

COMMITTEE DATE: 22/01/2020

Application Reference: 19/0720

WARD: Bispham
DATE REGISTERED: 13/11/19

APPLICATION TYPE: Full Planning Permission
APPLICANT: The Manager

PROPOSAL: Erection of a four/ five and six storey block 34 self-contained apartments including refuse store, cycle store, landscaping and vehicular access from Norbreck Road with car parking for 30 vehicles to the rear. (Resubmission 19/0382)

LOCATION: 8 NORBRECK ROAD, BLACKPOOL, FY5 1RP

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr M Shaw

BLACKPOOL COUNCIL PLAN 2015 -2020

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

SUMMARY OF RECOMMENDATION

This revised application has addressed previous concerns and issues resulting in the withdrawal of planning application ref: 19/0382 involving the erection of 36 apartments. The revisions include a reduction of two apartments, amendments to the design and appearance of the building, its bulk and massing, the materials palette and the layout and fenestration details to a number of the apartments. A viability assessment has also been included with this revised application to address the policy requirement for new housing development above fifteen units to make a 30% contribution towards affordable housing unless the requirement would render the development unviable.

The viability assessment submitted with the application is considered to satisfactorily demonstrate that the development cannot make any affordable housing provision in order to remain viable which would prevent the proposal from proceeding to construction. The proposal is, however, expected to make the required contribution towards public open space provision/ maintenance, a figure of £21,844 and to pay for the required off site highway

works. On this basis, and subject to a number of conditions to ensure the satisfactory delivery of the development, the application is recommended for approval.

INTRODUCTION

The former Mariners Public House was demolished approximately ten years ago having been vacant for some time following extensive fire damage. The front half of the site, where the Public House was located, has been enclosed with hoardings for a number of years and has been subject to fly tipping and also contained a large amount of building material and rubble from the demolition works. The site has since been cleared. The hardsurfaced rear half of the site has previously been used as a car park in association with the Public House.

The site was sold approximately twelve months ago and the current application is the second planning application submitted by the new owners. The site has also been subject to pre-application discussions. The first planning application was withdrawn due to a number of concerns over the size, design and layout of the development and this re-submission has considered to have addressed the previous concerns.

SITE DESCRIPTION

A 0.2 hectare (2,000 sqm) vacant site which was the former site of the Mariner Public House demolished approximately ten years ago following extensive fire damage. The front half of the site has been enclosed with hoardings. The application site is located close to the junction with Queens Promenade and sits opposite Norbreck Castle. The site has a frontage onto Norbreck Road of 40 metres. The rear half of the site is bisected by an alleygated access road connecting Norcliffe Road and Chatsworth Avenue. An electricity sub-station sits adjacent the rear of the application site. Other than the two/ three/ four/ six and seven storey scale Norbreck Castle with an extensive frontage onto Queens Promenade, and a designated local centre a short distance further up Norbreck Road, the character of the area is of one, two and three storey residential property.

DETAILS OF PROPOSAL

This is a full planning application involving the erection of a four/ five and six storey block comprising 34 self-contained apartments including refuse store, cycle store, landscaping and vehicular access from Norbreck Road. The proposed building would be built over the Norbreck Road access with car parking for 30 vehicles to the rear to be accessed from Norbreck Road, Norcliffe Road or Chatsworth Avenue although the entrance points from Norcliffe Road and Chatsworth Avenue are fitted with alleygates. The access from Norbreck Road would be via an automatic access gate.

The proposed building is shown to have a dark brick base and a dark grey cladding and contrasting light coloured render panels on the upper floors with textured panels also included. Most of the apartments also have balconies on the front or rear elevations. In addition to the front elevation varying in scale, being at its highest point in the centre of the site, the front elevation is also broken up into four different elements using differing materials

and by staggering the front elevation. A front entrance into the building has been included to supplement the side entrance.

