
Officer Report to Committee

Application ref:	21/0386
Ward:	Squires Gate
Application type:	Full
Location: 6-8 Harrow Place, Blackpool, FY4 1RP	
Proposal:	External alterations to include balconies to Harrow Place elevations, provision of roof terrace, three storey extension to west elevation, squaring off of building at third floor, cycle and bin stores to rear and use of premises as altered as 15 self-contained permanent flats.
Recommendation:	Members are respectfully recommended to resolve to support the proposal and delegate approval to the Head of Development Management subject to the Environment Agency confirming that they have no objection to the proposal.
Recommendation Summary:	The proposed use of the building as permanent flats is acceptable in this location. The proposed development is considered to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment.
Meeting date: 25 July 2023	
Reason for bringing to Committee:	Objections have been received and the application is a major-scale scheme of general public interest.
Case officer:	Caron Taylor
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1.0 Introduction

- 1.1 Previously, the application property formed part of a single development site with nos. 2-4 Harrow Place and nos. 647-651 New South Promenade. A planning application for the comprehensive redevelopment of this joint site was submitted in 2016 (ref. 16/0421), but the current application site of nos. 6-8 Harrow Place was later removed from this scheme. Planning permission was ultimately granted in 2018 for residential development, now known as Coastal Point, at nos. 2-4 Harrow Place and nos. 647-651 New South Promenade.
- 1.2 This application for 6-8 Harrow Place was originally submitted in April 2021. It has taken a very significant amount of time to get to the point of determination because of challenges surrounding parking provision.
- 1.3 At the time the original application covering both sites was being considered, the very limited availability of on-site parking prompted the Council to explore the potential to provide an off-site parking scheme. When planning permission was finally granted for the Coastal Point scheme (ref. 16/0421), it was subject to a range of conditions and a S106 agreement intended to secure off-site parking provision on Harrow Place and New South Promenade.

- 1.4 In 2020, the developers of Coastal Point approached the Council to progress the off-site parking scheme. The consequent review of the S106 agreement revealed a number of legal challenges to implementation that had previously been unknown or unapparent. These principally related to land ownership and disposal, and requirements associated with the stopping up of the highway. In that same year, the owner of the current application site also sought pre-application advice in respect of the potential residential redevelopment of nos. 6-8 Harrow Place.
- 1.5 In the face of what were then, and are still, considered to be insurmountable obstacles to the legal implementation of the originally envisaged off-site parking scheme, and the knowledge that further development had the potential to come forward at nos. 6-8 Harrow Place, the Council revisited the potential to deliver off-site parking in the area.
- 1.6 Given that adequate parking provision is known to be a key Member concern, particularly in this area of the town, officers did not consider it appropriate to bring this application before Planning Committee until a potential solution had been identified, along with a robust legal mechanism for delivery. A potential parking scheme to provide sufficient parking to meet all anticipated current and future development needs in the immediate vicinity has now been developed. The issue of parking provision is discussed in more detail within the assessment section of this report.

2.0 SITE DESCRIPTION

- 2.1 The application site is situated on Harrow Place to the south of the Solaris Centre. It was previously a hotel. It was historically attached to the adjacent Glenmarie Care Home to the west beyond which was Abbeydale Care Home. Together they formed a block of properties that extended from Freemantle Avenue next to no. 10 Harrow Place up to the junction with New South Promenade. The built form then extended around the corner and along the New South Promenade frontage.
- 2.2 The application property is the end property in the block and was in the past The Glenshee Hotel but has stood empty for a significant length of time. There is an alleyway (Freemantle Avenue) separating it from no. 10 Harrow Place, a detached residential property. The alleyway runs through to Cardigan Place to the south and serves the rear of the properties fronting Clifton Drive and New South Promenade.
- 2.3 The site is within Flood Zone 3 and the Blackpool Airport Safeguarding Zone. The site falls within the setting of the locally listed Solaris centre on the opposite side of Harrow Place. No other relevant constraints have been identified.

3.0 PROPOSAL

- 3.1 The proposal is to make external alterations to the building to include balconies to Harrow Place elevations, provision of roof terrace, cycle and bin stores to rear and use of premises as altered as 15 self-contained permanent flats. There is also a small three-storey extension to the eastern-side proposed at first, second and third floor and squaring off of the building at third floor.
- 3.2 The application has been supported by:
- Design and Access Statement
 - Viability Appraisal

4.0 RELEVANT PLANNING HISTORY

- 4.1 In relation to the adjacent properties, in July 2018 planning permission was granted (ref: 16/0421) for the redevelopment of the adjacent properties (647-651 New South Promenade and 2-4 Harrow Place) to 66 permanent flats. This permitted external alterations to include a front extension and whole roof lift, balconies to Harrow Place and New South Promenade elevations and use of the premises as altered as 66 self-contained permanent flats with associated car parking, bin store, boundary treatment and highway works.
- 4.2 Minor non-material amendments were approved in May 2019 to the above scheme permitting the balconies to be made 0.8m deeper; a 3.1m wide extension to a small part of Harrow Place frontage; and alterations so that the lift and walkway in the internal courtyard were repositioned inside the building.
- 4.3 There is no relevant planning history for the property the subject of this application, other than as detailed in the introduction section that the property was previously included in a planning application alongside the adjacent properties now known as Coastal Point. During the course of the application however no. 6-8 was removed from the scheme before it was approved.

