

**Officer Report to Committee**

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**Application ref:** 22/0440  
**Ward:** Bloomfield  
**Application type:** Full Planning Permission  
**Location:** Land bounded by Princess Street, Blundell Street, Rigby Road and Tyldesley Road, Blackpool.  
**Proposal:** Erection of 64 two and three storey dwelling houses and a three-storey block of 3 self-contained apartments (affordable housing) with associated access, highway works, car parking and landscaping.  
**Meeting date:** 11 October 2022  
**Recommendation:** Approve  
**Case officer:** Clare Johnson  
**Case officer contact:** 01253 476224

**1.0 BLACKPOOL COUNCIL PLAN 2019-2024**

- 1.1 The Council Plan sets out two priorities. The first is ‘the economy: maximising growth and opportunity across Blackpool’, and the second is ‘communities: creating stronger communities and increasing resilience.
- 1.2 This application would accord with priority two of the Council Plan in providing a mix of good quality affordable homes within the Defined Inner Area, on a stalled housing site.

**2.0 SUMMARY OF RECOMMENDATION**

- 2.1 The application relates to phase 3 of the wider 7.8ha Foxhall Village development and is very similar in terms of layout and design to a previously approved scheme under reference 19/0103.
- 2.2 The application proposes a good mix of 67 well-designed units of affordable housing for rent and the proposal is considered acceptable subject to conditions.

**3.0 INTRODUCTION**

- 3.1 This application is before Members because it is a major housing scheme of public interest.

**4.0 SITE DESCRIPTION**

- 4.1 The application site is a roughly rectangular brownfield plot measuring approximately 1ha in size, bounded to the north by Princess Street and the south by Rigby Road, with Blundell Street to the east and Tyldesley Road to the west. Foxhall Square is to the north-west of the site and the square opens onto the Promenade. Properties on Princess Street form the southern boundary of the Foxhall Conservation Area which was designated in 2015.
- 4.2 Tyldesley Road has a mixed character of hotels and residential accommodation within period 3/4 storey terraced properties and the modern, former Job Centre building. Princess Street and Foxhall Square are largely characterised by two-storey terraced houses and commercial

units. Rigby Road to the south has a mixed holiday and commercial character and includes the three-storey Blackpool Transport offices and a surface level car park. Blundell Street is part of the larger Foxhall Village residential development to the east of the site.

- 4.3 The site itself has been cleared and the foundations of approximately 20 dwellings have been built on the central and southern part of the site under planning ref 19/0103. The perimeter of the site is secured with mesh fencing.
- 4.4 The site is allocated for housing and is within the Inner Area and Resort Core. The site is within Flood Zone 1 and has a very low risk from surface water or reservoir flooding. The site is also within the aerodrome safeguarding area. No other constraints have been identified.

## **5.0 DETAILS OF PROPOSAL**

- 5.1 This is a full application for the erection of 64 two and three-storey dwelling houses and a three storey block of 3 self-contained apartments (67 units of affordable housing) with associated access, highway works, car parking and landscaping.
- 5.2 A previously approved scheme (19/0103) included 59 houses and 15 apartments which equates to 74 units of accommodation for open market sale, so this application is less dense than previously approved. That scheme also included a retail unit facing Foxhall Square on the ground floor of the apartment block. The previously approved apartment block and retail unit have been removed as part of this scheme and replaced with a much smaller, three storey apartment block, and replacement additional housing would now front Princess Street. Works commenced on site in 2019 but stalled towards the end of 2019 when the previous developers went into administration. The foundations of approximately 20 dwellings have been built on the central and southern part of the site, which prevent any substantial changes to the site layout.
- 5.3 The two, three and four-bed dwellings would be semi-detached or arranged in terraces and would be very similar to properties elsewhere in Foxhall Village in terms of design, scale, layout and materials. The housing mix includes 23 units with 2 bedrooms (34%), 32 units with 3 bedrooms (48%) and 12 units with 4 bedrooms (18%).
- 5.4 As with the 2019 permission, vehicles would access the site from Rigby Road and egress on to Blundell Street. There would be a diagonal pedestrian link from Blundell Street connecting the wider estate to the Promenade via Foxhall Square, and this link would eventually connect to Revoe Park once the phase 4 housing site on the former Mecca site on Central Drive is developed.
- 5.2.1 The application has been supported by:
- Affordable Housing Statement
  - Construction Management Plan
  - Design and Access Statement
  - Transport Statement
  - Travel Plan
  - Flood Risk Assessment and Drainage Strategy
  - Highways Technical Notes

## **6.0 RELEVANT PLANNING HISTORY**

- 6.1 19/0103 – Erection of 59 houses, two and three storey houses and a part two/ three and four storey block of 15 self-contained apartments with retail use on the ground floor with associated car parking, landscaping, means of access and public realm – approved 04/06/2019.
- 6.2 17/0688 - Hybrid application comprising:  
(a) reserved matters application for the erection of 6 dwellings (plots 298-303) with associated car ports, car parking, landscaping infrastructure, highway works and amended public open space provision .  
(b) revision of reserved matters approval ref: 13/0447 comprising 27 dwellings and associated development (plots 367-393) involving removal of pocket park in order to extend rear gardens. Granted 15/02/2018.
- 6.3 16/0125 - Substitution of house types to previously approved plots 35, 42, 44, 50, 126, 127, 131, 132, 133, 375, 376 and 393 under planning permission 13/0447. Granted 25/08/2016.
- 6.4 15/0710 - Substitution of house types to previously approved plots 27, 28, 30, 43, 51, 128, 130, 224, 227, 230, 367, 369, 370, 372, 377, 381, 384 and 388 under planning permission 13/0447. Granted 25/08/2016.
- 6.5 13/0447 – Non-Material Amendment - Alteration of existing house types at Plots 14, 17, 21, 22, 26, 29, 41, 129, 135, 137, 138, 140, 157, 161, 162, 168, 172, 175, 180, 183, 188, 196, 203, 204, 210, 223, 228, 229, 245, 368, 373, 394, 397 - 400 to include an alternative garage door as described with the support statement. Approved 01/06/2015.
- 6.6 13/0447 - Erection of residential development of two and three-storey buildings to provide 218 dwellings comprising 9 flats and two, three and four bedroom terraced, semi-detached and detached houses, with associated garages and car and cycle parking, public open space, landscaping, infrastructure, including sub-stations, and public realm works and vehicular accesses from Princess Street, Blundell Street and Rigby Road (Reserved Matters Application - Phase 1). Granted 16/09/2013.
- 6.7 12/0803 - Demolition of existing buildings and erection of up to 410 residential dwellings, up to 190sqm commercial/community space (use classes A1/A2/A3/B1/D1 with residential above) between two and four storeys in height. Associated accesses from Rigby Road, Princess Street and Sands Way, car parking, public open space, landscape and public realm works (outline proposal). Granted 11/03/2013.

