

# Blackpool Council

14 January 2022

To: Councillors Baker, Hunter, Kirkland, O'Hara, Owen, Robertson BEM and Stansfield

The above members are requested to attend the:

## **PLANNING COMMITTEE**

Tuesday, 25 January 2022 at 6.00 pm  
Council Chamber, Town Hall, Blackpool FY1 1GB

## **A G E N D A**

### **1 DECLARATIONS OF INTEREST**

Members are asked to declare any interests in the items under consideration and in doing so state:

(1) the type of interest concerned either

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

and

(2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Head of Democratic Governance in advance of the meeting.

### **2 MINUTES OF THE MEETING HELD ON 14 DECEMBER 2021** (Pages 1 - 4)

To agree the minutes of the last meeting held on 14 December 2021 as a true and correct record.

### **3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED** (Pages 5 - 8)

The Committee will be requested to note the planning/enforcement appeals lodged and determined.

**4 PLANNING ENFORCEMENT UPDATE REPORT** (Pages 9 - 12)

The Committee will be asked to note the outcomes of the cases and support the actions of the Service Manager, Public Protection.

**5 PLANNING APPLICATION AND APPEALS PERFORMANCE** (Pages 13 - 14)

The Committee to consider an update on the Council's performance in relation to Government targets. The report reflects performance in the third quarter of the 2021/22 financial year.

**6 ARTICLE 4 DIRECTION: DWELLINGS (C3) TO SMALL HOUSES OF MULTIPLE OCCUPATION (HMO'S) (C4)** (Pages 15 - 40)

To consider a report from the Head of Development Management seeking the Planning Committee's approval to recommend that the relevant Cabinet member confirms the non-immediate Article 4 Direction made on 1 October 2021.

**7 PLANNING APPLICATION 20/0794: LAND AT RYSCAR WAY, BLACKPOOL** (Pages 41 - 140)

To consider planning application 20/0794 for the erection of 51 private dwelling houses with associated access, parking and landscaping.

**8 DATE OF NEXT MEETING**

To note the date of the next meeting as 22 March 2021.

**Venue information:**

First floor meeting room (lift available), accessible toilets (ground floor), no-smoking building.

**Other information:**

For queries regarding this agenda please contact Jenni Cook, Democratic Governance Senior Adviser, Tel: (01253) 477212, e-mail [jennifer.cook@blackpool.gov.uk](mailto:jennifer.cook@blackpool.gov.uk)

Copies of agendas and minutes of Council and committee meetings are available on the Council's website at [www.blackpool.gov.uk](http://www.blackpool.gov.uk).

# Public Document Pack Agenda Item 2

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 14 DECEMBER 2021

## Present:

Councillor Owen (in the Chair)

Councillors

Baker	Kirkland	Robertson BEM
Farrell	O'Hara	Stansfield

## In Attendance:

Carl Carrington, Head of Planning, Quality and Control

Jenni Cook, Democratic Governance Senior Advisor

Ian Curtis, Legal Officer

Susan Parker, Head of Development Management

Latif Patel, Network Planning and Projects Manager

## 1 DECLARATIONS OF INTEREST

There were no declarations of interest.

## 2 MINUTES OF THE MEETING HELD ON 16 NOVEMBER 2021

The Committee noted that Mr Holt, who had been a speaker at the November meeting had contacted the Committee members to propose changes to the minutes of the meeting. Councillor Owen reminded that approval of the minutes was a matter solely for the Committee to determine.

Councillor Farrell read a summary of the changes the changes proposed by Mr Holt.

Councillor Stansfield emphasised his view that the minutes were an accurate record and should be accepted as such in doing so he further noted that this planning application had been deferred at the last meeting and would return to a future meeting of the Planning Committee. The Committee expressed a united agreement with Councillor Stansfield's view.

**Resolved:** That the minutes of the Planning Committee be approved and signed by the Chair as a correct record.

## 3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

The Planning Committee considered a report on planning and enforcement appeals lodged since the last meeting. One appeal had been lodged and one appeal had been dismissed.

**Resolved:** To note the update.

#### **4 PLANNING ENFORCEMENT UPDATE REPORT**

The Planning Committee considered a report on planning enforcement activity in Blackpool between 1 November 2021 and 30 November 2021. Two enforcement notices had been authorised, once enforcement notice had been issued and two Section 215 notices had been issued.

**Resolved:** To note the update.

#### **5 PLANNING APPLICATION 21/0247: ARNOLD MEDICAL CENTRE, 204 ST ANNES ROAD, BLACKPOOL**

The Planning Committee considered application 21/0247 for the erection of a single storey rear extension and extension of existing hard surfacing to the front and side of property to create replacement parking at Arnold Medical Centre, 204 St Anne's Road, Blackpool.

Miss Susan Parker, Head of Development Management, outlined the report and provided a summary of the application, site details and the planning history. The application had been brought before the Committee as it was a community facility and of general public interest.

Miss Parker outlined the dimensions of the proposed extension and noted that the applicant intended to provide seven parking spaces at the front and thirteen to the rear and side. The surgery had been created from a former house in 1991 and had been extended since then. It stood in an area with residential character and the site adjoined a residential property.

Concerns had been expressed by the Head of Transport and Traffic Management Services regarding the proposal and an objection had been received from a nearby neighbour regarding over-development, lack of parking and hazardous waste.

Miss Parker stated that whilst Planning Officers noted that the surgery was a community facility that played an important role for local residents, the site had not been originally designed to accommodate a community medical facility and there were concerns that the surgery had been extended a number of times over the years and was now attempting to extend beyond what the site could reasonably accommodate.

The Council's 'Extending your Home' Supplementary Planning Document was referred to and whilst this was not strictly applicable, its principles relating to the impact of extensions on residential amenity were still relevant.

Miss Parker outlined the Council's Highways Officer's concerns regarding the proposed car parking for the site which could result in cars reversing onto the footway and carriageway to the detriment of highway safety.

The proposal had been considered and balanced against the public benefits of expanding and improving a community facility, however it was considered to constitute overdevelopment and would have unacceptable impacts on residential amenity, public amenity and highway safety and the Committee was recommended to refuse planning

## MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 14 DECEMBER 2021

permission as stated in the officer report.

Mr Richard Maudsley, Agent for the Applicant, spoke in favour of the application. He informed the committee that the surgery intended to provide four new consulting rooms to complement the existing overstretched practice and outlined the services that the surgery already provided. If the surgery did not expand then it may be forced to stop taking on new patients or close. The extension would provide new facilities that would enhance patient access and reduce pressure on hospitals. The surgery was a successful training practice that trained additional GPs, which was beneficial to the Blackpool area, given the national GP shortage.

Mr Maudsley noted that the objection had been received from a resident to the south east of Lennox Gate and not directly adjacent to the property. He stated that the application was sustainable in terms of car parking and that a bus stop was located directly outside the property. The proposed design was the most viable in terms of residential amenity with substantial greenery to the boundary of the property. He stated that in his view the proposal did not conflict with the Council's priorities and asked the Committee to approval the application.

The Committee discussed the application and noted the number of extensions that had been carried out on the building and the concerns regarding parking spaces.

In respect to a query regarding the land ownership around the site, Miss Parker confirmed that the council owned the land to the side and some form of extension there with increased parking to the rear could be explored if the Clinical Commissioning Group were prepared to acquire the land. However this did not form part of the application before the Committee.

The Committee noted that most modern medical centres were seeking to be open plan and spacious and the proposed extension was not an asset to the current building.

**Resolved:** That the application is refused for the reasons set out in the Planning Officer's report.

### 6 DATE OF NEXT MEETING

**Resolved:** To note the date of the next meeting as 25 January 2022.

### Chairman

(The meeting ended at 18:23)

Any queries regarding these minutes, please contact:  
Jenni Cook Democratic Governance Senior Adviser  
Tel: (01253) 477212  
E-mail: [jennifer.cook@blackpool.gov.uk](mailto:jennifer.cook@blackpool.gov.uk)

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<b>Report to:</b>	<b>PLANNING COMMITTEE</b>
<b>Relevant Officer:</b>	Susan Parker, Head of Development Management
<b>Date of Meeting:</b>	25 January 2022

## PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

### 1.0 Purpose of the report:

1.1 The Committee is requested to note the planning and enforcement appeals, lodged and determined.

### 2.0 Recommendation(s):

2.1 To note the report.

### 3.0 Reasons for recommendation(s):

3.1 To provide the Committee with a summary of planning appeals for information.

3.2 Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

### 4.0 Other alternative options to be considered:

4.1 None, the report is for information only.

### 5.0 Council Priority:

5.1 The relevant Council priorities are both 'The Economy: maximising growth and opportunity across Blackpool' and 'Communities: creating stronger communities and increasing resilience'.

## **6.0 Planning Appeals Lodged**

- 6.1 21/0496 – 495-497 PROMENADE, BLACKPOOL, FY4 1BA – Retention of Automated Teller Machine to front elevation. An appeal has been lodged by Cardtronics UK Ltd, trading as CASHZONE against the Councils refusal of planning permission.
- 6.2 21/0497 – 495-497 PROMENADE, BLACKPOOL, FY4 1BA – Display non illuminated logo panel. An appeal has been lodged by Cardtronics UK Ltd, trading as CASHZONE against the Councils refusal of advertisement consent.

## **7.0 Planning Appeals Determined**

- 7.1 21/0599 9 Maida Vale, Blackpool, FY5 1NP

### **Appeal Allowed**

The Inspector agreed that the main issue is the effect of the proposal on the living conditions of No.11 Maida Vale with regard to outlook, visual amenity and natural light.

The Inspector stated that the Councils SPD is guidance only and as the proposal for a 5 metre projection, it is a technical conflict with the SPD, nonetheless complies with the development plan. As the rear garden at No.11 is long and open it would afford natural light and as the boundary treatment consists of a high close boarded boundary fence, the height of the conservatory at 2.35m at eaves level would not be overly dominant or excessive, there would be no overbearing impact on the neighbour and it would not appear visually dominant or excessive. Outlook from the rear windows of No.11 is principally over the long garden and this would not materially change as a consequence of the proposed extension.

Therefore, the proposals would not result in harm to the living conditions of the occupiers of No.11 with regards to outlook, visual amenity and loss of natural light.

- 7.2 21/0203 60A Stockydale Road, Blackpool, FY4 5HR

### **Split Decision**

The single storey rear extension was not a reason for refusal and not a point of contention. The Inspector agreed.

Though the roof lift would conflict with Policy LQ14 which sets out that no roof lifts will be permitted, the Inspector considered that the already expansive roof plane is a characteristic of the host dwelling and the increase would not appear disproportionate or incongruous with the setting and surrounding properties. The Inspector considered that the proposed rear dormers would be consistent with the guidance of the Extending Your Home SPD concerning their design and due to the context would appear as a sympathetic addition to the rear elevation. Though the dormers would be clad in a lead finish as opposed to slate to match the new roof, the Inspector concluded that the colour of the lead would complement the materials of the main roofing.

The Inspector noted that the existing hedgerow and trees at the front of the site contribute positively to the overall verdant and semi-rural character of the relevant part of Stockydale Road. The design and extent of the proposed wall would give a hard, urban appearance to the site to the detriment of the character of the area. The existing hedgerow is well established and a reasonable height and the rear garden is enclosed by a close boarded fence, therefore the justification for the proposal to erect a solid boundary treatment to enclose the front garden in order to safeguard children was not given sufficient weight to outweigh the harm caused by the development.

As the provision of the boundary wall is clearly severable both physically and functionally from the remainder of the appeal proposal, the Inspector issues a split decision wherein the appeal was dismissed in relation to the boundary wall but allowed in relation to the erection of the rear extension, roof lift, and dormers.

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7.3 Does the information submitted include any exempt information? No

7.4 The Planning Inspectorate decision letters can be viewed online at <https://idoxpa.blackpool.gov.uk/online-applications/>

**8.0 List of Appendices**

8.1 None

**9.0 Financial considerations:**

9.1 None

**10.0 Legal considerations**

10.1 None

**11.0 Risk Management Considerations**

11.1 None

**12.0 Equalities considerations**

12.1 None

**13.0 Risk management considerations:**

13.1 None

**14.0 Sustainability, climate change and environmental considerations**

14.1 None

**15.0 Internal/ External Consultation undertaken:**

15.1 None

**16.0 Background papers:**

16.2 None

<b>Report to:</b>	<b>PLANNING COMMITTEE</b>
<b>Relevant Officer:</b>	Tim Coglan (Service Manager, Public Protection)
<b>Date of Meeting:</b>	25 January 2022

## PLANNING ENFORCEMENT UPDATE

### 1.0 Purpose of the report:

1.1 The Committee is requested to consider the summary of planning enforcement activity within Blackpool, between 1 December 2021 and 31 December 2021.

### 2.0 Recommendation(s):

2.1 To note the outcomes of the cases set out below and to support the actions of the Service Manager, Public Protection Department, in authorising the notices set out below.

### 3.0 Reasons for recommendation(s):

3.1 The Committee is provided with a summary of planning enforcement activity for its information.

3.2 Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

### 4.0 Other alternative options to be considered:

4.1 Not applicable.

### 5.0 Council priority:

5.1 The relevant Council priority is

- "The economy: Maximising growth and opportunity across Blackpool"
- "Communities: Creating stronger communities and increasing resilience"

## **6.0 Background information**

### 6.1 Cases

#### **New Cases**

In total, 18 new cases were registered for investigation in December 2021.

As at 31 December 2021, there were 446 “live” complaints outstanding.

#### **Resolved cases**

In total, 5 cases were resolved by negotiation without recourse to formal action.

#### **Closed cases**

In total, 16 cases were closed. These cases include those where there was no breach of planning control found, no action was appropriate, or where it was considered not expedient to take action.

#### **Formal notices**

- No enforcement notices were authorised in December 2021;
- No s215 notices were authorised in December 2021;
- No enforcement notices were issued in December 2021;
- No s215 notices were issued in December 2021.

6.2 Does the information submitted include any exempt information? No

## **7.0 List of Appendices:**

7.1 None.

## **8.0 Financial considerations:**

8.1 None.

## **9.0 Legal considerations:**

9.1 None.

## **10.0 Risk management considerations:**

10.1 None.

**11.0 Equalities considerations:**

11.1 None.

**12.0 Sustainability, climate change and environmental considerations:**

12.1 None.

**13.0 Internal/external consultation undertaken:**

13.1 None.

**14.0 Background papers:**

14.1 None.

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<b>Report to:</b>	<b>PLANNING COMMITTEE</b>
<b>Relevant Officer:</b>	Susan Parker, Head of Development Management
<b>Date of Meeting:</b>	25 January 2022

## PLANNING APPLICATIONS AND APPEALS PERFORMANCE

### 1.0 Purpose of the report:

- 1.1 To update the Committee of the Council's performance in relation to Government targets. This report reflects performance in the third quarter of the 2021/2022 financial year.

### 2.0 Recommendation(s):

- 2.1 To note the report.

### 3.0 Reasons for recommendation(s):

- 3.1 To provide the Committee with a summary of performance.

- 3.2 Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

- 3.2 Is the recommendation in accordance with the Council's approved budget? Yes

### 4.0 Other alternative options to be considered:

- 4.1 None the report is for information only.

### 5.0 Council Priority:

- 5.1 This report is relevant to both Council priorities:

- Priority 1 - The economy: Maximising growth and opportunity across Blackpool
- Priority 2 – Communities: Creating stronger communities and increasing resilience

### 6.0 Background Information

- 6.1 The Government sets targets for the speed of planning decisions.

- Major applications – 60% to be determined within 13 weeks or an agreed Extension of Time
- Non-major applications – 70% to be determined within 8 weeks or an agreed Extension of Time

6.2 The Council's performance must be reported to Government on a quarterly basis.

6.3 For the quarter of October – December 2020, the Council's performance in terms of speed was as follows:

- Major applications – 100% determined within 13 weeks or an agreed Extension of Time
- Non-major applications – 90.2% determined within 8 weeks or an agreed Extension of Time

6.4 The Council has therefore exceeded the statutory targets in this quarter.

6.5 Does the information submitted include any exempt information? No

6.6 List of Appendices None

**7.0 Financial considerations:**

7.1 Poor performance puts the Council at risk of designation and the potential for loss of fee income.

**8.0 Legal considerations:**

8.1 Performance is influenced by staffing numbers, sickness and leave.

**9.0 Risk management considerations:**

9.1 Performance is influenced by staffing numbers, sickness and leave. Under-resourcing of the service could lead to inability to respond to peaks in workload

**10.0 Equalities considerations:**

10.1 None.

**11.0 Sustainability, climate change and environmental considerations:**

11.1 None.

**12.0 Internal/ External Consultation undertaken:**

12.1 Not applicable.

**13.0 Background Papers**

13.1 None.

<b>Report to:</b>	<b>PLANNING COMMITTEE</b>
<b>Relevant Officer:</b>	Susan Parker, Head of Development Management
<b>Date of Meeting:</b>	25 January 2022

## ARTICLE 4 DIRECTION: DWELLINGS (C3) TO SMALL HOUSES OF MULTIPLE OCCUPATION (HMO'S) (C4)

### 1.0 Purpose of the report:

- 1.1 To seek the Planning Committee's approval to confirm the non-immediate Article 4 Direction made on 1 October 2021 to remove permitted development rights across the Blackpool borough for dwellings (Class C3 of the Town and Country Planning Use Classes Order) to be converted into small Houses of Multiple Occupation (HMOs) (Class C4 of the aforementioned Order) without the need for planning permission.

### 2.0 Recommendation(s):

- 2.1 To recommend to the Cabinet member the confirmation of the non-immediate Article 4 Direction to approve to prevent change of use from Class C3 (dwellings) to Class C4 (small HMOs) without planning permission.

### 3.0 Reasons for recommendation(s):

- 3.1 To ensure that planning permission is required for the creation of small HMOs from dwelling houses to give the Council control over their quantity, quality and location. This will support the Council's pursuit of a more balanced housing stock and cohesive, healthy and sustainable local communities across the borough.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

- 3.3 Other alternative options to be considered:

Do not confirm the Article 4 Direction meaning that dwellings (class C3) can change to small HMOs (class C4) without the need for planning permission and without therefore being subject to any planning control.

### 4.0 Council Priority:

- 4.1 This report is particularly relevant to the second Council priority:

- Priority 2 – Communities: Creating stronger communities and increasing resilience

### 5.0 Background Information

- 5.1 Blackpool has a unique and extreme set of housing challenges. These issues are rooted in the town's changing fortunes as the UK's largest seaside holiday resort, and reflect the conversion in recent decades of many holiday properties to small units of poor quality permanent

residential accommodation. The result is an extremely unsustainable and unbalanced housing market across much of the borough.

- 5.2 The 2019 Indices of Multiple Deprivation ranked Blackpool as the most deprived area nationwide in terms of average rank, average score, and local concentration. Blackpool suffers from the most concentrated deprivation in the country and ranks as 12<sup>th</sup> worst in terms of the extent of deprivation. With regard to income levels, Blackpool comes 3<sup>rd</sup> from bottom nationally on the rank of average scores across the borough. Blackpool scores as the most deprived authority area for health and employment, and as the 12<sup>th</sup> worst living environment.
- 5.3 The defined Inner Area in particular is dominated by the private rented sector, with a significant oversupply of small, poor-quality bedsits and flats or Houses in Multiple Occupancy (HMO). This accommodation is often undesirable to anyone who can afford better.
- 5.4 Within Blackpool, some 80% of private rented accommodation is occupied by people on housing benefit with around 86% of new claimants originating outside of the borough. The availability of low-cost accommodation makes Blackpool attractive to low-income and vulnerable households and this reinforces the demand for this type of accommodation. This situation makes it difficult for stable and cohesive communities to form. The links between deprivation and poor quality living accommodation are well-established. Blackpool therefore suffers from acute social problems that the Council is working hard to address.
- 5.5 Away from the defined Inner Area, housing stock is generally of a much better standard and is typically dominated by family housing. The Council is keen to safeguard the character of these areas and their attractiveness to families who will settle and contribute to their local community and neighbourhood.
- 5.6 Blackpool has a relatively depressed housing market with an average house price of £111,000. This makes property particularly affordable. Whilst the average rental value of a family home is £563 per calendar month, a small HMO for 3 to 6 people can achieve a rental of £845-£1,690 per calendar month (based on lower quartile). They are therefore desirable prospects for developments.
- 5.7 Officers believe that the permitted development allowance for change of use from a family home (use class C3) to a small HMO (use class C4) has the potential to further unbalance the housing market in the town and undermine efforts to establish more balanced and healthy local communities.
- 5.8 Cabinet member decision number PH68/2018 was made on 18 September 2018 to authorise the making of a non-immediate Article 4 Direction and this decision can be viewed here: [Decision - ARTICLE FOUR DIRECTION TO PREVENT THE CHANGE OF USE TO HOUSE IN MULTIPLE OCCUPATION WITHOUT PLANNING PERMISSION \(blackpool.gov.uk\)](#)  
This authorised a decision to carry out the necessary consultation and subsequently an evidence base has been prepared along with a consultation statement, both of which are appended to this report.
- 5.9 The Article 4 Direction was made on 1 October 2021. A notice was placed in the press and site notices were displayed in 66 locations across the borough, including all Council offices, libraries and sports centres, the town centre and all designated district and local shopping centres. The Secretary of State was notified of the Direction along with all defined Crown Bodies. Interested parties had eight weeks to comment on the introduction of the Direction with the consultation period ending on 29 November 2021.

- 5.10 No representations were submitted in respect of the Direction.
- 5.11 Queries were received seeking clarification of the purpose of the Direction and to ask how it would affect existing C4 HMOs and these were answered by officers.
- 5.12 No objections have been received from the Secretary of State or any of the Crown Bodies notified.
- 5.13 In light of the above, it is considered that the Article 4 Direction preventing change of use from class C3 to C4 should be confirmed. The Direction will come into force on 2<sup>nd</sup> October 2022, one year after the Direction was made. This delay is necessary to avoid any risk of compensation claims being made against the Council.

5.14 Does the information submitted include any exempt information? No

5.15 List of Appendices

Appendix 6(a)– Consultation Statement

Appendix 6(b) – Evidence Base

## **6.0 Financial considerations:**

6.1 No direct impact, but the creation of a more balanced housing stock and healthier communities could be expected to reduce pressure on public services.

## **7.0 Legal considerations:**

7.1 The Town and Country Planning (General Permitted Development) Order 2015 (as amended) sets out a range of development that can be carried out without needing express planning permission from the Local Planning Authority. This legislation makes provision under Article 4 for the Secretary of State or a Local Planning Authority to make a direction that the permissions granted in the Order do not apply either in full or in part to a specified geographic area. This provision is subject to some limitations and any Direction must be expedient, i.e. there must be robust justification for its introduction.