5.0 RELEVANT PLANNING POLICY/GUIDANCE/LEGISLATION

5.1 National Planning Policy Framework

- 5.1.1 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 11 – Making Effective Use of Land
 - Section 12 - Achieving well-designed places
 - Section 14 – Meeting the challenge of climate change, flooding and coastal change
 - Section 15 – Conserving and enhancing the natural environment
 - Section 16 – Conserving and enhancing the historic environment

5.2 National Planning Practice Guidance (NPPG)

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

5.3 Blackpool Local Plan Part 1: Core Strategy 2012-2027 (Core Strategy)

- 5.3.1 The Core Strategy was adopted in January 2016. The following policies are most relevant to this application:
- CS2 Housing Provision
 - CS6 Green Infrastructure
 - CS7 Quality of Design
 - CS8 Heritage
 - CS9 Water Management
 - CS10 Sustainable Design and Renewable and Low Carbon Energy

- CS11 Planning Obligations
- CS13 Housing Mix, Standards, and Density
- CS14 Affordable Housing
- CS15 Health and Education

5.4 Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (Part 2)

5.4.1 The Blackpool Local Plan Part 2 (Part 2) was adopted in February 2023.

- DM5 Residential Conversions and Sub-Divisions
- DM10 Promenade and Seafront
- DM17 Design Principles
- DM20 Extensions and Alterations
- DM21 Landscaping
- DM28 Non-designated heritage assets
- DM31 Surface water management
- DM35 Biodiversity
- DM36 Controlling Pollution and Contamination
- DM41 Transport Requirements for New Development

5.5 Other Relevant documents, guidance and legislation

5.5.1 Department for Communities and Local Government National Technical Housing Standards – this document was published in March 2015 and sets out the national minimum standards for new homes. This partially supersedes some of the standards in the Council’s New Homes from Old Places Supplementary Planning Document guidance.

5.5.2 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.

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

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

5.5.4 Greening Blackpool Supplementary Planning Document - this document was adopted in May 2022 and sets out the green infrastructure and tree planting requirements for new development.

5.5.5 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.

5.5.6 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.

- 5.5.7 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.

6.0 CONSULTEE RESPONSES

- 6.1 **Local Highway Authority** - Have no objection to the principle of the proposal or to the scale. Provided there is an appropriate level of parking provision they have no objection.
- 6.2 **NHS Blackpool Clinical Commissioning Group** - Have assessed the implications of the proposal on delivery of general practice services and is of the opinion that it will have a direct impact which will require mitigation with the payment of an appropriate financial contribution of £3,101 towards reconfiguration at Stonyhill Medical Practice/Harrowside Surgery.
- 6.3 **Local Education Authority** - Are not seeking an education contribution on this occasion, due to the mix of development the yield of pupil place pressures is expected to be low.
- 6.4 **Housing Department** - There is a preference for on-site provision of affordable housing.
- 6.5 **Police Architectural Liaison Officer** - Lancashire Constabulary encourages all applicants to develop new residential schemes and refurbishments to the police preferred security initiative Secured by Design (SBD). This scheme provides a framework to ensure all aspects of security are integrated into the design to keep people safe and feeling safe.
- 6.6 **Blackpool Airport** – no response received, any comments that are received in advance of the Committee meeting will be reported through the update note.

7.0 REPRESENTATIONS

- 7.1 Press notice published: 11/05/21.
- 7.2 Site notice published: 11/05/23.
- 7.3 Neighbours notified: 04/05/21 and 25/04/23
- 7.4 Ninety-seven representations have been received to the application in total. However, when this application originally came in it proposed a parking layout that would not fit with the more comprehensive scheme envisaged by the Council. A very significant number of the objections received have related to parking provision. However, the developer has since agreed to a joint parking scheme and has submitted revised plans removing the parking originally shown. As such, many of the original objections are no longer relevant. Nevertheless, all representations received have been detailed in the relevant section below for completeness.
- 7.5 Three representations have been received to the amended plans from Mr and Mrs Storton of 10 Harrow Place and Mr Richardson the owner of the adjacent Coastal Point development

(representations to the original plans are set out further below).

7.6 Two of these are objections on the following grounds:

- The high-level windows in the kitchen/living rooms on the west elevation abutting the Coastal Point development will allow views out to the adjacent balconies on Coastal Point and similarly views from the Coastal Point apartments into the new apartments thereby detrimentally affecting privacy levels of both developments;
- The proposed floor plans cannot be built as per the submitted drawings as they would not meet current fire regulations, post Grenfell. The internal layout will require protected, secondary lobbies which will be required to be vented, usually via a smoke shaft. Under the new fire regulations for buildings of this height you cannot have front entrance doors to the apartments directly off the landings enclosing the stairs;
- The submitted Drawing No 1993/003/RevP04 'Harrow Place Other Parking Provision' differs to and conflicts with the approved parking scheme and on street provision linked to the Coastal Point planning consent ref: 16/0421 and s106 Agreement;
- Approval of the current application prior to the formal approval of a revised parking scheme linked to the Coastal Point development would render the Council liable for a challenge under Judicial Review and associated costs;
- 6-8 Harrow Place still remains derelict even though 2-4 Harrow Place is nearing completion. The build was supposed to be completed in two years and here we are eight years later with 6-8 Harrow Place starting from scratch. At least the design is in keeping with the existing development which must be a fundamental architectural principle;
- If the proposal does not go ahead the Council should compulsory purchase it and make it into a car park, before it collapses on someone, which would reduce the residential parking crisis;
- Roof garden –no objections as long as the garden to the west of our property is not overlooked. Clear glazing on this side and waist height is not acceptable.

7.7 The other representation is a neutral comment raising the following issues:

- The amended plans have removed the perpendicular parking directly in front of no. 10 Harrow Place and on the side of 10 Harrow place so there is no requirement for the 1 metre path which would have been totally unpractical, especially considering the detrimental effect to the elderly, physically impaired and for public safety;
- The 1 metre path caused the public backlash 2 years ago. The new proposal 21/0386 is in line with that originally proposed 7 years ago in 2016 under 16/0421 by the developers involved;
- The Council has assured them the scheme will maintain the parking on Harrow Place their household currently has [no. 10 Harrow Place].

7.8 Ninety-four objections were received to the original plans for the scheme. Around a third of these are from residents in the immediate vicinity. The remainder are from residents across the wider Blackpool area, with a significant number from more remote locations including Lytham St. Annes, Poulton, Carleton, Freckleton and London. These representations raise the following issues:

Councillor Cox (who was the Ward Councillor for the Squires Gate Ward until 4 May 2023):

- Objects to the scheme following consultation with residents and the potential negative impact it will have;
- This building has been vacant for over 10 years and has fallen into a state of dereliction which has been a source of complaints from local residents due to the unsightly nature

of the building and issues with anti-social behaviour with youths and "explorers" gaining illegal access to the site;

- Residents are also concerned about the plans for balconies which will overlook their properties which they feel invades their privacy;
- The plans also include a perpendicular parking scheme which residents are fearful will invade their privacy as it will be immediately outside a residential property adjacent to the development. This will also result in the loss of pavement space and will potentially create a blind spot at the junction with Clifton Drive which is a very busy road used by large volumes of traffic.

