to give it some presence and to make it a feature of the development but

this has now been removed to reduce the overall number of apartments. Indeed in the case of the Palm Beach Hotel site the suggestion was made that the corner should be higher but the applicant declined to do this. Officers have suggested that the original concept for redevelopment of the Crescent of up to 11 storeys in height is no longer realistic and that any redevelopment is likely to be in the range of 5-7 storeys to reflect the height of the existing Crescent, respect the amenities of residents to the rear and to accord with the requirements of Policy LQ4 of the Blackpool Local Plan which seeks to achieve development of a minimum of 4 storeys in height on the Promenade.

Officers have also suggested that any wings at the rear of the main part of the building should taper in height towards the properties to the rear which front Clifton Drive. This proposal seeks to achieve this with development tapering to 8 metres in height where it is nearest to the properties fronting Clifton Drive. One of the rear wings would be 6 metres from the rear boundary of the properties and the other would be between 12.5 metres and 16 metres from the rear boundary (The Palm Beach Hotel site proposal would be 14.6 metres high and 11 metres away by comparison). The scale of development is considered acceptable.

Local residents have referred to the proposed development being too high and consider the Palm Beach Hotel proposal at four storeys to be the benchmark against which this proposal should be assessed. As mentioned above the height difference between this proposal and the Palm Beach Hotel site proposal would not be significantly different. Windows on the rear elevation of the main part of the proposed building would be approximately 28 metres away from the rear boundaries of properties fronting Clifton Drive (at the nearest point) and this distance is considered acceptable to safeguard the privacy of the occupiers of properties fronting Clifton Drive. (The distances are – at the southern end of the building 28 metres from the rear elevation of the main part of the building to the rear boundary of properties fronting Clifton Drive and 37 metres to the rear elevation of properties fronting Clifton Drive/ in the middle the distances would be 29.5 metres and 40 metres respectively and at the northern end 33 metres and 44 metres respectively.)

Residents in Clifton Drive have raised the following issues -

- *height of the proposal and impact on overshadowing and privacy - this is discussed above and given that the sixth floor has been reduced in length by 23 metres and the seventh floor has now been omitted it is considered that the revised application would not significantly adversely affect the amenities of the residents to the rear of the application site.*
- *absence of sunpath diagrams - the applicants have been asked to provide updated sunpath diagrams and have said they are not in a position to do so. Officers have had to form a judgement based on the separation distances involved.*
- *compatibility with Manual for Streets in terms of separation distances between the proposal and the houses - Manual for Streets is Government guidance and hence is discretionary rather than mandatory. Whilst some of the principles are laudable it has to be viewed in the context of what can be achieved in the local context and what is viable.*

- overlooking potential from rooms in the projecting wings - *Officers consider that the windows in the wings being set at right angles to the properties in Clifton Drive will only offer oblique views of neighbouring residents houses and gardens.*
- deterioration in air quality as a result of the car park -*When deciding whether air quality is relevant to a planning application, considerations could include whether the redevelopment would: Significantly affect traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion; significantly changing traffic volumes, vehicle speed or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal involves the development of a bus station, coach or lorry park; adds to turnover in a large car park; or result in construction sites that would generate large Heavy Goods Vehicle flows over a period of a year or more. Officers have advised the residents that they do not believe the change would be so significant as to warrant an air quality assessment given that it is not an area of poor air quality and given it is a residential car park.*
- increase in noise as a result of the car park - *Officers have advised the residents that they accept that there could be a noticeable increase in noise but that this would not be so intrusive as to warrant the submission of a noise impact assessment given it is a car park for a residential block and not a supermarket or retail car park where turnover of vehicles is significantly greater.*
- a waste management plan should be required -*our local validation checklist does not require this.*
- the density of the development is too high - *Policy CS13 of the Blackpool Local Plan Part1: Core Strategy 2012-2027 refers to 'making efficient use of land with an optimum density appropriate to the characteristics of the site and the surrounding area. Higher densities will be supported in main centres and on public transport corridors' This site is on a public transport corridor with a bus service and tram service on the Promenade and within walking distance of a local centre. It is acknowledged that there are two different characteristics in terms of character - New South Promenade and Clifton Drive and that taller developments are encouraged on the Promenade. The revisions have reduced the height of the development to the extent that it would not be significantly different to the proposed Hampton by Hilton to the south of Wimbourne Place.*
- the housing is not needed - *the Council can demonstrate that it has a five year supply of housing at the present time but this does not prevent additional housing being approved in sustainable locations to bolster that supply. This is a brownfield site in a sustainable location.*

