

COMMITTEE DATE: [01/12/2014](#)

Application Reference: **14/0647**

WARD: Layton
DATE REGISTERED: 05/09/14
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Full Planning Permission
APPLICANT: Majestic Property Limited

PROPOSAL: Erection of a part single/ part three-storey rear extension, balconies to rear plus external alterations and use of premises as altered as seven permanent self-contained flats with two blocks of detached garages (seven garages in total) in rear garden and associated parking, bin store, access and landscaping.

LOCATION: 119 NEWTON DRIVE, BLACKPOOL, FY3 8LZ

Summary of Recommendation: Grant Permission

CASE OFFICER

M Shaw

INTRODUCTION

This proposal is a re-submission of 14/0375 which involved the erection of two x three storey side extensions and a three storey rear extension and the use of the extended premises as eight self-contained flats and the erection of two detached bungalows at the rear of this large residential plot. This application was refused by Planning Committee on 11 August 2014 for the following reasons:-

- The proposed side extensions and extensions to the front roof plane would be overly dominant, out of character within the streetscene and in relation to the original property. As such they would be significantly detrimental to the character and appearance of the property and the area due to their scale, height, design, lack of resulting space either side of the building and proximity to the main front elevation of the property. Given the prominent location of the property the extensions as proposed would be contrary to Policies LQ1, LQ2, LQ4 and LQ14 of the Blackpool Local Plan 2001-2016.
- The proposed bungalows at the rear of the site would constitute unsatisfactory back land development with poor levels of residential amenity in terms of lack of a street frontage, poor outlook, inadequate access, inadequate refuse storage/collection provision and privacy and would appear cramped and hemmed in within the site. As such the proposed bungalows would be contrary to Policies LQ1, LQ2, LQ3 and BH3 of the Blackpool Local Plan 2001-2016.
- The means of access to the proposed development would be significantly detrimental to highway safety by virtue of the narrow width of the private access road which would prohibit two way traffic (which in turn would result in vehicles reversing significant distances), the lack of safe and convenient pedestrian access and street lighting and the lack of cycle storage provision. As such the proposed development would be contrary to Policy AS1 of the Blackpool Local Plan 2001- 2016.

- The proposed eastern side extension would have a significantly detrimental impact on the residential amenities of the adjoining occupants at Regency Court by virtue of its size, scale and close proximity to the common boundary, resulting in an overbearing impact, visual intrusion and loss of natural light. As such the eastern side extension would be contrary to Policies LQ14 and BH3 of the Blackpool Local Plan 2001-2016.

Since the refusal the proposal has been the subject to discussions in an attempt to overcome the given reasons and a number of amendments to the proposal have been made including the removal of the two x three storey side extensions and the removal of the two detached bungalows from the scheme.

SITE DESCRIPTION

Newton Drive, the B5266 is one of the main routes into the town centre from Poulton and the east. The road is largely residential in character. The application site is on the southern side of Newton Drive, close to its junction with Deneway Avenue and measures over 100 metres deep by 26 metres wide and has a total site area of approximately 2625 square metres (0.265 hectares). The site currently contains a substantial, double fronted, symmetrical, highly decorated period family home with smooth brick elevations and two-storey stone bays flanking a grand front entrance set within fairly well landscaped grounds.

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

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

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

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

DETAILS OF PROPOSAL

The application seeks planning permission for the erection of a part three-storey/part single storey rear extension, a single storey new entrance on the Regency Court side and use of premises as altered as seven x two bedroom permanent self-contained flats. The proposal also involves the erection of seven detached garages to the rear in two blocks and associated visitor parking to the front and rear, bin store, access and landscaping. Cycle parking is available within the garages.

Amended plans are awaited following further discussions regarding potential overlooking from proposed windows in the side elevations of the extension, amending the access to the rear to

include a passing point, providing lighting to the parking area and the amendment of the parking spaces to the front of the building.

The application is accompanied by a Design and Access Statement.