Councillor Walsh (Councillor for Squires Gate Ward):

- Objects to the application and supports the objection from 10 Harrow Place. Vehicles parked would face directly into the property and this will have a negative impact on the residents overall level of privacy;
- Is concerned about the height of the vehicles and subsequent light pollution that will enter the living room in both the evenings and throughout the dark winter months. They imagine that this would be extremely annoying for the homeowners;
- Concerns about the loss of parking for visitors to the area and the burden such a scheme (if it were to go ahead) will place on surrounding roads and streets;
- They are aware that any future residential parking schemes have been put on hold as Civil Enforcement Officers (CEO's) cannot police any more schemes. Again, this knock on effect has the potential to negatively impact surrounding roads by increasing 'parked' vehicles;
- Object to the substantial loss of pavement that is being sought away from the actual development itself. Indeed, as well as negatively changing the overall aesthetic nature of the area this type of development would set a precedent for future developers who do not have adequate 'on-site' parking.

Objections from residents and other members of the public on the following grounds:

General objections

- In principle support the application but due to the omission of details object as they have concern over proposed western rear elevation as it abuts their property and overlooks the rear and side elevation of Coastal Point. This western rear elevation shows large, Juliet style windows in the first, second and third floor close to the rear apartments on no. 4 Harrow Place which are currently under construction and which have approval for patio doors and balconies so the proposal will impact on their privacy/amenity of the apartments in no.4 and 6 Harrow Place and impact on the fire safety requirement by posing a fire outbreak. There is no need for the windows as they there are windows in the south elevation and there are no authorised window openings in this elevation at present [these have since been replaced by high level windows];
- The plans for the west elevation do not show the proposed external materials finish;
- Object to any more change in the area with constant noise;
- A number of the bedrooms appear to look out onto blank walls in light wells. How are the inevitable dead seagulls going to be retrieved from the lightwells?
- The other bedrooms look out onto service roads;
- There is not enough details in terms of the proposed materials;
- Blackpool already has plenty of two bedroom flats. They do not think there is a need for these flats;
- It looks like two person lifts are being proposed. They certainly look smaller than the lifts for the flats overlooking promenade. They would expect a lift in family

- accommodation to be able to carry two adults, a child and a push chair;
- No. 10 Harrow Place will lose privacy due to the design with lights, chatter and doors closing all the time and their front garden will become less used due to car exhaust pollution;
- Roof garden will overlook the garden of no. 10 Harrow Place;
- The building will overlook the back of their property on Clifton Drive and deprive them of privacy. Lounge windows would overlook into their garden, kitchen and back bedrooms and excessive noise from open windows would be disturbing especially at night;
- Extra vehicles using the service road would damage the already poor surface;
- Residents and visitors are being made to suffer because the owners of the buildings fell out.

Highway Issues

- Residents need all pavements for disabled people, bicycles, prams and to be able to walk safely;
- There are clearly too many apartments for the available parking in the area;
- The pavement proposed does not comply with the Disability Discrimination Act and Equality Act of 2010 in terms of its width (a wheelchair user and personal assistant side by side need 1500mm);
- The pavement should not be reduced to less than 1m;
- The development should have its own parking on their own land;
- Why does this developer have the right to make use of a money making scheme of making Harrow Place permit parking?
- If Harrow Place becomes permit parking, tourist and users of the Solaris Centre and unpermitted drivers will park on Crichton Place, Bentink Avenue, Walpole Avenue, Raleigh Avenue and Abercorn Place;
- Why should anyone pay to park outside their own home, including the residents of Harrow Place;
- The end of Harrow Place will become a cluttered, claustrophobic line of cars;
- Pulling out of the driveway of no. 10 Harrow Place will be difficult and could be dangerous if their views are obscured and they will be no-where to park on street;
- Their bins will block the footway that is less than 1m wide;
- The parking will be dangerous;
- How far should a parking spot be from a busy road like Clifton Rd? – one is shown almost on the corner and drivers will be reversing out of the space with an impaired view while cars and buses use the street;
- Object to use of a public road for private parking which will be unavailable for local residents. Surely any new development should not be passed without adequate parking;
- The additional parking on Harrow Place will not be beneficial to the people already living in private houses there. It is unfair to allow parking for residents of the new development to have parking rights outside other private houses;
- Narrowing of the footway would impact significantly on all members of the public especially people with prams, mobility scooters and people who are disabled e.g. in wheelchairs;
- The development is a positive reflection to the town's appearance but brings nothing to the neighbourhood other than inconvenience;
- The size of the parking spaces seem too small as most vehicles are now longer and wider than they cater for;
- 10 Harrow Place will virtually become surrounded by a car park and impact on their way

- of life especially in the winter months when headlights will shine into their windows;
- The parking could impede access to residents driveways and increase the risk of accidents by preventing sufficient line of sight;
- How will it impact on deliveries to surrounding businesses by preventing access using larger vehicles?
- Residents in the area already have difficulties with parking as tourism impacts on this especially during the season;
- Where will the public and visitors park if residents' permits are required?
- Visitors will park on surrounding roads;
- It will reduce access to the Solaris Centre and impact on any future development of that site;
- The planning process has been manipulated to separate the construction/refurbishment of the apartment from the parking;
- The building will overlook existing properties from balconies and roof terraces;
- Will permits be restricted to cars or will it include vans and commercial vehicles?
- Will permits be available to all the residents in Harrow Place or limited to the owners of the flats?
- How many parking permits will be issued?
- Will charging points for electric vehicles be included in the scheme?
- How is a one-way system exiting onto the Promenade going to work during the illuminations?
- The parking spaces come very close to the corner with Clifton Drive, which they feel is also dangerous to traffic and pedestrians crossing Harrow Place;
- Could there be some safe pedestrian crossing points on Harrow Place? A unbroken run of 36 parking spaces on the north side and another of 26 on the south side will lead to pedestrians crossing the narrow road from between parked cars;
- Can bollards be put at the end of parking bays to prevent encroachment onto the pavement?
- Parking for the Solaris Centre will be reduced;
- If going ahead then it needs to be made one-way and have only one side of parking and use the existing road for parking, not the pavement;
- Vehicles will overhang what little pavement there is and it only takes one badly parked car to remove access for many;
- It will make access to the rear of the Carousel Hotel difficult due to parking bays. Delivery lorries and fire engines wouldn't be able to turn down the alley;
- The house on Harrow Place will not have a space to park or have any visitors park outside their property;
- The proposed garden in the south/east corner could easily accommodate 5 or 6 cars which would remove the need for the bays across the front of number 10 Harrow Place and also on the Western side of the service road;
- There appears to be a storage area for the proposed apartments built into the plans which, if feasible, could be used for parking;
- The forecourt space in front of the building could easily be used for additional parking and utilised better.