The owner of the Ocean Bay Hotel has raised the following issues –

- the forward projection of the development and its impact on her front bedrooms and her sun lounge - *it is acknowledged that the development will project 1.8 metres in front of the main front wall of her hotel but the projection is tapered and there are bay windows with a projection of a metre on the front of her hotel and a sun lounge with a projection of some 3-4 metres so it is not considered that the tapering would have a significant impact on outlook from or light to the rooms on the front of her hotel.*
- the rear ward projection of the development and its impact on some of her bedrooms at the rear and her owner's accommodation - *this has been raised as an issue (it was not raised as part of some of the previous applications) It is acknowledged that the main building at 17 metres in depth will be close to her hotel - between 0.8 metre and 1.2 metres from the single storey wing and 4.6 metres and 5.0 metres from the two storey wing. In addition the main part of the building will be to the south of her hotel. The proposal will have an impact on light to the bedrooms at the rear of the hotel but as these are part of the hotel, rooms where people do not spend a large part of the day and not main living areas this relationship is considered acceptable.*

Traffic/transportation issues - the proposal would provide 88 car parking spaces for the 88 proposed flats. A number of the spaces to be provided will now be mobility spaces. This represents one car parking space per flat and given the location opposite the tram services and bus services on the Promenade it is considered acceptable, particularly as the current situation with the existing premises offers little in the way of off street car parking. In addition cycle parking and motorcycle parking is to be provided. Bin storage would be provided at the rear and bin lorries can use the rear alley between Burlington Road West and Harrowside West. It is acknowledged that Wimbourne Place is narrow at approximately four metres in width but the back alley is approximately 5 metres wide and is capable of accommodating two way traffic.

Residents in Clifton Drive have raised the following issues –

- width of Wimbourne Place - *this is covered above*
- width of the back street - *this is covered above*
- cumulative impact of this development and the Hampton by Hilton proposal - *the Hampton by Hilton hotel would have 130 bedrooms and 38 car parking spaces (existing provision was 25 spaces). Whilst it is acknowledged that both proposals would involve additional use of Bourne Crescent, Wimbourne Place, Clifton Drive and the back street this is unavoidable if redevelopment of the frontage to Bourne Crescent is to be achieved. The car parking areas could be accessed from Burlington Road West, Harrowside West (down the back street) or from Clifton Drive into Wimbourne Place or Bourne Crescent into Wimbourne Place. This could have the benefit of diluting the flow of traffic rather than concentrating it on one junction.*
- width of footpaths in Wimbourne Place - *the pavement in Wimbourne Place would be widened to 2 metres along the site frontage (between Bourne Crescent and the back*

street) which would be of benefit to the occupiers of the development and local residents wishing to walk to the Promenade from Clifton Drive.