The Committee will have visited the site on 1 December 2014.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

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

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

CONSULTATIONS

Head of Transportation: The shared access road is now shown to be a consistent width of 3000mm for the full length, reduced in width to accommodate a 1200mm wide footway. Vehicle movements for the seven flats will not be great, likely to be upto eight movements per flat per day, possibly slightly less so in total the proposal may generate 56 two-way combined vehicle movements. The distance from the edge of the public highway to the garages and rear car parking spaces is approximately 65m in distance. In the event of vehicles wishing to pass each other, one is going to have to reverse a significant distance.

The clear space needed for manoeuvring between the two visitor spaces and the bay window has increased to 6000mm but this has actually compromised the actual length of the car parking spaces. The use of the vehicle access point(s) will intensify by virtue of the proposal and no details are provided showing existing visibility splays and what could be done to improve the current situation. The garages are unlikely to be used for their intended purposes. No lighting scheme is shown from the edge of the public highway to the rear car parking area. There is a workshop at the rear. Is this currently in use or could it be brought back into use? No cycle parking shown.

Waste 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.

PUBLICITY AND REPRESENTATIONS

Site notice displayed: 18 September 2014

Neighbours notified: 12 September 2014

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

Flat 3, Regency Court, 121/123, Newton Drive- I live in a ground floor flat immediately next door to 119 Newton Drive. My two bedrooms and a bathroom will be overlooked should this application be granted. I strongly object to this application for that reason and the following:- This development would be completely out of character with the immediate locality. Apart from the privacy aspect

that I have mentioned there would also be a considerable loss of light. In addition, the inclusion of balconies as is proposed would cause an infringement of my privacy and my right to enjoy my home and garden. Also, the proposed increase of garages and parking spaces would result in considerable extra vehicular movement and the consequential increase of noise, disturbance, headlight nuisance and the general aggravation of an already overcrowded road. The proposed access/ exit facilities are likely to cause conflict between drivers wishing to enter or leave the property. Again, I believe that the proposals of this application are not in any way compatible in terms of the overall character of the area. I ask you to refuse this application for the reasons mentioned. A recent similar planning application for this property was refused.

156 Newton Drive- The site in question currently comprises a single four bedroom house, with (I believe) a large outbuilding at the rear of the lengthy garden. To replace this with seven flats and seven garages represents to me an extensive over-use of the available space. We feel that the seven small flats will not be in keeping with the character of the existing property and believe that a property like that should be retained rather than adding yet more flats to the large number already in Blackpool. We are also very concerned that our property will be directly overlooked by a number of the proposed dwellings in the height extended frontage leading to a loss of privacy. We are also concerned that a large flat roof comprises part of the design, which is very much not in keeping with the area. This flat roof may also be further compromised by additional workings for the proposed lift protruding from it, making it an eyesore. Finally, we are somewhat disturbed by the potential increase in traffic in this particular area of Newton Drive. There is a heavily used pedestrian island right outside the property and double yellow lines all around the vicinity, meaning an additional seven (or very likely more) vehicles will probably cause additional traffic problems especially as Newton Drive is a main route for ambulances to Blackpool Victoria Hospital and also for buses from/to the Town Centre. As many family units now have multiple vehicles, the likelihood of seven garages and two additional parking spaces being sufficient is low and the potential for conflict when two drivers are attempting to use the single drive in opposite directions is high, possibly leading to disturbance and noise.

158 Newton Drive I live directly across from 119, Newton Drive. I strongly object to this application for following:- 1.This development would be completely out of character with the immediate locality. This is and should remain a beautiful old period building 2.Living across from the property I have first hand experience in how difficult entering/ leaving my property at busy traffic times is, The proposed access/exit facilities are likely to cause conflict between drivers wishing to enter or leave the property. 3. I believe this application is in direct contravention of the Council's own standards of improving the local area by making several small flats out of family home. Blackpool already has too many flats of this nature. 4. I think that if the property is to altered it should be into better/larger units for families/people to enjoy and be proud of. A recent similar planning application for this property was refused.