7.2 An Article 4 Direction can be made on either an immediate or non-immediate basis. An immediate Direction immediately removes permitted development rights. This could result in a financial impact or loss of income for persons who would otherwise have been able to benefit from permitted development rights. Any person so affected would have a right to claim compensation accordingly from the body implementing the immediate Article 4 Direction. A non-immediate Direction, such as this one, does not come into force straight away. Compensation claims cannot be made against a Local Planning Authority introducing an Article 4 Direction if 12 months or more are allowed to elapse between the Direction being made and coming into force. As a result, it is proposed that this Article 4 Direction, made on 1 October 2021, does not come into force until 2 October 2022.

## **8.0 Risk management considerations:**

8.1 The Council could be liable to compensation claims for lost income were the Direction to come into force within 12 months of being made. As such, it is proposed that the Direction will not come into force until 2 October 2022 to avoid this risk.

**9.0 Equalities considerations:**

9.1 None.

**10.0 Sustainability, climate change and environmental considerations:**

10.1 None.

**11.0 Internal/External Consultation undertaken:**

11.1 Not applicable.

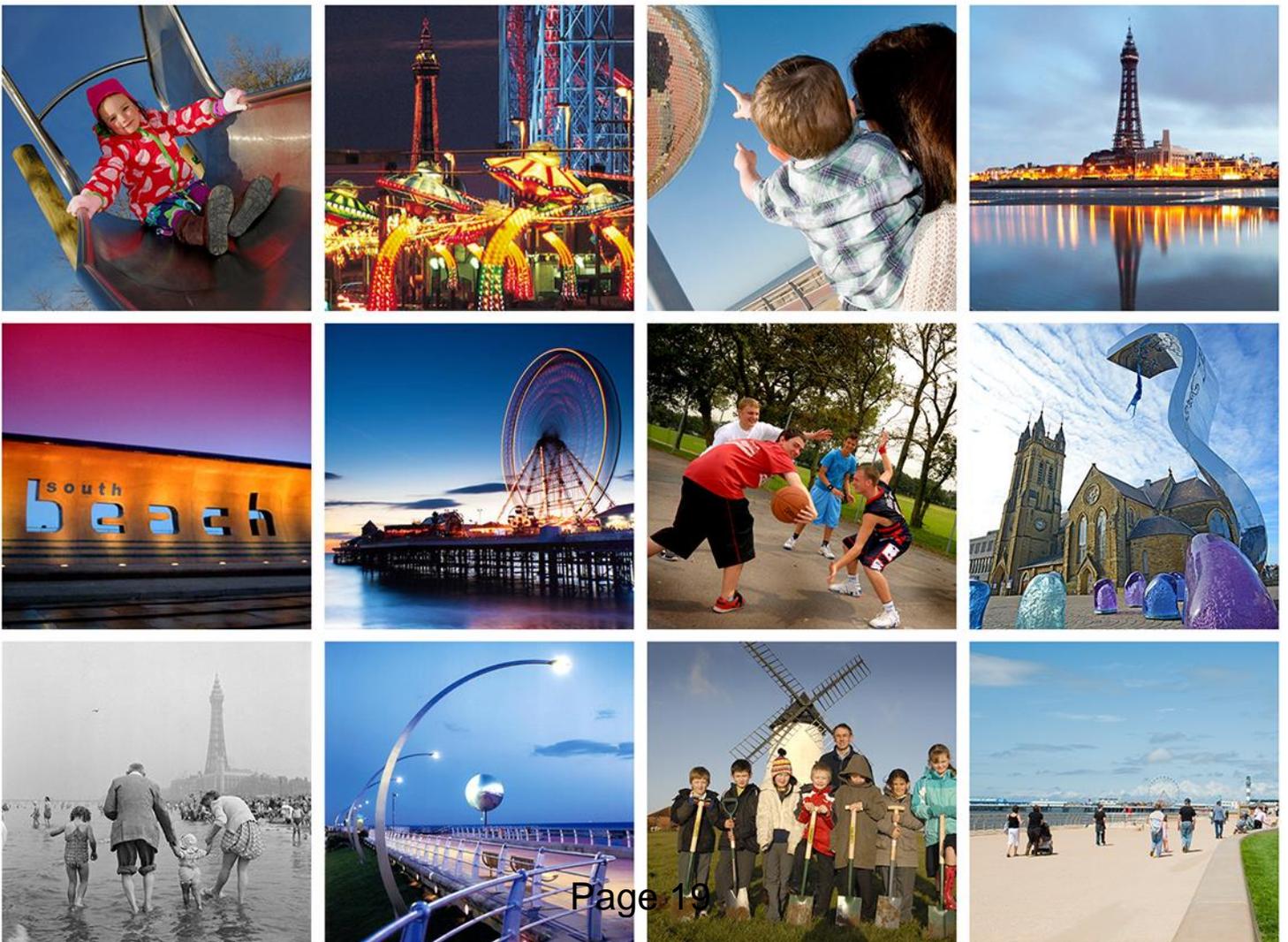
**12.0 Background Papers**

12.1 None.

# HMO Article 4 Direction Consultation Statement

July 2021

**Blackpool Council**



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## Purpose of the document

This consultation statement has been prepared to explain what an Article 4 Direction is; what the Council is seeking to achieve with this Article 4 Direction; and why the Council considers it necessary. The statement will also explain how interested parties can get involved in the process.

## What is an Article 4 Direction

Not all forms of development require planning permission from the Council.

Some types of development benefit from what are commonly called “permitted development rights”. These are set out in the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

However, where a Local Planning Authority (the Council) considers it necessary, it can make a direction under Article 4 of this legislation (an Article 4 direction) to over-ride the national allowances.

## What does this Article 4 Direction relate to?

The planning system categorises different land uses into different classes. These are all set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). A dwelling-house, what most of us would typically think of as an ordinary house, falls within class C3 of this Order. A small house in multiple-occupancy (HMO) would fall within class C4. A small HMO is different to a house. A small HMO consists of 3 to 6 people who are unrelated and who share basic amenities such as a kitchen or bathroom but who otherwise live independently. A house can take many forms but is characterised as up to 6 people who live together as a household.

Part 3 of the “permitted development rights” relates to changes of use. Class L of Part 3 allows a class C3 dwelling-house (house) to be converted into a class C4 small house in multiple-occupancy (HMO).

This direction would remove the “permitted development right” across Blackpool and would require anyone wanting to convert a house into a small HMO to obtain planning permission from the Council.

The use of a house as a large HMO for more than six persons always requires planning permission as this is considered to be a *sui generis* use.

## Why is this Article 4 Direction considered necessary?

Blackpool has a unique and extreme set of housing challenges.

These issues are rooted in the town's changing fortunes as the UK's largest seaside holiday resort. Three decades of decline in the tourism economy, and particularly the number of overnight visitors to the resort, has resulted in a significant number of guest house owners converting and subdividing their properties to permanent residential use. The result is an extremely unsustainable and unbalanced housing market across much of the borough.

The 2019 Indices of Multiple Deprivation ranked Blackpool as the most deprived area nationwide in terms of average rank, average score, and local concentration. Blackpool suffers from the most concentrated deprivation in the country and ranks as 12<sup>th</sup> worst in terms of the extent of deprivation. With regard to income levels, Blackpool comes 3<sup>rd</sup> from bottom nationally on the rank of average scores across the borough. Blackpool scores as the most deprived authority area for health and employment, and as the 12<sup>th</sup> worst living environment.

The defined Inner Area in particular is dominated by the private rented sector, with a significant oversupply of small, poor-quality bedsits and flats or Houses in Multiple Occupancy (HMO). This accommodation is often undesirable to anyone who can afford better.

Within Blackpool, some 80% of private rented accommodation is occupied by people on housing benefit with around 86% of new claimants originating outside of the borough. The availability of low-cost accommodation makes Blackpool attractive to low-income and vulnerable households and this reinforces the demand for this type of accommodation. This situation makes it difficult for stable and cohesive communities to form. The links between deprivation and poor quality living accommodation are well-established.

Blackpool therefore suffers from acute social problems that the Council is working hard to address.

Away from the defined Inner Area, housing stock is generally of a much better standard and is typically dominated by family housing. The Council is keen to safeguard the character of these areas and their attractiveness to families who will settle and contribute to their local community and neighbourhood.

Blackpool has a relatively depressed housing market with an average house price of £111,000. This makes property particularly affordable. Whilst the average rental value of a family home is £563 pcm, a small HMO for 3 to 6 people can achieve a rental of £845-£1,690 pcm (based on lower quartile). They are therefore desirable prospects for developments.

The Council believes that the permitted development allowance for change of use from a family home (use class C3) to a small HMO (use class C4) has the potential to further unbalance the housing market in the town and undermine efforts to establish more balanced and healthy local communities.

## Why does this Article 4 Direction cover the whole borough?

As previously mentioned, whilst the defined Inner Areas of Blackpool are characterised by a poor quality and imbalanced housing offer, the outer areas are dominated by family accommodation. The Council strongly believes that limiting the Article 4 direction to the defined Inner Area only would simply push the pressure for small HMO uses out into more established residential areas. This could compromise their character and appeal to settled families, and dissuade those in a position of choice from either staying in or moving to Blackpool. This would result in more widespread deprivation and undermine the Council's wider efforts to ensure that local communities across the borough are balanced, healthy and sustainable.

## What happens now?

The Council must consult on its intention to introduce an Article 4 direction for six weeks. After this period, it will consider any comments that have been made and a report will be presented to the Council's Executive or the relevant Cabinet Member. If this Committee agrees that it is appropriate to impose the Article 4 direction, a decision will be made and published to **seal the Direction**. The Direction will then come in to force one year later.

## Why will there be a one year delay?

The legislation dictates that a Local Planning Authority (in this case the Council) can be held liable to pay compensation if the imposition of an Article 4 Direction has a financial impact on a property owner. Given the financial gains that can result from the creation of small (class C4) HMOs, and the number of properties across Blackpool that could currently convert to a small (class C4) HMO without planning permission, the potential compensation claim could be considerable. However, if the Council gives one year's notice of the imposition of an Article 4 Direction, it cannot be held liable for compensation.

## Once the Article 4 Direction is in place, will it be possible to development small HMOs anywhere in Blackpool?

If the Article 4 Direction proposed is brought into force, the change of use of houses into small (class C4) HMOs will require planning permission.

Planning permissions may be granted in certain circumstances there is an identified and robustly justified housing need, such as shared accommodation to meet the needs of students or medical staff on temporary placement at Blackpool Victoria Hospital. Small (class C4) HMO accommodation may also be necessary to meet the needs of residents with particular support requirements due to their mental or physical health needs.

The Local Plan Part 2: Site Allocations and Development Management Policies will include policies

relating to specialist types of accommodation and every planning application will be assessed on its own merits.

## How do I comment on this proposed Article 4 Direction?

This consultation period will run for six weeks from **02 March 2020 to 13 April 2020**.

If you would like to make a comment on the Council's proposal to introduce this Article 4 Direction please do so in writing either by email or letter to:

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

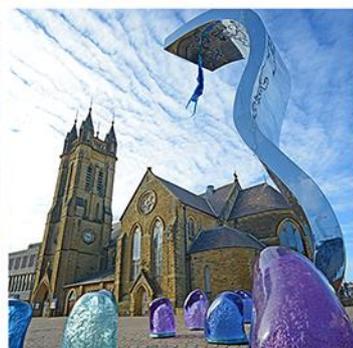
Development Management  
PO Box 17  
Municipal Buildings  
Corporation Street  
Blackpool  
Lancashire  
FY1 1LZ

Please make it clear in your correspondence that your comments relate to the proposed C3 to C4 Article 4 Direction.

# HMO Article 4 Direction Evidence base document

July 2021

**Blackpool Council**



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## Purpose of the document

This evidence base sets out the Council's reasoning and justification for making an Article 4 Direction under the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) to remove permitted development rights for the change of use from dwelling-houses (Use Class C3) to small houses in multiple occupancy (HMOs) (Use Class C4).

This document should be read in conjunction with the Consultation Statement.

## Overview and historical background

Blackpool faces unique and extreme challenges which are rooted in the Blackpool's changing fortunes as the UK's largest seaside holiday resort.

Traditionally, the holiday accommodation offer in Blackpool largely took the form of small, family-run guest-houses. Changes in visitor expectations starting in the 1960s led many operators to convert their properties into small, but self-contained, holiday flats. As these conversion works were internal, and as the holiday use of the property continued, these changes went undetected by the Council and subsequently became lawful through the passage of time, without any restrictions on occupancy.

More than three decades of decline in the tourism economy starting in the later 1970s saw many former guest-house and holiday premises used to provide permanent accommodation. In many cases this was a gradual change as operators took in more winter-lets and allowed more residents to stay on through the season to supplement their holiday income. Thus holiday flats became permanent flats and guest-houses became HMOs. Again, these uses became lawful through the passage of time. While the former guest-house and holiday flat owners continued to live on site, these premises were generally well-managed, and the accommodation, though small, was well-maintained in many cases.

As years passed and the decline of the tourism economy continued, former holiday accommodation premises were increasingly bought up by out-of-town investors who had no stake in or commitment to the Blackpool community. Accommodation became dated and fell into poor condition, and there was much reduced impetus for remote landlords to vet prospective tenants or manage properties with care.

By the 1990s the extent of the problems were becoming very apparent and this is reflected by the Council's introduction of standards in 1999 to try and improve the quality of new residential accommodation created through conversion. By then, however, the housing stock of the defined Inner Areas was already overwhelmingly dominated by small, privately-rented, poor-quality and poorly managed accommodation. This accommodation attracted those who were not in a position of choice and resulted in a highly transient population often characterised by vulnerable individuals with chaotic lifestyles. Many of these people were from outside the area and this remains the case today as approximately 80% of privately-rented accommodation is occupied by people on housing benefit, and 86% of new claimants originate outside of the borough.

The consequence of this legacy is a skewed and imbalanced housing stock; a marked lack of community cohesion, and extremely high levels of deprivation. The availability of low-cost accommodation continues to make Blackpool attractive to low-income and vulnerable households, and this reinforces the demand for this type of accommodation creating a vicious cycle.

Away from the defined Inner Area, the housing stock is generally of a much better standard and is typically dominated by family housing. Social cohesion in these areas is far more robust and deprivation levels are significantly lower. The Council considers it essential to safeguard the character of these areas to ensure that they remain attractive to those who are in a position of choice and will contribute economically and socially to establishing Blackpool as a sustainable and desirable place to live and work.

## Blackpool’s profile:

### Deprivation

The 2019 Indices of Multiple Deprivation ranked Blackpool as the most deprived area nationwide in terms of average rank, average score, and local concentration. Blackpool suffers from the most concentrated deprivation in the country and ranks as 12<sup>th</sup> worst in terms of the extent of deprivation.

Table 1 shows levels of deprivation within Blackpool with regard to specific indicators. Each Local Authority area is split into lower super-output areas (LSOA). For each indicator of deprivation these LSOAs are awarded a score and a rank out of 32,844. These LSOA scores and ranks are then used to calculate the rank and score of the Local Authority area as a whole. The ranks listed under table 1 show Blackpool’s position relative to the other 316 Local Authority areas in the country.

**Table 1: Deprivation in Blackpool**

	Rank of average rank	Rank of average score
<b>Income</b>	1	3
<b>Employment</b>	2	1
<b>Education, skills and training</b>	8	9
<b>Health</b>	1	1
<b>Crime</b>	16	8
<b>Barriers to services</b>	308	308
<b>Living environment</b>	15	12
<b>Child deprivation</b>	6	2
<b>Older person deprivation</b>	18	24

## Population and household composition

Blackpool has a population of around 139,300. People aged 50-59 make up the largest group at 15%. Some 23% of the population is under 20 years of age and less than 10% are over 75. Overall there are significantly more people over the age of 45 in Blackpool than there are nationally, and therefore a considerably lower proportion of people aged 20-44.

In 2011 the Office for National Statistics (ONS) recorded just over 64,300 households in Blackpool. Of these, 38% were single-person households. This compares with a national average of just over 30%. The proportion of single-person households aged 65yrs as a percentage of the total is around 40% for both Blackpool and England as a whole and this suggests a significantly larger proportion of younger people living alone.

The total population of Blackpool is projected to fall very gradually from some 140,000 in 2016 to around 136,500 in 2041. This population decline is expected to come from natural change with deaths exceeding births. Immigration into Blackpool is anticipated to fall in the short term, level off towards the end of the 2020s and then increase again thereafter. This increase is expected to balance the natural population decline leading to a levelling off in total population as we approach 2041<sup>1</sup>.

## Employment and income

In terms of employment, the ONS figures show that 66% of the Blackpool working-age population is economically active compared to 70% nationwide. Long-term unemployment is half as much again as the England average<sup>2</sup>. In terms of households, in 2019 some 20% were classed as 'workless' compared to 16% across the North West<sup>3</sup>. It is worth noting that students make up just 3.7% of the economically inactive population in Blackpool compared to 5.8% across the country.

Income levels are similarly reduced in Blackpool. In 2020, weekly pay in Blackpool averaged at £459 - compared to £560 across the North West. This was the 4<sup>th</sup> lowest rate in Great Britain and was 21% lower than the national average<sup>4</sup>. The disparity becomes more significant when disposable income is considered. The average salary after housing costs in Blackpool is £19,616 compared to £25,301 across the North West (around 78%). In the central areas of town, however, the average salary is around £15,000 or 59% of the North West average<sup>5</sup>. Blackpool also has a significantly higher benefit claimant count than the North West (12% compared to 7%) and the highest rate is within the 18-21 year old age group<sup>6</sup>. In 2016, just over 26% of children under 16 years of age were in low income families<sup>7</sup>.

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<sup>1</sup> Blackpool Joint Strategic Needs Assessment 2021

<sup>2</sup> ONS census data obtained from [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

<sup>3</sup> Blackpool Strategic Needs Assessment produced by the Lancashire Violence Reduction Network

<sup>4</sup> Blackpool Strategic Needs Assessment produced by the Lancashire Violence Reduction Network

<sup>5</sup> ONS - Average household income after housing costs, income estimates for small areas, England and Wales, financial year ending 2018

<sup>6</sup> Blackpool Strategic Needs Assessment produced by the Lancashire Violence Reduction Network

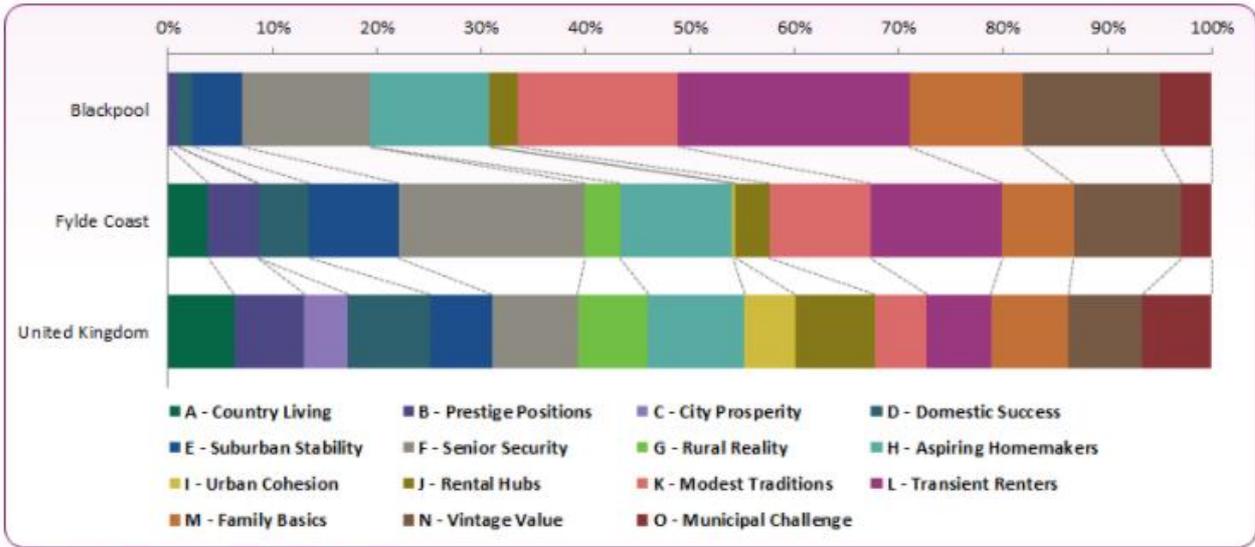
<sup>7</sup> Blackpool Strategic Needs Assessment produced by the Lancashire Violence Reduction Network

Experian use a demographic profiling tool called MOSAIC which categorises all households and postcodes into 'segments'. These share statistically similar behaviours, interests or demographics. Whilst it is recognised that this approach makes generalised categorisations, it is a useful tool to build a picture of the characteristics of an area.

It is noteworthy that 22% of Blackpool households are classified as 'transient renters – single people privately renting low cost homes for the short term'. A further 11% are 'family basics – families with limited resources who have to budget to make ends meet'. 'Vintage value – elderly people reliant on support to meet financial or practical needs' make up another 13%. An additional 5% are categorised as 'Municipal challenge – urban renters of social housing facing an array of challenges'. Together these categories make up 51%, over half of Blackpool's population<sup>8</sup>.

Figure 1 below is taken from the Blackpool Joint Strategic Needs Assessment and illustrates how the situation in Blackpool compares to that across the Fylde Coast and nationally. This clearly shows that a significantly higher proportion of households in Blackpool struggle to meet their basic needs and are either dependent upon support or careful budgeting (the purple, orange, brown and dark red sections).