- *narrowness and visibility when exiting onto Burlington Road West - it is acknowledged that the back street narrows as it approaches Burlington Road West and that visibility is reduced when cars are parked on the forecourts of the hotels adjacent the back street. It is considered that these constraints would mean drivers would exit slowly onto Burlington Road West thereby reducing the potential for conflict with pedestrians and other vehicles.*
- *car parking standards Officers have advised residents that in an ideal world we would seek to secure parking spaces on the basis of 1.5 spaces per flat where parking is provided communally (this would equate to 132 spaces in this case and clearly 132 spaces are not achievable on the site - unless a multi storey car park option were to be pursued). However consideration needs to be given to the availability of other modes of travel and the need to reduce reliance on the private car. It has to be recognised that the site is located opposite the tram services and close to bus services on New South Promenade and Harrowside and within walking distance of the train stations at Squires Gate and Blackpool Pleasure Beach. The availability of other forms of travel and the proximity of the site to the Promenade cycleway mean that a lower requirement can be considered. It also has to be borne in mind that on most redevelopment sites in Blackpool it is not going to be possible to achieve 1.5 car parking spaces per flat and hence car parking is only one of the considerations and it has to weighed against the other issues.*
- *parking should be provided in small groups and there should be circulation space around the car park - the car parking spaces will be allocated and numbered and hence it would not be like a supermarket car park or a pay and display car park where someone has to search for a car parking space. The spaces are grouped and served by manoeuvring aisles which in the main would be 6 metres wide. It is acknowledged that some of the parking would be undercroft and hence not overlooked by residents of the flats but other areas of the car park would be overlooked and access to the parking would be controlled by barriers.*
- *cycle parking - the standards would require nine cycle spaces and an area of 4 metres by 4 metres undercover is shown on the plan close to one of the rear entrances to the flats.*
- *lack of mobility car parking spaces - There are some now included as part of the proposal.*
- *lack of visitor spaces - Officers have advised residents that visitor spaces would usually be part of the 1.5 spaces per flat.*
- *lack of delivery bay on frontage - Officers have advised residents that the main entrances to the flats are on the front elevation so your officers would anticipate deliveries would take place at the front and a delivery bay is now shown on the plans.*
- *lack of swept path analysis for bin lorries reversing off the back street - bin storage areas would be provided adjacent the back street so vehicles would not have to reverse into the aisles between the parking bays.*
- *responsibility for the back street - this is not adopted and hence it is a private matter.*

The owner of the Ocean Bay Hotel has raised the following issue –

Claimed right of way across the north eastern corner of the site - *the applicants have now shown a 2 metres wide pedestrian access on the submitted plan.*

Other matters - no on-site public open space would be provided and hence a commuted sum would be required. Given the breakdown of flats proposed the sum required would be £60,716. This could be secured by condition. Similarly the proposal makes no provision for affordable housing. Policy CS14 of the Blackpool Local Plan Part 1 : Core Strategy requires 30% of the properties to be affordable i.e. 26. Based on the mix proposed this should equate to 4 one bed flats, 20 two bed flats and 2 three bed flats. This could be secured by condition. The one bed flats would exceed the national standards in terms of overall floorspace requirements (51.5 square metres compared to 50 square metres) and in terms of the internal arrangements. Similarly the two bed flats (82 square metres compared to 70 square metres) would exceed the standards but the three bed flats would be marginally below (92 square metres compared to 93 square metres). Overall the flats are considered acceptable. The bat survey has not indicated the presence of bats in the roofspace/eaves of the buildings.

CONCLUSION

The application proposes a loss of holiday accommodation in area of protected holiday accommodation and its replacement with permanent accommodation - a mixture of one bed, two bed and three bed flats. The protection was first instigated in 2006 through the Blackpool Local Plan and subsequently in 2011 through the Council's Holiday Accommodation Supplementary Planning Document. Since 2011 the Crescent has been significantly affected by the closure and boarding up of hotels and the fire damage at the Palm Beach Hotel. This represents a significant material change in circumstances since 2011. The replacement of the Palm Beach Hotel with a Hampton by Hilton Hotel will represent significant holiday accommodation investment in the area and whilst it is not directly linked to that proposal this proposal would provide for a new residential offer envisaged by Policies CS2 and CS23 of the Blackpool Local Plan Part 1 : Core Strategy.