## **7.0 MAIN PLANNING ISSUES**

7.1 The main planning issues are considered to be:

- the principle of development
- impact on residential amenity
- visual and heritage impact
- highway impact
- flood risk and drainage
- ecology

## **8.0 CONSULTATION RESPONSES**

### **8.1 United Utilities**

- 8.1.1 There is a water main to the west of the site. United Utilities is aware of the application to divert this water main, however we are of the understanding that this was for a budget quote and has not been progressed further due to the lack of information provided.
- 8.1.2 If it is the applicant's intention to divert this asset then we request that the proposed site layout is updated to reflect this and is resubmitted for our consideration prior to determination and have requested that a condition is imposed which seeks to safeguard the water main (condition 4).
- 8.1.3 The proposals are acceptable in principle, but there is insufficient information on the detail of the drainage design. As such, United Utilities has requested the imposition of the standard pre-commencement drainage condition (condition 5). United Utilities has also advised that the standard drainage management and maintenance condition is imposed to ensure the longevity of the surface water drainage arrangements (condition 6).
- 8.1.4 A public sewer crosses the site and we may not permit building over it. We require an access strip for maintenance or replacement. The minimum distances that might be acceptable to United Utilities are detailed within Part H of the Building Regulations however, we recommend the applicant determines the precise location, size, depth and condition of the pipeline as this is likely to influence the required stand-off distance from any structure.
- 8.1.5 Our current records indicate that the surface water pumping station is a private pumping station and not a United Utilities asset. As a result contact should be made with the owner of the land to discuss this further. At this time United Utilities are not responsible for agreeing discharge rates to the private asset.
- 8.1.6 The pumping station in question has not yet been formally adopted by United Utilities and is currently the subject of a section 104 adoption agreement. Any connection could seriously jeopardise the adoption procedure.

### **8.2 Electricity North West**

- 8.2.1 The development could have an impact on our infrastructure. The applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West.
- 8.2.2 The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity. The applicant should also be referred to these two relevant documents produced by the Health and Safety Executive: HS(G)47 – Avoiding danger from underground services. GS6 – Avoidance of danger from overhead electric lines.

### **8.3 Police Architectural Liaison Officer**

- 8.3.1 Car ports under the properties allows for no natural surveillance and property/vehicles under can become vulnerable to theft/damage. I would recommend the car ports to be an enclosed garage space with a roller shutter to enclose the area and reduce the opportunity

for crime. Recessed areas are not recommended as they can increase hiding/concealment spots. If roller shutters are not to be introduced to the car ports, I recommend fencing and gating the back of the car ports to restrict access to garden areas.

- 8.3.2 Boundary treatments to private spaces should be of sufficient height and design to deter intruders and 1.8m close board fencing is recommended. There should be lighting on each dwelling elevation that contains a door set. The streets should be lit.
- 8.3.3 Further recommendations are made in relation to window and door security, alarms and utility meters and construction site security.
- 8.4 NHS Foundation Trust** – The application is seeking to secure permission for 64 flats which will support a population increase of 64 new residents (assuming an average of 1 person per dwelling, all of whom will need access to health services. The trust will be able to obtain funding to meet the needs of the population which arises from the development, but not for approximately three years and will not be provided retrospectively. The impact on the Trust for the initial period will not be met from any alternative source of funding and area therefore requesting a financial contribution of £81,256.00. This sum should be secured by a S106 agreement and then paid to the Trust prior to first occupation of the development.
- 8.5 NHS Clinical Commissioning Trust** – The application concerns the erection of 64 two and three storey houses and 3 apartments which will result in a population increase of 178 people. As such, the NHS Clinical Commissioning Trust is requesting a financial contribution of £40,627 towards the reconfiguration of South Shore Primary Care Centre for additional clinical capacity. The sum should be secured upon commencement of development. Failure to secure the contribution would result in the NHS Clinical Commissioning Trust objecting to the application.
- 8.6 Environmental Protection** – No comments other than support for the development.
- 8.7 Blackpool Airport** – No comments received. Any comments will be reported in the Update Note.
- 8.8 Lancashire County Council (Archaeology)** - The site does not contain, as far as we know, anything which indicates a requirement for archaeological investigation prior to the development. We have no objections to the development and do not see any requirement for archaeological conditions on any permission granted.
- 8.9 Local Highway Authority** – Referring to the updated TA and the swept paths - The substitute refuse vehicle is more appropriate. However it highlights that the right turn out of (or reverse into) the cul de sac of Sir Stanley Matthews Way hits the footway on the right and then the triangular island, again on the right. The simple solution is to reduce the size of the triangular island. That island will also need better pedestrian facilities since the pedestrian desire lines are not catered for. The parking assessment is acceptable.
- 8.9.1 Case Officer note: Amended plans have been received which reduces the triangular island and introduces an additional footpath.
- 8.10 Lead Local Flood Authority** - The details are acceptable.
- 8.11 Head of Parks and Greens** - No comments regarding the existing site but some greenery/trees would be desirable. It looks like grass is proposed on Sir Stanley Matthews

Way. Trees along Sir Stanley Matthews Way would work well, with trees in the triangle sections and/or possibly, a sustainable urban drainage system with vegetation running along Sir Stanley Matthews Way.