The 34 self-contained apartments comprise 11 x one bed, 22 x two bed and 1 x three bed apartment ranging from 54-61 sqm for the one bed apartments to 67-78 sqm for the two bed apartments and 91 sqm for the three bed apartment. The refuse storage and cycle parking areas are also located directly to the rear of the undercroft.

The application is accompanied by a Design and Access Statement, Drainage Strategy, Contaminated Land Study, 3D views, a Landscape Specification, a Planning Statement, a Solar Study and a Viability Assessment.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of Development
- Acceptability of the Scale and Design
- Housing Mix, Density and Standards
- Impact on Residential Amenity
- Access and Car Parking
- Affordable Housing and Other Contributions
- Other Issues

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

CONSULTATIONS

United Utilities Plc (Water) With regards to the above development proposal, United Utilities wish to provide the following comments:

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. Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any approval:

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul and Surface Water Drainage Design Drawing C-0894-02, Rev: A, Dated: 25/09/2019 which was prepared by Hamilton Technical Services. For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, surface water from the overall site must drain at the restricted rate of 10 litres a second. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

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

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 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 a condition 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. You may find the below a useful example:

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a residents management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

Water Supply - As a multi-storey development is proposed we would recommend that the applicant install pump and storage of 24 hour capacity to guarantee an adequate and constant supply particularly to the upper floors.

If the applicant intends to obtain a water supply from United Utilities, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

United Utilities Property, Assets and Infrastructure - A public sewer crosses this site and we may not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage as a lengthy lead in period may be required if a sewer diversion proves to be acceptable.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems. Where United Utilities assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

It is the applicant's responsibility to investigate the possibility of any United Utilities assets potentially impacted by their proposals and to demonstrate the exact relationship between any assets and the proposed development. Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans.

Community and Environmental Services Directorate, Contaminated Land - Based on the information provided through the Desk Study no further investigation is required. If at any stage during construction contamination is identified then works are to cease and investigations are to be carried out.

Education - Property and Development Officer - No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

WASTE - Commercial - No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Head of Highways and Traffic Management: - A scheme for upgrading the rear access street should be required by condition. The condition numbered 8 on the Decision Notice for 07/0192 is suitable and needs to refer to a drawing. I would suggest that the extent of works are agreed with the developer before a decision is made. It has also been clarified that the upgrading of bus stops (included in the 2007 condition) is no longer a requirement.

Environmental Protection Manager (Environmental) - 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.

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

PUBLICITY AND REPRESENTATIONS

Press notice published: 22 November 2019

4 site notices displayed: 13 November 2019

Neighbours notified: 13 November 2019

9 Norcliffe Road Bispham, Blackpool

Even though this version of plans has reduced the number of apartments from 36 to 34, there is still a shortfall in parking spaces for apartment residents and visitors. 30 spaces (of which only two are designated disabled) is insufficient. Mention has been made in the Design and Access Statement, that there is access via Chatsworth Avenue and Norcliffe Road. These are both unadopted roads and are gated with keys being held by those with garages or access to their property rear garden. What are the actual access arrangements for residents of this development upon completion? (These access points are currently unmonitored fly tipping areas). Increased usage of these areas will increase noise levels as the gates are manually operated. Should the gates be removed, vehicles that cannot be parked within the development will perhaps park here, thereby preventing access for public service vehicles

NATIONAL PLANNING POLICY FRAMEWORK

The revised National Planning Policy Framework (NPPF) retains the key objective of achieving sustainable development and hence there is a presumption that planning applications proposing sustainable development will be approved. It provides advice on a range of topics and is a material planning consideration in the determination of planning applications. The parts most relevant to this application are -

Chapter 5: delivering a sufficient supply of homes.
Chapter 8: promoting healthy and safe communities.
Chapter 11: making effective use of land.
Chapter 12: achieving well-designed places.