**Figure 1: Experian demographic household profiling**

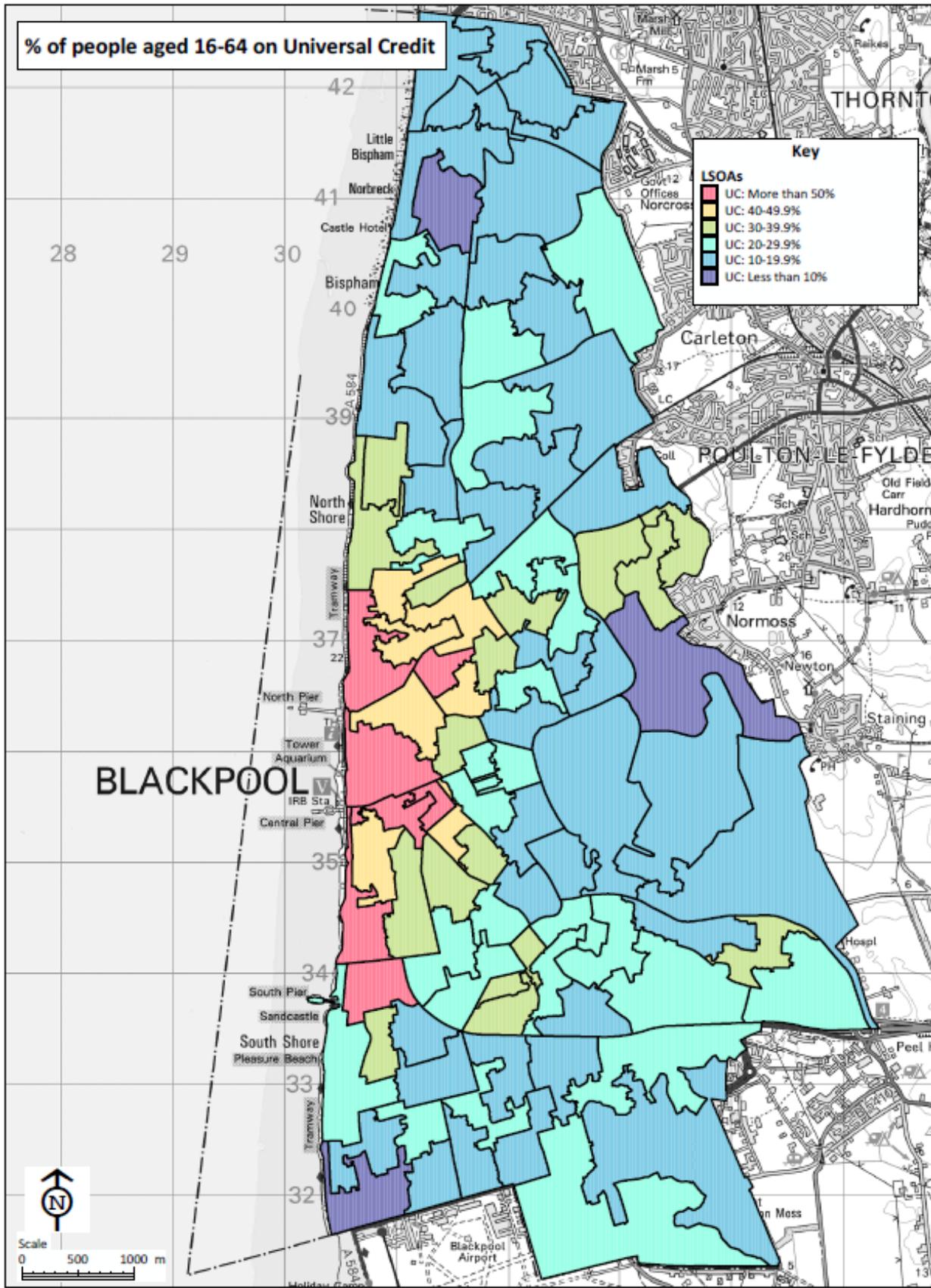


Source: Experian - Mosaic Public Sector 2017

Figure 2 on the next page shows the proportion of people aged 16-64 who claim Universal Credit across Blackpool by Lower Super Output Area (LSOA). It is based on provisional figures for January provided by the Department for Work and Pensions.

<sup>8</sup> Blackpool Joint Strategic Needs Assessment 2021 quoting Experian Mosaic Public Sector 2017

Figure 2: Concentration of Universal Credit claimants within Blackpool



## Housing

When Census data providing local and national information on household spaces is compared, it appears that shared dwellings make up a very small proportion of the total housing stock. Nevertheless, Blackpool still offers twice the national average. Vacancy rates are also around 3% higher than average in Blackpool<sup>9</sup>.

A clear difference between the local and national housing stock is the low proportion of detached dwellings (8.5% compared to 22.3%<sup>10</sup>) and this indicates the high housing densities that exist across Blackpool but most particularly within the defined Inner Area. Overall Blackpool has ten times the number of people per square kilometre than the average for England and Wales<sup>11</sup>. It is also notable that the proportion of accommodation of the form of flats in residential properties or shared houses, or in commercial buildings (e.g. flats above shops) is nearly double the national average.

Across Blackpool as a whole, levels of home ownership are not dissimilar to those across the country. Levels of shared ownership and social rental however are much reduced. The private rented sector in Blackpool accounts for more than 26% of the total stock in Blackpool compared to 17% in England as a whole<sup>12</sup>.

Transience has long been recognised as an issue in Blackpool. Population turnover statistics identify that some areas in Blackpool have extremely high levels of population inflow and outflow. The 'South Beach' area of Blackpool, for example has an inflow rate that is one of the highest in the country, within the top 1%<sup>13</sup>. The Experian MOSAIC data breaks the demographic segments shown in figure 1 into more detailed categories. This reveals that some 17% of Blackpool's population comprises 'transient renters of low cost accommodation often within subdivided older properties'. This more detailed category is by far the single largest component of the Blackpool population, accounting for twice as many residents as any other segment. A further 4% of the 'transient renters' are 'maturing singles in employment who are renting short-term affordable homes'.

The next three pages are taken up by figures 3, 4 and 5.

Figure 3 shows that, whilst these lower income households are strongly focused within the defined Inner Area, there is nevertheless a notable degree of dispersion across the borough.

Figure 4 illustrates the concentrations of flat accommodation as a percentage of all property types across Blackpool by Lower Super Output Area (LSOA). It clearly shows that the highest proportions of flat accommodation correlate with the areas dominated by transient renters.

Figure 5 maps privately rented accommodation as a proportion of all households across Blackpool by LSOA. Again, the highest concentrations of privately rented accommodation correlate with the concentrations of transient renters and flat accommodation.

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<sup>9</sup> ONS census data obtained from [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

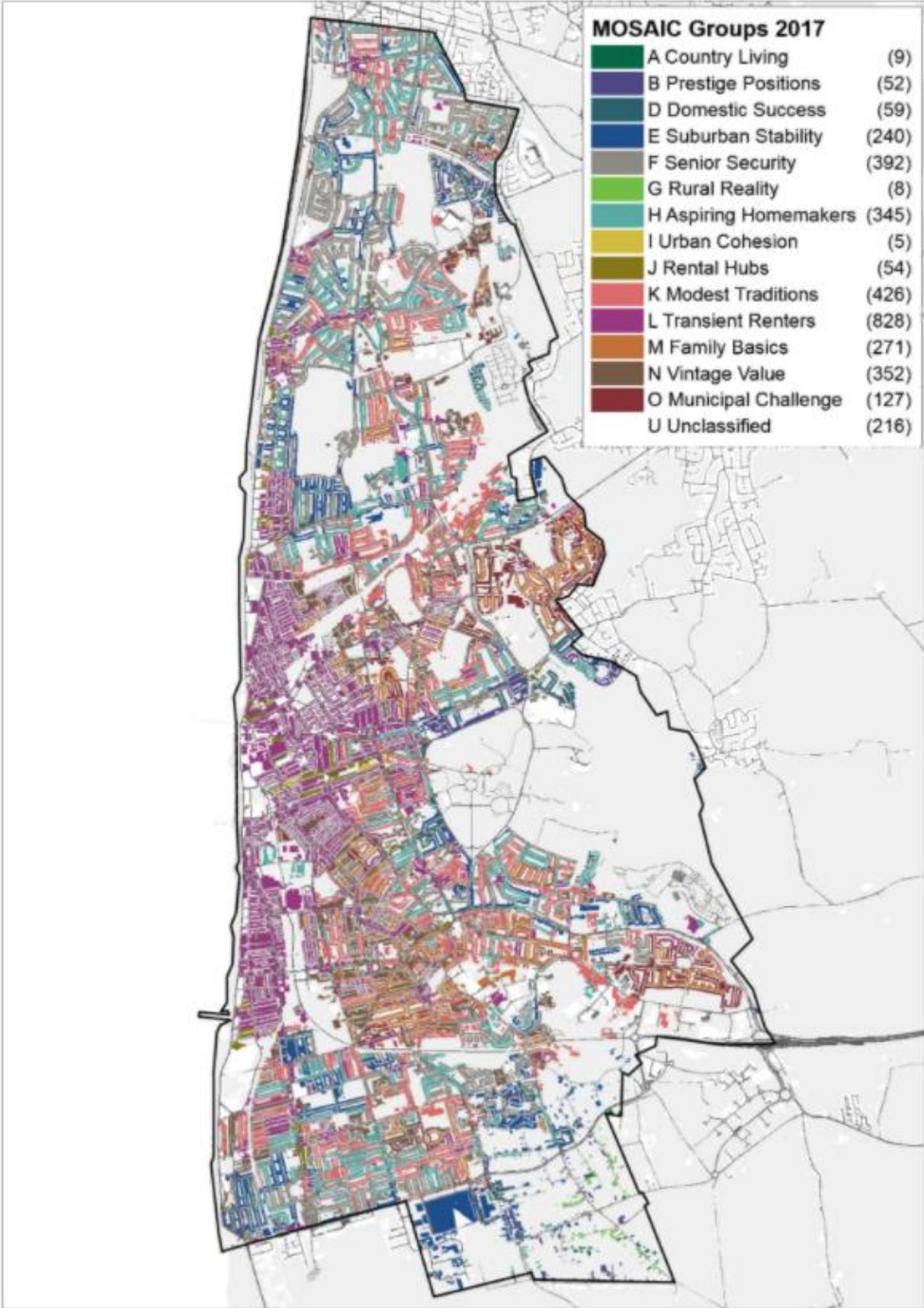
<sup>10</sup> ONS census data obtained from [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

<sup>11</sup> Blackpool Strategic Needs Assessment produced by the Lancashire Violence Reduction Network

<sup>12</sup> ONS census data obtained from [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

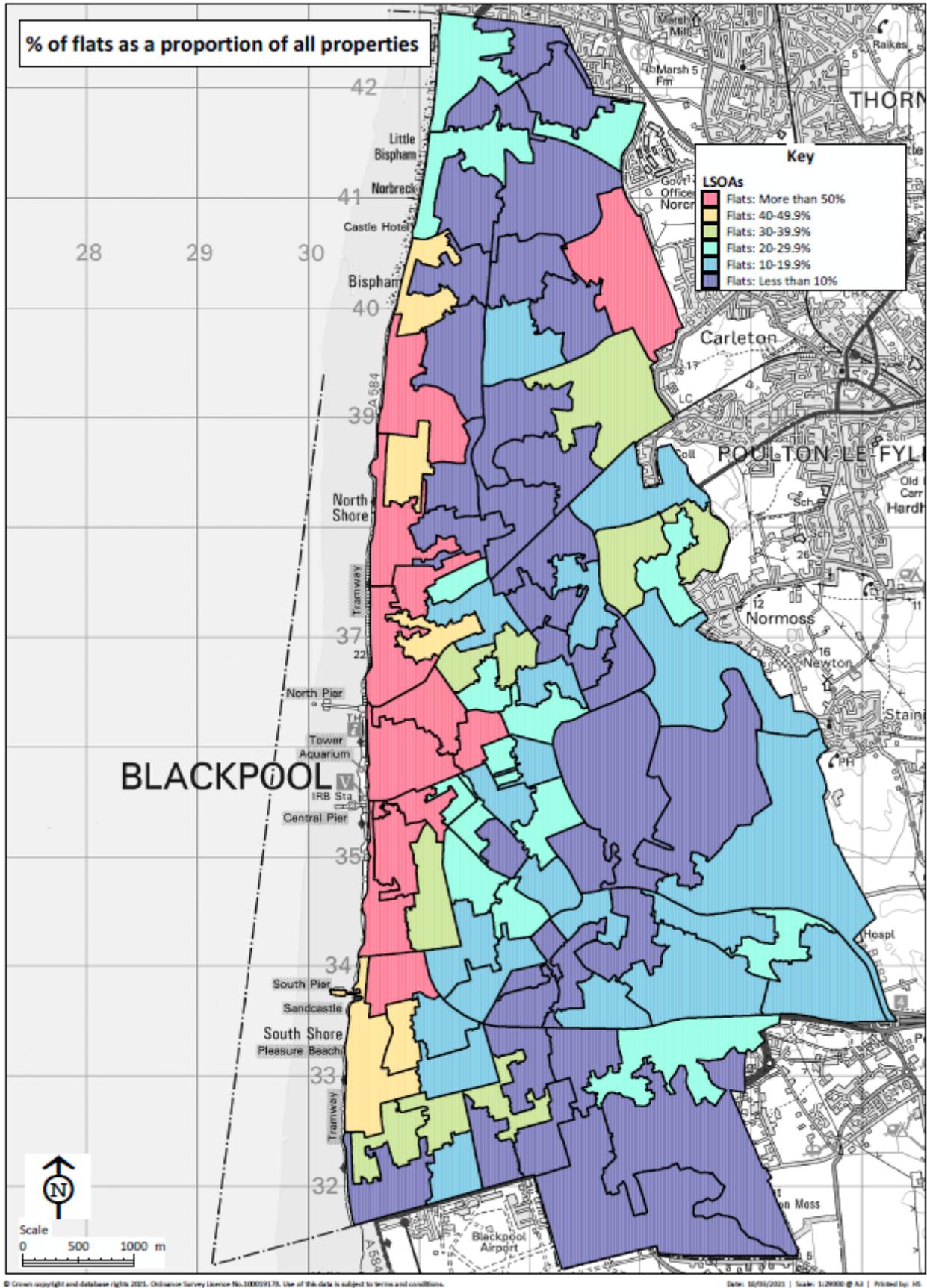
<sup>13</sup> Blackpool Joint Strategic Needs Assessment 2021 – the Middle Super Output Area (MSOA) containing 'South Beach' is 65<sup>th</sup> highest in term of population inflow out of 7,194 MSOAs in England.

Figure 3: Spatial distribution of Experian demographic household profiles



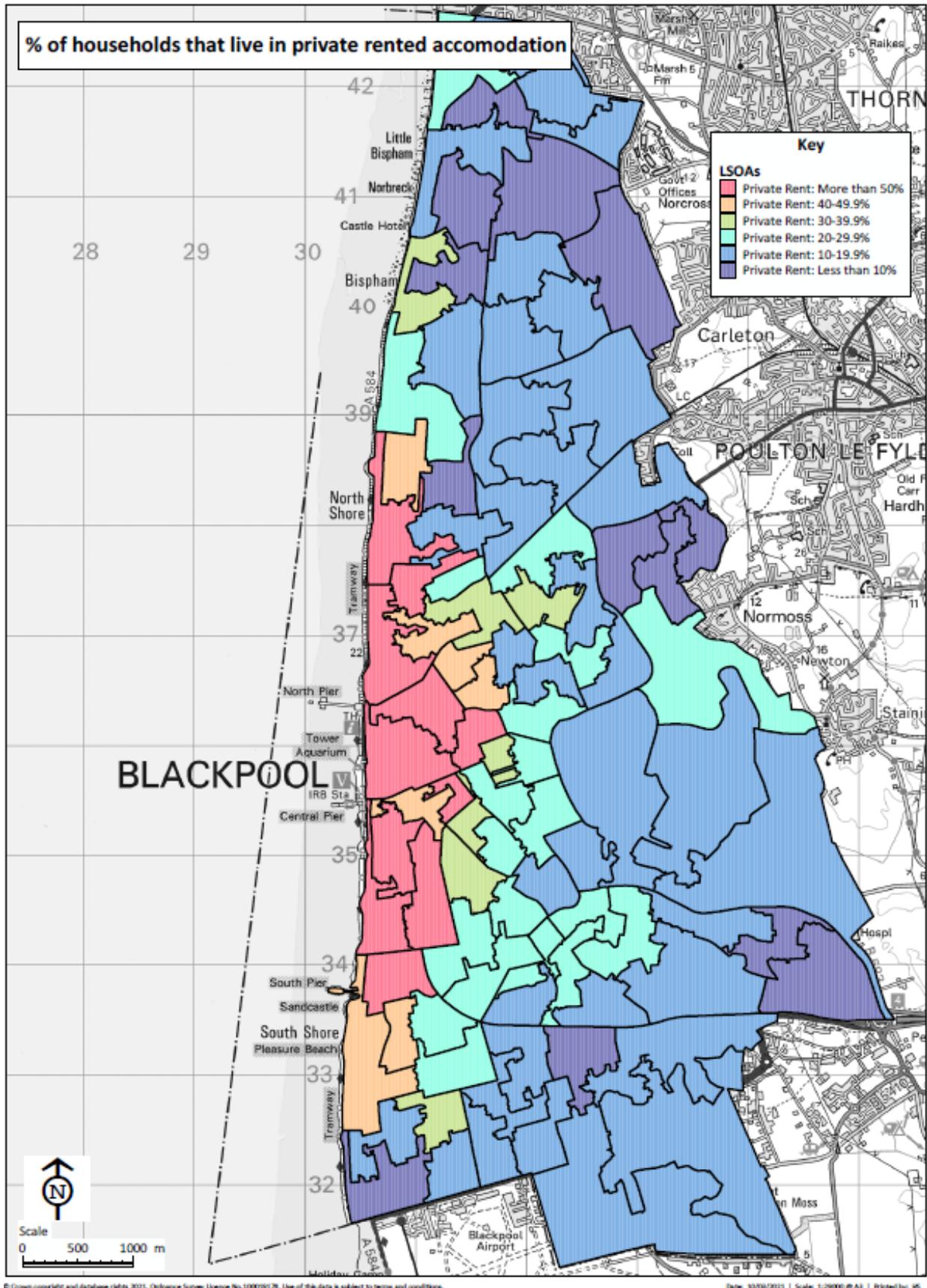
Source: Experian, Mosaic Public Sector 2017

Figure 4: Flats as a proportion of all properties by LSOA across Blackpool



Source: Council Tax stock of properties – VOA 2020 (table CTSOP3.1)

Figure 5: Privately rented accommodation as a proportion of all households across Blackpool by LSOA



Source: Census 2011 (tenure data set QS405EW)

Blackpool has a relatively depressed housing market. In 2019, median house prices were well below the UK average at £110,500 compared to £256,000 across England<sup>14</sup>. This naturally makes property particularly affordable. Whilst the average rental value of a family home is £563 pcm, a small HMO for 3 to 6 people with rents set at Local Housing Allowance Rates people can achieve a rental of £845-£1,690 pcm<sup>15</sup>. They are therefore desirable prospects for developers.

The Council's Housing Strategy 2018-2023 lists improvement of the private rented sector, including a reduction in housing density, as a key priority over the plan period. This document notes that, despite the low house prices, renting in Blackpool is more expensive and less affordable to local residents than elsewhere in Lancashire. The median monthly private sector rent was 30% of gross median salary. This compares to 21-23% in Blackburn, Burnley, Lancaster and Preston. This reflects the low salary levels in Blackpool but also illustrates the degree of dependency upon Housing Benefit.

The total number of households in receipt of housing benefit in 2013 was 14,980 or roughly a quarter. The proportion of housing benefit claimants living in the private rented sector in Blackpool is around 73% which is the highest in the country. Some 80% of all private rented tenants are in receipt of Housing Benefit. Only 22% of private renters receiving Housing Benefit are in employment.

The Council's Housing Strategy makes it clear that the focus for future housing delivery must be on quality. In particular it notes that, within the inner areas of the town, there is a lack of choice, with too many small flats for rent and a lack of larger properties suitable for family occupation. Outside of the inner areas the housing stock is generally of a better standard, but there is still a lack of the very best new homes.

With regard to the private rented sector, the strategy acknowledges its role but considers it critical that the range and quality of homes is improved, with less emphasis on housing people dependent upon Housing Benefit. The stock must become more diverse and more attractive to tenants with good incomes. In respect of the older population, there is expected to be a 19% increase in the proportion of the population over 65 years, but this will be dominated by those over 85 due to an expected outmigration of those aged 55 and above. This older cohort would require specialist housing with level access designed or adapted to meet their specific needs<sup>16</sup>. Generally speaking, C4 HMO accommodation would not be suitable to meet this anticipated future need.

## Health and living environment

The 2019 Public Health England Blackpool Local Authority Health Profile identifies that the health of people in Blackpool is generally worse than the England average.

Life expectancy is 12.3 years lower for men and 10.1 years lower for women in the most deprived area of town compared to the least deprived areas. Alcohol-related harm and self-harm hospital admissions exceed the national average. Levels of smoking prevalence and physical activity are worse than average across England. Blackpool suffers from worse than average rates of hip fractures in older people, sexually transmitted infections, road deaths and injury, homelessness and violent crime. Mortality rates from cardiovascular disease and cancer are also worse than the national average<sup>17</sup>.

In terms of child health, 24% of Year 6 children are classified as obese. This, the rate of alcohol-specific

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<sup>14</sup> Blackpool Strategic Needs Assessment produced by the Lancashire Violence Reduction Network

<sup>15</sup> [Local housing allowance rates \(blackpool.gov.uk\)](https://www.blackpool.gov.uk/local-housing-allowance-rates) in 2021 this is set at £65pw for a room in a shared house

<sup>16</sup> Blackpool Council Housing Strategy 2018-2023

<sup>17</sup> Public Health England Blackpool Local Authority Health Profile 2019

hospital admissions, teenage pregnancy, GCSE attainment, breastfeeding and smoking in pregnancy are all worse than the English average<sup>18</sup>.

The links between poor housing and poor health outcomes are well established<sup>19</sup>. Poor-quality housing is associated with increased risk of accident, cardiovascular disease and respiratory disease<sup>20</sup>. Insecure, poor quality and overcrowded housing causes stress, anxiety and depression, and exacerbates existing mental health conditions<sup>21</sup>. In 2015-2016 28% of homes in the private-rented sector failed to meet Decent Homes Standards compared to 19% of all homes. Common issues reported were cold conditions, damp and lack of adequate insulation<sup>22</sup>. In Blackpool, the 2008 Private Sector Housing Condition Survey found that around half of HMO properties failed to meet the Decent Homes Standard. In 2020 The Health Foundation reported that over-crowding, lack of access to outdoor space and poor security were linked to poor health<sup>23</sup>. BRE note that access to daylight and sunlight is a vital part of a healthy environment<sup>24</sup>. The importance of natural light is highlighted by its inclusion as a matter for consideration as part of prior approval planning applications that relate to the creation of residential accommodation.

Blackpool, and the easy availability of poor-quality rented accommodation, is known to attract vulnerable people seeking to escape other areas. Around 48% of drug related deaths in Blackpool occur among the 17% of 'transient renters of low cost accommodation often within subdivided older properties' identified by Experian<sup>25</sup>

## Anti-social behaviour (ASB) and crime

The Housing Act 2004 allows Local Housing Authorities to designate areas for Selective Licensing to support the improvement of privately rented properties, providing certain conditions are met.

