

Officer Report to Committee

Application ref:	23/0426, 23/0430 and 23/0440
Ward:	Squires Gate
Application type:	Various
Location:	HARROW PLACE AND 647-651 NEW SOUTH PROMENADE, BLACKPOOL, FY4 1RP
Proposal:	23/0426 – internal and external alterations involving no change in residential unit numbers 23/0430 – subdivision of one existing flat into two flats 23/0440 – creation of two additional flats
Recommendation:	To note
Recommendation Summary:	This report seeks to explain the issues that relate to parking that apply to all three applications. It is intended to assist Members by ‘setting the scene’ for the following three reports to enable easier understanding and appreciation of the proposals and the way in which they have been assessed.
Meeting date:	09/04/24
Reason for bringing to Committee:	N/A
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1.0 Introduction

1.1 This report is intended to serve as an umbrella report for the three applications referenced. The three applications relate to the Coastal Point residential flat development. All applications share common issues in relation to the provision of car parking.

2.0 Relevant planning history including the three applications on this agenda at Items 8, 9 and 10

2.1 16/0421 (original permission) – External alterations to include front extension and whole roof lift, balconies to Harrow Place and New South Promenade elevations and use of premises as altered as 66 self-contained permanent flats with associated car parking, bin store, boundary treatment and highway works – approved. A S106 legal agreement was entered into as part of this grant of planning permission which sort to create car parking within the public highway to meet the parking needs generated by this development.

2.2 14/0448/14/0763, 16/0204, 16/0560 and 18/0501 – various applications at nos. 653-655 Harrow Place to provide 19 self-contained permanent residential flats. Whilst this application is not referenced in the S106 legal agreement entered into under application ref.

16/0421, the associated Committee report to that application appears to imply that the parking provision envisaged on the public highway was intended to serve the entirety of Coastal Point, i.e. the properties at 653-655 in addition to those at 2-4 Harrow Place and 647-651 New South Promenade.

- 2.3 23/0426 – External alterations to include front extension and whole roof lift, balconies to Harrow Place and New South Promenade elevations and use of premises as altered as 66 self-contained permanent flats with associated car parking, bin store, boundary treatment and highway works - Application under section 73 to allow the variation of condition 1 attached to planning permission 16/0421 to alter various floor layouts, relocation of gym and entrance position, removal of residents lounge in C Block, relocation of windows and amendments to highway and car parking layouts.
- 2.4 23/0430 – Conversion of previously approved single apartment to 2no. Self-contained permanent flats.
- 2.5 23/0440 – Use of part of the ground floor as 3 self-contained permanent flats.

3.0 Parking provision

- 3.1 When granting the original planning permission for 66 flats (ref. 16/0421), given the size and shape of the application site it was not possible to provide a significant level of off-street car parking on the site. Only 16 spaces could be provided to the rear of the building. It was therefore proposed that Harrow Place and New South Promenade would be reconfigured in partnership with the Council. This would involve making Harrow Place one way to maximise the number of parking bays which could be created, with further parking introduced on the New South Promenade frontage of the site.
- 3.2 The original approval for this site (ref. 16/0421) granted planning permission 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 the original permission on this site notes that together these two developments would provide 85 flats and that the parking scheme devised would allow for 88 spaces. The report 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 as the overall scheme of 85 flats would have benefitted from 88 spaces as follows:
 - 16 on-site accessed via the underpass to the rear of the building;
 - 3 to the front of nos. 653-655 New South Promenade (outside the red edge of this application site);
 - 14 to the front of nos. 647-651 New South Promenade (part inside and part outside of the red edge of this application site);
 - 55 on Harrow Place
- 3.3 Therefore, although the parking provision proposed in relation to the original permission for this site 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 still be acceptable for the current application. This would also be consistent with the approach taken in respect of the adjacent development approved at nos. 6-8 Harrow Place under ref. 21/0386.

- 3.4 Members will recall at July committee they approved a scheme for 15 flats in the building adjacent to this site at 6-8 Harrow Place. This was subject to a number of conditions including the requirement to provide a parking scheme.
- 3.5 Current application ref. 23/0426 would not amend unit numbers within the Coastal Point development. However, application ref. 23/0430 would involve the subdivision of one flat into two creating an additional unit of accommodation. Application ref. 23/0440 would convert the space originally intended to provide a gymnasium into two further flats. As such, the three applications taken together would increase the total number of flats in the Coastal Point development from 85 to 88. This figure includes the 19 flats approved at nos. 653-655 New South Promenade.
- 3.6 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 this scheme and the already approved flats at 6-8 Harrow Place next door (i.e. all of the new residential development reasonably anticipated in the very immediate vicinity). Overall, this parking scheme would deliver 76 spaces within the public highway. Of these, 15 would be allocated to the adjacent proposed development, with 61 spaces on Harrow Place and New South Promenade allocated to the Coastal Point development. In addition, Coastal Point also benefits from the 16 spaces in the rear yard (accessed via the underpass) and a further 10 will be created on their own land on the New South Promenade frontage.
- 3.7 This would give a total of 87 spaces for the 88 units proposed across the whole Coastal Point development (including the 19 flats at 647-655 New South Promenade, known as block A). This relates to just less than one space per flat. Given the accessibility of the site, this level of parking is considered appropriate to serve the developments.