Flat 8, Regency Court, 121/123 Newton Drive- consider the proposal would be a gross over-development of this property and would be strongly out of character with the area. The increase in traffic is unacceptable and the proposed height of the extension would seriously restrict light to their flat. The property is a fine architect designed residence and should remain so.

117 Newton Drive- The locality in general is characterised by residential dwellings of sizes and styles. There are one or two blocks of flats which are out of character with the residential properties (being far larger) and some nursing homes. The presence of these uses has led to very large extensions on the rear of those (see in particular 125) which far outsize the original dwellings. The increase in size of some original dwellings has led to an erosion of both character and quality in the immediate locality. This proposal to change the use of a single, detached property that is in keeping with the locality into 7no flats with associated, large extensions and garage blocks in the rear garden is, in our view, unacceptable.

The proposal would see an increase of the current dwelling by more than double its current length. This of itself would be out of character with the size of existing dwellings in the immediate locality. This proposal would see the property extend beyond our existing rear elevation. This would impact on daylight and sunlight to the side and rear of our property in the first half of the day. The proposed addition of a three storey rear extension that includes balconies to the first and second floors will cause overlooking issues to our rear garden area from the balconies. This is an infringement of our privacy and right to enjoy our home and private rear garden. On the subject of privacy and overlooking, it is noted that there are side windows proposed facing our property (where we have a number of original windows serving habitable rooms on our side elevation facing the proposed development). The windows proposed would serve kitchens and bedrooms. There is a large bay proposed facing our property. The same would also be proposed on the other side directly opposite the flats. This would allow direct vision from the proposed flats in to our property and vice-versa.

The proposed garages and parking spaces in the rear garden would result in increased vehicular movement, noise, disturbance, headlights at night and general activity with vehicle movements from at least nine vehicles (seven in garages and two in the parking spaces) though this would probably end up being more as most flats would probably have two car owners so other vehicles would probably park further down the rear garden causing more problems. The access to the rear garages and car parking spaces is a single drive down the side, adjacent to our property and is considered to be insufficient for the amount of vehicle movements that would probably take place. This would inevitably cause vehicular conflict with drivers wanting to exit the site and others who are coming in to it at the same time. There may be use of horns or flashing of lights which would lead to further disturbance at the side and rear of our property as well. This would be an unwarranted impact on the peace that we currently enjoy at the side and rear (in particular) of our property. Occupants of the flats would undoubtedly have access to the outbuildings and workshop at the bottom of the rear garden. This is also likely to cause noise and disturbance issues. The increased use at the rear of the property would also be likely to give rise to requests to remove what small garden area would remain. Visitor car parking may be required.

All trees and planting would probably be lost to provide additional off-street car parking, further destroying the domestic nature/character at the property to our detriment. The plans show a lift within the proposal but no plant on the top of the enormous flat roof. How is the lift going to operate without plant? The proposed large, flat roof to the block of flats would be out of character with the area. The alteration to the front roof slope, by the installation of four, very large roof-lights, would also be out of keeping with the area. National Planning Policy Framework (NPPF) states there are three dimensions to sustainable development these are, economic, social and environmental. In respect of these issues, it is suggested that in respect of the economic considerations the application proposal is NOT development proposed in the right place. The economic role considers job creation. There is no certainty that approval of this development would see local jobs created. In respect of a social role the proposal clearly seeks to provide housing but at what cost? The local community do not need this development it would be totally out of character with the locality. The proposal would not lead to a high quality built development because the proposal is for excessive alterations and additions to this unique and original property. Unfortunately, many new housing developments are anything but of a qualitative nature and this would just be another conversion (with large extensions) that would ruin the character of the original property. In terms of the environmental considerations of the proposal this does not offer any benefits to environmental matters either on the site itself or the immediately adjoining areas. The proposal would see the loss of the large rear garden to garaging, car parking, access driveway, manoeuvring area. The environmental role of development is supposed to contribute to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity. It is difficult to see how the application proposal does that.