**8.12 Head of Housing Strategy** - these plans have been developed in discussion with housing strategy, and the unit number and mix is in line with our strategic requirements and housing needs of the area. I therefore have no objections.

**8.13 Conservation Officer** – The development fronting Princess Street is much less dense than approved in 2019 and that the development would lead to less than substantial harm to the significance of the Conservation Area. That harm is outweighed by public benefits of the proposal, which will provide good quality affordable housing in the Inner Area.

**8.13 Head of Strategic Assets and Estates** – No comments received. Any comments will be reported in the Update Note.

**8.14 Local Education Authority** - No comments received. Any comments will be reported in the Update Note.

## **9.0 REPRESENTATIONS**

9.1 Press notice published: 21/06/2022.

9.2 Site notice published: 09/06/2022.

9.3 Neighbours notified: 09/06/2022.

9.4 Eight representations have been received from the following properties:

Blundell Street: 5 and 11.

Princess Street: 6, 9, 14, 18 and 32.

9.5 These representations raise the following issues:

- Support the proposal in principle as the site is an eyesore.
- The parking provision is insufficient and will cause problems for existing and new residents.
- Some of the parking provision is stacked, resulting in people having to park on the street.
- Tourists park in the area.
- On street parking provision is already oversubscribed and resident permit parking should be introduced.
- The original designs should be followed so that adequate off-street parking is provided.
- Residents on Princess Street rely on on-street parking and there are double yellow lines, leaving just the north side of the street for parking.
- The three storey apartment block fronting Princess Street would lead to overlooking and loss of privacy for residents on Princess Street.
- The three storey apartment block would have a dominate the two storey Victorian terrace in the Conservation Area.
- The development would increase anti-social behaviour.

9.6 The issues raised will be discussed in the relevant parts of this report.

## **10.0 RELEVANT PLANNING POLICY**

### **10.1 National Planning Policy Framework**

10.1.1 The National Planning Policy Framework was adopted in July 2021. It sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:

- Section 5 - Delivering a sufficient supply of homes
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change

### **10.2 National Planning Practice Guidance**

10.2.1 The National Planning Practice Guidance expands upon and offers clarity on the points of policy set out in the National Planning Policy Framework.

### **10.3 Blackpool Local Plan Part 1: Core Strategy 2012-2027**

10.3.1 The Core Strategy was adopted in January 2016. The following policies are most relevant to this application:

- CS1 Strategic Location of Development
- CS2 Housing Provision
- CS6 Green Infrastructure
- CS7 Quality of Design
- CS8 Heritage
- CS9 Water Management
- CS11 Planning Obligations
- CS12 Sustainable Neighbourhoods
- CS13 Housing Mix, Density and Standards
- CS14 Affordable Housing
- CS15 Health and Education

### **10.4 Blackpool Local Plan 2011-2016 (saved policies)**

10.4.1 The Blackpool Local Plan was adopted in June 2006. A number of policies in the Local Plan have now been superseded by policies in the Core Strategy but others have been saved until the Local Plan Part 2: Site Allocations and Development Management Policies has been produced. The following saved policies are most relevant to this application:

- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- LQ3 Layout of Streets and Spaces
- LQ4 Building Design
- LQ5 Public Realm Design
- LQ6 Landscape Design and Biodiversity

- LQ10 Conservation Areas
- BH3 Residential and Visitor amenity
- BH4 Public Health and Safety
- BH10 Public OpenSpace in new Residential Developments
- AS1 General Development Requirements (Accessibility and parking)

## **10.5 Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (emerging policies)**

10.5.1 The Blackpool Local Plan Part 2 (Part 2) was the subject of independent Examination in Public in December 2021. The Inspector has now issued his comments and the Council has now consulted on Minor Modifications. As such, significant weight can be attached to the emerging policies in accordance with the provisions of paragraph 48 of the National Planning Policy Framework. The following emerging policies in Part 2 are most relevant to this application:

- DM1 Design Requirements for new build housing development
- DM17 Design Principles
- DM18 High Speed Broadband for New Developments
- DM21 Landscaping
- DM27 Conservation Areas
- DM31 Surface Water Management
- DM35 Biodiversity
- DM36 Controlling Pollution and Contamination
- DM41 Transport Requirements for New Development
- DM42 Aerodrome Safeguarding

## **10.6 Other Relevant Policy Guidance**

10.6.1 Blackpool Council declared a Climate Change Emergency in June 2019 and is committed to ensuring that approaches to planning decision are in line with a shift to zero carbon by 2030.

10.6.2 Blackpool Council adopted the Blackpool Green and Blue Infrastructure Strategy in 2019. The Green and Blue Infrastructure Strategy sets out six objectives for Blackpool in terms of green infrastructure:

- Protect and enhance green and blue infrastructure i.e. protecting the best and enhancing the rest.
- Create and restore green and blue infrastructure i.e. greening the grey and creating new GBI in areas where it is most needed.
- Connect and link green and blue infrastructure i.e. making the links, improving connectivity and accessibility of green and blue infrastructure.
- Promote green and blue infrastructure i.e. changing behaviour, promoting the benefits of green and blue infrastructure and encouraging greater uptake of outdoor activity and volunteering.

10.6.3 The Environment Act 2021 makes provision for all planning permissions to be conditional on the provision of biodiversity net gain. Whilst there is, as yet, not requirement set out in statute, the Government's clear intention is a material planning consideration. The Council will therefore seek to secure biodiversity net gains where practicable in advance of this becoming a statutory requirement.