4.0 Parking delivery

- 4.1 It would be the Council's intention to deliver the parking for the two schemes (Coastal Point and 6-8 Harrow Place) as one piece of work to minimise costs and reduce disruption to the local area, rather than it be undertaken in two phases for the two adjacent developments. It is intended the parking would 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.
- 4.2 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. The rest of the monies would be returned to the Council partly through the payment of a financial contribution, and partly through a commitment to purchase resident parking passes at an elevated charge. As the parking would serve two separate developments, but would be delivered by the Council as one scheme, very careful consideration has been given to potential mechanisms that could be used to secure it.

- 4.3 Throughout this process it has been recognised that the Council's parking scheme to meet all development requirements in the immediate area could only be delivered with the cooperation of the two developers involved.
- 4.4 Unlike the adjacent building at 6-8 Harrow Place, the Coastal Point scheme is at an advanced stage of development and is already partly occupied generating parking pressure in the nearby area. As a result the Council would prefer to ensure that the 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.
- 4.5 If the three applications this report relates to are supported by the Committee, a new S106 legal agreement would be entered into it. Each application would be dependent upon the completion of this S106 for the grant of planning permission. Any such agreement could secure the necessary contributions to cover the parking provision for the scheme.
- 4.6 With regard to the Coastal Point development, the S106 agreement would require the applicant to:
- Put forward some of their land to be dedicated as highway to allow the highway/parking works to be take place.
 - Pay the Council a lump sum financial contribution towards the costs of providing the highway works to create the car parking spaces;
 - Purchase from the Council any of the resident parking permits allocated for Coastal Point that are not purchased by residents for a period of 5 years from the permits being made available for purchase.
- 4.7 Although entirely separate from this application and proposal, it is recognised that Members are likely to want to understand how the proposals above would tie with the permission granted at nos. 6-8 Harrow Place (ref. 21/0386). It is intended that the S106 agreement for the developer of the adjacent plot at 6-8 Harrow Place would likewise require that developer to put forward some land for dedication, pay a lump sum towards the highway works, and purchase parking permits for a period of 5 years. Very stringent care has been taken to ensure that both developers are treated equally, and that the financial contributions made reflect an accurate proportion of the overall costs based on the proportion of spaces allocated to each scheme. It will be necessary for the developer of nos. 6-8 Harrow Place to submit a discharge of condition application in order for their S106 agreement to be entered into.
- 4.8 Members are advised that it is the Council's intention to deliver as many parking spaces as is possible (accepting that some spaces will require the dedication of land currently within the ownership of the applicant at 6-8 Harrow Place) regardless of any progress with the developer at nos. 6-8 Harrow Place. Appropriate flexibility would need to be built into the S106 to enable the spaces to be used and generate income for the Council in the event that permission ref. 21/0386 is not immediately or indeed ever implemented.
- 4.9 The requirement for the developers to cover the cost of any permits not taken up by residents for the first five years essentially ensures that 100% of the parking provision would be available for resident use over that time period. After 5 years, this requirement would cease. It may then be the case that the number of spaces available exceeds resident demand for parking. This could then result in inefficient use of the spaces on Harrow Place which would hamper the Council in recouping its capital expenditure. It may therefore be

necessary at that time for the number of spaces made available for resident use to be reduced, and the unused resident spaces given over to general pay and display parking.

- 4.10 The scenario set out above may mean that, whilst the current proposed parking arrangements before the Committee would secure a more or less 1:1 parking ratio to begin with, this may change in the future depending upon the level of resident demand over time. This will not be controlled through the planning system but would be for the Council's highways and parking departments to manage at that time as they consider appropriate.

5.0 Overall conclusion with regard to car parking

- 5.1 It has always been 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. It is considered without the parking scheme proposed the ambitious redevelopment of the site could not have occurred leaving a dilapidated site to the detriment of the immediate streetscene and wider 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 outweighs the negative impacts associated with the scheme.
- 5.2 In terms of the layout of the highway, as stated previously, works within the highway do not need planning permission and can be done under the Council's highway powers which are subject to separate procedures. The final details of the highway scheme will therefore be arranged under highway legislation but will meet all relevant highway safety standards.
- 5.3 Overall, the parking scheme envisaged by the Council, in addition to the existing off-street car parking spaces in the rear yard area, are considered to be sufficient to meet the needs generated by the Coastal Point development that would result in the event that planning application refs. 23/0426, 23/0430 and 23/0440 are approved.