The definition of an HMO under the Housing Act is somewhat different to the planning definition. In general terms, a property occupied by two separate households of three or more people classifies as an HMO under the Housing Act. In contrast with planning, this can include self-contained accommodation. Notwithstanding these technical distinctions, the HMOs under both Acts are generally similar in character.

In Blackpool, the first Selective Licencing area was established in 2012 at South Beach and related to HMO accommodation. The report to the Council's Executive Committee explains that the designation was considered necessary to tackle high levels of anti-social behaviour in the area, and to improve the quality and management of rented accommodation<sup>26</sup>. This initial scheme ran for 5 years. A review of in 2017 identified that the number of prosecutions, notices and schedules served in respect of poor property conditions fell from over 250 to just over 50 over the 5 years<sup>27</sup>.

The map overleaf shows crime deprivation levels across the Blackpool area. If this is compared to the map at figure 2 it is evident that the areas dominated by small units of accommodation are also the areas that suffer from the highest crime rates.

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<sup>18</sup> Public Health England Blackpool Local Authority Health Profile 2019

<sup>19</sup> Chartered Institute of Environmental Health – Good Housing Leads To Good Health 2008

<sup>20</sup> Houses of Parliament – Housing and Health – post note no. 371 – January 2011

<sup>21</sup> Public Health England guidance on mental health: environmental factors – October 2019

<sup>22</sup> DCLG English Housing Survey 2015-16

<sup>23</sup> The Health Foundation 'Better housing is crucial for our health and the Covid-19 recovery' – December 2020

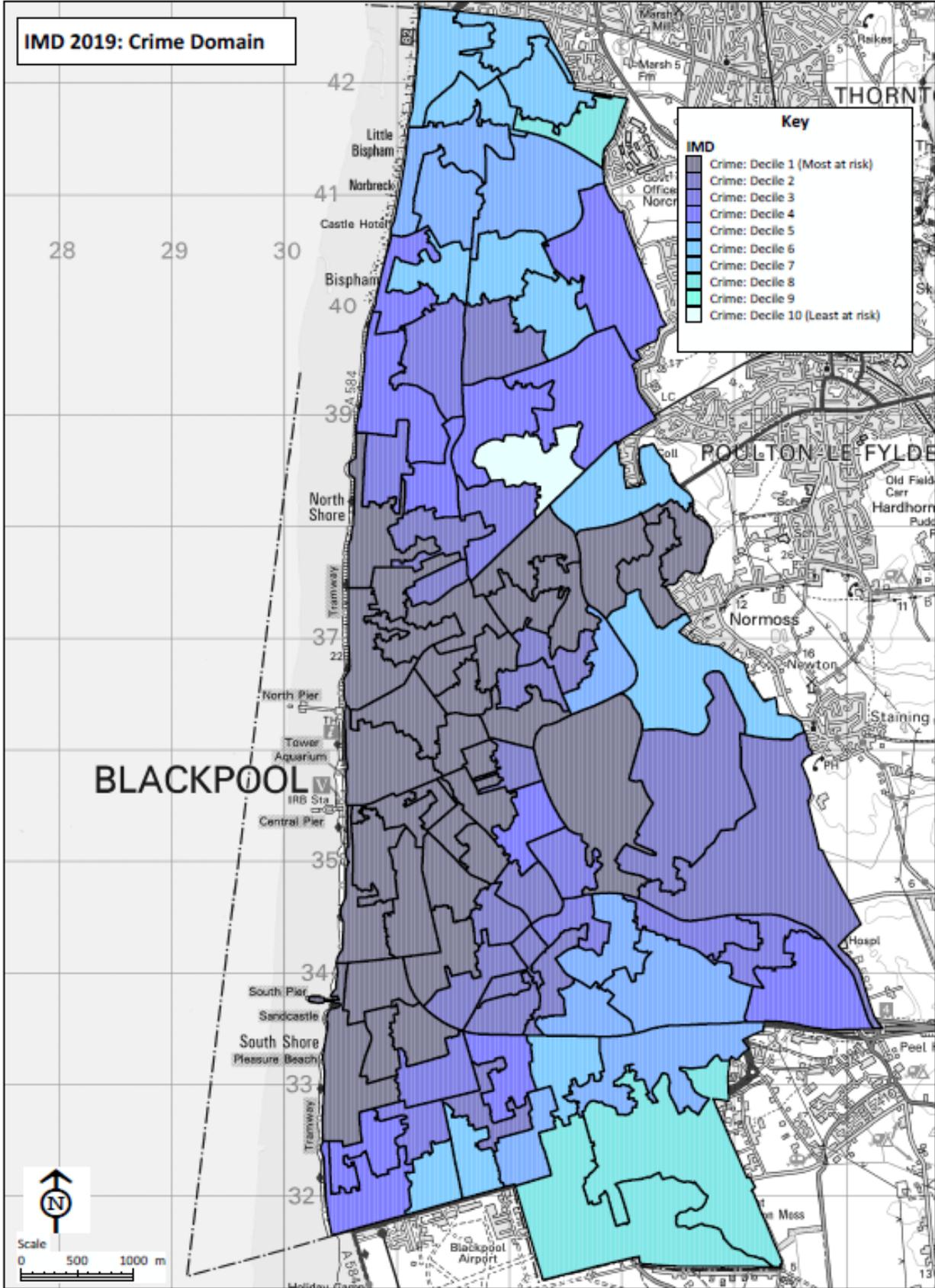
<sup>24</sup> <https://www.bregroup.com/services/testing/indoor-environment-testing/natural-light/>

<sup>25</sup> Blackpool Council Housing Strategy 2018-2023

<sup>26</sup> Report and appendices to Executive Committee meeting 14<sup>th</sup> December 2011

<sup>27</sup> Report and appendices to Executive Committee meeting 15<sup>th</sup> January 2018

Figure 3: Spatial distribution of crime deprivation across Blackpool



Source: Crime Domain Deciles, The English Indices of Deprivation 2019, MHCLG (2019)

The relationship between ASB and Selective Licencing schemes is somewhat complex. The review of the South Beach scheme noted that, aside from temporal fluctuations, ASB levels were relatively static over the 5 year period. However, this was considered to reflect the presence of a dedicated ASB Officer and greater engagement between Council and Police staff and the community leading to increased reporting. Notwithstanding these statistics, operational officers considered the Selective Licencing programme to be so successful that a second Selective Licencing Area was established in Claremont in 2014. This ended in April 2019 and a review is yet to be published. The latest Selective Licencing scheme was approved in Central area by the Secretary of State in 2018 and came into force in 2019.

The continuing use of this legislative tool demonstrates the ongoing issues in Blackpool and the established links between HMO accommodation and ASB. This recognised connection is one of the driving forces behind the introduction of this Article 4 direction.

## Summary

The Council Plan sets out two priorities:

- The economy: maximising growth and opportunity
- Communities: creating stronger communities and increasing resilience

The introduction of an Article 4 direction is considered important to support the Council's pursuit of its second priority.

This document has set out the extremely high levels of deprivation in Blackpool and the extent to which the most deprived areas of the town are characterised by small units of accommodation that are predominantly privately rented and of relatively poor quality. The abundance of small flats and HMOs reflects Blackpool's changing fortunes as a holiday resort and presents significant challenges. The easy availability of small and relatively cheap accommodation attracts vulnerable individuals and those dependent upon support from outside the borough, and this demand encourages further provision perpetuating a vicious cycle. The fact that 86% of new benefit claimants originate outside of Blackpool emphasises the fact that the small flat and HMO creation is not driven by locally generated need. In the future, whilst inward migration is expected to fall away, an increase in single person households is expected. However, the increase will be greatest amongst the older age groups for whom C4 HMO accommodation would not be suitable.

The links between poor quality housing, poor health and high levels of anti-social behaviour are well established. Blackpool suffers from relatively high levels of 'worklessness', low wages and high benefit dependency. Through its ambitious regeneration strategy, the Council aims to bolster the tourism industry but also diversify the local economy to create new, more stable and more attractive employment opportunities. Parallel to this is the Council's ongoing work to reduce the supply of poor quality housing and support more balanced and healthy local communities. The creation of sustainable neighbourhoods where people in a position of choice choose to live would reverse the vicious cycles that have characterised Blackpool's housing market to date.

Given the relatively low house prices in Blackpool, rooms in shared houses are typically sought out by those who cannot afford better. As set out above and evidenced by the benefit claimant data, many of these people are from outside of the Blackpool area. Continued, unregulated provision of HMO accommodation will continue the unsustainable housing cycles described above and undermine the

Council's wider strategies to combat deprivation and establish Blackpool as a desirable place to live and work.

It is acknowledged that a small number of professionals may require short-term affordable housing, such as staff on placement at Blackpool Victoria Hospital. However, this demand is considered to be extremely limited. The harm of requiring proposals for such accommodation to be subject to planning permission is considered to be heavily out-weighed by the benefits of preventing further general HMO provision. It must be remembered that a property occupied by 3 to 6 unrelated individuals choosing to live together as a single household would fall within Class C3(c) and not Class C4.

## Geographic extent of the direction

Careful consideration has been given to the geographic extent of this Article 4 direction.

It is accepted that Blackpool's deprivation is focused on the defined Inner Area of the borough. This could be a logical boundary for an Article 4 direction preventing change of use from C3 dwellings to C4 HMOs. However, as can be seen from figure 2, there are areas of deprivation and concentrations of small housing units across the borough.

If an Article 4 direction were limited to the defined Inner Area, this would likely push the demand for HMO accommodation into peripheral zones that are currently characterised by family housing, and the areas across the borough where small flats and HMOs are prevalent. As there is no need for further C4 HMO accommodation to meet Blackpool's future housing needs, the additional restriction that would result from extending the direction borough wide is considered to be justified by the increased protection it would offer to the Council's overall strategy.

## Conclusion

There is no need for further HMO accommodation in Blackpool to meet the towns housing needs.

The permitted development allowance for change of use from a family home (use class C3) to a small HMO (use class C4) has the potential to further unbalance Blackpool's housing market and undermine efforts to establish more balanced and healthy local communities and regenerate the resort.

The direction should apply borough-wide to prevent creep of HMO accommodation and the issues associated with it into existing stable and sustainable neighbourhoods.

**Blackpool Council  
Development Management**

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**Officer Report to Committee**

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<b>Application ref:</b>	20/0794
<b>Ward:</b>	INGTHORPE
<b>Application type:</b>	FULL
<b>Location:</b>	LAND AT RYSCAR WAY, BLACKPOOL
<b>Proposal:</b>	Erection of 51 private dwelling houses with associated access, parking and landscaping.
<b>Recommendation:</b>	Approve subject to conditions and a S106 Agreement
<b>Case officer:</b>	Clare Johnson
<b>Case officer contact:</b>	01253 476224
<b>Meeting date:</b>	25 January 2021

**1.0 BLACKPOOL COUNCIL PLAN 2019-2024**

- 1.1 The Council Plan sets out two priorities. The first is ‘the economy: maximising growth and opportunity across Blackpool’, and the second is ‘communities: creating stronger communities and increasing resilience.
- 1.2 This application accords with both priorities and would deliver housing to help meet the Council’s housing requirements.

**2.0 SUMMARY OF RECOMMENDATION**

- 2.1 The scheme is considered to represent sustainable development and the housing proposed would make a notable contribution towards meeting the borough’s housing needs. The recommendation is therefore that the Committee resolves to support the application and grant planning permission subject to the signing of a Section 106 legal agreement relating to a financial contribution of £76,022.00 (£57,104.00 towards off site public open space and £18,918 towards an extension at St Pauls surgery and reconfiguration at Moor Park Health Centre).

**3.0 INTRODUCTION**

- 3.1 This application is a major housing proposal on Council owned land at Ryscar Way, Blackpool.
- 3.2 The application was presented to Members at the Planning Committee meeting on the 16 November 2021 (please refer to Appendix 7(a) for this Committee Report) and Members deferred the application, pending the submission of a speed survey along Ryscar Way and details of any necessary mitigation.

3.3 The scope of a speed survey and additional assessment was agreed with the Head of Highways and Traffic Management Services. Traffic volumes and speeds were recorded in both directions on Ryscar Way, Kincaig Road and Faraday Way over 7 days from 1 December 2021 to 7 December 2021. The assessment is appended to this report at Appendix 7(b) and the findings are discussed in the Access and Highway Impact section of this report.

#### **4.0 CONSULTATION RESPONSES**

4.1 **Head of Highways and Traffic Management Services** - The results for Kincaig Road and Ryscar Way are within acceptable thresholds/limits. Faraday Way is a relatively high standard road (in terms of geometry) for a 30mph limit and the speeds recorded are not of concern in that context. The introduction of a new junction and right turn pocket to serve the proposed development would mitigate any concerns and the finer details would be worked up as part of a S278 agreement. The data and analysis does not indicate a significant problem and no additional intervention is required.

4.2 However, interactive signs that would display individuals' speeds could be used to supplement the new junction on Faraday Way, to further slow traffic, should Committee feel this is necessary.

#### **4.3 REPRESENTATIONS**

4.4 An objection has been received from the occupier of 3 Tennyson Drive. The objection is summarised below:

- Vehicles travel too fast around the roundabout/blind bend from Tennyson Drive into Ryscar Way and the speed survey does not assess this;
- The speed survey says nothing about the safety issues at the roundabout or what is a safe speed on the blind bend;
- The application will put more driveways close to the Ryscar Way exit of the roundabout, making it more dangerous.

4.5 Any response to this objection from the Head of Highways and Traffic Management Services will be included in the Update Note.

#### **5.0 ASSESSMENT**

##### **5.1 Access and highway impact**

5.2 The applicant appointed a suitably qualified consultant to undertake speed surveys and to provide an analysis of the results of those surveys, to determine if there is a vehicle speeding problem around Ryscar Way and if so, to identify any necessary highway mitigation measures required in advance of further housing development at Ryscar Way.

5.3 The speed limit on Ryscar Way, Kincaig Road and Faraday Way is 30mph.

5.4 The survey recorded the average vehicle speeds on Ryscar Way (approximately 40m to the west of the mini roundabout junction with Tennyson Drive) at peak times were between 24.1mph and 24.3mph.

- 5.5 The average vehicle speed on Kinncraig Road (approximately 180m to the south of the mini roundabout junction with Ryscar Way) at peak times were between 26.1mph and 26.3mph.
- 5.6 The Faraday Way survey was undertaken in the approximate location of the new access to the proposed housing development. The average vehicle speed on Faraday Way was between 31.9mph and 33.9mph.
- 5.7 The speed survey concludes that the recorded vehicle speeds are in line with the posted speed limits currently in force along Ryscar Way and Kinncraig Road. Whilst the vehicle speeds on Faraday often exceed the speed limit, the introduction of the proposed site access would alter the character of the highway in this location, resulting in slower vehicles on approach to the site.
- 5.8 The author of the speed survey report confirms that should the Committee consider it necessary, additional signage which would reinforce the speed limit, could be posted on Faraday Way and this could be agreed by condition and included in the S278 agreement.
- 5.9 The Head of Highways and Traffic Management Services has concluded that no additional intervention is required. However, if Members do consider additional signage is necessary on Faraday Way, proposed condition 19 could be amended as follows:

- 19 Prior to the commencement of development a scheme of off-site highway improvement works shall be submitted to and agreed in writing by the Local Planning Authority, and this agreed scheme shall be implemented in full and in full accordance with the approved details before any of the development hereby approved is first occupied.  
For the purpose of this condition, this scheme shall include:
- footway connection between Lowland Road and the site on the north side of Ryscar Way
  - native hedge planting on the landscaping strip between the site and Faraday Way
  - interactive signs which display individuals' speeds on Faraday Way

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016. This scheme must be agreed prior to the commencement of works on site in order to ensure highway safety and that appropriate access is available once the scheme is operational.

- 5.10 National Planning Policy Framework states in paragraph 111 that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In light of the above, and subject to conditions and highway agreements, no unacceptable impacts on highway safety or function area anticipated.

## **6.0 Other issues**

- 6.1 The application has been considered in the context of the Council's general duty in all its functions to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998 (as amended).
- 6.2 Under Article 8 and Article 1 of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set

against the general interest and the protection of the rights and freedoms of others. This application does not raise any specific human rights issues.

- 6.3 Through the assessment of this application, Blackpool Council as a public authority has had due regard to the Public Sector Equality Duty (“PSED”) under s.149 of the Equality Act and the need to eliminate unlawful discrimination, advance equality of opportunity between people who share a protected characteristic and those who do not, and to foster or encourage good relations between people who share a protected characteristic and those who do not. The application is not considered to raise any inequality issues.
- 6.4 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.

## **7.0 Sustainability and planning balance appraisal**

- 7.1 Sustainability comprises economic, environmental and social components.
- 7.2 Economically, the proposal would have limited impact. It would not result in a loss of employment or valuable agricultural land and would not unduly compromise the operation of any existing businesses. Future residents would help to support shops and services and some limited employment would be generated during construction.
- 7.3 Environmentally, conditions could be imposed to prevent any unacceptable impacts on air, land or water quality. In terms of biodiversity, the loss of the hedgerow weighs against the proposal. However, biodiversity could be enhanced through additional landscaping, the planting of native trees and other ecological enhancements such as bird and bat boxes and limiting solid boundary fencing. Subject to landscaping and tree planting, the development would not have an unacceptable visual impact and the design and layout of the properties is in keeping with surrounding development.
- 7.4 Socially, the scheme would provide good quality accommodation that would contribute towards the borough’s housing provision and 31% of the dwellings would be affordable homes to rent and this weighs in favour of the application. The development would not be at risk of flooding and conditions could be imposed to ensure that the development would not exacerbate flood risk elsewhere. No unacceptable amenity impacts are anticipated and no undue impacts on highway safety are expected.
- 7.5 In terms of planning balance, the development proposed is considered to constitute sustainable development. No other material planning considerations have been identified that would outweigh this view.

## **8.0 FINANCIAL CONSIDERATIONS**

- 8.1 The Council would benefit financially from the development through the receipt of Council Tax payments and through the disposal of the land. However, this has no weight in the planning balance and does not influence the recommendation to Members.

## **9.0 CONCLUSION**

- 9.1 As set out above and in the original report at Appendix 7(a), the scheme is judged to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment. On this basis, planning permission should be granted.

## **10.0 RECOMMENDATION**

- 14.1 In light of the above and the content of the report submitted to the Planning Committee on 16 November 2021 at Appendix 7(a), the recommendation to Committee remains that Committee resolves to support the application and defer it to the Head of Development Management to grant planning permission subject to the conditions at the end of the committee report of 16 November 2021 at Appendix 7(a) and, if necessary as amended above and the signing of a S106 agreement for commuted sums of £76,022.00 (£57,104.00 towards off site public open space and £18,918 towards an extension at St Pauls surgery and reconfiguration at Moor Park Health Centre).

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**Blackpool Council  
Development Management**

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**Officer Report to Committee**

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**Application ref:** 20/0794

**Ward:** INGTHORPE

**Application type:** FULL

**Location:** LAND AT RYSCAR WAY, BLACKPOOL

**Proposal:** Erection of 51 private dwelling houses with associated access, parking and landscaping.

**Recommendation:** Approve subject to conditions and a S106 agreement

**Case officer:** Clare Johnson

**Case officer contact:** 01253 476224

**Meeting date:** 16 November 2021

**1.0 BLACKPOOL COUNCIL PLAN 2019-2024**

- 1.1 The Council Plan sets out two priorities. The first is ‘the economy: maximising growth and opportunity across Blackpool’, and the second is ‘communities: creating stronger communities and increasing resilience.
- 1.2 This application accords with both priorities and would deliver housing to help meet the Council’s housing requirements.

**2.0 SUMMARY OF RECOMMENDATION**

- 2.1 The scheme is considered to represent sustainable development and the housing proposed would make a notable contribution towards meeting the borough’s housing needs. The recommendation is therefore that the Committee resolves to support the application and grant planning permission subject to the signing of a Section 106 legal agreement relating to a financial contribution of £76,022.00 (£57,104.00 towards off site public open space and £18,918 towards an extension at St Pauls surgery and reconfiguration at Moor Park Health Centre).

**3.0 INTRODUCTION**

- 3.1 This application is before Members because it is a major housing proposal on Council owned land.

#### **4.0 SITE DESCRIPTION**

- 4.1 The proposal relates to a 2.6ha site in Bispham to the north of Ryscar Way and to the west of Faraday Way. The site wraps around the former Bispham Hospital site (now a care home) to the south and abuts the north eastern corner of a housing development on Tennyson Drive (permission granted 2003). To the north of the site is housing development around Champagne Avenue which was granted permission in 1998 and to the west is housing development at Lowland Crescent which was granted permission in 1992 and 1970's residential development on Kinraig Place.
- 4.2 The site comprises semi-improved grassland which has historically been used for grazing. Established hedgerows border the site to the west and north and third bisects the site running north to south. The boundary with the care home to the south is largely screened by managed vegetation and the site is fenced and has intermittent shrub planting along the eastern boundary with Faraday Way. There is a pond to the south of the site which is linked to a wider pond network of the North Blackpool Pond Trail and Kinraig Nature Reserve (Bispham Marsh) and the application site falls within the potential impact zone for a number of local Biological Heritage Sites.
- 4.3 The western part of the site falls within flood zones 2 and 3 and there is a Public Right of Way bisecting the site along the western boundary through an area of protected public open space.
- 4.4 The site rises from west to east by around 2.5m, and also from north-west to south and south-east by around 3m. The site is currently accessed off Ryscar Way.
- 4.5 Excluding the protected public open space and flood zones 2 and 3 in the west, the site (approximately 2ha) is allocated for housing in the emerging Local Plan Part 2: Site Allocations and Development Management Policies document, which is expected to be examined in December 2021. No other designations or constraints have been identified.
- 4.6 The boundary between Blackpool and Wyre runs through the east of the site and the access off Faraday Way is in Wyre and hence a parallel application has been made to Wyre Borough Council.

#### **5.0 DETAILS OF PROPOSAL**

- 5.1 The application seeks full planning permission for the erection of 51 dwellings. Of these, 35 would be accessed from Faraday Way and would be general market homes and 16 of the dwellings accessed off Ryscar Way, would be affordable housing. The majority of dwellings, 47 in total, would have two storeys and four would have a third storey in the roof space.
- 5.2 Nine of the affordable homes would have two bedrooms and seven would have three bedrooms, arranged in three semi-detached pairs, two terraces of three and a terrace of four dwellings.
- 5.3 Thirteen of the market homes would have three bedrooms and 22 would have four bedrooms. Detached dwellings would comprise 27 of the total and the remaining eight dwellings would be semi-detached.
- 5.4 All of the two bedroom dwellings would have two off street parking spaces, the three bedroom dwellings would have at least two spaces and the four bedroom dwellings would

have at least three off street parking spaces. Several of the detached properties would also have either integral or detached garages.