8.0 ASSESSMENT

8.1 Principle

- 8.1.1 The application property is not within a Main Holiday Accommodation Area and, in accordance with Policy CS23 of the Core Strategy, the change of use of the building from a

hotel to permanent residential use will be permitted where the proposals provide high quality homes which comply with the Council's standards for conversions or new build, and relate well in use, scale and appearance to neighbouring properties. Therefore the use of the building as permanent flats is acceptable in principle subject to the other criteria being satisfied.

8.2 Amenity

- 8.2.1 Policy CS13 of the Core Strategy relates to Housing Mix, Density and Standards and requires new residential development to provide an appropriate mix of quality homes which help to rebalance Blackpool's housing supply and support sustainable communities. It states on all sites, new flat developments will not be permitted which would further intensify existing over-concentrations of such accommodation and conflict with wider efforts for the comprehensive improvement of the neighbourhood. Developments including more than 10 flats are unlikely to be acceptable on sites in the inner area away from the seafront and town centre. Where flat developments are permitted, at least 70% of flat accommodation should be two bedrooms or more.
- 8.2.2 The proposal is for 15no. flats but is not within the inner area. In addition 80% of the flats will have two bedrooms so the proposal complies with policy in terms of location and accommodation mix.
- 8.2.3 Policy CS13 also requires accommodation to meet the relevant standards for conversions: the Government's Technical Housing Standards – Nationally Described Space Standards, in relation to overall Gross Internal Floor Area (GIFA) and bedroom sizes, and the Council's New Homes from Old Places Supplementary Planning Document in relation to kitchen/dining/lounge area size.
- 8.2.4 The Supplementary Planning Document also states to rebalance the housing mix and create sustainable neighbourhoods the Council will discourage the development through conversion and sub-division of properties into relatively small units and encourage larger flats and family homes. The Council will achieve this by applying floor-space thresholds based on the size of the original property to determine the number of residential units which can be created through conversion or sub-division.
- 8.2.5 All of the flats comply with the Department for Communities and Local Government National Technical Housing Standards, and where relevant the New Homes from Old Places Supplementary Planning Document in terms of their overall floor area and bedroom sizes. The applicant submitted amended plans during the course of the application, altering the design of the proposal to more closely match that of the adjacent Coastal Point building. This removed the amount of projection at ground floor and reduced the size of the walk-on balconies on the upper floors facing Harrow Place. As a result the size of seven of the flats facing Harrow Place reduced in overall size slightly but would still meet the required standards in relation to floor space. Although the kitchen/dining/lounge areas of these seven flats now fall slightly below the required standard, this is only by a small amount and the scheme is overall considered to provide a good level of internal accommodation for occupiers.
- 8.2.6 There is currently a single-storey element on the rear of the building that would be demolished as part of the proposals and small storage areas provided for fourteen of the fifteen flats on the ground floor of the building and a bin storage area along with a small area of outside space which is welcomed.

- 8.2.7 A small three storey extension would be added on the east elevation creating approximately an additional 5m² floor area at first, second and third floors. To the rear and side of the building the existing top floor would be squared off to create better accommodation in terms of head height. A roof terrace would also be created above for residents.
- 8.2.6 The depth of the building creates an issue with how to provide light to the bedrooms on the sides. There are some existing windows set within the recess on the east elevation of the building, but to provide light to the rooms on this side of the building additional ones would be added. The windows proposed on the ground floor of this elevation would be high level to provide privacy for the occupants of the proposed flats and some of the windows would serve bathrooms so would be obscure glazed. The others (that would serve bedrooms) in this elevation would have their lower section obscure glazed, with only the top, high level section being clear glazed. Whilst not ideal, this would provide occupants with some outlook whilst adequately protecting the privacy of neighbours.
- 8.2.7 The depth of the building also creates a similar issue on how to provide light to the windows serving flats 2, 5, 7, 9, 11, 13 and 15 on the west side of the building (next to Coastal Point). The proposed layout uses a light-well created between the application building and the adjacent Coastal Point building to serve some of the windows. Where the windows in the western elevation would face windows in Coastal Point, these windows would be separated by as little as 2m in places. Towards the rear of the building, the windows would simply face a blank wall. Even if the windows facing other windows are obscure glazed at the bottom with clear glazing above, this is still very far from ideal. All would offer a poor level of daylight and outlook, and ordinarily this would not be acceptable. However, in this instance it is acknowledged that similar light wells have been approved on Coastal Point, and would have originally been employed here had this property remained within that development. No other design solution that would resolve this issue whilst still achieving a beneficial use of no. 6 has been identified. Given the very particular history and circumstance of this site, it is not considered that approval of this arrangement could set a precedent for other schemes. As such and on balance, and subject to a condition ensuring that the inside faces of the light-wells are painted white to maximise light reflection, the use of light-wells as proposed is accepted.
- 8.2.8 The proposed configuration of the building allows windows to the main habitable rooms, the kitchen/dining/living areas, to be positioned on the front and rear elevations of the building to benefit from maximum light and outlook.
- 8.2.9 The west elevation of the proposal would have high level windows at first, second and third floors providing further light to the lounge/kitchens of apartments 7, 11 and 15. Concerns have been raised by the owner of Coastal Point in relation to these high level windows and their relationship with the balconies on the rear (south) elevation of Coastal Point. These are noted. However it is considered their location and position is to maximise light into the proposed flats, rather than to achieve an outlook for the occupiers. It is considered that people on the balconies would be more likely to be able to look into the high level windows than the other way around. The windows are considered acceptable subject to a condition requiring them to be obscure glazed to prevent this but still allow light in.
- 8.2.10 The proposed layout is therefore considered the best solution available to prevent overlooking to the properties and gardens to east while still providing sufficient light to the proposed flats and a providing a reasonable standard of amenity for them, and in this case is therefore accepted.

