

B L A C K P O O L C O U N C I L



## **Supplementary Planning Guidance 2:** Alterations & Extensions to Holiday Accommodation Premises

September 1992



2004-2005  
Benefits Administration



**Blackpool Council**  
BUILDING A BETTER COMMUNITY FOR ALL

This Supplementary Planning Guidance Note has been adopted by the Council and will be considered as a material planning consideration in determining relevant planning applications, supporting the policies set out in the Council's Local Plan.

The Guidance will be saved for a further 3 years after a new Blackpool Local Plan is adopted (expected to be in 2006).

The Guidance will in due course be reviewed under the new planning system (of a 'Local Development Framework' of planning documents supported by Supplementary Planning Documents).

# Alterations and Extensions to Holiday Accommodation Premises

This Guidance supplements policies contained within the Blackpool Borough Local Plan, in particular Tourism Policies T9, T10 and T11.

## **A. WITHIN THE ALLOCATED MAIN HOLIDAY AREAS**

In recognition of the particular needs of the traditional holiday industry in Blackpool, the Council has sought to control development in such a manner as to safeguard the general amenities and character of holiday areas whilst encouraging investment. The following guidelines are intended to continue this approach.

Much of the town's holiday accommodation consists of hotels, guest houses and holiday flats within densely developed areas of the town. Any extensions to such premises will be expected to ensure operational space is retained to provide adequate outside storage space for the size of the accommodation, to retain existing car parking and potential further car parking space(s) as is practicable or reasonable, and to maintain daylight to property and space about buildings.

The following Guidance relates to Tourism Policy T9 and to particular types of extensions.

### **1. Sunlounges**

This term relates to any single-storey forward projection on holiday accommodation, whether it is to provide a separate lounge/sitting area or to increase existing room size, and which includes the accommodation's entrance lobby or porch.

Sunlounges should be designed to have an open appearance with relatively large window areas. However, the original form of the building should not be ignored and vertical alignment and spacing of fenestration and the scale of the building generally should be taken into account, as should the projection and design of existing sunlounges in the vicinity.

Signs should be restricted to fascia level and should not run the full width of the sunlounge; they should align with windows/doors.

Where possible, existing features should be incorporated into the proposal and materials should match or be sympathetic to the existing building.

The introduction of a sunlounge extension into a street where none or very few sunlounges exist could result in an obtrusive development which would be detrimental to the appearance of the streetscene. Therefore, a proposed sunlounge extension will be resisted where there is unlikely to

be a significant demand for others. Gauging likely demand may take the form of letters to nearby businesses seeking their views.

## **2. Rooflifts**

Rooflifts, as distinct from dormers, have been used as a way of extending holiday accommodation by the addition of a further storey. Usually they consist of building up the existing outer walls of property and replacing the pitched roof with a flat roof, sometimes at a higher level than the original ridge. Some rooflifts incorporate 'mock-mansard' treatment, with tile hanging or similar material variation.

In some streets, rooflifts have become the accepted way of extending due to earlier similar extensions at other property in the street. However, often they are out of scale and character with the original property and, particularly when used on front elevations, have a detrimental effect on the streetscene generally.

The Council will not approve rooflifts where to do so would be detrimental to the appearance, scale and character of the locality. Hence rooflifts generally will be resisted in streets or blocks of property where such extensions do not already exist, or do not exist in any significant numbers. Dormer treatment, where the use of roof space is allowed by the introduction of windows set within and framed by the existing roof will be encouraged, where upward extension is acceptable, particularly if the dormer's materials and design are in character with the existing building and roof style.

Where rooflifts are approved, they will be required to be set back from the existing outer walls of the building to retain the original eaves line or detailing and lowest parts of the existing roof slope. Facing materials will be required to be in keeping with the remainder of the roof and the building as a whole.

## **3. Canopies**

Canopies come within the definition of an advertisement where they are employed wholly or partly for the purposes of advertisement, announcement or direction. Both the types considered below will thus fall within that definition, and will require Advertisement Consent; otherwise they will need planning permission.

### **(a) Dutch Blind style canopies**

Dutch Blind style canopies generally will be approved at ground floor level so long as they do not detract unduly from the appearance of the building or streetscene.

### **(b) External entrance canopies**

These canopies project forwards of the building from entrance doorways and often are supported by posts.

There is no objection in principle to well designed, unobtrusive entrance canopies. It is when they fail to respond to the design and character of the individual hotel or streetscene and are visually obtrusive that they are unacceptable.

Projections of one metre in front of the bay window or main ground floor front wall (whichever is closest to the footway) generally will be acceptable except where this would result in a distance of less than one metre between the entrance canopy and the footway. This allows entrance canopies to project as far forward as standard Dutch Blinds attached to the building except where the forecourt has little depth.

Double-fronted properties with the entrance to the centre and deep forecourts may lend themselves to longer entrance canopies. However, a minimum two metres should be retained between canopy

and footway and maximum canopy length from the building's front should be three metres to avoid an obtrusive appearance.