5.5 The market houses would be arranged around a central island of four detached dwellings and would occupy much of the site. The affordable homes would be located in the south east of the site, six would face Ryscar Way and ten dwellings would be arranged around a cul-de-sac and shared access with the existing care home.

5.6 The proposal would include a surface water storage/attenuation pond in the north east corner of the site.

5.7 The application is accompanied by the following documents:

- Indicative drainage details
- Flood Risk Assessment
- Construction Management Plan
- Design and Access Statement
- Interim Travel Plan
- Noise Impact Assessment
- Planning Statement
- Transport Assessment
- Ecological Appraisal
- Tree Survey Report
- Hedgerow Note x 2
- Pond Note

## **6.0 RELEVANT PLANNING HISTORY**

6.1 94/1200 – Erection of 29 dwellings, associated car parking and access roads. Granted 01/04/1992 (Lowland Way to the west of the site off Ryscar Way).

6.2 99/0187 - Erection of residential development comprising 90 houses with private garages (74 in Blackpool and 16 in Wyre), and associated highway and landscaping works and Public Open Space. Granted 18 June 1998 (Bordeaux Crescent to the north of the site).

6.3 00/0215 – Outline planning permission for the erection of residential development, primary school expansion, retail foodstore, community facility, public open space and playground (included the application site and land to the south of Bispham Hospital) Granted 12 June 2000.

6.4 03/0448 – Reserved Matters permission for the erection of 154 dwellings. Granted 25 February 2004 (Tennyson Drive to the south of the application site).

6.5 19/0176 – Outline planning permission for up to 47 dwellings with vehicular access off Ryscar Way. Granted 2 July 2019 (the application site).

## **7.0 MAIN PLANNING ISSUES**

7.1 The main planning issues are considered to be:

- the principle of residential development
- housing mix, standards and density

- residential amenity impact
- design and visual impact
- access and highway impact
- ecological and arboricultural impact
- drainage and flood risk
- environmental impact
- sustainability and planning balance appraisal

## **8.0 CONSULTATION RESPONSES**

**8.1 Environment Agency** – No objections to the original scheme but raised objections when amended plans were submitted and suggested a number of solutions to overcome the objections. The applicant submitted a revised Flood Risk Assessment and the Environment Agency subsequently withdrew their objections, and confirmed that insofar as it relates to their remit, that the development would be safe without exacerbating flood risk elsewhere if the proposed floor risk mitigation measures are implemented. The Environment Agency have confirmed that the development must proceed in strict accordance with the revised Flood Risk Assessment (ref.30458/SRG, Rev A, dated August 2021; Ironside Farrar) and the mitigation measures identified as it will form part of any subsequent planning approval. Any changes to the approved Flood Risk Assessment and/or the mitigation measures identified will require the submission of a revised Flood Risk Assessment.

Paragraphs 174 and 179 of the National Planning Policy Framework recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. We therefore recommend that opportunities to enhance biodiversity in and around the development are identified and incorporated into the development, with particular regard to the aquatic environment, in accordance with the latest Planning Practise Guidance on how biodiversity net gain can be achieved.

**8.2 Natural England** – For residential development in this area, proportionate assessment of recreational disturbance impacts on the coastal designated sites resulting from the development is required via the Screening stage of the Habitats Regulations Assessment, as required under the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations').

Under Regulation 63 of the Habitat Regulations the determination of likely significant effect is for the competent authority, in this case the Local Planning Authority. If your authority can be satisfied that the proposal can conclude no likely significant effects there is no further need to consult Natural England.

Officer comment: The site is a proposed housing allocation under the emerging Local Plan Part 2, and has already been assessed along with the other housing allocations in the Habitats Regulations Assessment Screening Report dated November 2020 by Arcadis. That Screening exercise concluded that none of the site allocations were considered to have a likely significant effect on any of the European sites alone, or in combination. Natural England were consulted on the publication of the Local Plan Part 2 including the Habitats Regulations Assessment Screening Report, and raised no concerns over this housing allocation.

- 8.3 United Utilities** – In accordance with the National Planning Policy Framework and the National Planning Practice Guidance, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Following our review of the submitted Flood Risk Assessment/Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities.

United Utilities has requested that the standard three drainage conditions are imposed on the grant of planning permission, relating to the submission and agreement of a surface water drainage strategy, the management and maintenance of the drainage system and ensuring foul and surface water are drained separately.

- 8.4 Electricity North West** – Provided guidance on avoiding danger from overhead power lines and underground services.

- 8.5 Greater Manchester Ecology Unit (GMEU)** - This submitted ecological appraisal found the site to have some limited ecological interest, although there are three offsite ponds in the wider landscape that are of value.

The application area lies within the bespoke Site of Special Scientific Interest Impact Risk Zone for recreational disturbance. However, the Ecological Appraisal does not refer to this and therefore further information is required.

There are three ponds outside of the site, one to the west and two in the south. The southern ponds are currently connected to the western one through habitats present on the application site. However, the design of the proposals will result in this connection being lost, as there are no wildlife corridors in the proposed scheme. The conclusion in paragraph 6.3.19 that “the proposed development will not result in ... a substantial negative effect on any waterbodies or foraging areas linked to them” does not appear to have been made based on the proposed layout. We would therefore advise that the layout be redesigned to ensure that connectivity is maintained between the ponds in the wider landscape.

Officer comment: The site is a proposed housing allocation under the emerging Local Plan Part 2, and has already been assessed along with the other housing allocations in the Habitats Regulations Assessment Screening Report dated November 2020 by Arcadis. That Screening exercise concluded that none of the site allocations were considered to have a likely significant effect on any of the European sites alone, or in combination. Natural England were consulted on the publication of the Local Plan Part 2 including the Habitats Regulations Assessment Screening Report, and raised no concerns over this housing allocation.

Following the submission of amended plans, Greater Manchester Ecology Unit responded: The site plan has now been amended to include hedgerows which link the ponds in the south to that in the west. This is a welcome change, albeit the wildlife corridor will be very narrow. Measures will need to be put in place to ensure the corridor/hedgerows are retained in place and managed appropriately, so that occupiers of the new houses do not remove them.

Whilst the loss of hedgerows should always be avoided where possible, especially where they are well established, I am unsure if the loss of the ones on this site could be seen as reasons for a refusal of the application. From the description given the ones on this site appear to be largely hawthorn, which would be classified as species poor, although they will

clearly have value for other wildlife such as nesting birds and amphibians as well as a wildlife corridor function.

- 8.6 Lancashire County Highway Authority** - Highways do not have any objections regarding the proposed 54 dwellings and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity on highways under the control of Lancashire County Council.

The housing development is in the district of Blackpool with the site access onto Faraday Way being within the district of Wyre. The management and maintenance of Faraday Way from the South of Bispham Road was transferred to Blackpool in 2018 and as such the impact of the access onto Faraday Way is to be determined by Blackpool Council's Highway department.

- 8.7 NHS Clinical Commissioning Group** – This proposal for 51 houses will generate approximately 151 new patient registrations based on average household size of 2.4 Office for National Statistics 2017.

The proposed development falls within the catchment area of North Shore Surgery, Moor Park and also St Pauls surgery, Dickson Road. This need, with other new developments in the area, can only be met through the refurbishment and reconfiguration of the existing premises in order to ensure sustainable general practice.

The practices is located less than 1.1 miles and 3.0 miles from the development and would therefore be the practices where the majority of the new residents register for general medical services.

A sum of £18,918 towards an extension at St Paul's surgery and reconfiguration at Moor Park Health Centre is requested.

It is however important to note that general practice capacity would need to be created in advance of the growth in population so that both the infrastructure and workforce are in place. We would therefore be seeking the trigger of any healthcare contribution to be available linked to commencement of development.

- 8.8 NHS Foundation Trust** - Planning application is seeking to secure permission for the construction of 54 new dwellings. These dwellings will support a population increase of 119 new residents (assuming an average of 2.2 people per dwellings) all of whom will need to access health services.

It follows that without the provision of additional facilities and services it will not be possible to accommodate the health impact of the development within the existing provision which is available.

Whilst the Trust will, in due course, be able to obtain funding to meet the needs of the population which arises from the development, this funding will not be in place for approximately three years. Once in place, the funding will not be provided retrospectively, and as such the impact on the Trust for the initial period will not be met from any alternative source of funding.

We therefore request a contribution for this development in the sum of £150,831.00.

We would request such a contribution should be paid to the Council under the terms of the s.106 agreement, and should then be paid to the Trust. We would ask that any contribution be paid in full prior to first occupation of the development to allow for the necessary service provision to be in place to meet the demand which will arise as soon as the development is occupied.

Officer comments: The Courts have made it very clear that S106 funding cannot comprise a generalised tariff or compensate for budget deficits and the planning system cannot be used as a means to stop-gap public sector funding which should be covered by general taxation.

The request for £150,831.00 seeks the kind of stop-gap payment the Courts have deemed to be unacceptable as a planning obligation.

Planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fair and reasonably related in scale and kind to the development.

The assumption set out in the request, is that new dwellings will result in a population increase that will increase demand on NHS services but this is not evidenced. It cannot be assumed that the new dwellings will necessarily be occupied by people migrating into Blackpool. It is well documented that Blackpool has a very high level of transience, with many people moving into, out of and around the town. In addition the town suffers from poor quality, cramped and over-occupied housing. Whilst the number of households are expected to increase by 0.4% in household numbers 2016-2041, as set out in the Council and NHS's Joint Strategic Needs Assessment, this Office for National Statistics data predicts the actual population of Blackpool will fall by 2.5% over this period from 140,000 in 2016.

It should also be noted that an identical planning application for the same site was submitted to Wyre (ref 20/01247/FULMAJ). The NHS Foundation Trust responded to both applications on the same day (6<sup>th</sup> January 2021) and based on the same number of houses, with the same assumed population increase of 119 residents or 2.2 people per dwelling. However, based on the same calculations, they have requested a sum of £150,831 in response to the consultation from Blackpool, but only £95,162.00 in response to the Wyre consultation. This is nearly £56,000 less than the request on the Blackpool application. It is assumed that the figures used are based on average costs of treating people in Blackpool compared to people in Wyre. However, notwithstanding the earlier comments regarding unacceptable requests to bolster short term budget deficits, it is considered unfair and unreasonable to ask the developer to pay for the same houses, twice. The fact that the NHS makes these calculations depending on which authority they consider the development to be in rather than considering the impacts of the development itself, is a levy or tariff rather than a contribution which is directly relevant to the development and fair and reasonably related in scale and kind.

As such, the officer recommendation is that Committee does not require the developer to make this contribution.

- 8.9 Blackpool International Airport** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

- 8.10 Police Architectural Liaison Officer** – It is recommended that the development is designed and constructed to Secured by Design ‘Homes 2016’ security specification early in the design phase to mitigate any risk to crime. During the construction phase, the site should be secured by a 2.4m high weld mesh perimeter fence.

The advice includes general comments on secured by design principles. Elements of the advice that could be secured by condition include lighting, landscaping, fence positions and heights.

- 8.11 Local Lead Flood Authority** – The developer is limiting flows to the greenfield runoff rate so there should be little change to the existing system. In terms of the attenuation and surface water system, the plans look acceptable.

- 8.12 Head of Strategic Housing** - I would support the provision of 16 affordable houses for rent. I have been contacted by GPHA who are intending to partner with Create to deliver 16 affordable rent properties.

I would also add a concern regarding the site layout. The affordable homes all seem to be clustered together in a separate area, and as per planning policy should be more mixed.

- 8.13 Local Education Authority** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

- 8.14 Environmental Protection** – I agree with the recommendations of the Phase 1 report and gas monitoring results. I agree with the recommendations of the noise impact assessment.

Further information is required regarding the elevated hydrocarbon concentrations in the pond and how this will be remediated. This can be dealt with by condition.

- 8.15 Head of Highways and Traffic Management Services** – There have been various comments and concerns with the access and layout of the scheme, which have been resolved subject to highway agreements. The final comments are summarised below:

I have no objection to the scale of the development or to the generality of the access arrangements. However, a number of minor issues are evident.

The access from Faraday Way would be subject to formal Highways Act agreements. I see no fundamental issue in the layout but would expect the design to be amended as necessary for technical approval and safety audit. I note Lancashire County Council’s comments. The safety audit should extend into the site to the second junction.

The detail of contrasting demarcation on initial entry to the site from Faraday Way needs to be dealt with in the negotiations for the s38 agreement and included in the safety audit.

There is obviously a need to require that they connect the footway from Lowland Way to the site on the north side of Ryscar Way. This too would necessitate a Highways Act agreement - so we would have two/three agreements (this, the access and the s38) or a hybrid. It should be shown on all approved drawings.

The linking footway needs a status defined. The detail as it meets the loop road needs to be amended because the two drives framing the two verges that frame the footway doesn't work and the verges will be over-run. Without a larger scale plan showing what will be private/shared/adopted and an indication of a maintenance regime there is little point in commenting further. I assume this will be resolved in conditions requiring material details, landscaping and maintenance intentions. There will also be sustainable drainage systems of course to be maintained.

The hatched area leading to plots 28-34 allows the pedestrian route to be followed without crossing the road, as requested. The mouth of the entry to the hatched area seems very wide and could, subject to swept paths, usefully be narrowed – for the comfort of pedestrians. The detail can be resolved with the other parts of the highways agreement. We also need to establish that access to the care home site is not compromised and the entrance to that should accommodate a turning width of 4.5m inside radius to 12.5m outside radius. Again to be resolved as a highway detail.

The development will, if approved, require conditions dealing with off-site highway works and CMP.

The Head of Highways has also agreed in principle to off-site hedgerow planting along Faraday Way, subject to the agreement of a revised landscaping scheme. This offsite hedgerow planting scheme would be included in the s278 agreement.

**8.16 Head of Parks and Greens** - Hedgerow should be placed along the western boundary (of the Public Open Space) and join with the remaining hedgerow and we can specify a mix of trees to be planted within to create further habitat. In addition with the trees been planted as part of the planting scheme, there should be a good portion of tree cover benefitting the area.

**8.17 Waste** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

**8.18 Ramblers Association** - no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

## **9.0 REPRESENTATIONS**

9.1 Site notice published: 24/12/2020

9.2 Neighbours notified: 17/12/2020 and 27/07/2021

9.3 Ben Wallace Member of Parliament for Wyre and Preston North on behalf of the occupier of 47 Champagne Avenue,

- 1, 5, 7, 10 and 11 Bordeaux Crescent
- 47 Champagne Avenue
- 1, 3 and 42 Tennyson Drive

9.4 This representations raise the following issues:

Flood risk:

- The area is regularly affected by sitting surface water and the development will significantly increase the risk of flooding to neighbouring properties.
- Flood risk of river flooding is low, flood risk from surface water is high.
- Increases in hard surfaces will naturally make surface water run downhill towards our properties.
- The flood risk report doesn't show what we have seen where huge lakes form on the site in heavy rain.
- Even in moderate rain periods the ground quickly becomes sodden and large puddles quickly form. These puddles take longer and longer to dissipate.
- With more development there will be a loss to the potential run off areas. In effect, this application is proposing some limited flood protection to new homes at the direct expense of the existing properties.
- The properties will impact on amenity of residents on Bordeaux Crescent.
- Back to back gardens will lead to overlooking and invasion of privacy.
- Loss of natural light given proximity of new houses.

Ecology:

- No reference to the current hedgerow and trees which screen properties on Bordeaux Crescent.
- The ecology survey focuses on the direct site rather than wider area.
- There is a significant error in the Hedges Note dated 18/5/2021 which quotes that the height of the hedges running along the north edge of the land as being on average 1.5m tall when it is at least 2.5m above the 2.0m fence that runs along the northern boundary of the site.
- The application contains vague proposals about the treatment of the longstanding hedgerow along the north boundary to the site. Comments include 'pruning or removing this hedgerow' is an unacceptable throw away statement that completely disregards the impact of these actions. This impact is both in terms of the management of CO2 two emissions, the mental wellbeing of longstanding residents and the habitat of a large variety of birds that use it.
- To destroy this hedgerow is not acceptable. Hedgerow along northern boundary should be retained to support the abundance of wildlife.
- The proposals in the latest plan appear to indicate a buffer zone of around 0.7 metres between the boundary fence of the property adjacent to our fence. This is not acceptable, at least 2.0 metres should be allowed for this buffer zone along the full length this side of the development so that no hedges are removed and only minor pruning for overhang as a minimum.
- There is no indication of how you intend to preserve and limit the impact on the wildlife living in this area.
- The Council has a responsibility to protect the environment.
- There is no replacement hedgerow planting proposed along the northern boundary.
- The tree line is a haven for the birds which are under enough pressure with the destruction of their breeding grounds.
- Squirrels, foxes, owls, frogs, newts, field mice and hedgehogs will be lost as their habitat will be lost.

- Each and every year, these animals nest, breed their young and rest in the surrounding trees and bushes which border number 1, 3, 5, 7, 9 and 11 Bordeaux Crescent and the northern boundary line of the 51 dwellings.
- The new trees proposed are extremely sparse and would not encourage the nesting, protection and return of the birds that currently live here. This requires further research, consideration and should reflect the importance of retaining and supporting the local area and wildlife.
- There is proposed tree planting in the front of the new dwellings but not at the back.

Amenity:

- Increase noise and disturbance and will be visually overbearing.
- Loss of privacy and overlooking.
- Reduced natural light.
- There is no detailed consideration on the effect of the construction disruption to residents surrounding the proposed development.
- There should be proposals to limit the warning sounds that construction vehicles emit when reversing.
- The 51 dwellings will have a catastrophic impact on the character of the area, appeal to selling/purchasing property in the area.
- There has just been building work going on at the Bispham Hospital for the last year which has been very disruptive.
- The Council should replace my double glazing with triple glazing along the back of the house to mitigate this disruption.

Local services:

- Will the local GPs, schools, roads, etc. be able to accommodate the new residents? Bearing in mind that there have been many new dwellings built with half a mile.
- Has this been considered adding in 47 properties with only one shop close within walking distance, this brings back to the traffic accident that occurred near the only shop also increasing more chances of traffic accidents. Additionally, there are only two (small) local schools in the area.

Highway safety:

- Additional traffic will impact on the safety of pedestrians and pupils at Kincaig School.
- Traffic will be worse when the Norcross retail scheme goes ahead.
- The planned road on to Faraday Way will increase accidents due to the high speed at which people drive along Faraday Way.
- Increase wear and tear on the road at Faraday which is already crumbling and a very busy route.
- The July 2021 layout adversely affects road safety at the junction of Tennyson Drive and Ryscar as this is a dangerous junction with vehicles travelling at speed westwards round the bend from Tennyson Drive into Ryscar Way without being able to see driveways round the bend. The July 2021 layout puts more traffic hazards into this area from plots 19 - 24, with vehicles manoeuvring on and off driveways, visitor and delivery vehicles standing at the kerb, and distractions in drivers eyeline.
- Visitor parking is already sparse as the whole area is double yellow lines, due to the junction.
- There are no other options for visitors to park legally. Therefore, when visitors or delivery drivers park on the double yellow lines at the roundabout there is huge potential to cause a serious road traffic accident.
- Children could run out onto Ryscar Way.

- The December 2020 layout kept driveways for plots 17 - 22 (Dec 2020 numbering) away from the danger area and these six properties should revert to the December 2020 layout for better road safety.
- A fatal road traffic accident occurred on the road leading off Ryscar Way a couple of years ago and more traffic only increases the risk of further accidents, increased noise, pollution and congestion in the area
- The traffic report is very scant on detail and implies an average car ownership in Blackpool as being very low compared with national figures. This conclusion I can only assume is based on ownership in predominantly central areas of Blackpool. From walking round FY5 the car ownership is more than one per household and this increases for the newer developments.
- I would like to see more evidence on the car ownership figures the actual area of the development, not 'Blackpool'.

Environment:

- Additional pollutants, including noise, which is already significant from Faraday Way.
- There are very few open spaces left in this borough and I would appeal to the Planning Authority's concern for the future, in a world that is already in grave danger of warming to an irrecoverable level due to the presence of CO2 in the atmosphere.
- Reduce air quality due to increase in CO2 and other pollutants such as tyre and brake particles that it will produce for us to inhale.
- The site should be used as a recreational area that is wooded with the planting of trees to break up the buildings and concrete that is rapidly expanding

Other:

- The previous plans submitted showed an easement which I believe you are not allowed to build on. On the most recent plans this easement is no longer on the drawings
- I purchased my house a year ago which looks out over the field that was part of the reason why I bought it.
- There are two new housing estates very close to this area, White Carr Lane (McDermott Homes) & Warren Drive (Lovell Homes). I find it difficult to for the need of another estate when these two haven't sold yet.

Comments have also been received from the occupiers of 3 Tennyson Drive

- If the houses fronting Ryscar Way are 2 and 4 Ryscar Way signage needs to make clear the houses opposite are 1 and 3 Tennyson Drive

## **10.0 RELEVANT PLANNING POLICY**

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

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

- Section 5 - Delivering a sufficient supply of homes
- Section 8 - Promoting healthy and safe communities
- Section 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

## **10.2 National Planning Practice Guidance**

10.2.1 The National Planning Practice Guidance expands upon and offers clarity on the points of policy set out in the National Planning Policy Framework. The following sections are most relevant to this application:

- Air quality
- Design
- Flood risk and coastal change
- Health and well-being
- Natural environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Travel plans, transport assessments and statements
- Water supply, wastewater and water quality

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

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

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

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

10.4.1 The Blackpool Local Plan was adopted in June 2006. A number of policies in the Local Plan have now been superseded by policies in the Core Strategy but others have been saved for continued use in the absence of an adopted part 2. The following policies are most relevant:

- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- LQ3 Layout of Streets and Spaces
- LQ4 Building Design
- LQ6 Landscape Design and Biodiversity
- HN4 Windfall Sites
- BH3 Residential and Visitor Amenity
- BH4 Public Health and Safety
- BH5 Protection of Public Open Space

- BH10 Open Space in New Housing Developments
- NE6 Protected Spaces
- NE7 Sites and Features of Landscape/Nature/Conservation and Environmental Value
- AS1 General Development Requirements (Access and Transport)

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

10.5.1 The Blackpool Local Plan Part 2 has been subject formal consultation earlier this year and has been submitted for examination in December 2021. At this point in time limited weight can be attached to the policies proposed, especially as the application was submitted prior to the earlier consultation. Nevertheless, the following draft policies in Part 2 are most relevant to this application:

- DM1 Design Requirements for New Build Housing Development
- DM17 Design Principles
- DM21 Landscaping
- DM31 Surface Water Management
- DM35 Biodiversity
- DM36 Controlling Pollution and Contamination
- DM41 Transport requirements for new development

## **10.6 Other Relevant Policy and Guidance**

10.6.1 Supplementary Planning Document Note 11 (SPG11): Open Space: New Residential Development and the Funding System was adopted in 1999 and sets out open space requirements in residential development.