- 10.6.4 National Model Design Code (July 2021) provides guidance to promote successful design and expands on the ten characteristics of good design set out in the National Design Guide.
- 10.6.5 National Design Guide (January 2021) recognises the importance of good design and identifies the ten characteristics that make up good design to achieve high-quality places and buildings. The guide articulates that a well-designed place is made up of its character, its contribution to a sense of community, and its ability to address the environmental issues affecting climate.
- 10.6.6 Department for Communities and Local Government National Technical Housing Standards – this document was published in March 2015 and sets out the national minimum floorspace standards for new homes.

## **11.0 ASSESSMENT**

### **11.1 Principle**

- 11.1.1 The principle of housing development on this site was established with the granting of outline planning permission in 2012 and the full permission in 2019. Since these permissions were granted, there have been some material changes to both national and local planning policy, with the publication of a revised National Planning Policy Framework in 2021 and the publication and examination of the Local Plan Part 2 in 2021/22. However, the Local Plan Part 2 allocates the site for housing (site reference HSA1.23) and the site forms an important part of the Council's deliverable 5 year housing land supply. Furthermore, the fact that the 2019 permission has commenced and could therefore, subject to conditions, be implemented in full, is a material planning consideration of significant weight.
- 11.1.2 Paras 60 and 62 of the National Planning Policy Framework states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements, including those who require affordable housing, are addressed and that land with permission is developed without unnecessary delay.
- 11.1.3 Para 124 of the National Planning Policy Framework states that planning decisions should support development that makes efficient use of land, taking into account:
- a) the identified need for different types of housing, and the availability of land suitable for accommodating it;
  - b) local market conditions and viability;
  - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
  - d) the desirability of maintaining and area's prevailing character and setting, or of promoting regeneration and change; and
  - e) the importance of securing well-design, attractive and healthy places.
- 11.1.4 At para 125 of National Planning Policy Framework, it states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that decisions avoid homes being built at low densities, and to ensure that developments make optimal use of the potential of each site.
- 11.1.5 Para 120 of the National Planning Policy Framework confirms that decisions should give

substantial weight to the value of using suitable brownfield land within settlements for homes.

- 11.1.6 The area around Foxhall is identified in Core Strategy Policy CS12 as one of the areas for focus for neighbourhood regeneration and improvement. The policy commits the Council to support development and investment which addresses the problems and challenges associated with poor quality housing. CS12 confirms that to secure a better quality of life for residents and to deliver sustainable neighbourhoods, the Council will support development and investment which provides high quality housing with an appropriate mix of types and tenures to meet the needs and aspirations of existing and future residents and assists with rebalancing the housing market.
- 11.1.7 Policy CS13 requires new housing proposals to make efficient use of land, with an optimum density appropriate to the characteristics of the site and its surrounding area. The site is approximately 1ha and so the density of the site would be 67 units per hectare which is very dense. It is however, less dense than the previously approved scheme which would have delivered 74 units per hectare. Despite being very densely developed, the scheme responds to the local character and distinctiveness of the Foxhall Village development to the east, and respects the building lines and patterns of development, maintaining the strong sense of place that Foxhall Village presents. Furthermore, the Inner Area is characterised by higher density development than more suburban parts of Blackpool and so the density proposed is considered to be in accordance with CS13 and appropriate in this location.
- 11.1.8 Bloomfield ward is the most deprived ward in the Country according to the 2019 Index of Multiple Deprivation and the application site is within Lower Super Output Area Blackpool 013B. This Lower Super Output Area is ranked fourth most deprived out of 32,844 LSOAs in England. Some 63% of the accommodation in this Lower Super Output Area comprises flats, and 40% of the accommodation provides just one bedroom. This proposal includes a modest, well-designed block of 3 flats, each with 2 bedrooms. However, when considered alongside the additional provision of 2, 3 and 4 bedroom 64 houses, there will be an overall reduction in the percentage of flats in the area and the scheme will improve the overall housing mix and balance in this Lower Super Output Area and in Bloomfield ward. The housing mix includes 23 units with 2 bedrooms (34%), 32 units with 3 bedrooms (48%) and 12 units with 4 bedrooms (18%) and this would meet the housing mix requirements in CS13. The housing mix also includes 2 accessible homes which include provision of a downstairs bedroom to meet an identified need.
- 11.1.9 The previously approved scheme was for market homes whereas this application proposes a similar scheme, which would be let on an affordable rent basis and managed by the applicant, who is a registered provider. The application is supported by an Affordable Housing Statement which sets out the occupancy criteria and confirms that the rents will not exceed 80% of market rents, in line with Homes England policy requirements.
- 11.1.10 It is a priority for the Council to ensure there is an adequate supply of good quality affordable homes in Blackpool which are suitable for family occupation. This proposed scheme will deliver much-needed affordable housing in one of the most deprived neighbourhoods in the Country and this weighs heavily in favour of the scheme in the planning balance. Given the pressing need for affordable homes in Blackpool, it is considered necessary to impose a condition which states that the dwellings can only be let in accordance with the Affordable Housing Statement (condition 3).
- 11.1.11 In terms of floorspace standards, some of the dwellings would fall slightly short in terms of

overall floorspace and some secondary bedroom sizes. However, the house types are very similar to those approved in 2019 and given that some footings are already in place, it would be extremely difficult and expensive to increase the size of the dwellings, by what would be a modest amount, to fully meet the standards.

11.1.12 On balance, it is considered that the principle of residential development on this site as proposed, remains to be acceptable in principle.

## **11.2 Planning Obligations**

11.2.1 Core Strategy Policy CS11 sets out that development will only be permitted where existing infrastructure, services and amenities are already sufficient, or where the developer enters into a legal agreement to meet the additional needs of the development.