The NPPF identifies a number of core planning principles that planning applications should have regard to. Of particular relevance to this proposal are the following; that planning should: - be a creative exercise in finding ways to enhance and improve the places in which people live their lives - always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings - take account of the different roles and character of different areas - contribute to conserving and enhancing the natural environment - encourage the effective use of land by reusing land that has been previously developed (brownfield land) In respect of the above, the proposal would NOT enhance or improve the locality, the design of the proposal would just ruin an original dwelling that is pretty much still in its original form. To allow such development in what is basically the back garden of the property, would totally erode the character of the immediate area. The proposal DOES NOT contribute to conserving and enhancing the natural environment, it would do just the opposite. The proposal is considered to be contrary to the NPPF in the above regards. If the council are keen to see additional residential development, it is suggested that it should be in keeping with the locality. Local Authorities should plan for a mix of housing based on future demographic trends, market trends and the needs of different groups in the community, identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. The proposal is for seven flats. Where is the mix of housing that the NPPF envisages? Para 53 states that councils should consider setting out policies to prevent the development of residential gardens. This application proposes development of a rear garden following extensive extensions to the property. Whilst there are no dwellings now proposed in the rear garden, there is nevertheless an excessive amount of built development that in effect, removes the rear garden from its original use. Para 58 states that decisions on planning applications should aim to ensure that developments; - will function well and add to the overall quality of the area - establish a strong sense of place - respond to local character and history. The proposal would not add to the overall quality of the area and would be out of keeping. The character and historic layout of the immediate area is of original dwellings in sizeable plots, NOT of inappropriate extensions and over-intensive use of such plots that are totally at odds with the character of the area.

National Planning Practice Guidance (NPPG) discusses design and the natural environment. The design is considered to result in inappropriate additions/extensions to the original design of the dwelling. The Blackpool Local Plan contains a number of relevant policies in respect of this proposal. Main ones are those concerning design. Policy LQ1 refers to the need for high standards of design making positive contributions to the areas where new developments are located. In this case, for reasons already discussed, the proposal is NOT considered to constitute good design. It would ruin an original design of a dwelling and introduce excessively large extensions, a flat roof to the main roof area, balconies and large, front roof lights that are all detrimental to the design of the property. Policy LQ2 states 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. The existing property respects the sites context the extensions proposed have no regard for the site's context and detract from any local/or site context. The proposal would NOT be compatible in terms of the overall character of the area. It relies on excessive alterations and additions to the dwelling, which are considered to be out of character with the immediate locality. The proposed access at the side is considered woefully inadequate in terms of the vehicle numbers that would use it. As mentioned earlier, we feel that a single access width is insufficient for the likely car numbers. Most people will have two cars (per flat) plus visitors and those accessing the rear outbuildings and workshop. We have discussed the potential problems regarding noise and disturbance that would be caused by this side access that is adjacent to the side elevation of our property and the increase in vehicular traffic. The Council have recently refused permission for a not dissimilar proposal. This application should also be refused for the same/similar reasons.

There is a heavily used pedestrian island right outside the property and double yellow lines all around the vicinity, meaning an additional seven (or very likely more) vehicles will probably cause additional traffic problems - especially as Newton Drive is a main route for ambulances to Blackpool Victoria Hospital and also for buses from/to the Town Centre. As many family units now have multiple vehicles, the likelihood of seven garages and two additional parking spaces being sufficient is low and the potential for conflict when two drivers are attempting to use the single drive in opposite directions is high, possibly leading to disturbance and noise.

NATIONAL PLANNING POLICY FRAMEWORK

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

The core planning principles in the NPPF include:

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

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

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

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

National Planning Policy Framework Part 7 - Requiring good design.