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

10.6.3 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.

10.6.4 National Design Guide (January 2021) recognises the importance of good design and identifies the ten characteristics that make up good design to achieve high-quality places and buildings. The guide articulates that a well-designed place is made up of its character, its contribution to a sense of community, and its ability to address the environmental issues affecting climate.

10.6.5 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.

10.6.6 Department for Communities and Local Government Technical Housing Standards – Nationally Described Space Standards – this document was published in March 2015 and sets out the national minimum standards for new homes, although these standards have yet to be adopted for new build dwellings in Blackpool. However, they are a useful tool to assess the quality of housing development coming forward.

## **11.0 ASSESSMENT**

### **11.1 Principle**

- 11.1.1 The Core Strategy confirms that provision will be made for the delivery of 4200 new homes in Blackpool between 2012 and 2027.
- 11.1.2 The majority of the site is currently unallocated but the emerging Local Plan Part 2: Site Allocations and Development Management Policies document (Part 2) allocates this site for housing with an expected delivery of around 47 units. Part 2 underwent public consultation earlier this year and there were no objections to the allocation of the site for housing. Part 2 has been submitted for examination which is expected to take place in December 2021. Given the lack of objections to the housing allocation as a result of the consultation, weight can be given to the fact that the site is an emerging housing allocation in Part 2.
- 11.1.3 Furthermore, historically the site has had outline permission for housing on two separate occasions in 2000 (reference 00/0215) and 2019 (reference 19/0176). Permission ref. 19/0176 remains extant. There has been an update to the National Planning Policy Framework (July 2021), but there has been no material shift in local or national policy or changes to the site circumstances which would suggest that residential development is no longer acceptable in terms of land use. However, the Council has since adopted a Green and Blue Infrastructure (GBI) Strategy and Action Plan and declared a Climate Emergency (2019) and these are material considerations in assessing the application. The GBI Strategy gives greater emphasis on the need to protect and enhance green and blue infrastructure and trees and to increase biodiversity.
- 11.1.4 There is a mix of uses around the site and in the wider area but the land to the west of this section of Faraday Way is predominantly residential in character. As such, the development of the land to provide residential accommodation is considered to be acceptable in land use terms.
- 11.1.5 The western part of the site is protected as public open space and also includes a public right of way. This same area also falls within flood zones 2 and 3 and includes a public sewer that is subject to a 6m easement. Paragraphs 159-166 of the National Planning Policy Framework require new housing development to be located in accordance with the sequential and exceptions tests where appropriate. This means that new housing should not be permitted within flood zones 2 or 3 if there is available land that could accommodate the development within flood zone 1. As the site is a housing allocation in the emerging Local Plan Part 2, a sequential test was undertaken as part of the updated Strategic Flood Risk Assessment. The developer does not therefore need to demonstrate compliance with the sequential test and there have been no material changes in site circumstances since the Strategic Flood Risk Assessment was undertaken, which would suggest that the applicant would need to apply the exception test. Given that the houses would be located in flood zone 1, the development is not considered to be at risk of flooding. Therefore the main flood risk issue is ensuring that the proposed development does not cause flooding elsewhere. The application is

accompanied by a Flood Risk Assessment and issues related to drainage and off-site flood risk are discussed in the Drainage and Flood Risk section of this report.

- 11.1.6 In terms of the five year housing land supply, current indications are that the Council can identify a 14.2 year housing land supply and so the tilted balance would not apply in this case. However, Ryscar Way is identified in the Council's housing land supply and the scheme would support the Council in meeting its housing requirement set out in the Core Strategy and this weighs in favour of the application.
- 11.1.7 Policy CS14 relates to affordable housing and for developments of 15 or more houses, outside of the Inner Area, this policy requires housing developments to provide 30% of the total number of dwellings to be affordable housing. The scheme would deliver 16 affordable homes for rent which equates to 31% of the total number of dwellings created on the site being affordable and this weighs in favour of the scheme. The case officer shared concerns with the applicant that all of the affordable housing provision is clustered together in one corner rather than being tenure blind and dispersed throughout the development. However, this policy requirement is in emerging Policy DM1 which at the time of the submission of the application, had not been published for consultation. As such, this factor holds limited weight in the planning balance. The phasing of the affordable housing would be agreed by condition, in consultation with the Housing Manager.

## **11.2 Planning Obligations**

- 11.2.1 Policy CS6 requires development to incorporate new or enhance existing green infrastructure and confirms that financial contributions will be sought from development for open space and green infrastructure. Saved Policy BH10 requires developments of three or more residential units to make a financial contribution towards the provision or improvement of off-site public open space. The Supplementary Planning Guidance 11: Open Space (SPG11) sets out the public open space requirements in new housing development, until it is replaced by the draft Greening Blackpool Supplementary Planning Document. No new open space is proposed on the site and the existing protected public open space within the site is already serving the local population. As such, a commuted sum of £57,104.00 would be required in order to upgrade public open space off site.
- 11.2.2 The NHS Clinical Commissioning Group have requested a £18,918 towards an extension at St Paul's surgery and reconfiguration at Moor Park Health Centre in order to help accommodate the needs of the residents of the development. This request is for physical infrastructure required as a result of this development, appears reasonable and would appear to meet the tests set out in paragraph 57 of the National Planning Policy Framework.
- 11.2.3 In terms of education provision, the Local Education Authority has not provided a detailed response to the consultation, or indicated that there is a shortfall in capacity at nearby schools. As such, no contribution towards education provision is sought.
- 11.2.4 These commuted sums would be secured through a S106 agreement prior to the issuing of a decision notice.

### **11.3 Housing Mix, Density and Standards**

- 11.3.1 Policy CS13 requires new residential development to provide an appropriate mix of quality homes which would help to rebalance Blackpool's housing supply, having regard to the specific character, location and viability of the site and making the most efficient use of land. The development would deliver a housing mix of 2, 3 and 4 bedroom dwellings of various sizes and this is considered to be an appropriate housing mix in this area.
- 11.3.2 The smaller 2 and 3 bedroom houses (23 units) would not meet the floorspace standards set out in the Nationally Described Space Standards in terms of gross internal floorspace and some bedroom sizes and some of the larger dwellings would have secondary bedrooms which don't meet the space standards. However, there is no adopted policy requirement that new dwellings must adhere to the Nationally Described Space Standards and the emerging Policy DM1 only requires 20% of new dwellings to meet the space standards. The smaller houses would be of a reasonable size and so there would be no conflict with Policy CS13 in this respect.
- 11.3.3 In terms of density, the developable area of the size is just over 2 hectares so the scheme would achieve a density of 25.5 dwellings per hectare (51 dwellings/2ha). Recently approved schemes in Blackpool have achieved between 25 and 30 dwellings per hectare, so the density of the scheme is not unusual and, given the character of the area, the density is considered to be acceptable and there would be no conflict with Policy CS13 in this respect.

### **11.4 Residential amenity impact**

- 11.4.1 A number of objections have been received from local residents in relation to anticipated impacts on residential amenity. In particular, concerns have been raised relating to potential loss of privacy and loss of daylight, and increased noise and disturbance.
- 11.4.2 The rear elevations of the proposed dwellings along the northern boundary would be at least 21m away from the rear elevations of properties fronting Bordeaux Crescent at first floor level and this is a standard separation distance which would sufficiently protect privacy. Site cross sections have been submitted which indicate that the proposed houses would be no higher than the existing houses on Bordeaux Crescent. Furthermore, conditions requiring the submission of fencing and landscaping details are considered necessary and there is the opportunity to provide a wire fence set off the shared boundary with properties on Bordeaux Crescent and replacement hedgerow planting behind, similar to the arrangement shown between the proposed houses and care home to the south of the site. This would reduce the depth of the rear gardens along this boundary, but not to an unacceptable degree. Once matured, the replacement hedgerow would create a narrow wildlife corridor as well as providing screening. Elsewhere, separation distances between the development and existing houses are met.
- 11.4.3 Windows in the side elevations of the proposed houses at first floor, or in rear elevations which are located close to side elevations at first floor, would only serve bathrooms or stairwells. The front elevation of plot 32 is angled towards, and in close proximity to, the rear elevation of plot 31. In order to safeguard the privacy of the occupiers of plot 31, the bathroom window which was located on the rear elevation, would now be located on the site elevation. No other issues with separation distances have been identified and unacceptable levels of overlooking or loss of privacy are not anticipated for the future occupiers of the development.

- 11.4.4 Each property would have a private rear amenity space, some of which would not reach the typically required length of 10.5m, particularly on the southern side of the development and the affordable dwellings. However, this standard is partly required to ensure adequate separation distances are provided. On balance the gardens are considered to be of sufficient size to meet the needs of the future occupiers.
- 11.4.5 Most of the dwellings would have a front garden area of sufficient size to provide green infrastructure to act as an amenity, to soften the appearance of the development, to act as a soakaway and to provide benefits to biodiversity. Some of the smaller dwellings would have little in terms of a front garden area as the space is taken up by car parking provision. Nonetheless, tree planting is indicated in the submitted landscaping plans which would help soften the appearance of the development. A condition which removes permitted development rights would safeguard the amenity spaces.
- 11.4.6 The submitted noise survey recommends the installation of 2.4m high acoustic fences around dwellings in the north east corner of the site to mitigate noise in private amenity spaces. Two dwellings are affected (plots 46 and 47) and the proposed boundary treatment fronting Faraday Way for those plots would comply with the recommendations in the noise report. For reasons set out in the Ecology and Arboriculture section of the report, the boundary treatments would be agreed by condition.
- 11.4.7 There would be an increase in noise and disturbance for the occupiers of nearby dwellings during the construction process and this is unfortunate but unavoidable. However, a Construction Management Plan would be required by condition and that would contain working hours, dust mitigation measures, vehicle routing, placement of site compounds etc. in order to keep the disturbance to a minimum. Once the development is occupied, noise and disturbance would be no greater than in any other housing estate.
- 11.4.8 Conditions are proposed which would prevent the houses from being used as anything other than C3 dwellings for permanent occupation and these conditions would further safeguard neighbour amenity.
- 11.4.9 In light of the above, no unacceptable impacts on residential amenity are anticipated.

## **11.5 Design and visual impact**

- 11.5.1 The site is currently undeveloped greenfield land and therefore any development of any scale on the land would have a detrimental visual impact on the immediate area and this weighs against the proposal. However, the area is residential in character, the majority of views across the site are against a back drop of other buildings and the site is not a prominent feature from the road network.
- 11.5.2 The properties fronting Kinraig Place would view the site against the backdrop of the fields on the eastern side of Faraday Way. However, the existing public open space along the western boundary of the site nearest to these properties would be retained and enhanced by landscaping which would form a buffer which would adequately mitigate any visual impact.
- 11.5.3 Within the public open space there is a public right of way which bisects the space and follows the line of the western boundary. It runs from Ryscar Way to the south and links into a network of footpaths to the north. At present it is screened from the main body of the site by a substantial hedgerow. Indicative layout plans on the previously approved outline

application (19/0176) retained this hedgerow and a condition was imposed on the permission requiring it to be bolstered with native species in order to screen the right of way from the development and to safeguard the appearance, character, quality and function of the public right of way. However, in this application, the hedgerow would be lost in its entirety in order to accommodate the layout of the development and to facilitate the construction process. The loss of this hedgerow as an amenity in the public open space and from the public right of way weighs against the scheme in the planning balance. However, indicative landscaping plans show replacement native hedgerow planting in the public open space alongside tree planting. Over time, as the replacement hedgerow matures, it would screen the development and mitigate the loss of the existing hedgerow, in terms of visual amenity.

- 11.5.4 In terms of the development itself, the house types proposed are well designed with multi-brick elevations, grey concrete roof coverings, artstone window cills and headers and plinth detailing, and some of the larger detached dwellings would have decorative vertical tiling on front gable features.
- 11.5.5 The dwellings would incorporate sufficient articulation and design detailing such as porch and gable features to provide visual interest and the larger houses would have bay windows with artstone detailing.
- 11.5.6 The range of dwelling types and designs on the site would provide character and interest and the consistent use of materials would provide a coherent development. The house types proposed are not dissimilar to those used on the developments to the north and south and so they wouldn't be out of character with the area.
- 11.5.7 There are two houses which turn their back to Faraday Way and their rear gardens would be enclosed by timber fencing which would punch forward of the building line. However, both housing estates to the north and south turn their back on Faraday Way and additional off site planting could screen the fences, as has been done elsewhere along Faraday Way and these details would be agreed by condition and implemented as part of the required S278 agreement.
- 11.5.8 As you turn into the estate off Faraday Way, there would be a small amenity space with tree planting which would be a positive feature in the streetscene. Tree planting is proposed in front garden areas and the trees would soften the development visually and provide additional interest.
- 11.5.9 There is sufficient space in rear gardens or in garages to store refuse bins and a condition stating that refuse bins are not to be stored at the front of the properties other than on collection day is considered necessary, in the interests of visual amenity.
- 11.5.10 The open plan layout is considered to be reasonable. A condition requiring that the estate remains open plan is considered necessary to maintain the open feel of the estate and prevent walls and fences being erected around the curtilages of individual front gardens in a piecemeal and uncoordinated fashion. Overall, subject to conditions, the layout and design of the development proposed is considered to be acceptable and once replacement hedgerow planting in the public open space has matured, no undue visual impacts are anticipated in the longer term.

## **11.6 Access and highway impact**

- 11.6.1 The site is effectively split in two with the affordable homes accessed off Ryscar Way and a cul-de-sac shared with the care home, and the market homes accessed off a new road off Faraday Way.
- 11.6.2 The road off Faraday Way would circle around an island of four dwellings with houses accessed off it and an access spur would provide access to four properties fronting Faraday Way. A pedestrian/cycle route through the site would link Ryscar Way to Faraday Way.
- 11.6.3 In terms of car parking, the two bedroom dwellings would have two off street parking spaces, the three bedroom dwellings would have at least two spaces and the four bedroom dwellings would have at least three spaces. All garage spaces would have internal dimensions of 6m x 3m which is sufficient to park a family sized car and store refuse bins and cycles. Given that the car parking provision complies with the existing and emerging car parking standards, it is considered that there would be sufficient car parking spaces to serve the development. Conditions which removes permitted development rights would safeguard the parking provision on the driveways and the garages.
- 11.6.4 A number of objections have been received from local residents in relation to anticipated impacts on highway safety. In particular, concerns have been raised relating to the development leading to more accidents on Faraday Way and at the Tennyson Drive junction with Ryscar Way and how average car ownership has been calculated.
- 11.6.5 The submitted Transport Assessment states that records indicate that there are no significant concentration of vehicle collisions in the area that would suggest there are existing safety issues which would be exacerbated by the development. The Assessment states that the proposed development would not have severe residual impact on the surrounding highway network in accordance with National Planning Policy Framework. The proposal has been considered by the Head of Highways and Traffic Management as the Local Highway Authority, and by Lancashire County Council as the neighbouring Local Highway Authority. Lancashire County Council Highway Authority have raised no objections to the scheme. There have been lengthy discussions between the Head of Highways and Traffic Management and the applicant in relation to the access and layout of the scheme. Following the submission of amended plans, subject to conditions, various highway agreements, safety audits and the agreement of the finer details of the highway works, the Head of Highway and Traffic Management has no objection to the scheme.
- 11.6.6 A Construction Management Plan has been submitted but it refers to a superseded layout plan and does not include working hours. The document states that the site would be built using one access from Ryscar Way. However, the Head of Highways and Traffic Management Services has indicated that access should be from Faraday Way, the arrangement of sales and parking is unacceptable and the wheel wash should be inside the site and the road leading from there to Faraday Way should be surfaced and drained with silt traps. The contractor will be required to provide the Council with contact details for road sweeping and confirm their authority for the Council to call out the contractor if considered necessary. As such, the submission of a revised Construction Management Plan is required by condition.
- 11.6.7 A Travel Plan has been submitted and the contents are acceptable but lack the required details. As such, the submission of a detailed Travel Plan should be secured by condition.

- 11.6.8 A condition requiring the developer to provide the infrastructure to enable future occupiers to easily install electric vehicle charging points is considered necessary to enable and encourage the uptake of zero emission vehicles, and to ensure that the development is accessible by sustainable transport modes, in accordance with paragraph 112 of the National Planning Policy Framework.
- 11.6.9 In light of the above, and subject to conditions and highway agreements, no unacceptable impacts on highway safety or function area anticipated.

**11.7 Ecological and Arboricultural impact**

- 11.7.1 In accordance with paragraph 174 of the National Planning Policy Framework, new developments should minimise impacts on and provide net gains for biodiversity. The Environment Agency have also recommended that opportunities to enhance biodiversity in and around the development are identified and incorporated into the proposed development, with particular regard to the aquatic environment.
- 11.7.2 The site is bounded to the north and west by established hedgerow and there is a fragmented hedgerow which bisects the site north to south. The supporting Ecological Appraisal confirms that none of the hedgerows around the site perimeter were considered important under the Hedgerow Regulations (1997). However, all hedgerows are a UK Biodiversity Action Plan habitat.
- 11.7.3 The Appraisal states that the hedgerow along the north are species poor and contain a low diversity of woody plant species and the hedgerow running through the west of the site has a slightly higher diversity of woody plant species. The Appraisal states that these hedgerows should be retained in any proposed scheme and where lengths need to be lost, they should be transplanted or new hedges planted as compensation.
- 11.7.4 The Appraisal confirms that the hedgerow which bisects the site is defunct and species poor and has a low ecological value. Should this be lost, new shrub/ scrub planting would be suitable compensation for its loss.
- 11.7.5 In relation to bats, the Appraisal states that the site provides foraging habitat for bats, although this is not an optimum site and bat species are highly unlikely to rely on the site for feeding. The Appraisal states there would be no significant degradation of foraging habitat as a result of the proposal so long as the hedgerows and trees are retained or their loss is compensated for in any landscaping scheme.
- 11.7.6 In terms of birds, the Appraisal states that the hedgerows offer potential habitat for feeding and nesting birds, and the scattered scrub and overgrown grassland offers some feeding potential and that edges should be retained wherever possible.
- 11.7.7 There is a pond to the south of the site, to the east of the care home and this is not within the site boundary. It is however currently linked to a wider pond network to the south and west which support common frogs and toads (Biodiversity Action Plan species). Initially, the site layout proposed dwellings to the north of the care home with timber fences along the boundary of the care home which would have eliminated the connectivity between these ponds. Amended plans have been submitted showing a narrow strip of native hedgerow to the north of the care home, outside of residential curtilages which would maintain pond linkages. A condition requiring the submission of fence positions is considered necessary in

order to ensure that the connectivity is maintained. As shown, a section of existing fence would be retained which would block that connectivity.

- 11.7.8 The fencing plan also indicates the use of concrete gravel boards under timber infill panels around the rear gardens associated with the affordable housing and this would effectively block amphibians and small mammals roaming between and through rear gardens. Hedgerows between wire fencing would enable the passage of wildlife and should be prioritised and where this isn't possible, timber fences with gaps under would be appropriate and these boundary details would be agreed by condition. A condition requiring details of ecological enhancements is also considered necessary, which includes the requirement to submit details of public awareness measures to be undertaken to educate residents in appropriate non-damaging behaviour to wildlife, such as retaining gaps under fences and retaining hedgerow and soft landscaping.
- 11.7.9 The site plan indicates that the existing hedgerows will be 'trimmed/removed where necessary' and this is very misleading. Following officer concerns about the impact of the development on the hedgerow along the north and west of the proposed houses, additional plans were sought which would indicate the root protection areas for the hedgerow, to ensure that much of the hedgerow could be retained alongside the proposed houses. Such plans were not forthcoming and instead, a Hedgerow Technical Note was submitted on the 18 May 2021, which confirms that due to the extent of the proposed development footprint, the proposed erection of a security fence along the centre-line of the western boundary along with necessary engineering works to consolidate the sloping topography in that area, will render it impossible to retain any of the hedgerow.
- 11.7.9 This is disappointing and was not agreed in principle in the outline permission, where the hedgerow along the north and west of the proposed houses was to be retained and bolstered by native species.
- 11.7.10 A number of objections have been received with regards the loss of the hedgerow in terms of loss of habitat for wildlife in the area including birds, small mammals and amphibians.
- 11.7.11 Policy CS6 states that the loss of green infrastructure will only be acceptable in exceptional circumstances where it is allowed for as part of an adopted Development Plan Document; or where provision is made for appropriate compensatory measures, mitigation or replacement; or in line with national planning policy. Policy CS6 also talks about the need to enhance, create and connect green infrastructure and that all development should incorporate new or enhance existing green infrastructure. Saved Policy NE7 states that the Council will protect and retain sites and features of landscape, nature, conservation and environmental value, with particular importance attached to groups of trees and hedgerow that contribute to public amenity and/or are of nature conservation importance.
- 11.7.12 The Hedgerow Technical Note indicates that a total of 2,938 sqm of hedgerow would be lost, 2,696 sqm of it along the north and west of the proposed housing. The complete loss of the hedgerow along the north and west of the proposed housing would be contrary to policies CS6 and NE7 unless provision is made for appropriate compensatory measures, mitigation or replacement and this weighs against the application in the planning balance.