11.2.2 Policy CS6 requires development to incorporate new green infrastructure or enhance existing provision, and confirms that financial contributions will be sought from development for open space and green infrastructure. Saved Policy BH10 requires developments of three or more residential units to make a financial contribution towards the provision or improvement of off-site public open space. The application was submitted in advance of the adoption of the Greening Blackpool Supplementary Planning Document which sets out public open space and tree planting provision in new housing developments. Therefore, public open space provision is determined using SPG11 standards. No meaningful on-site public open space could be provided and based on the housing mix of 23x2 bed, 32x3 bed and 12x4 bed dwellings, an off-site contribution of £65,360 is required, in accordance with SPG11.

11.2.3 The proposal is for 100% affordable housing and the site is within the Inner Area. Therefore there is no conflict with Policy CS14 which relates to affordable housing provision. No contribution towards local education infrastructure has been requested.

11.2.4 The NHS Clinical Commissioning Group has stated that the development would result in a population increase of 178 people and have requested £40,627 towards the reconfiguration of South Shore Primary Care Centre for additional clinical capacity, which will be required as a result of the development. This request is for physical infrastructure, is reasonable and would appear to meet the tests set out in paragraph 57 of the National Planning Policy Framework.

11.2.5 In contrast, the NHS Foundation Trust has stated that the application is seeking to secure permission for 64 flats which will support a population increase of 64 new residents (assuming an average of 1 person per dwelling), all of whom will need access to health services. The Trust is requesting that £81.256 is secured through a S106 to cover a three year shortfall in budget, to meet the needs of the occupiers of the development.

11.2.6 These calculations appear to be based on 64no. 1 bed flats rather than the housing mix proposed. Planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fair and reasonably related in scale and kind to the development.

11.2.7 The Courts have made it very clear that S106 funding cannot comprise a generalised tariff or compensate for budget deficits and the planning system cannot be used as a means to stop-gap public sector funding which should be covered by general taxation. Notwithstanding the error in the calculation of the sum requested from the Foundation Trust, the request is

considered to be a levy, or tariff rather than a contribution which is directly relevant to the development and fair and reasonably related in scale and kind. As such, the Council could not reasonably require the applicant to enter into a S106 to pay this sum.

11.2.8 Given the open space and health infrastructure requirements, normally the developer would be required to enter into a S106 legal agreement in advance of a decision notice being issued, to secure £65,360 for off-site public open space and £40,627 towards physical healthcare infrastructure provision (£105,987.00 in total).

11.2.9 However, the local planning authority did not require the previous developer to enter into a S106 agreement to provide off-site public open space or affordable housing due to viability issues. Notwithstanding the lack of contributions in the 2019 permission, housing delivery on this site still stalled when the previous developer went into administration early on in the build. That scheme was for market homes and this scheme is for 100% affordable homes for rent, where the rents are calculated as a maximum of 80% of the equivalent market rents.

11.2.10 The applicant has submitted viability information. This has not been independently verified, but if viability issues would prevent market homes coming forward on the site, a scheme for affordable housing is likely to experience similar if not greater issues. The viability information provided, sets out the abnormal and additional costs of delivering the scheme, including:

- abnormal costs of delivering Foxhall Village bespoke house types;
- additional costs associated with the complexities of developing a stalled site;
- additional costs as site investigations have identified the need for 12m piled foundations given previous development on the site;
- additional costs of diverting gas, water, electricity and telecoms infrastructure on a brown field site;
- current levels of inflation brings about further costs and uncertainty
- unprecedented price and supply issues in terms of labour and materials

11.2.11 Given that the site has stood cleared and partially developed for three years, with an implementable planning permission for market homes that has not attracted any interest from developers, and that the scheme presents an opportunity to provide good quality, affordable homes in the Inner Area, for which there is a demonstrated need, these considerations should be afforded more weight in the planning balance than the lack of developer contributions in this instance.

### **11.3 Impact on residential amenity**

11.3.1 National Planning Policy Framework para 125 states that, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

11.3.2 Core Strategy Policy CS7 confirms that development should ensure that amenities of nearby residents and potential occupiers are not adversely affected and this is echoed in Saved Policy BH3. Emerging Policy DM1 requires housing design and layouts to safeguard the privacy, sunlight, daylight, outlook and amenity of neighbouring properties and future occupiers of the development.

11.3.3 The layout of the scheme is very similar to the approved 2019 scheme. The back-to-back separation distances would be between 6.7m and 10m which is notably short of the Councils

usual minimum standards. However, the two bed room properties are single aspect with no windows on the rear elevations. Given the way the properties have been arranged, it is not anticipated that the privacy of the future occupiers would be unacceptably compromised. The garden areas are on the small size and the smaller homes would have first floor external terraces over car ports rather than gardens. This type of arrangement is commonplace across Foxhall Village and is considered to be acceptable.

- 11.3.3 In terms of neighbour amenity, the properties on Princess Street would be between 11 and 12 metres away from the development, which sits on a similar building line as the scheme approved in 2019.
- 11.3.4 The three storey apartment block would be around 10.6 metres tall with two windows on each floor facing Princess Street, which would serve bedrooms and living spaces. Two of those windows would be at third floor and concerns have been raised that these windows would impact on the privacy of residents on Princess Street. The previously approved four storey apartment block had a similar overall height but was bulkier and much longer in the streetscene, with ten windows at third floor and a further seven windows at fourth floor. As such, the proposed apartment block would have significantly less impact on the amenities of the occupiers on Princess Street than the approved 2019 permission. In the wider area, three storey development sits opposite two storey development and with lesser separation distances, for example on Dale Street just to the north of the site. This is a characteristic of the area and it is not anticipated that the third floor windows in the apartment block, or its scale would have an impact on neighbour amenity to any unacceptable degree. The separation distances between the proposed development and existing dwellings are standard and raise no concerns.