- 8.2.11 To the front the proposed small balconies would look towards the grounds of the Solaris Centre. To the rear the flats would have windows and a Juliette balcony facing south. These would face towards a bin store and a single-storey building to the rear of the properties facing New South Promenade. This building has no windows facing the application building.
- 8.2.12 The proposed flats would benefit from a roof terrace across the whole roof of the building accessed via a staircase covered by a glazed entrance/exit. It would be surrounded by a glazed balustrade set 1m back from the edge of the building. It is not considered that this would result in unacceptable overlooking to adjacent properties given its height and set back. The terrace would, however, provide some meaningful outdoor amenity space for the enjoyment of residents. Given the relatively limited availability of garden space for a development of this size, this provision is welcomed.
- 8.2.13 Overall it is considered that the proposal would not have an unacceptable impact on the adjacent properties and would provide a satisfactory quality of accommodation for future residents. The proposal is therefore considered to be in accordance with Policies CS13 and CS23 of Part 1 and Policy DM5 of Part 2.

8.3 Visual and heritage impact

- 8.3.1 When the application property was included within the adjacent Coastal Point development, the whole would have had a coherent design. When the current scheme was originally proposed, it had its own design approach. Given the scale of the two developments and the fact that they were being delivered separately, the use of two complementary but contrasting design approaches was considered to be acceptable. However, the applicant has since chosen to amend the design of the proposal to reflect the design of how the adjacent Coastal Point has been built out. It is acknowledged that the elevation treatment of Coastal Point has departed from the permission granted. However, this design is nevertheless considered to be generally acceptable and an application to regularise this situation is currently under assessment.
- 8.3.2 The front elevation of the property would align with that of the neighbouring Coastal Point. It would be remodelled so it would have two recessed sections with floor to ceiling windows on each floor and two projecting sections with a small balcony on each floor.
- 8.3.3 To the side and rear at third floor the existing property will be 'squared off' to create more head height at this level and will also match the Coastal Point development at the rear. A small three storey extension would also be added at first, second and third floors on the eastern elevation.
- 8.3.4 As stated above the proposed design would reflect the part of Coastal Point adjacent to the application building and as a result it would be viewed as one cohesive development, stepping down from the corner with the Promenade.
- 8.3.5 With regard to heritage impact, the site falls within the setting of the Solaris Centre which is locally listed and therefore a non-designated heritage asset. Paragraph 203 of the National Planning Policy Framework explains that any effect on significance should be taken into account, but that a balanced judgement must be taken. In this case, the development would be viewed as a continuation of the existing Coastal Point development and so would not have a harmful effect on the setting of Solaris or undermine its significance as a heritage asset.

8.3.6 In light of the above, the proposal is considered to be in line with Policies CS7 and CS8 of Part 1 and Policies DM5, DM17 and DM28 of the Local Plan Part 2 and is therefore acceptable.

8.4 Access, Highway Safety and Parking

8.4.1 As stated above, when granting planning permission ref. 16/0421, the Council envisaged the provision of parking on Harrow Place and New South Prom to compensate for the lack of parking spaces on site. The plans originally submitted for the current application showed 15no. perpendicular parking spaces to be created on Harrow Place outside the application property and no. 10 Harrow Place. This would have conflicted with the wider proposal meaning that it would not have been possible to deliver both schemes.

8.4.2 Under permission ref: 16/0421, approval was granted for the creation of 66 flats. However, planning permission had previously been granted for 19 units at nos. 653-655 New South Promenade (variously under references 14/0448/14/0763, 16/0204, 16/0560 and 18/0501). The Committee report for permission ref. 16/0421 notes that together these two developments provided 85 flats. The report states that the parking provision devised for application ref. 16/0421 would amount to 88 spaces, and appears to imply that this provision would meet the needs of the entire Coastal Point development across nos. 2-4 Harrow Place and 647-655 New South Promenade. The overall scheme of 85 flats would have benefitted from 88 spaces as follows:

- 16 on-site to the rear of the building
- 3 to the front of nos. 653-655 New South Promenade (outside the red edge of the application site)
- 14 to the front of nos. 647-651 New South Promenade (part inside and part outside of the red edge of the application site)
- 55 on Harrow Place

8.4.3 Although the parking provision proposed in relation to 16/0421 only strictly related to the 66 units proposed as part of that scheme, the accompanying Committee report clearly considered the level of parking in the context of the overall Coastal Point development. Overall, this equated to roughly one space per flat, and was considered to be acceptable given that the site is in a highly sustainable location on tram and bus routes. Although the Council's current parking standards would typically now require provision of 150% parking for flats, the highly accessible nature of the site means that 100% provision, or one space per flat, would be equally acceptable for the current application at nos. 6-8 Harrow Place. Altogether the developments in the immediate vicinity would provide 100 flats (66+19 at Coastal Point and 15 at 6-8 Harrow Place).

8.4.4 As stated in para 1.6, the Council has devised a potential comprehensive parking scheme on Harrow Place and New South Promenade that would meet the combined parking needs of the Coastal Point development and the current application proposal. The scheme would provide 86 spaces in total on Harrow Place and New South Promenade. Planning permission ref. 16/0421 approved 16 spaces to the rear of Coastal Point. It appears that only 15 have been provided on site. Nevertheless, these spaces in addition to the 86 on Harrow Place and New South Promenade would give a total provision of 101 spaces for the 100 flats. This level of parking is considered necessary and appropriate to serve the developments. In any event and with specific reference to the scheme the subject of this application, provision of 15

parking spaces (at a rate of one space per flat) is considered necessary to make the development acceptable.