- 11.7.13 As a result of officer concerns, a landscaping scheme has been submitted which indicates that approximately 1,100 sqm of replacement hedgerow, comprising a variety of native species would be planted to the west of the proposed houses, within the public open space. Further planting to the north east corner of the site would provide approximately 140 sqm of replacement hedgerow. Whilst it is accepted that the existing hedgerow is species poor, it is well established and mature and the replacement hedge planting is considered to be insufficient and further planting is necessary in order to compensate for the loss of the hedgerow on the site. Additional planting could take place along the entire western boundary of the proposed dwellings and a narrow hedge could be reinstated along the northern boundary, behind a wire fence as is proposed along the southern boundary with the care home, providing an additional wildlife corridor around the site. Additional, off site planting along the Faraday Way frontage (which is Council owned) could be secured as part of the S278 works along with other necessary highway works, in full consultation with the Head of Highways and Traffic Management, to ensure planting is done without impacting on driver visibility. As such, additional hedgerow planting should be included in a revised landscaping scheme which would be agreed by condition.
- 11.7.14 The indicative landscaping scheme also includes the provision of 101 heavy standard trees of 17 different varieties including English Oak, Field Maple and crab apple and the replacement planting prioritises native species. It is considered that the tree planting proposed, along with an increase in hedgerow provision would sufficiently mitigate and compensate for the loss of the hedgerow on the site and this weighs in favour of the scheme as these trees and replacement planting would provide habitat for a more diverse range of species than currently exists.
- 11.7.15 A Tree Survey Report confirms that there is just one tree on the site which is a category C sycamore which would be unsuitable for retention within the scheme and a more appropriate replacement is recommended, and is shown on the indicative landscaping plans. There is a Willow tree within the curtilage of the care home and the Report recommends that root protection measures are put in place during the construction process and this can be secured by condition.
- 11.7.16 The development would incorporate a sustainable drainage system which includes a basin planted up with aquatic species. This would provide biodiversity benefits as well as managing surface water and this weighs in favour of the proposal.
- 11.7.17 Subject to an amended landscaping scheme which provides more hedgerow planting, and phasing details in relation to the removal of the hedgerow and phasing of replacement planting, it is considered that the proposal would satisfy Policy CS6 in terms of green infrastructure provision, mitigation and replacement and would ensure some continuity of habitat.
- 11.7.18 Further ecological enhancement measures could be included throughout the development such as bird and bat boxes and features to support small mammals and amphibians and these details could be agreed by condition. A condition should also be imposed to prevent vegetation clearance during the main bird nesting period.
- 11.7.19 A condition requiring that the development is to be carried out in accordance with the recommendations and mitigation measures in the Ecological Appraisal is also considered necessary along with the standard environmental safeguarding condition.

11.7.20 Subject to the imposition of appropriate conditions and additional replacement hedgerow planting, no unacceptable impacts on biodiversity are anticipated.

## **11.8 Drainage and flood risk**

11.8.1 The footprint of the proposed houses would be in flood zone 1, but some rear gardens along the boundary with the public open space would be in flood zones 2 and 3 and would need to be raised to ensure they achieve adequate gradients. In order to compensate for raising the levels in flood zones 2 and 3, some re-profiling in the public open space would take place so that there is no loss in flood storage capacity in flood zones 2 and 3. This has been found to be acceptable by the Environment Agency as long as the development proceeds in strict accordance with the revised Flood Risk Assessment and the mitigations therein and this would be required by condition.

11.8.2 The revised Flood Risk Assessment confirms that the development itself would not be at risk of flooding from any source.

11.8.3 A number of objections have been received over fears that the development would increase flood risk for properties on Bordeaux Crescent. However, the submitted cross sections show the houses would be on slightly lower land than properties fronting Bordeaux Crescent and so these properties would not be at risk of flooding from surface water runoff from the development. Condition 2 requires that the development proceeds in accordance with the submitted cross sections.

11.8.4 Indicative drainage details have been submitted and are also included in the Flood Risk Assessment. The drainage scheme would include an attenuation pond in the north east corner, which will hold surface water before discharging to Royals Brook to the north at an attenuated rate of 11.6 litres per second, which is the equivalent greenfield run off rate. The Drainage Officer has confirmed that this is acceptable. However, the Flood Risk Assessment confirms that the final details of the proposed drainage system will be developed with United Utilities and the Local Lead Flood Authority to ensure that flooding to other areas is not exacerbated. On this basis, it is considered that three standard drainage conditions are required. The first would require foul and surface water to be drained separately. The second would require a surface-water drainage scheme to be agreed and implemented, and the third would require the agreement of a management plan for the surface-water drainage scheme. In order to be acceptable, a surface-water drainage strategy would have to adhere to sustainable principles.

11.8.5 In light of the above, and subject to the imposition of appropriate conditions, it is considered that the site could be appropriately drained and that the development would not be at undue risk from flooding and would not unduly increase floor-risk off-site.

## **11.9 Environmental impact**

11.9.1 The site is not close to a designated Air Quality Management Area and so, given the scale of development, no unacceptable impacts on air quality would be expected once the properties were occupied. A Construction Management Plan would be agreed through condition to prevent dust nuisance and safeguard air quality during construction. The proposal has been considered by the Council's Environmental Protection team and further information is required regarding elevated concentrations of hydrocarbons on part of the site and how they will be remediated and these details would be required by condition.

11.9.2 Water quality could be adequately safeguarded during construction through the agreement of a Construction Management Plan, and during the lifetime of the development through the agreement of an appropriate surface-water drainage strategy. On this basis, no unacceptable risks from or impacts on environmental quality area anticipated.

#### **11.10 Other issues**

11.10.1 The application has been considered in the context of the Council's general duty in all its functions to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998 (as amended).

11.10.2 Under Article 8 and Article 1 of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. This application does not raise any specific human rights issues.

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

#### **11.11 Sustainability and planning balance appraisal**

11.9.1 Sustainability comprises economic, environmental and social components.

11.9.2 Economically, the proposal would have limited impact. It would not result in a loss of employment or valuable agricultural land and would not unduly compromise the operation of any existing businesses. Future residents would help to support shops and services and some limited employment would be generated during construction.

11.9.3 Environmentally, conditions could be imposed to prevent any unacceptable impacts on air, land or water quality. In terms of biodiversity, the loss of the hedgerow weighs against the proposal. However, biodiversity could be enhanced through additional landscaping, the planting of native trees and other ecological enhancements such as bird and bat boxes and limiting solid boundary fencing. Subject to landscaping and tree planting, the development would not have an unacceptable visual impact and the design and layout of the properties is in keeping with surrounding development.

11.9.4 Socially, the scheme would provide good quality accommodation that would contribute towards the borough's housing provision and 31% of the dwellings would be affordable homes to rent and this weighs in favour of the application. The development would not be at risk of flooding and conditions could be imposed to ensure that the development would not exacerbate flood risk elsewhere. No unacceptable amenity impacts are anticipated and no undue impacts on highway safety are expected.

11.9.5 In terms of planning balance, the development proposed is considered to constitute sustainable development. No other material planning considerations have been identified that would outweigh this view.

**12.0 FINANCIAL CONSIDERATIONS**

- 12.1 The Council would benefit financially from the development through the receipt of Council Tax payments. However, this has no weight in the planning balance and does not influence the recommendation to Members.

**13.0 CONCLUSION**

- 13.1 As set out above, the scheme is judged to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment. On this basis, planning permission should be granted.

**14.0 RECOMMENDATION**

- 14.1 In light of the above the Committee is respectfully recommended to resolve to support the application and defer it to the Head of Development Management to grant planning permission subject to the following conditions and the signing of a S106 agreement for commuted sums of £76,022.00 (£57,104.00 towards off site public open space and £18,918 towards an extension at St Pauls surgery and reconfiguration at Moor Park Health Centre).

- 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 LP01 recorded as received by the Council on 15 December 2020

Proposed Site Layout 0002 Revision H dated April 2021

House types:

Plot 31 PL-31 dated October 2021  
NW-OPP-001 dated July 2020  
NW-OPP-002 dated July 2020  
EL-AS-002 dated July 2020  
EL-AS-002 dated April 2021  
SA-OPP-001 dated July 2020  
Ingol-As-001 dated January 2021  
ING-AS-001 dated January 2021  
ING-AS-ALT-001 dated January 2021  
Bar-As-001 dated January 2021  
HT-COT dated April 2021  
GRI-As-002 dated February 2021  
GRI-As-001 dated January 2021  
SH-AS-001 dated July 2020  
CAT-AS-002 dated June 2021  
CAT-AS-001 dated January 2021  
BRO-AS-002 dated January 2021

BRO-AS-001 dated January 2021  
HAI-As-002 dated June 2021  
HAI-As-001 dated July 2020  
WH-AS-002 dated February 2021  
WH-AS-001 dated July 2020  
NW-OPP-001 dated July 2020  
NW-OPP-002 dated July 2020  
EL-AS-001 dated July 2020  
EL-AS-002 dated April 2021  
SG01 dated October 2020  
DG01 dated October 2020

Materials Schedule MA01 dated July 2021

Streetscene and Site Sections SS01 Revision A dated June 2021

Hard Landscaping Plan HL01 dated July 2021

Land Disposal Plan LD01 dated July 2021

Waste Management Plan WM01 dated July 2021

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 Prior to the commencement of development;
  - (a) further information regarding the elevated hydrocarbon concentrations in the infilled pond and details of how this will be remediated shall be submitted to and agreed in writing by the Local Planning Authority; and
  - (b) the remediation agreed pursuant to part (a) of this condition shall be carried out in full and a validation report confirming the works shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027. This information is required to be submitted and agreed prior to commencement in order to ensure that the development hereby approved proceeds safely.

- 4 The development should be carried out in full accordance with the recommendations in the submitted Ground Investigation Report dated February 2021 (Wardell Armstrong).

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy BH4 of the Blackpool Local Plan 2001-2016.

- 5 Prior to the commencement of development the following details shall be submitted to and approved in writing by the local planning authority;

- (i) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
  - (ii) the arrangements for the transfer of the affordable housing to an affordable housing provider (if no RSL involved);
  - (ii) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
  - (v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
- The affordable housing shall be affordable housing for rent.

Reason: To ensure the adequate provision and delivery of affordable housing needs in accordance with the provisions of Policy CS14 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027. This scheme must be agreed prior to the commencement of works on as it would fundamentally dictate the phasing of development.

- 6 Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:
- dust mitigation measures during the construction period
  - control of noise emanating from the site during the construction period
  - hours and days of construction work for the development
  - contractors' compounds and other storage arrangements
  - provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
  - arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
  - measures to prevent contamination of surface and sub-surface water bodies during the construction period
  - routing of construction traffic

The construction of the development shall then proceed in full accordance with the approved Construction Management Plan.

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

- 7 (a) Prior to the commencement of any development, a surface water drainage strategy, based on the hierarchy of drainage options in the National Planning Practice Guidance and in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority.
- (b) Prior to the commencement of any development, the design for a surface water drainage scheme, based on the approved strategy and in compliance with the hierarchy of drainage options in the National Planning Practice Guidance and in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent

replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following:

- (i) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
  - (ii) Surveys and appropriate evidence to establish the position, capacity, ownership and interconnection of all bodies of water, watercourses, drains and sewers within the application site and those outside of the site into which a direct or indirect connection is proposed;
  - (iii) A determination of the lifetime of the development, design storm period and intensity (1 in 30 and 1 in 100 year + allowance for climate change - see EA advice 'Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development and as appropriate during construction), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in metres AOD;
  - (iv) A demonstration that the surface water run-off would not exceed the equivalent greenfield rate **OR** a rate evidenced to be first agreed in writing by United Utilities.
  - (v) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing watercourses, culverts and headwalls or removal of unused culverts where relevant);
  - (vi) Flood water exceedance routes, both on and off site;
  - (vii) Existing and proposed ground and other surface levels demonstrating that run-off to adjacent land and highways will not occur except in the exceedance conditions and the exceedance routes as approved;
  - (viii) A timetable for implementation, including phasing where applicable;
  - (ix) Details of water quality controls.
- (c) Unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the adopted sewerage system or to any privately owned sewerage either directly or indirectly.
- (d) The scheme agreed pursuant to part (b) of this condition shall be implemented in full and in full accordance with the approved details before the development hereby approved is first brought into use.
- (e) The developer shall provide as built drawings and certification of the completion of the drainage system as approved by a competent person.

Reason: To promote sustainable development, secure proper drainage of sewage and surface water and to manage the risk of flooding and pollution in accordance with the provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core

Strategy 2012-2027 and the Blackburn, Blackpool and Lancashire Flood Risk Management Strategy.

- 8 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.

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

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

The development shall subsequently be completed, maintained and managed in accordance with the approved plan. The developer shall provide to the Planning Authority, if requested, certification of the condition of the drainage system by a competent person.

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

- 10 The development hereby approved shall proceed in full accordance with the mitigation measures identified in the revised Flood Risk Assessment by Ironside Farrar Limited ref 30458/SRG Rev A dated August 2021.

Reason: In order to ensure that the development doesn't increase flood risk elsewhere in accordance with paragraph 167 of the NPPF and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and the Blackburn, Blackpool and Lancashire Flood Risk Management Strategy.

- 11 The development hereby approved shall proceed in full accordance with the reasonable avoidance measures and recommendations set out in the Ecological Appraisal by Envirotech recorded as received by the Council on 15 December 2020 and the Pond Buffer and Connection note by Envirotech dated 8 July 2021.

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

- 12 Prior to the commencement of any above ground construction:
- (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 accompanied by a planting phasing plan and hedgerow removal phasing plan;
  - (c) 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
  - (d) Any trees or plants planted in accordance with this condition that are removed, uprooted, destroyed, die or become severely damaged or seriously diseased within 7 years of planting shall be replaced within the next planting season with trees or plants of similar size and species to those originally required unless otherwise first submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is satisfactorily landscaped in the interests of visual amenity, to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall and to safeguard and enhance biodiversity in accordance with Policies CS6, CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1, LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

- 13 Prior to the commencement of any development on site, the tree protection measures indicated in the Tree Survey Report by Cameron S Crook and Associates dated October 2020, shall be put in place and shall be retained for the duration of the site preparation and construction period.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees growing within or adjacent to the site which are of amenity and biodiversity value to the area, in accordance with Policies CS6 and CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE7 of the Blackpool Local Plan 2001-2016.

- 14 Prior to the commencement of any above ground construction, a scheme of ecological enhancement shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with this approved scheme. For the purpose of this condition, the scheme of ecological enhancement shall include:

- Provision of bird and bat boxes
- Features to facilitate roaming of small mammals
- Opportunities to enhance biodiversity with particular regard to the aquatic environment
- public awareness measures to be undertaken to educate residents in appropriate non-damaging behaviour to wildlife, such as retaining gaps under fences, retaining hedgerow and soft landscaping

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

15 The following measures shall be adhered to throughout the construction period of the development hereby approved:

- all materials will be covered and stored on raised pallets only
- means of escape for amphibians and small mammals shall be provided from any excavation (i.e. solid plank providing access from the base of the excavation to ground level)
- construction and storage areas to be inspected at the start of each working day for amphibians and small mammals
- in the event that a protected species is found on site, works should immediately cease and a suitably qualified and experienced ecologist consulted
- any non-protected species found on site should be carefully removed and placed under cover on the other side of the site boundary.

Reason: In order to safeguard biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

16 No trees or hedgerows shall be felled or cleared during the main bird nesting season (March to September inclusive) unless written confirmation of the absence of nesting birds by a suitably qualified and experienced ecologist has been submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to safeguard biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

17 The hedgerow proposed between plots 6 - 18 and the care home to the south shall be planted in advance of the occupation of those dwellings and shall thereafter be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to safeguard biodiversity, including protected species, by maintaining a green linkage between the pond to the south of the site and the wider pond network in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

18 Prior to the commencement of any above ground construction, the details of the design, finishing materials and cross sections of the retaining wall between the public open space and the developable site hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these agreed details.

Reason: In the interests of the appearance of the site and in order to safeguard biodiversity in accordance Policies CS6 and CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1, LQ4 LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

- 19 Prior to the commencement of development a scheme of off-site highway improvement works shall be submitted to and agreed in writing by the Local Planning Authority, and this agreed scheme shall be implemented in full and in full accordance with the approved details before any of the development hereby approved is first occupied.

For the purpose of this condition, this scheme shall include:

- footway connection between Lowland Road and the site on the north side of Ryscar Way
- native hedge planting on the landscaping strip between the site and Faraday Way

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016. This scheme must be agreed prior to the commencement of works on site in order to ensure that appropriate access is available once the scheme is operational.

- 20 (a) Prior to the commencement of development a plan to identify those areas of the site proposed to be adopted by the Local Highway Authority and those areas proposed to be managed and maintained by third parties shall be submitted to and agreed in writing by the Local Planning Authority.

(b) Prior to the commencement of development a Highway Management Plan to for those areas of the site to be managed and maintained by third parties shall be submitted to and agreed in writing by the Local Planning Authority. This plan shall:

- Identify the third parties responsible for management (e.g. Site Management Company)
- Set out a regime/timetable for inspections and regular repair or maintenance works
- Explain how issues can be reported, assessed and resolved

(c) The Highway Management Plan hereby approved shall be implemented in full at all times when any part of the area to which it relates is occupied or in use.

Reason: In order to ensure that safe and convenient access is available to the development by a range of transport modes in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and saved Policy AS1 of the Blackpool Local Plan 2001-2016.

- 21 (a) The development hereby approved shall not be occupied until a travel plan has been submitted to and agreed in writing by the Local Planning Authority.

The travel Plan shall include:

- appointment of a travel co-ordinator
- proposals for surveying
- production of travel audits
- establishment of a working group
- an action plan
- timescales for implementation
- targets for implementation

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

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

- 22 Prior to the development hereby approved being first brought into use, the parking provision shown on the approved plans shall be provided and shall thereafter be retained as such.

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

- 23 No dwelling shall be occupied in advance of the installation of a charging cable to a dedicated socket fixed to that dwelling or in a garage associated with that dwelling, of sufficient capacity to enable a 7kW electric vehicle charging point to be installed.

Reason: To facilitate sustainable transport by ensuring there is adequate infrastructure to enable the charging of plug-in and other ultra-low emission vehicles in accordance with paragraph 112 part e) of the National Planning Policy Framework.

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

Reason: In the interest of the appearance of the site and locality, to safeguard the amenities of nearby residents and to safeguard biodiversity in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1, BH3 and NE6 of the Blackpool Local Plan 2001-2016.

- 25 Prior to the commencement of any above ground construction, a scheme for the provision of boundary treatments to include their layout, 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 and to safeguard and enhance biodiversity in accordance with Policies CS6 and CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1, LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

- 26 The external materials to be used on the development hereby approved shall be as specified on the Materials Schedule MA01 dated July 2021 unless otherwise first submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any above ground construction.

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

- 27 Prior to the commencement of any above ground construction, the profile details of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these agreed details. For the purpose of this condition, the profile details shall show to the extent of recession or projection of windows, doors and other architectural features of the building.

Reason: In order to secure appropriate visual articulation and interest in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1 and LQ14 of the Blackpool Local Plan 2001-2016.

- 28 No bins or refuse shall be stored forward of the front elevation of the building other than on the day of presentation for collection.

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 Saved Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

- 29 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no change of use from Use Class C3 to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

- 30 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), no enlargement of the dwellings the subject of this permission shall be carried out without the written approval of the Local Planning Authority. Reason: In order to safeguard the amenities of nearby residents and to ensure the dwellings have sufficient amenity space in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policy BH3 of the Blackpool Local Plan 2001-2016.

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

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

- 32 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no walls, fences or gates shall be erected within any part of the curtilage of any dwellinghouse that fronts a highway.

Reason: The development has been designed around an open-plan layout and the erection of a variety of different boundary treatments would significantly detract from the quality, character and appearance of the streetscene. This condition is therefore required in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policy LQ1 of the Blackpool Local Plan 2001-2016.

- 33 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no hardstanding shall be installed within curtilage of the dwelling-house forward of the front elevation of the dwelling-house.

Reason: In order to maintain soft landscaping in the interests of the appearance of the site and streetscene and in the interests of sustainable surface-water drainage in accordance with the provisions of Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ1 and LQ2 of the Blackpool Local Plan 2001-2016.

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

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

- 35 (a) Prior to the commencement of any above ground construction, a plan to identify those areas of the site proposed to be private residential curtilage and those landscaped areas proposed to be managed and maintained by third parties shall be submitted to and agreed in writing by the Local Planning Authority.

(b) Prior to the commencement of any above ground construction, a Landscaping Management Plan for those areas of the site to be managed and maintained by third parties shall be submitted to and agreed in writing by the Local Planning Authority. This plan shall:

- Identify the third parties responsible for management (e.g. Site Management Company)
- Set out a regime/timetable for inspections and regular repair or maintenance works
- Explain how issues can be reported, assessed and resolved

(c) The development shall proceed in full accordance with the approved Landscape Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the site's landscaping is satisfactorily managed in accordance with the provisions of Policies CS6 and CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and saved Policies LQ1, LQ6 and NE6 of the Blackpool Local Plan 2001-2016.

## ADVICE NOTES TO DEVELOPERS

1. The grant of planning permission will require the developer to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Highways and Traffic team via email to [highwaysandtraffic@blackpool.gov.uk](mailto:highwaysandtraffic@blackpool.gov.uk) or by telephone on 01253 477477 in the first instance to ascertain the details of such an agreement and the information provided.
2. Please note that any address changes or new addresses needed as a result of this development must be agreed by the Council. Please contact the Council on 01253 477477 for further information.
3. Please be advised that, as applicant, it is your responsibility to ensure the works carried out to trees and hedgerow do not disturb or cause harm or injury to protected species. Nesting birds and roosting bats are both protected. It is a criminal offence to intentionally disturb or cause harm or injury to protected species under the Wildlife and Countryside Act 1981.  
If you propose to fell a tree or trees, you may require a felling licence. Further details can be found here: <https://www.gov.uk/guidance/tree-felling-licence-when-you-need-to-apply>.
4. Blackpool Council operates a refuse collection and recycling service through the use of wheeled bins. Developers of new residential properties, including conversions, will be required to provide these bins. Contact should be made with the Council's Waste Services team via email to [waste@blackpool.gov.uk](mailto:waste@blackpool.gov.uk) or by telephone to 01253 477477 for further advice and to purchase the bins required.
5. Condition 12  
  
For the purposes of condition 12, further hedgerow replacement is required in the public open space along the western boundary of the development, hedgerow behind a wire fence is required along the northern boundary of the development and hedgerow planting is required on the landscaping strip between the development and Faraday Way. The storage pond should be planted with mix of appropriate native species to create a habitat area, in order to maximise the benefits to biodiversity.
6. Condition 24  
  
For the purposes of condition 24, the use of concrete gravel boards under timber panels will not be acceptable. Hedgerows between wire fencing should be used and where this isn't possible, timber fences with gaps under would be appropriate, in order to enable the passage of wildlife.

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Our Reference: 075897-CUR-XX-XX-T-TP-00004-P02

16 December 2021

Blackpool Council

**By Email Only**

## Re: Land at Ryscar Way (20/0794) – Speed Survey Results

### Introduction

Curtins has been appointed on behalf of Create Developments (Bispham) Ltd to provide traffic and transport advice in relation to the planning application to redevelop land located to the north of Ryscar Way in Bispham and deliver 51 private dwelling houses with associated access, parking and landscaping.