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

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

The National Planning Practice Guidance

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

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

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

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

LQ1	Lifting the Quality of Development
LQ2	Site Context
LQ3	Layout of Streets and Spaces
LQ4	Building Design
LQ6	Landscape Design and Biodiversity
LQ8	Energy and Resource Conservation
LQ14	Extensions and Alterations
HN4	Windfall Sites
HN5	Conversions and Sub-divisions
HN6	Housing Mix
HN7	Density
BH3	Residential and Neighbour Amenity
BH10	Open Space in New Housing Developments
NE10	Flood Risk
AS1	General Development Requirements

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

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

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

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

Supplementary Planning Guidance 11 - Open Space: Provision for new residential development and the funding system

EMERGING PLANNING POLICY

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

The Proposed Submission has been informed by up-to-date evidence, including a new Fylde Coast Strategic Housing Market Assessment 2013 (SHMA), which provides an up-to-date assessment of housing needs for Blackpool and the Fylde Coast, and a 2013 Strategic Housing Land Availability

Assessment (SHLAA) Update. The housing figure in Policy CS2 has been revisited in order to consider the SHMA outcomes as well as other evidence, including the alignment of housing growth to economic prosperity and the level of housing considered realistic to deliver in the Borough. The 2013 SHLAA Update demonstrates a five-year housing supply in accordance with the requirements of the NPPF.

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

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

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

ASSESSMENT

The principle of development

The proposed scheme would deliver 7 new dwellings, each with two bedrooms. This would not be a varied mix of units as required by Policy HN6 which states that sites of between 0.2 and 1 hectares should provide a mix of house types and sizes and the housing proposed should contribute towards the mix of housing provision in the wider local area.

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

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

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

Design

This revised proposal has deleted the two large side extensions and concentrated the extension works on the rear of the building with a part three storey/ part single storey extension. Visually this retains the attractive existing front elevation intact and also the existing space to the sides of the existing building. In fact the space to the boundary with Regency Court will be increased with the removal of the former orangery and its replacement with a new entrance porch.

The three storey extension to the rear occupies the full width of the existing house and projects a further 8 metres into the rear garden, the single storey extension would add another 6 metre projection. The depth of the existing house is approximately 10.5 metres. Both the three storey and

single storey extensions have a hipped roof and replicate features of the existing house with stone effect quoins, matching window proportions, including a large two storey bay window facing 117 Newton Drive and matching brickwork.

In terms of the design of the extensions the proposal is considered to be acceptable and in accordance with Policies LQ1, LQ2, LQ4 and LQ14 subject to the agreement of appropriate matching materials, and given the remaining space around the building to the sides and rear it is not considered that the extended building will appear overly cramped or an over-development.

Impact on Residential Amenity

The main issues arising here relate to the size of the extensions, the positions of windows in the side elevations, potential impact of the rear balconies and the potential impact of the rear car parking area in terms of noise and disturbance.

117 Newton Drive, itself has recently been extended with a large two storey/ single storey rear extension, has a number of side windows facing the application site. There is approximately 10 metres between the two respective side elevations plus a dividing boundary wall including a fairly lengthy garage within no 117. The relationship between the two properties, with the proposed extension, is considered acceptable subject to the central three panes at first floor of the large side bay window and another side first floor window being obscure glazed to reduce the potential for overlooking. The screening to the rear balconies will also be increased to reduce overlooking potential to both adjacent properties. Loss of light to 117 as a result of the proposed extension is not considered to be a significant issue.

The additional traffic to and from the rear garden will also have an impact upon 117, in particular, given that the access road runs close to their boundary although the existing boundary wall and garage will offer some protection and the traffic levels are not expected to be such so as to cause sufficient harm or impact so as to warrant a refusal.

In terms of impact upon Regency Court the application property is between 8.5 and 11 metres from this adjoining fairly substantial flat development which has a number of side windows overlooking the side and rear of the application site. The proposal includes a number of side windows at ground and first floor levels which would be to bedrooms, kitchens and an en-suite. Along the common boundary there is some level of protection offered by trees and other planting providing a screen.