#### **11.4 Visual and heritage impact**

- 11.4.1 The National Planning Policy Framework and Local Plan policies expect development to be well designed. Policy CS7 requires development to enhance the character of the local area, and to be appropriate in terms of scale, mass, height, layout density, appearance and materials and to provide appropriate green infrastructure. Emerging Policies DM1 and DM17 require development to be well designed and to contribute towards attractive and distinctive neighbourhoods.
- 11.4.2 The properties to the north of the site are within the Foxhall Conservation Area. Para 199 of the National Planning Policy Framework states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Para 202 of the National Planning Policy Framework confirms that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 11.4.3 Core Strategy Policy CS8 supports development that enhance the setting of heritage assets through appropriate design and public realm and this is echoed in Saved Policy LQ10 and emerging Policy DM27. Policy CS12 states that development will be supported that reflects the built heritage of the neighbourhoods and conserves and enhances the significance of heritage assets and their settings.
- 11.4.4 As previously stated, the layout and two and three storey house types proposed are very similar to the previously approved scheme and would represent a continuation of the

Foxhall Village estate, which has unique and highly legible design characteristics which create a strong sense of place. The development would be softened by planting, including tree planting along Sir Stanley Matthews Way and a small area of planted public realm fronting Foxhall Square.

- 11.4.5 The existing building site, left cleared and fenced off for three years, causes significant harm to the setting of the Foxhall Conservation Area and will continue to cause significant harm until it is developed. The 2019 approval included a four storey apartment block comprising 15 apartments on Princess Street and given that work has commenced on site, that permission could be implemented, subject to conditions. The proposed apartment block is significantly reduced in scale, providing just three apartments in a three storey block. The design of the apartments generally reflects the design elements of the proposed dwellings and would have a traditional gabled roof and full height glazing over the main entrance fronting Tyldesley Road. Both the apartment block and the dwellings would have a mix of brick, render and timber clad elevations.
- 11.4.6 The Princess Street frontage would appear less densely developed than the 2019 scheme and would include a small section of landscaped public realm facing towards Foxhall Square. As such, the proposed scheme has less of an impact on the setting of the Foxhall Conservation Area than the 2019 scheme. However, the scheme is very modern and would not reflect the style and rhythm of the properties on Princess Street and so it is considered that the proposal would harm the setting of the Foxhall Conservation Area. However, that harm has to be balanced against the harm of leaving the site as it is, which the residents describe as an eye sore.
- 11.4.7 On balance, the development would be well designed, the harm caused to the setting of the Foxhall Conservation Area is considered to be less than substantial and that harm is outweighed by public benefits of the proposal, which will improve the appearance of the site and provide good quality affordable housing in the Inner Area.

## **11.5 Access, highway safety and parking**

- 11.5.1 The National Planning Policy Framework states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. Development should provide safe and suitable access to the site for all users. Policy CS7 requires development to incorporate well integrated car parking and pedestrian routes and cycle routes and Saved Policy AS1 requires safe access with appropriate levels of car parking. Emerging Policy DM41 reiterates these requirements but confirms that in terms of car parking standards, a flexible approach to the level of car parking provision will be applied, dependant of the location of the proposed development.
- 11.5.2 The site is in a sustainable location, close to public transport routes on the Promenade, Lytham Road and Central Drive and close to employment opportunities, shopping, leisure and education facilities. Sir Stanley Matthews Way would be extended through the site and would be a shared surface, providing a pedestrian and cycle link between Blundell Street and Foxhall Square. This would link through to the existing link road which extends through the Foxhall Village and will eventually connect through to Central Drive and Revoe Park, once the final phase of the housing development is brought forward. The apartments would be served by a cycle store and the details can be agreed by condition.

- 11.5.3 The application is supported by a Framework Travel Plan which indicates that Travel Packs will be presented to all new occupiers, which will include details of nearby public transport services and timetables, maps of the cycle network and will set out the benefits of walking and indicate attractive walking routes. A car share scheme will also be promoted by a Travel Plan Coordinator along with the provision of broadband connectivity to facilitate home working. A condition requiring the submission of a Travel Plan which is consistent with the submitted Framework Travel Plan will ensure that the future occupiers are encouraged to access the site through sustainable modes.
- 11.5.4 In terms of parking provision, the previously approved and implementable scheme from 2019 was for 59 houses with 94 parking spaces which is a ratio of 1.6 per dwelling. This scheme is for 64 houses with 100 parking spaces which is also a ratio of 1.6 per dwelling, so the proposed scheme presents no material change in parking provision. Approximately 37% of the dwellings would meet the full parking standards set out in the emerging Part 2 and these can be secured by condition. Given that the site is in a sustainable location, and that DM41 confirms that a flexible approach to the car parking standards in the most sustainable locations, the car parking provision is considered to be acceptable. No electric vehicle charging is proposed. Policy DM41 expects that each new dwelling with a driveway or garage to be served by electric vehicle infrastructure. This may be problematic within this development as some parking spaces are in car ports that aren't adjacent to the dwelling they serve and in some cases, the parking space/s are completely divorced from the dwelling. This development will be managed by a registered provider who will be aware of their clients needs and could allocate the dwellings with electric vehicle infrastructure to those who would need it. In flat developments, DM41 requires 10% of parking spaces to be served by electric vehicle infrastructure and it would seem reasonable to require the same from this development and this could be agreed by condition.
- 11.5.5 In terms of on-street parking provision, it is acknowledged that parking is at a premium in the area, particularly during the season. The development would result in the loss of 36m of on-street parking provision which equates to between 6 and 7 parking spaces, in order to provide access to the off-street spaces to serve the development. This is unfortunate and does weigh against the scheme in the planning balance. However, this small loss off on-street parking is not materially different to the 2019 scheme and is necessary if the site is to be brought forward for housing development.
- 11.5.6 Following comments from the Head of Highways and Traffic Management Services, the road layout has been amended slightly to ensure that refuse vehicles can safely access the site.
- 11.5.7 It is considered that the site can be safely accessed by vehicles, cyclists and pedestrians and sufficient off-street parking would be provided, in this sustainable location.