- 8.4.5 If the Council's proposal is pursued, it would be the Council's intention to deliver the scheme as one piece of work to minimise costs and reduce disruption to the local area rather than it be undertaken in two phases. It is intended the parking will be delivered as a joint venture between the Council and the relevant land-owners/developers. Members are respectfully advised that works within the highway do not need planning permission and can be done under the Council's highway powers.
- 8.4.6 Should this option be pursued, the Council would fund the parking provision in its entirety on the understanding that it would be able to recover a part of this expenditure through planning obligations. The Council has undertaken to cover the cost of service diversion works as its contribution to the scheme and would not seek to recover this outlay. If pursued, it is intended that the expenditure to be recovered would be clawed back partly through the payment of commuted sum contributions, and partly through a commitment to purchase resident parking passes at an elevated charge until the full cost of the works is repaid. As the parking would serve two separate developments, but would be delivered by the Council, very careful consideration has been given to potential mechanisms that could be used to secure it.
- 8.4.7 Whilst it is the Council's clear preference to implement the parking scheme it has devised to meet all development requirements in the immediate area, the existing situation with regard to the existing planning permission at Coastal Point (ref. 16/0421) must be acknowledged. It must be recognised that it may not be realistically practicable to implement the Council's scheme without the cooperation of the two developers involved.
- 8.4.8 As the Coastal Point scheme is at an advanced stage of development and is already generating parking pressure in the nearby area, the Council would prefer to ensure that the envisaged parking provision is delivered as soon as possible to meet the current demand from existing residents of Coastal Point and those yet to move in.
- 8.4.9 As set out above, an application under s73 of the Town and Country Planning Act to vary aspects of permission ref. 16/0421 has recently been submitted in respect of the Coastal Point development. If the Council is able to support this scheme and grant an approval (which under a s73 application is a new planning permission), this would enable the existing S106 legal agreement to be revised or a new S106 drafted. Any such agreement could secure the necessary contributions and commitments from the Coastal Point development to cover the parking provision to be allocated to that scheme. Alternatively, it may enable the imposition of appropriate conditions to secure the necessary parking provision to meet the needs of the development.
- 8.4.10 The situation with nos. 6-8 Harrow Place is different as development has yet to commence. As the Council cannot be certain that the provision parking scheme it has devised will be delivered, due to the complexities of implementation given the different parties involved, the imposition of a planning condition on any permission granted in respect of this application is considered to be the most appropriate option. The condition would prevent the commencement of development until a scheme to secure appropriate car parking provision (at a rate of one space per flat) has been secured. This scheme would need to identify both the provision and a mechanism for delivery.

- 8.4.11 In the event that the Council is able to pursue the implementation of its parking scheme, as set out above, the Council would look to forward fund and implement the scheme in full, and then recover the monies from the developers who would benefit from the provision.
- 8.4.12 With regard to the discharge of any condition relating to parking provision for this proposal, the applicant could seek to discharge such a condition on the basis of the Council's proposals. In terms of agreeing a mechanism for delivery, it is envisaged that any application for discharge of condition could include a S106 legal agreement to secure appropriate planning obligations as follows:
- (a) If the parking scheme has not been carried out by the Council:
 - (i) The developer could pay the Council a lump sum to fund the works in their entirety;
 - (ii) The developer could pay the Council a lump sum to partially fund the works with the remainder to be funded by the Council. The developer would then need to commit to the purchase of 15 permits a year at a fixed sum until the Council's outlay on their behalf has been repaid.
 - (b) If the parking scheme has been carried out by the Council:
 - (i) The developer could pay the Council a lump sum to cover the costs of the works in their entirety;
 - (ii) The developer could pay the Council a lump sum to partially cover the costs of works and then need to commit to the purchase of 15 permits a year at a fixed sum until the Council's outlay on their behalf has been repaid.
- 8.4.13 The condition would, however, provide safeguards in the event that the Council is unable to implement the parking scheme it has devised. The requirement for the applicant to submit a parking scheme and mechanism for delivery would provide flexibility for the applicant to identify an alternative option for parking provision to that devised by the Council. Crucially in terms of ensuring appropriate parking provision, if it is not possible for an acceptable parking solution to be identified, it would prevent development from taking place on site.
- 8.4.14 Notwithstanding the above, it must be recognised that a planning permission, once granted, remains extant for 3 years. Consequently, it is quite possible that the Council would find itself in a position whereby it was able to implement the parking solution envisaged before any application to discharge the recommended condition were made. In this case, and as stated above, the Council would look to implement the scheme and then recover the expenditure in the future from the relevant developers. It is envisaged that, if the parking spaces are provided prior to any development at nos. 6-8 Harrow Place, those intended to serve that scheme would be used as general pay and display spaces until such time that they are required to meet the needs of the development. At that point, and subject to the terms of any discharge of condition or planning permission granted, they could then change to residents parking for the flats.
- 8.4.15 In the event that the parking provision is delivered but any planning permission granted in respect of this application lapses, the Council would continue to use the spaces as general pay and display and is satisfied that, over time, it would adequately recoup its costs to justify the expenditure of public funds. The potential to then allocate the spaces to any future residential development would remain, and any necessary and proportionate obligations to secure this could be explored at that time.

- 8.4.16 To respond to many of the objections received to the application regarding the width of the footways, these related to the width of the footway on the applicant's originally submitted layout plan which showed the footway width on the south side of Harrow Place being less than 1m. The highway layout plan now proposed by the Council maintains all the footways at, at least 2m. Manual for Street confirms that there is no minimum width that footways need to be, but generally 2m is seen as the ideal minimum width (confirmed in the Department for Transport's Inclusive Mobility document) as this allows two people in wheelchairs to pass each other comfortably. With the footways now shown as 2m it is considered the proposal is acceptable in relation to pedestrian safety.
- 8.4.17 Many of the objections to the scheme note that the parking that is to be created for residents of the scheme and Coastal Point would be on what is now public highway, and that private developers would therefore benefit from this to the detriment of residents and visitors.
- 8.4.18 Since the permission for the adjacent Coastal Point building was originally granted it was always the intention that Harrow Place would be reconfigured to create parking to facilitate the developments on the corner of New South Promenade and Harrow Place, replacing buildings that had long stood empty. The application proposed seeks to do the same by remodelling and putting to a new use a current long-standing empty building. It is considered without the parking provision proposed such ambitious redevelopment of the site could not occur leaving a dilapidated site to the detriment of the streetscene and general amenities of the area. Whilst the proposal would result in the loss of general parking for other residents and visitors in the immediate vicinity, it is considered, on balance, that the benefits of redeveloping the site to a good standard and providing sufficient parking for it outweigh the negative impacts associated with the scheme.
- 8.4.19 A lay-by outside no. 10 is proposed for general parking unassociated with the developments, though the final details of this will be down to the Council's Highways Department as works within the highway do not need planning permission.
- 8.4.20 Fourteen of the flats would have a small store on the ground floor which could be used to store a bicycle store and is welcomed.