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 -

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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 of Development
CS2: Housing Provision
CS5: Connectivity
CS6: Green Infrastructure
CS7: Quality of Design
CS9: Water Management
CS11: Planning Obligations
CS12: Sustainable Neighbourhoods
CS13: Housing Mix, Density and Standards
CS14: Affordable Housing

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

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

DM5: Design Requirements for New Build Housing Developments
DM20: Landscaping
DM21: Public Health and Safety
DM36: Community Facilities

ASSESSMENT

Principle of Development - the principle of re-developing this vacant site for residential use was established with the granting of planning permission for 35 apartments in February 2008 under ref: 07/1092. There has been no material change of circumstances since 2008 which would now mean that residential development on the site is unacceptable subject to the proposal satisfying current standards. Accordingly, the principle of residential development is considered acceptable subject to the revised details of this application, which are discussed below, being considered acceptable. The provision of apartments on the site will contribute towards the Council's housing supply and bring a site in poor condition which has been an eyesore for a number of years back into beneficial use. The proposal will also assist the local economy, for example, in supporting local shops and services, in addition to the environmental and physical improvements on offer.

Acceptability of the Scale and Design - Whilst the proposed development is 4/ 5 and 6 storeys in scale, as amended , it has an improved design stepping up in height more gradually with less massing at the sixth floor level. It has also been visually broken up into sections with a more varied materials palette, the inclusion of glazed balconies and a staggered front elevation. A front entrance has now been included creating a focal point on the front elevation to supplement the side entrance. The end result is that the proposed building fronts onto Norbreck Road much more comfortably without appearing overly heavy, cramped or bulky. Given the long range of visibility to the rear, the rear elevation has also been designed in a similar manner using the same materials palette and design features to break up the bulk and massing with the extensive inclusion of balconies, as on the front elevation, to give a more domestic appearance. The development has a double fronted appearance due to prominence and size of the rear elevation and the fact that it opens up onto the proposed car parking area. As amended from application 19/0372 the proposal is considered to be a quality development, the approval of appropriate facing materials will be dealt with by way of condition.

Housing Mix, Density and Standards - the application proposes 11 x one bed, 22 x two bed apartments and 1 x three bed apartment and satisfies the Council housing mix standard in Core Strategy Policy CS13 requiring a minimum of 70% of apartments on developments over 10 units or more to have two bedrooms or more. The one bed apartments range in size from 54-61 sqm which exceeds the 50 sqm standard set out in the National Technical Housing Standards (NTHS). The two bed apartments range from 67 sqm – 79 sqm are also in excess of the 61 sqm standards for a 3 person apartment (the figure is 70 sqm for a 2 bed 4 person apartment). The three bed apartment is 91 sqm which is within the 74 sqm - 95 sqm threshold for a 3 bed apartment with the NTHS.

27 of the 34 apartments have individual balconies/ terraces providing individual outdoor space so whilst there is fairly limited amenity space around the building, which is often the case with apartment developments. The proposal is nevertheless considered acceptable

given the inclusion of the balconies, and the proposal will also make the appropriate financial public open space contribution.

Impact on Residential Amenity - a solar study has been submitted to illustrate that the proposal will not adversely impact upon adjoining property in terms of overshadowing and loss of sunlight. A number of the apartments on the western elevation facing properties fronting Queens Promenade are shown to have obscure glazing to prevent overlooking issues with property fronting Queens Promenade and rely on clear glazed south facing windows to address any direct overlooking issue with neighbouring property. The layout of a number of flats on the western elevation, the footprint of the building and the window detailing has been amended to improve the outlook from and natural light received into flats on the western side of the building and in this respect the amended proposal is now considered acceptable subject to the obscure glazing of windows on the proposed western elevation.

There is a minimum distance of 30 metres to properties on Norcliffe Road and Chatsworth Avenue to the south and east of the application site. The distance from the western elevation of the building to properties close to the Norbreck Road/ Queens Promenade junction is between 8.7 metres and 13 metres. However those adjoining properties are not directly facing the proposed building and are angled to face southwards towards the rear parking area. This is a relationship that was accepted under planning application 07/0192 and is still, on balance, considered acceptable.