## **11.6 Environmental impact**

- 11.6.1 The application site is within Flood Zone 1 and, given that the site is a housing allocation in Part 2, it has been assessed for flood risk in the Strategic Flood Risk Assessment in consultation and agreement with the Environment Agency. As such, the applicant does not need to demonstrate compliance with the sequential or exceptions test.
- 11.6.2 The site however, is a hectare in size and therefore a Flood Risk Assessment has been submitted. The report considered flooding from a variety of sources in accordance with National Planning Policy Framework guidelines, and it is concluded that the site is not at risk of flooding, nor does the proposed development create a risk of flooding elsewhere. With

regard to surface water, drainage on site has already been partially constructed and is based on a 15l/s discharge rate, which is acceptable to United Utilities. Surface water would flow to a nearby recently constructed pumping station on an adjacent site, then by rising main with ultimate discharge to the sea.

- 11.6.3 United Utilities has however, expressed concerns that there is a water main to the west of the site which would be affected by the development. The applicant has confirmed that the intention is to divert this water main, but there is some confusion as to whether this will be progressed. As such, United Utilities has requested the imposition of a condition, which precludes the commencement of development in advance of agreeing details of how that water main is to be protected from damage.
- 11.6.4 United Utilities has stated that the drainage proposals are acceptable in principle but lack detail, and so are also requesting the imposition of the standard pre-commencement drainage conditions. The applicant however, considers that the information submitted is sufficiently detailed, and that a pre-commencement condition is unnecessary.
- 11.6.5 United Utilities have been re-consulted and are aware that the application will be presented to the Planning Committee in October. The requested conditions have been imposed but may be withdrawn or amended once United Utilities has provided final comments. Details of progress on this matter will be reported in the Update Note.
- 11.6.6 Subject to agreeing these details with United Utilities, no unacceptable impact on drainage or flood risk are anticipated.
- 11.6.7 No unacceptable impacts on air quality are anticipated and no land contamination issues are expected. Conditions relating to drainage and construction management would appropriately safeguard water quality.

### **Biodiversity**

- 11.6.7 The site is cleared but given that nothing has happened on site for around 3 years, vegetation is growing through. The site is not considered to be particularly ecologically sensitive and so no ecological appraisal has been required.
- 11.6.8 No habitat or biodiversity value would be lost as a result of the development. The landscaping plan indicates bird and bat box provision and a condition requiring that those are installed is considered necessary. Details of boundary treatments are included in the landscaping plan and would consist of 1.8m high brick walls around public facing areas and 1.8m tall timber fencing with concrete gravel boards between garden areas. A condition requiring that boundary treatments include provision for the passage of foraging mammals is considered necessary. These conditions are required to ensure that the development maximises opportunities for increasing biodiversity in the area.

### **11.7 Other issues**

- 11.7.1 The application has 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 (as amended).
- 11.7.2 Under Article 8 and Article 1 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. This application does not raise any specific human rights issues.

- 11.7.3 Through the assessment of this application, Blackpool Council as a public authority has had due regard to the Public Sector Equality Duty (“PSED”) under s.149 of the Equality Act and the need to eliminate unlawful discrimination, advance equality of opportunity between people who share a protected characteristic and those who do not, and to foster or encourage good relations between people who share a protected characteristic and those who do not. The application is not considered to raise any inequality issues.

## **11.8 Sustainability and planning balance appraisal**

- 11.8.1 Sustainability comprises economic, environmental and social components.

- 11.8.2 Economically the scheme would have a very limited impact but the creation of new affordable residential units would help to support local shops and services and some employment would be generated during construction.

- 11.8.3 Environmentally, no ecological issues are anticipated and the development would not be expected to unacceptably impact upon air, land, water quality or drainage (subject to conditions). The design of the proposal is considered to be acceptable and will include landscaping on a constrained site where there is currently none. The harm caused to the setting of the Foxhall Conservation Area is considered to be less than substantial and that harm is outweighed by public benefits of the proposal, which will improve the appearance of the site.

- 11.8.4 Socially, the scheme would provide good quality affordable accommodation which would make a contribution towards the housing stock and mix in the local area. The scheme would contribute towards the borough’s housing provision on a site allocated for housing without compromising residential amenity and no unacceptable impact on highway safety or flood risk are anticipated.

- 11.8.5 In terms of planning balance, the development proposed is considered to constitute sustainable development in terms of the economic, environmental and social components. No other material planning considerations have been identified that would outweigh this view.

## **12.0 FINANCIAL CONSIDERATIONS**

- 12.1 The development would generate Council Tax revenue. This is not a material consideration in the planning balance.

## **13.0 CONCLUSION**

- 13.1 In light of the above and on balance, the development proposed is considered to constitute sustainable development and no other material planning considerations have been identified that would outweigh this view.

## **14.0 RECOMMENDATION**

- 14.1 Approve subject to the following conditions:

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

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

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

*Location plan recorded as received by the Council on 27<sup>th</sup> May 2022*

*Proposed Site Layout Plan ref. 10185 L01 Rev A*

*Proposed Site Levels ref. 10185 P02 Rev A*

*Proposed Highways Plan ref. 21.B.13311/100*

*Proposed Highway Details Plan ref. 21.B.13311-101 Rev A*

*Proposed Refuse and Access Plan ref. 10185 P03 Rev A*

*Proposed Materials Site Plan ref. 10185 M01 Rev A*

*Proposed Materials Corner Feature Dwelling Plan ref. 10185 M02*

*Proposed Materials Marine Dwelling Plan ref. 10185 M03*

*Proposed Materials Urban Dwelling Plan ref. 10185 M04*

*Proposed Street Scene ref. 10185 SS01*

*Proposed Street Scene ref. 10185 SS02*

*Proposed Street Scene ref. 10185 SS03*

*Proposed Street Scene ref. 10185 SS04*

*Proposed Street Scene ref. 10185 SS05*

*Proposed Site Logistics Plan recorded as received by the Council on 27<sup>th</sup> May 2022*