8.5 Drainage and flood risk

- 8.5.1 Part of the site is located within Flood Zone 3 and part in Flood Zone 2 with the rest in Flood Zone 1. However the proposal is for a change of use of the existing building to residential with internal and external alterations. The proposal would result in a reduction in the ground floor footprint of the building. As the scheme is a conversion, there is no requirement for the applicant to demonstrate compliance with the sequential test. A site-specific Flood Risk Assessment is required however, and the scheme must comply with the exceptions test.
- 8.5.2 This latter requirement is considered to be easily satisfied. This is a prominent site within the setting of a locally listed building. Permanent residential development is considered to be the only appropriate land-use on the site in the current planning policy context. As such, the public benefits of bringing the site back into active, beneficial use, and providing new housing, is considered to outweigh any identified flood risk.
- 8.5.3 The applicant has not submitted a site-specific Flood Risk Assessment. However, the flood risks affecting the site and any necessary mitigation measures are currently being reviewed and officers will provide additional commentary on this matter through the update note. The

Environment Agency is a statutory consultee on development proposals in Flood Zone 3. As their consultation period will not have elapsed in advance of the Committee meeting, it will not be possible for a determination to be made on that date.

- 8.5.2 Foul and surface water will be drained via the mains sewer as per the existing building which is considered acceptable.

8.6 Biodiversity impact

- 8.6.1 The existing frontage of the building is completely covered in hardstanding and the rear yard is largely earth covered in weeds. A condition is proposed to ensure these areas are suitably landscaped to ensure biodiversity net gain through biodiversity enhancements. The existing roofspace of the building has been in active use, as evidenced by the presence of dormer extensions, and so the building is not expected to offer any realistic potential of being used by roosting bats.

8.7 Planning Obligations

- 8.7.1 Under policies in the development plan there are requirements, where relevant, for new developments to make contributions to infrastructure. These include affordable housing, public open space, trees and health care provision.
- 8.7.2 Policy CS14 relates to affordable housing. This states that all market and specialist housing developments, including conversions, creating a net increase of three dwellings or more will be required to provide affordable housing (either on-site or off-site) or make a financial contribution towards affordable housing provision. Developments within the defined inner area are exempt from this requirement. The site is not within the inner area.
- 8.7.3 Where developments would comprise 15 dwellings or more, the affordable housing requirement is 30% of the total number of dwellings created. On-site provision will be sought where possible. Off-site provision, or a financial contribution of broadly equivalent value, will be considered instead of on-site provision where the site is unsuitable for affordable housing, or where this would be more effective in delivering affordable housing to support Blackpool's regeneration objectives. However, the National Planning Policy Framework states that to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount. This would suggest that no affordable housing requirement should be levied in this case.
- 8.7.4 The proposal would generate a requirement for a commuted sum towards Public Open Space of £24,827.04 and a contribution towards local healthcare provision of £3,101 towards reconfiguration of Stonyhill Medical Practice/Harrowside Surgery. However, Blackpool Clinical Commissioning Group has based this figure on 14 units. If it was based on 15 units (an additional two-bed flat) this figure would be slightly higher.
- 8.7.5 No contribution is required towards the provision of local education, but there is a requirement to provide either two trees per dwelling on site or pay £1000 per tree for off-site provision. As there would not be sufficient space for these trees on the site a commuted sum would be payable. In addition there is a requirement for the developer to pay the cost of providing parking spaces on Harrow Place to serve the development and make it acceptable in planning terms.

- 8.7.6 The applicant has, however, made an argument that the payment of all of the above would render the scheme unviable.
- 8.7.7 Viability is a material planning consideration as set out in the National Planning Policy Framework, and the approach that should be adopted is set out in the National Planning Guidance. The applicant has submitted a viability argument in relation to the scheme on the basis that the value generated by the development would be less than the cost of developing the site if they had to pay all the financial obligations required by policy as well as pay to provide the necessary parking.
- 8.7.8 The applicant has submitted a report that they state demonstrates their argument. However, what has been submitted is not a financial viability assessment that follows the approach as set out in the National Planning Guidance but rather appears to be a traditional valuation report.
- 8.7.9 However, the Council has had the report professionally independently reviewed and a financial viability appraisal of the scheme has been undertaken that adheres to Royal Institution of Chartered Surveyors Guidance Note: Financial Viability in Planning; Conduct and Reporting and the National Planning Guidance. This is considered a robust review of the financial viability of the site. It concludes that the developer can afford to pay £40,000 in planning obligations for the scheme to remain financially viable.
- 8.7.10 In such situations a planning judgement has to be made as to which of the obligations should take priority. In this case it is considered that the most important element is the provision of parking as without it the proposal would have a significant detrimental impact on the surrounding area and residents. It is therefore not possible to provide the other obligations without the proposal being unviable. This weighs notably against the scheme and must be considered in the overall planning balance.

9.0 Other Issues

- 9.1.1 Comments have been made regarding the proposed layout not complying with fire regulations post-Grenfell as secondary lobbies will be needed. It is accepted that this may require some minor internal alterations at Building Regulations stage.
- 9.1.2 The comments of the Police Architectural Liaison Officer will be passed to the developer via an informative note on any permission.
- 9.1.3 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).
- 9.1.4 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.
- 9.1.5 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.

10.0 Sustainability and planning balance appraisal

10.1.1 Sustainability comprises economic, environmental and social components.

10.1.2 Economically the scheme would have some limited positive impact as the creation of new residential units would help to support local shops and services and some employment would be generated during construction. The loss of the former hotel use would accord with planning policy and the wider strategy for resort regeneration and so would weigh in favour of the proposal.