Access and Car Parking - the proposed undercroft access from Norbreck Road formed part of planning permission ref: 07/1092 and is still considered acceptable from a highway and pedestrian safety viewpoint. The proposed rear car parking area can also be accessed from either Norcliffe Road or Chatsworth Avenue via alleyways. The proposed car parking provision of 30 spaces equates to almost one space per apartment (88% provision) and is considered acceptable in this accessible and sustainable location close to bus and tram services and also close-by to local shops, schools and other local facilities.

Current car parking standards refer to a maximum provision of 1.5 spaces for developments in excess of 30 units however this number can be reduced by up to 35% for development in highly accessible locations. The application site is in a highly accessible location and therefore this reduces the car parking requirement to around 100% provision effectively leaving the proposal four spaces short. A limited number of additional spaces could be provided directly to the rear/ side of the building although this would reduce the limited amount of landscaping and amenity space around the building. Any additional provision may also impinge on the residential amenity of future residents of the rear ground floor apartments, for example, due to headlights shining into ground floor windows. It is not considered that a shortfall of four spaces is an overriding consideration in this instance.

An up-grading of the service road between Norcliffe Road and Chatsworth Avenue would be required to include re-surfacing and street lighting as part of any re-development of the application site. There is a footpath shown from Norbreck Road into the site in order to access the building and to provide direct access to the rear car park. The proposal is therefore considered to be in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016

Affordable Housing and Other Contributions - Policy CS14 of the Core Strategy requires a 30% provision of affordable housing on developments of 15 or more. However the application is accompanied by a viability assessment which concludes that the proposal is unviable with the requirement of an affordable housing contribution attached. Accordingly, and given the considerable environmental, economic and social benefits to be had from the proposal, the absence of an affordable housing contribution is accepted in this instance as a means of ensuring the development remains viable and can therefore be carried forward to fruition bringing this longstanding derelict site back into beneficial use.

The necessary off site highway works require the applicant/ developer to enter into a Section 278 highways agreement. There is also the requirement of a contribution of £21,844 towards public open space maintenance/ provision. Both these requirements will be dealt with by way of condition attached to any planning permission.

Other Issues - The application is within Flood Risk-Zone 1 however a Flood Risk Assessment is not required as the application site is below 1 hectare.

United Utilities and the Council as Lead Local Flood Authority have recommended the imposition of appropriate drainage conditions on any approval. The drainage strategy submitted with the application states surface water run off will have to be discharged into the public sewer network as occurs at present, and on site storage will be required to control the rate of discharge to the sewer network.

The site will be secured from Norbreck Road although general access to the development would still be possible from the rear although via the alleygates. However the development would be afforded ample natural surveillance from adjoining property and from within the development itself which would act as a crime deterrent. Any comments from the Police will be reported via the up-date notes.

CONCLUSION

This is a brownfield site and the provision of housing on the site would contribute towards the Council's housing supply and bring a site in poor condition back into beneficial use. The proposal, as amended, has addressed the number of issues outlined above resulting in the withdrawal of planning application ref 19/0382 and the submitted viability assessment adequately demonstrates that the application of an affordable housing contribution will render the scheme unviable. Therefore the proposal is now considered to be in accordance with both local and national planning policy and guidance and accordingly the application is recommended for a conditional approval.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

A S278 agreement under the Highways Act would be required to secure the necessary off-site highway works as set out in condition 9 and a payment of £21,844 will be required under condition 5 as a contribution towards the provision and/ or maintenance of public open space.

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) 19/0382 and 07/1092 and 07/0581 which can be accessed via the link below:

<http://www.blackpool.gov.uk/planningapplications>

Recommended Decision: Grant Permission

Conditions and Reasons

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

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

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

Location Plan received by the Council on 29/10/19
Drawings numbered GA- 0000 P4, GA-0001 Rev P4, GA-0002 Rev P4, GA-0003 Rev P4, GA- 0004 Rev P4, GA-0005 Rev P4.