*House Type 2-B-1 Elevations ref. 10185 D2B1.1 and Floor Plans 10185 D2B1*

*House Type 2-C-3 Elevations ref. 10185 D2C3.1 and Floor Plans 10185 D2C3*

*House Type 2-M-1 Elevations ref. 10185 D2M1.1 and Floor Plans 10185 D2M1*

*House Type 3-B-2 Elevations ref. 10185 D3B2.1 and Floor Plans 10185 D3B2*

*House Type 3-A-5 Elevations ref. 10185 D3A5.1 and Floor Plans 10185 D3A5*

*House Type 3-A-6 Elevations ref. 10185 D3A6.1 and Floor Plans 10185 D3A6*

*House Type 3-A-7 Elevations ref. 10185 D3A7.1 and Floor Plans 10185 D3A7*

*House Type 3-M-1 Elevations ref. 10185 D3M1.1 and Floor Plans 10185 D3M1*

*House Type 4-A-6 Elevations ref. 10185 D4A6.1 and Floor Plans 10185 D4A6*

*House Type 4-C-1 Elevations ref. 10185 D4C1.1 and Floor Plans 10185 D4C1*

*Proposed Landscaping Plan ref. 4090 102 Rev E*

*Proposed Planting Plan ref. 4090 203 Rev D*

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

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

- 3 The development shall be occupied and managed in accordance with the Affordable Housing Statement dated May 2022 by Great Places Housing Group, unless otherwise first submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to meet the identified affordable housing needs of the borough in accordance with the provisions of the NPPF and Policy CS14 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

- 4 No construction shall commence (including any earthworks) until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall include a survey that identifies the exact location of the water main, the potential impacts on the water main from construction activities (including the construction compound), the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures, including a timetable for implementation, to protect and prevent any damage to the water main both during construction and post completion of the development. The details shall include a pre construction condition survey. Any mitigation measures shall be implemented in full prior to commencement of development in accordance with the approved details and timetable and shall be retained thereafter for the lifetime of the development.

In the event that the survey of the water main identifies the buildings/plots as within a 3m standoff either side of the main (6m in total), the developer shall submit evidence to the Local Planning Authority that a diversion has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of development. Upon completion of the works, a post completion condition survey shall be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interest of public health and to ensure protection of the public water supply.

- 5 Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence

of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water discharging to the public combined sewer, the rate of discharge shall be restricted to 16 l/s;

(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;

(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and

(v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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

- 6 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 resident's 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 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.

- 7 The external materials and surfacing to be used on the development hereby approved shall be as specified on plan refs. 10185 M01 Rev A, M02, M03 and M04 unless otherwise first submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any above ground construction.

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

8 Prior to the first occupation of the development hereby approved:

(a) the landscaping scheme shown on plan ref. 4090 102 Rev D and 4090 203 Rev B shall be implemented in full and in full accordance with the approved details; and

(b) Any trees or plants planted in accordance with this condition that are removed, uprooted, destroyed, die or become severely damaged or seriously diseased within 7 years of planting shall be replaced within the next planting season with trees or plants of similar size and species to those originally required unless otherwise first submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is satisfactorily landscaped in the interests of visual amenity, to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall and to provide net gains for biodiversity, in accordance with Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027, Policies LQ1 and LQ6 of the Blackpool Local Plan 2001-2016 and Policies DM17, DM21 and DM35 of the Blackpool Local Plan - Part 2: Site Allocations and Development Management Policies document.

9 Prior to the occupation of any of the dwellings hereby approved, the ecological enhancements shown on the landscaping plan ref: 4090 102 Rev D shall be implemented and shall thereafter be retained. The boundary treatments shall include features to facilitate the roaming and foraging of small mammals.

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027, Saved Policy LQ6 of the Blackpool Local Plan 2001-2016 and DM35 of the Blackpool Local Plan - Part 2: Site Allocations and Development Management Policies document.

10 Prior to the installation of any external lighting, details of the lighting shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these approved details. For the purpose of this condition, the details shall include the form, design, materials and technical specification of the lighting and a lux plan to show the resulting area of light-spill.

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

11 Prior to the development hereby approved being first brought into use, the parking provision for each dwelling shown on the approved plan(s) shall be provided and shall thereafter be retained as such.

Reason: In order to ensure that adequate parking provision is available to meet the needs of the development in the interests of the appearance of the area and highway safety in

accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

12 Before the development hereby approved is first brought into use:

(a) details of cycle storage provision for the apartment block, to include the type of cycle stand and the form and materials of a waterproof cover and enclosure shall be submitted to and agreed in writing by the Local Planning Authority; and

(b) the cycle storage agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details.

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

13 (a) The development hereby approved shall not be occupied until a travel plan has been submitted to and agreed in writing by the Local Planning Authority. The travel Plan shall be based on the principles and recommendations set out in the submitted Framework Travel Plan.

(b) The development hereby approved shall then proceed and be operated in full accordance with the approved Travel Plan.

Reason: In order to encourage travel to and from the site by sustainable transport modes in accordance with Saved Policy AS1 of the Blackpool Local Plan 2001-2016 and Policy DM41 of the Blackpool Local Plan Part 2 - Site Allocations and Development Management Policies document.

14 The development shall proceed in full accordance with the details set out in the submitted Construction Management Plan hereby approved.

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.

15 Before the development hereby approved is first brought into use the refuse storage shown on the Refuse and Access plan ref. 10185 P03 Rev A shall be provided and shall thereafter be retained and maintained as such.

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

16 The accommodation shall be used for permanent residential occupation within Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) only and for no other purpose.

Reason: In order to safeguard the living conditions of the occupants of nearby residential properties and the character of the area in accordance with Policies CS7, CS12 and CS23 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies BH3 of the Blackpool Local Plan 2001-2016.

- 17 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), no enlargement of the dwelling/s the subject of this permission shall be carried out without the written approval of the Local Planning Authority.

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

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

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