10.1.3 Environmentally, environmental quality and biodiversity would not be materially affected, and the scheme will allow some limited landscaping on a constrained site where there is currently very little. The proposal would be visually acceptable and would have a positive impact upon the quality of the streetscene relative to the current, long standing vacant building in a poor state of repair.

10.1.4 Socially, the scheme would provide good quality permanent accommodation and will not have an unacceptable impact on amenity. No unacceptable impacts on the significance of heritage assets would result and, subject to confirmation, it is anticipated that the development could be kept safe from flood risk and would not exacerbate flood risk elsewhere. No unacceptable highway safety impacts are anticipated. The scheme would make a notable contribution towards the meeting the Council's identified housing land supply.

10.1.5 In terms of the planning balance, the scheme would not deliver the full range of planning obligations required, but would bring a derelict site in a prominent position back into beneficial use by delivering new housing of an acceptable standard. It is considered that this weighs sufficiently in favour of the application that it can be considered to constitute sustainable development. No other material planning considerations have been identified that would outweigh this view.

11.0 FINANCIAL CONSIDERATIONS

11.1 The scheme would generate Council Tax revenue but that is not a material planning consideration and it can carry no weight in the planning balance. The Council would place itself in a degree of financial risk by forward funding and providing the car parking required to serve the future needs of this development. However, this has been carefully considered by officers and it is considered that the costs of the works could be satisfactorily recouped through use of the parking spaces for play and display purposes in the event that no development is delivered. As such, the financial risk is considered to be reasonable and manageable.

12.0 BLACKPOOL COUNCIL PLAN 2019-2024

12.1 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.

12.2 This application accords with the priorities by creating new homes of a good standard from a currently vacant building in a poor state of repair.

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 Members are respectfully recommended to resolve to support the scheme and delegate approval subject to no objections being received from the Environment Agency, no further representations raising substantively new issues being received, and subject to the following conditions. Please note that an additional condition in relation to flood risk mitigation may be required and would be communicated through the update note:

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 20 April 2023

Proposed Ground Floor Plan drawing ref. B/21/41/03

Proposed First, Second, Third Floor and Roof Terrace Plans drawing ref. B/21/41/03

Proposed Elevations drawing ref. B/21/41/05

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 external materials to be used on the development hereby approved, including those of the roof balustrade, shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any above ground construction and the development shall thereafter proceed in full accordance with these approved details.

Please note that, for the purpose of this condition, it is expected that the internal faces of the light-wells will be finished in white to maximise light reflection.

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 Policy DM17 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

4. The surfacing materials to be used in the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority prior to the laying down of any final surfacing and the development shall thereafter proceed in full accordance with these approved details.

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 Policy DM17 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

5. No flat/maisonette shall be occupied until all of the internal and external alterations shown on the approved plans have been carried out in full and in full accordance with the approved details.

Reason: In order to ensure that the accommodation provides an adequate standard of residential amenity to improve the external appearance of the property and ensure that it has appropriate residential character in accordance with Policies CS7 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027, Policies DM5 and DM17 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027, and the Council's New Homes from Old Places Supplementary Planning Document 2011.

6. 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 and CS23 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy DM36 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

7. Before the development hereby approved is first brought into use the refuse storage shown on plan ref. B/21/41/03 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 DM17 and DM36 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

8. (a) The glazing in the east elevation shown to be obscure glazed on drawing ref: B/21/41/05 (Proposed Elevations) and the bathroom windows and high level windows in the west elevation shall be at all times obscure glazed to a level of 5 on the Pilkington Glass levels of obscurity or other equivalent rating.

(b) The glazing the subject of this condition shall be non-opening below a height of 1.7m above internal floor height.

Reason: In order to safeguard the privacy of nearby residents in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy DM36 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

9. Prior to the first occupation or use of the development hereby approved:

(a) a landscaping scheme shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall include a full planting schedule detailing plant species and initial plant sizes, numbers and densities;

(b) the landscaping scheme agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details; and

Reason: To ensure that 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 in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies DM21 and DM35 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

10. Prior to the commencement of any above ground construction, a scheme for the provision of boundary treatments to include their position, height, materials and design, shall be submitted to and agreed in writing by the Local Planning Authority. These agreed boundary treatments shall then be provided in full and in full accordance with the approved details before the proposal hereby approved is first brought into use.

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 Policy DM17 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

11. Within three months of each flat being occupied, the storage area for that flat at ground floor as shown on plan ref. B/21/41/03 shall be provided and shall thereafter be retained and maintained as such.

Reason: In order to provide storage for the flats that could be used as cycle storage and to facilitate travel by a sustainable transport mode in accordance with Policy CS5 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy DM41 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

12. 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.

13. Demolition and/or construction of the scheme hereby approved shall at all times comply with the following:

- (i) Days and hours of work shall be limited to 0800-1800 Monday to Friday and 0800-1200 on Saturday with no working on Sundays and Public Holidays
- (ii) A board displaying contact details for site management shall be displayed throughout the demolition/construction period. This board shall be easily legible from a public vantage point.
- (iii) At no time shall materials be burned on site
- (iv) All materials brought onto site shall be and remain covered until use to minimise dust generation as far as is practicable

- (v) All materials and works with the potential to generate dust will be damped down through misting or light spray to minimise dust generation as far as is practicable
- (vi) Wheel washing will be carried out as appropriate to prevent the transfer of mud, dust and other debris onto the public highway
- (vii) Notwithstanding the requirements of part (vi), any mud, dust or other debris on the public highway generated by the development shall be cleaned and removed same day
- (viii) Developer to inform Local Highway Authority in writing to highwaysandtraffic@blackpool.gov.uk at least 14 working days prior to any obstruction of public highway by demolition/construction vehicles or operations

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy DM36 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.

14. (a) No development shall commence a scheme for the provision of car parking at a ratio of at least one space for each flat, together with a mechanism for its delivery, has been submitted to and approved in writing by the Local Planning Authority; and

(b) No flat hereby approved shall be first occupied until the scheme agreed pursuant to part (a) of this condition has been implemented in full and in full accordance with the agreed details.

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 Policy DM41 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027.