On balance, Officers consider that the regeneration benefits of the proposal in terms of replacing outmoded holiday accommodation with a new residential offer outweigh the deficiency in car parking provision (although given its location the site benefits from easy access to other modes of travel and the site is within walking distance of a local centre and district centre) and possible impact on neighbouring residents and hotels and hence approval is recommended subject to a number of conditions.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

The public open space requirement (£60,716) is as follows and this would be secured by condition -

21 one bed flats x £516 per flat = £10,836
59 two bed flats x £688 per flat = £40,592
8 three bed flats x £1,032 per flat = £9,288

HUMAN RIGHTS ACT

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

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

BACKGROUND PAPERS

Planning Application File(s) 17/0193 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=simple>

Recommended Decision: Grant Permission

Conditions and Reasons

1.
 - i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:
Landscaping
 - ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 27 July 2016 including the following plans:

Location Plan stamped as received by the Council on 17th March 2017

Drawings numbered;

A715/1g

A715/8e

A715/9e

A715/2e

A715/3b

A715/3d

A715/5d

A715/10

A715/6d

A715/10a

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

3. Prior to the construction of any above ground structures details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

4. Prior to the construction of any above ground structures details of the surfacing materials to be used in the construction of the development shall be submitted to and agreed in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

5. The roof of the building shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason: To safeguard the amenities of the adjoining premises, to safeguard the visual amenities of the area in accordance with Policy LQ14 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

6. The development authorised by this permission shall not begin until the Local Planning Authority has approved a scheme to secure the provision of or improvements to off-site open space together with a mechanism for delivery, in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development"(SPG11).

Reason: To ensure sufficient provision of or to provide sufficient improvements to open space to serve the dwellings in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development"(SPG11).

NOTE – The development is of a scale to warrant a contribution of £60,716 towards the provision of or improvement to off-site open space and management of the open space provision, in accordance with Policy BH10 of the Blackpool Local Plan 2001-2016 and SPG 11. The Applicant(s) should contact the Council to arrange payment of the contribution.

7. Prior to the development hereby approved being first brought into use the car parking provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

8. Prior to the development hereby approved being first brought into use the refuse storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants and neighbours, in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

9. Prior to the development hereby approved being first brought into use the secure cycle storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: To enable access to and from the property by sustainable transport mode, in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

10. No development shall be commenced until a desk study has been undertaken and agreed in writing with the Local Planning Authority to investigate and produce an assessment of the risk of the potential for on-site contamination. If the desk study identifies potential contamination, a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been agreed in writing with the Local Planning Authority. If remediation methods are then considered necessary, a scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the commencement of the development. Any changes to the approved scheme shall be agreed in writing with the Local Planning Authority.

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

11. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- The routing of construction traffic.

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

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

LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no change of use from Use Class C3 (the subject of this permission) to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016 and Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027

13. Before any of the approved flats are first occupied details of the boundary treatment to New South Promenade, Wimbourne Place and the back street between Burlington Road West and Harrowside West shall be submitted to and agreed in writing by the Local Planning Authority. The agreed boundary treatment shall then be erected and shall thereafter be retained.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

14. No development approved by this permission shall be commenced until details of the finished floor levels of the proposed building and any alterations to existing land levels have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved levels unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of the area in accordance with Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1, LQ2, LQ4 and BH3 of the Blackpool Local Plan 2001-2016.

15. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy BH4 of the Blackpool Local Plan 2001-2016.

16. All glazing to the eastern elevation of the two projecting rear wings of the building facing the rear boundaries of properties fronting Clifton Drive shall be at all times obscure glazed and fixed permanently closed.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

17. All windows to the elevations of the building shall be recessed behind the plane of the elevation in accordance with details to be submitted to and approved by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027

18. Before the development is commenced a lighting/security scheme for the car parking area and the back street at the rear of the building shall be submitted to and approved by the Local Planning Authority. The approved scheme shall then be implemented as part of the development and shall be retained as such.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

19. Prior to the development hereby approved being first brought into use the delivery bay on the frontage of the site shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

20. Prior to the development hereby approved being first brought into use the widened pavement to the Wimbourne Place frontage of the site shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway/pedestrian safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

21. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:

- i. The numbers, type and location of the site of the affordable housing provision to be made;
- ii. The timing of the construction of the affordable housing;
- iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
- iv. The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.

Reason: To secure the provision of affordable housing in accordance with Policy CS14 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.
2. 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 Blackpool Services Department, Layton Depot, Depot Road, Blackpool, FY3 7HW (Tel 01253 477477) in the first instance to ascertain the details of such an agreement and the information provided.