Although there will be some additional loss of light due to the size of the extension and its orientation relative to Regency Court which will mean some loss of sunlight in the afternoon, the impact of the extension is, on balance, considered acceptable in terms of this relationship. The impact is not helped by the significant number of windows in the side of Regency Court which are at least partly reliant on the application site for their outlook. However it is considered that first floor side windows of the application property should incorporate obscure and fixed lower sections to reduce the potential loss of privacy. The proposal is therefore considered to be in accordance with relevant local plan policy, where impact on neighbouring properties is relevant, particularly policy BH3.

Highway Safety/ Car Parking/ Traffic Generation

The existing house has an existing in-out arrangement onto Newton Drive and car parking and a large garage to the rear to cater for what was a substantial four-six bed house and the associated traffic generation and parking demand. However, the substantial extension and sub-division of the

property will inevitably create significantly greater levels of traffic and parking demand. Although there is ample space for additional car parking to be provided and amendments will be submitted to incorporate a passing place for vehicles entering/ exiting the parking area simultaneously and lighting will also be provided to the footpath. A footpath link has now been included to provide a convenient access into the rear of the building from the car park. The two visitor parking spaces to the front will be revised to address the comments of the Head of Transportation. It is stated that cycle parking can be provided within the garages.

Eleven off street parking spaces are shown for the seven flats which is considered an acceptable provision at over 150 per cent. The existing in-out arrangement is also considered adequate to accommodate the demands of the proposed seven flats and all vehicles are able to turn around within the site and exit the site in forward gear. In conclusion the proposal is considered to satisfy the requirements of Policy AS1 of the Local Plan.

Other Issues

Most of the existing boundary planting will be retained as part of the proposal and substantial areas of the rear garden will remain untouched. The agent confirms that no further additions to the roof will be required to accommodate the lift mechanism

CONCLUSION

The proposal involves the extension and re-use of a large attractive period residence and will provide reasonable sized accommodation which accords with Supplementary Planning Document 'New Homes from Old Places.' The principle of extending and converting a property of this size is acceptable in principle and also in accordance with the Supplementary Planning Document. The large rear extensions would have some impact upon the two adjoining premises as will the rear parking area to a lesser extent although subject to the amendments awaited and the proposed conditions the proposal is considered to be acceptable and in accordance with both local and national policy guidance. Although the Council have met its requirement with regards to providing a 5 year housing land supply the proposal would add to the housing stock, is in a sustainable location and would bring back into use a vacant property consistent with para 51 of the NPPF.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

See condition 8 of this report which requires payment of the appropriate contribution towards public open space provision and maintenance as set out in SPG 11 and Policy BH10 of the adopted Local Plan.

HUMAN RIGHTS ACT

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

CRIME AND DISORDER ACT 1998

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

Recommended Decision: Grant Permission

Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 of the Blackpool Local Plan 2001-2016.

3. 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.

4. 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.

5. No flat shall be occupied until all of the external alterations and the internal layouts and arrangements have been provided in accordance with the plans hereby approved. The layout of the accommodation and arrangements hereby approved shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the accommodation accords with the Council's approved Supplementary Planning Document, to safeguard the living conditions of the occupiers of the flats and to improve the external appearance of the property in accordance with Policies LQ1, LQ14, BH3 and HN5 of the Blackpool Local Plan 2001-2016.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) the approved garages shall not be used for any purpose which would preclude their use for the parking of a motor cars.

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

7. Obscure glazing details for the first floor side elevations shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of development and the agreed details shall be implemented prior to the first occupation of the approved accommodation and shall be retained thereafter.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policies BH3 and LQ14 of the Blackpool Local Plan 2001-2016.

8. 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 £7224 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.

9. a) No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, areas of soft landscaping, hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.
- b) The landscaping works shall be carried out in accordance with the approved details within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.)
- c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

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

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 need 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.