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

3. Notwithstanding the submitted details;
- (a) the materials to be used on the external elevations, and
 - (b) the surfacing materials to be used in the site,

shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced.

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

4. a) Notwithstanding the submitted plans 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. 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 offsite 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 £21,844 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.

6. 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.

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. No flat shall be occupied until its internal layout 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 Guidance and to safeguard the living conditions of the occupiers of the flats, in accordance with Policies CS7 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. No development shall be commenced until a scheme of off-site highway works has been submitted to and agreed in writing with the Local Planning Authority. No flat shall be occupied until this scheme has been implemented in full. For the purposes of this condition the works shall include :-

- upgrade of the rear access from Norcliffe Road up to junction of rear access road with Chatsworth Avenue to adoptable standards (to include speed cushions).
- street lighting to be upgraded at new entrance onto Norbreck Road and rear access entrance from Norcliffe Road.
- provision of a vehicle and pedestrian access off Norbreck Road and the reinstatement of pavement in place of any redundant crossing.

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

10. The premises shall be used for permanent residential occupation and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or any Order revoking and re-enacting that Order).

Reason: To safeguard the living conditions of the occupants of nearby residential premises, in accordance with Policies RR2 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

11. 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.

12. Details of the appearance of the bin and cycle storage areas indicated on the approved plan(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced and these agreed stores shall be provided prior to first occupation of the development and retained thereafter as such.

Reason: In the interests of the appearance of the site and locality, 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.

13. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

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

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Site Management Company;
- b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) to include elements such as:
 - I. on-going inspections relating to performance and asset condition assessments
 - II. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

15. (a) 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 and in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following:
- (i) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
 - (ii) Surveys and appropriate evidence to establish the position, capacity and interconnection of all watercourses and surface-water sewers within the application site and those outside of the site into which a direct or indirect connection is proposed;
 - (iii) A determination of the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change - see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;
 - (iv) A demonstration that the surface water run-off would not exceed 10 litres per second as required by United Utilities.
 - (v) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
 - (vi) Flood water exceedance routes, both on and off site;
 - (vii) A timetable for implementation, including phasing where applicable;
 - (viii) Details of water quality controls, where applicable.
- (b) Unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.
- (c) The scheme agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details before the development hereby approved is first brought into use.

Reason: To promote sustainable development, secure proper drainage of surface water and to manage the risk of flooding and pollution in accordance with the

provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

16. All glazing to the west elevation of the apartment building shall be at all times obscure glazed and fixed permanently closed unless otherwise agreed in writing with the Local Planning Authority.

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

17. Other than the details shown on the approved plans, 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 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

18. Notwithstanding the information shown on the approved plans 1:50 scale sections showing the elevational detailing of the building shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of works above ground level, and the development shall subsequently be constructed in accordance with these agreed details.

Reason: In the interests of the appearance of the premises and locality in accordance with Policies LQ1 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

19. Details of an external lighting scheme to the building to be incorporated into the development shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of works above ground level and such scheme shall be implemented prior to the first occupation of the development hereby approved and retained thereafter.

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

Advice Notes to Developer

1. Advice about the Building Regulations can be obtained from the Planning Department's Building Control Division, either by writing to the address shown above or by telephoning (01253) 476219.
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 Built Environment 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.
3. Please note that any address changes or new addresses needed as a result of this development must be agreed by the Council. Please contact Council's Streetscene and Property Department, Layton Depot, Depot Road, Blackpool, FY3 7HW (Tel 01253 477477).
4. Waste Storage and Collection: The Council operates a wheeled bins scheme in accordance with the Environmental Protection Act 1990. The detailed proposal for the development hereby approved will need to include suitable arrangements to allow storage and collection of the bins. Please contact the Council's Waste Management Division Layton Depot, Depot Road, Blackpool, FY3 7HW (tel: 01253 477477) or visit www.blackpool.gov.uk for further advice.