Individual site characteristics may suggest these criteria be varied e.g. if there are steps up to the entrance, or when the width and height of entrance canopy and/or highway considerations dictate otherwise.

#### 4. Rear Extensions

The following four locations have specific guidelines used by the Council to control development in the locality. The general aims and principles set out below will be applied in those parts of the Main Holiday Area where similar property to one of the four locations below is involved.

##### (a) Rear of 71-117 (odds) Albert Road and 2-68 (evens) Charnley Road

- (i) Extensions to the rear wings of the above-mentioned properties shall not exceed four storeys in height.
- (ii) Any floors above ground level of the back street shall not project closer than 5.5 metres to the rear boundary of the premises.
- (iii) At ground floor level only single storey garages or parking bays will be approved within 5.5 metres of the back street.
- (iv) Adequate operational spacing (e.g. for the storage of dustbins, crates, etc) shall be provided clear of the narrow rear access passages leading to the rear entrances to the properties.

##### (b) Rear of 282-316 (evens) Promenade

- (i) No development shall be approved in the 'well' areas as extended to the Dickson Road boundary wall, other than fire escapes.
- (ii) Any fire escapes shall be enclosed in brick-faced extensions or sited in the 'well' areas.
- (iii) Adequate operational space shall be provided clear of the access passages leading to the rear entrances to the properties.
- (iv) Rear extensions to premises numbered 298 to 308 Promenade shall not project further than the rear wing extensions existing at numbers 300, 302 and 304 Promenade and that between this rear building line and the footpath to Dickson Road only single storey garages of brick construction or parking bays, where sufficient depth exists, will be approved.
- (v) Rear extensions to premises numbered 286 and 296 Promenade shall not project further than the rear wing extensions existing at numbers 288, 290 and 292 Promenade and that and between this rear building line and the footpath to Dickson Road no further development other than the erection of single storey garages of brick construction or parking bays, where sufficient depth exists, will be approved.
- (vi) Extensions to the rear wings shall not exceed three storeys in height.
- (vii) The rear elevation of any extension fronting to Dickson Road shall be so designed to achieve a satisfactory appearance commensurate with a frontage to a major highway.
- (viii) Footway crossings shall be restricted to single width to allow access to any garage/parking accommodation for the vehicle of the owner/manager and the remaining frontage along the palisade line shall be enclosed by a brick wall.

##### (c) Properties to the rear of St Chad's Road

Proposals for rear extensions between the rear main wall and rear site boundary for habitable uses will generally not be approved but single storey rear extensions either for garages, or where parking spaces and operational space can be provided, for storage purposes will generally be approved.

(d) Rear of 12-62 (evens) Shaw Road

- (i) Generally only single storey rear extensions of existing rear wings will be approved.
- (ii) With the exception of premises numbered 12-24 (evens) Shaw Road only single storey garages will be approved within 5.5 metres of the back street or, where a 3 metres wide car parking/amenity open space is available within the rear yard, only single storey buildings for storage or other non-habitable purposes will be approved.
- (iii) No rear extensions above single storey will be approved beyond the existing two storey rear wings at numbers 12-34 (evens) inclusive, but rooflifts to the rear wings at these premises generally will be approved.
- (iv) At numbers 36 to 62 (evens) inclusive, the extra length of rear wing at the majority of these premises shall be the limit of two storey development, and rooflifts to these rear wings will not be approved.

## **B. AREAS IN MIXED RESIDENTIAL/HOLIDAY ACCOMMODATION USE OUTSIDE THE MAIN HOLIDAY AREAS**

Tourism Policy T11 of the Local Plan states that minor alterations and improvements will normally be permitted. Such minor alterations are regarded as being, for example, stores or extensions of a domestic scale (such as a kitchen extension). Similarly, Dutch Blind style canopies at ground floor level are regarded generally as a minor alteration.

Proposals for extensions such as sunlounges, rooflifts or extended entrance canopies are regarded as being more than minor alterations and will not normally be permitted.

In exceptional circumstances where, subject to all the criteria set out in the Tourism Policy T10, more substantial developments are given consideration by the Council, applications will be assessed having regard to the criteria set out for similar types of development in Section A, as well as being judged on their own merits.



Planning and Transportation Division  
P O Box 17, Corporation Street  
Blackpool, FY1 1LZ

[planning.transportation@blackpool.gov.uk](mailto:planning.transportation@blackpool.gov.uk)

All telephone enquiries:  
Customer First Centre 01253 477477

**The Council believes in access for all.**

**To ensure services provided by Blackpool Council are accessible, information is available upon request in a variety of accessible formats, including large print, Braille, on audio-cassette or computer disc.**

**We can also provide help for British Sign Language users and provide information in languages other than English.**

**Please ask for details.**

**Customer First telephone number: 01253 477 477**