### Background

Following the Planning Committee meeting on Tuesday 16<sup>th</sup> November 2021, where the proposed planning application was recommended for approval by Blackpool Council Officers, Curtins understand that the Committee resolved to defer the application to a future meeting to allow the applicant to carry out a traffic and speed survey on the highway network in the immediate vicinity of the site.

On the above basis, Curtins engaged with Highway Officers at Blackpool Council on 22<sup>nd</sup> November 2021 in order to agree the scope of the additional highway assessment.

### Speed Surveys

Following consultation and agreement with Blackpool Council Highway Officers, Curtins appointed an independent traffic survey company to undertake speed surveys at three separate locations on the surrounding highway network in the vicinity of the application site.



**Figure 1** – Location of Speed Surveys (Source: Google Satellite) **Page 85**

**Figure 1** confirms the location of the traffic and speed surveys on Ryscar Way, Kincaig Road and Faraday Way

The traffic volume and speeds were recorded in both directions at the locations identified in **Figure 1**, over a 7-day period (1<sup>st</sup> December 2021 to 7<sup>th</sup> December 2021).

The surveys are included in full in **Appendix A** to the rear of this note and indicate average and 85<sup>th</sup> percentile speeds at each location throughout the day as well as the total recorded traffic volumes recorded hourly throughout the 7-day period.

Taking each location in turn, the key findings of the surveys are summarised below.

### **Ryscar Way (30mph Speed Limit)**

The survey on Ryscar Way was undertaken approximately 40m to the west of the mini roundabout junction with Tennyson Drive.

Throughout the survey, it has been determined that the peak hour during the AM period occurs between 8am and 9am. The peak hour period during the PM period occurs between 5pm and 6pm. The average two-way vehicle movements during the weekday AM and PM peak hour period are **121** and **110** movements respectively. This represents approximately two vehicle movements per minute during the peak hour periods.

In terms of recorded vehicles speeds, the average vehicle speed recorded in the eastbound direction along Ryscar Way was **24.3mph** with an 85<sup>th</sup> percentile speed of **29.4mph**.

The average vehicle speeds recorded in the westbound direction along Ryscar Way was **24.1mph** with an 85<sup>th</sup> percentile speed of **29.1mph**.

The recorded vehicle speeds were within the posted speed limit in both directions along Ryscar Way.

### **Kincaig Road (30mph Speed Limit)**

The survey on Kincaig Road was undertaken approximately 180m to the south of the mini roundabout junction with Ryscar Way.

Throughout the survey, it has been determined that the peak hour during the AM period occurs between 8am and 9am. The peak hour period during the PM period occurs between 5pm and 6pm. The average two-way vehicle movements during the weekday AM and PM peak hour period are **292** and **264** movements respectively. This represents approximately five vehicle movements per minute during the peak hour periods.

In terms of recorded vehicles speeds, the average vehicle speed recorded in the northbound direction along Kincaig Road was **26.3mph** with an 85<sup>th</sup> percentile speed of **33.2mph**.

The average vehicle speeds recorded in the southbound direction along Kincaig Road was **26.1mph** with an 85<sup>th</sup> percentile speed of **33.1mph**.

The recorded average vehicle speeds were within the posted speed limit in both directions along Kincaig Road.

The recorded 85<sup>th</sup> percentile speeds were slightly above the posted speed limit with a speed of **33.2mph** recorded in the northbound direction.

### **Faraday Way (30mph Speed Limit)**

The survey on Faraday Way was undertaken in **Figure 1** at the same location as the proposed site access junction.

Throughout the survey, it has been determined that the peak hour during the AM period occurs between 8am and 9am. The peak hour period during the PM period occurs between 5pm and 6pm. The average two-way vehicle movements during the weekday AM and PM peak hour period are **963** and **832** movements respectively. This represents approximately 16 vehicle movements per minute during the peak hour periods.

In terms of recorded vehicles speeds, the average vehicle speed recorded in the northbound direction along Faraday Way was **33.9mph** with an 85<sup>th</sup> percentile speed of **40.0mph**.

The average vehicle speeds recorded in the southbound direction along Faraday Way was **31.9mph** with an 85<sup>th</sup> percentile speed of **37.7mph**.

Both the recorded average and 85<sup>th</sup> percentile vehicle speeds were above the posted speed limit in each direction along Faraday Way.

### Conclusions

It can be concluded that the recorded vehicle speeds are in line with the posted speed limits currently in force along Ryscar Way and Kincaig Road.

The results of the survey suggest that additional measures may be required to reinforce the speed limit on Faraday Way along the site frontage. It is considered, however, that the introduction of the proposed site access junction, along with the amendments to the carriageway markings and associated signage, would create a natural traffic calming feature that will reduce vehicle speeds on approach to the junction.

On this basis, it is Curtins' view that the application proposals would not contribute to any existing highway safety issues on Ryscar Way and Kincaig Road. It is considered that the introduction of the proposed site access would alter the character of the highway along Faraday Way resulting in slower vehicles on approach to the site.

Should Blackpool Council consider that additional signage is required to reinforce the posted speed limit on Faraday Way, this could be captured by way of a suitable planning condition attached to a subsequent planning consent.

I trust the above and attached is helpful and assists in the positive determination of the planning application to redevelop land at Ryscar Way in Bispham.

Yours sincerely,



Aaron Tilley

Associate

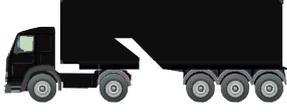
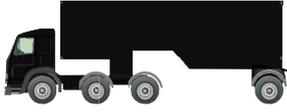
For and on behalf of **Curtins**

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Appendix A – Speed Survey Results



# Road Data Services Ltd

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or cCoach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

# Blackpool, Faraday Way

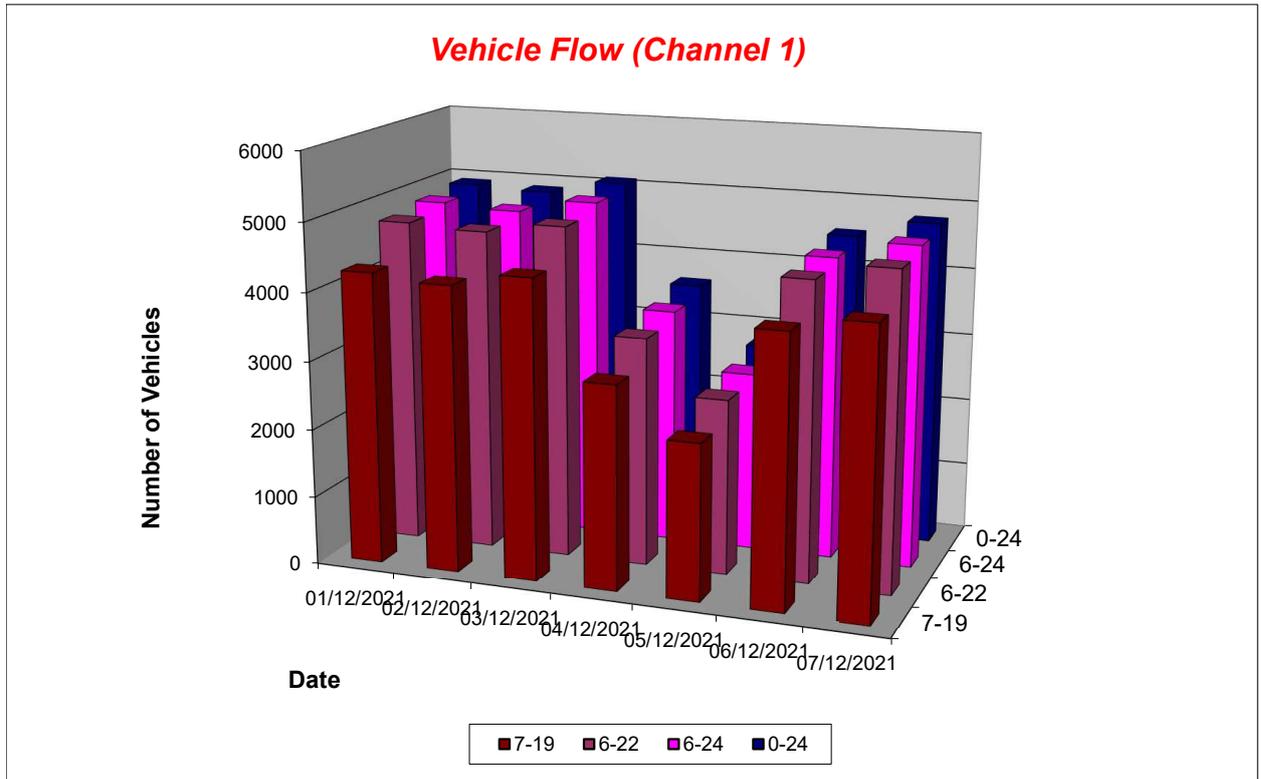
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday	Weekday Average	Average
1	8	15	13	36	36	8	9	11	18
2	4	7	4	24	27	4	6	5	11
3	3	3	6	15	18	6	2	4	8
4	11	6	11	16	8	6	6	8	9
5	16	18	19	12	15	20	20	19	17
6	32	37	33	32	12	36	40	36	32
7	151	158	154	85	26	146	149	152	124
8	421	404	368	134	77	363	417	395	312
9	648	615	608	195	84	600	585	611	476
10	383	388	381	251	125	372	383	381	326
11	257	274	308	295	244	285	282	281	278
12	265	277	282	326	244	225	272	264	270
13	292	307	306	327	280	257	314	295	298
14	320	328	371	354	277	321	341	336	330
15	338	316	334	300	278	282	287	311	305
16	370	347	387	242	197	326	329	352	314
17	380	363	441	222	212	352	375	382	335
18	320	322	343	176	147	314	334	327	279
19	278	245	255	167	123	246	236	252	221
20	168	180	144	116	107	146	152	158	145
21	103	118	127	99	95	81	96	105	103
22	71	69	57	62	53	66	69	66	64
23	67	57	84	61	47	38	52	60	58
24	20	29	49	57	18	24	33	31	33
<b>7-19</b>	<b>4272</b>	<b>4186</b>	<b>4384</b>	<b>2989</b>	<b>2288</b>	<b>3943</b>	<b>4155</b>	<b>4188</b>	<b>3745</b>
<b>6-22</b>	<b>4765</b>	<b>4711</b>	<b>4866</b>	<b>3351</b>	<b>2569</b>	<b>4382</b>	<b>4621</b>	<b>4669</b>	<b>4181</b>
<b>6-24</b>	<b>4852</b>	<b>4797</b>	<b>4999</b>	<b>3469</b>	<b>2634</b>	<b>4444</b>	<b>4706</b>	<b>4760</b>	<b>4272</b>
<b>0-24</b>	<b>4926</b>	<b>4883</b>	<b>5085</b>	<b>3604</b>	<b>2750</b>	<b>4524</b>	<b>4789</b>	<b>4841</b>	<b>4366</b>





# Blackpool, Faraday Way

Produced by Road Data Services Ltd.

## Channel 1 - Southbound

## Average Speed

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	38.8	37.7	36.6	33.5	34.8	31.3	36.6
2	37.4	35.3	35.2	33.4	34.2	39.5	36.6
3	31.6	28.0	31.9	33.9	33.2	36.2	39.5
4	37.0	34.9	36.5	39.0	35.5	38.5	33.7
5	33.2	35.9	32.9	36.7	33.4	31.7	34.4
6	36.3	33.4	34.7	35.3	30.9	34.4	34.7
7	33.3	34.6	34.0	33.3	36.9	33.3	33.6
8	31.6	31.6	31.4	33.5	36.0	31.8	31.1
9	30.6	31.0	30.8	33.1	34.9	30.4	30.1
10	31.7	31.6	31.0	32.2	32.4	31.1	31.1
11	31.9	31.6	31.6	32.2	33.1	30.9	30.8
12	32.6	32.1	31.1	32.8	33.2	31.8	31.1
13	33.1	32.7	32.6	33.4	32.6	31.5	31.7
14	32.8	31.5	31.7	32.2	32.4	31.7	30.8
15	32.1	31.5	31.3	33.0	33.0	31.9	30.8
16	31.6	31.4	30.5	33.7	34.1	31.2	30.7
17	30.9	30.5	30.3	33.3	33.3	30.9	30.3
18	30.9	31.3	31.2	34.2	33.0	30.7	30.9
19	31.7	31.3	32.4	34.0	31.4	31.7	31.5
20	32.9	32.2	32.6	34.3	34.6	32.6	31.9
21	33.6	34.0	32.8	36.2	33.6	33.7	32.5
22	33.2	34.6	35.8	34.0	33.7	33.7	33.2
23	33.3	33.9	31.9	35.1	35.8	34.8	34.0
24	35.7	33.0	33.4	33.8	35.3	34.9	35.9

10-12	32.2	31.9	31.4	32.5	33.2	31.3	31.0
14-16	31.8	31.5	30.9	33.3	33.5	31.6	30.7
0-24	31.9	31.8	31.5	33.3	33.3	31.5	31.2

Average (ALL)	31.9
Weekday Inter-Peak	31.4

## Channel 1 - Southbound

## 85th Percentile

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	45.1	47.9	42.7	38.8	44.4	37.9	41.4
2	47.1	39.4	43.5	39.9	41.9	45.2	41.3
3	35.5	31.8	38.6	38.8	40.2	44.7	44.9
4	46.0	42.6	43.9	45.9	41.9	41.9	37.1
5	40.6	45.3	39.8	46.2	38.4	40.8	42.7
6	42.4	41.2	42.5	41.0	36.1	40.6	40.1
7	40.2	41.5	40.8	41.0	44.9	39.6	39.9
8	37.1	36.2	36.4	40.9	43.0	36.8	35.8
9	35.4	35.8	35.7	39.7	43.9	35.1	35.1
10	37.1	37.0	36.0	38.9	38.0	37.0	36.2
11	37.5	37.8	37.4	37.7	38.4	36.2	36.3
12	39.2	38.0	36.7	38.8	38.9	37.3	36.6
13	39.5	38.2	37.4	39.3	38.6	37.2	37.5
14	39.0	37.2	37.7	37.3	38.1	37.5	35.9
15	37.6	37.8	37.2	38.4	38.5	37.3	36.7
16	36.7	37.0	35.7	39.3	40.0	36.6	36.2
17	36.0	35.3	35.6	39.5	40.5	36.0	35.1
18	36.0	36.7	36.1	40.2	38.2	36.1	36.3
19	37.5	37.6	37.8	40.5	37.8	37.2	38.2
20	38.6	38.0	38.4	40.7	41.4	38.9	37.1
21	40.8	40.3	38.6	43.0	41.1	39.5	38.2
22	40.0	42.7	44.2	40.2	39.0	38.6	38.9
23	38.7	40.2	37.8	42.3	43.2	41.9	41.4
24	46.6	38.2	40.3	39.6	40.7	40.0	43.3

10-12	38.3	38.0	37.1	38.2	38.7	36.7	36.5
14-16	37.1	37.4	36.4	38.8	39.2	37.0	36.4
0-24	37.7	37.6	37.1	39.5	39.6	37.1	36.8

85th %ile (ALL)	37.7
Weekday Inter-Peak	37.1

# Blackpool, Faraday Way

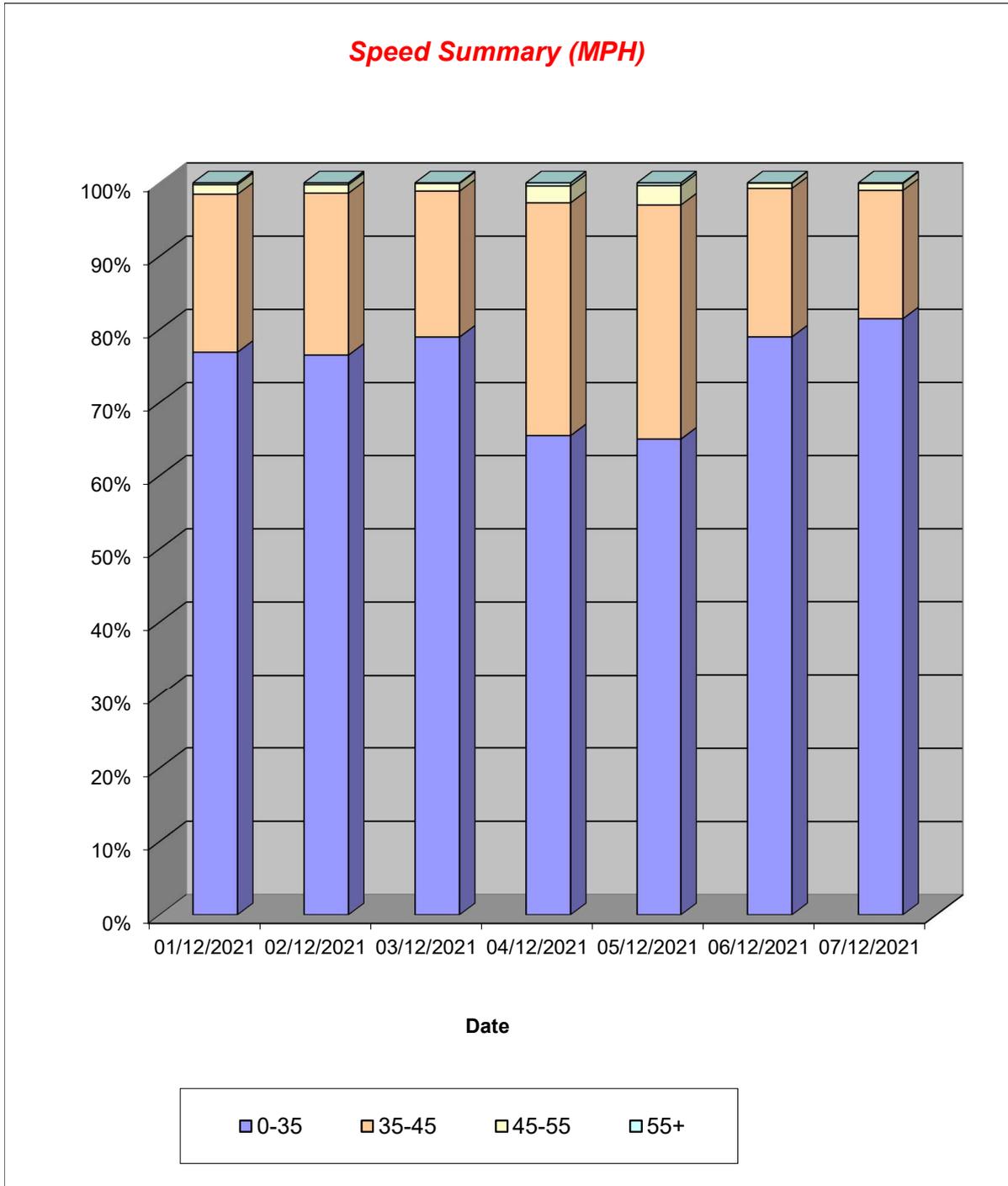
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
0-35	3787	3735	4015	2359	1787	3572	3900
35-45	1063	1080	1013	1147	880	918	840
45-55	64	56	53	83	73	33	45
55+	12	12	4	15	10	1	4
<b>TOTAL</b>	<b>4926</b>	<b>4883</b>	<b>5085</b>	<b>3604</b>	<b>2750</b>	<b>4524</b>	<b>4789</b>



# Blackpool, Faraday Way

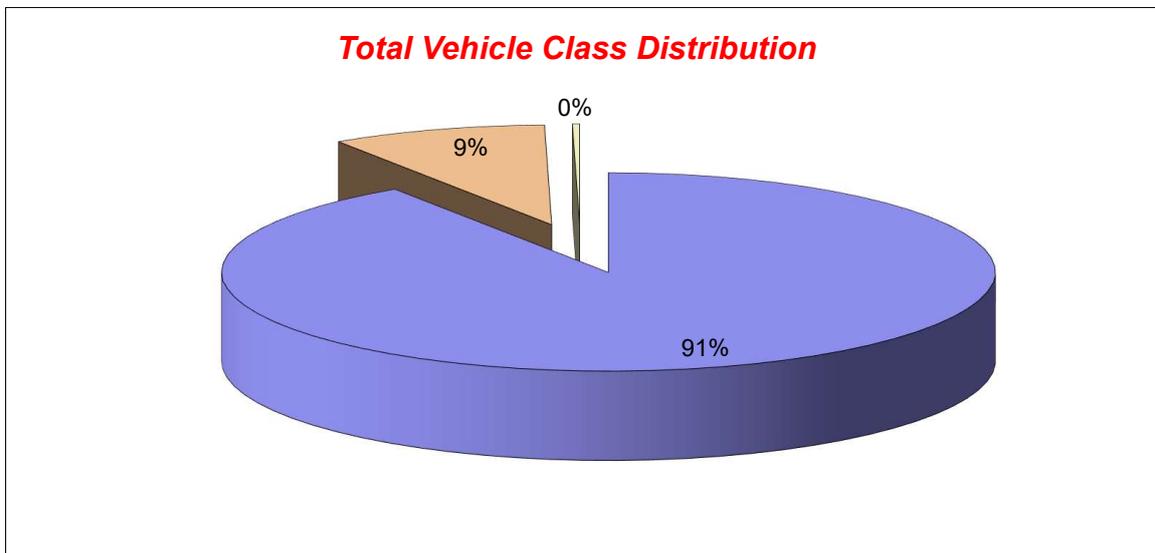
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/12/2021				
7-19	3807	460	5	4272
6-22	4264	496	5	4765
6-24	4342	505	5	4852
0-24	4404	517	5	4926
02/12/2021				
7-19	3739	429	18	4186
6-22	4225	466	20	4711
6-24	4301	475	21	4797
0-24	4376	486	21	4883
03/12/2021				
7-19	3937	432	15	4384
6-22	4388	460	18	4866
6-24	4514	465	20	4999
0-24	4587	476	22	5085
04/12/2021				
7-19	2763	222	4	2989
6-22	3104	241	6	3351
6-24	3217	246	6	3469
0-24	3337	259	8	3604
05/12/2021				
7-19	2187	101	0	2288
6-22	2458	111	0	2569
6-24	2520	113	1	2634
0-24	2629	120	1	2750
06/12/2021				
7-19	3520	408	15	3943
6-22	3934	432	16	4382
6-24	3994	434	16	4444
0-24	4062	445	17	4524
07/12/2021				
7-19	3742	401	12	4155
6-22	4177	428	16	4621
6-24	4256	434	16	4706
0-24	4319	452	18	4789
Average				
7-19	3385	350	10	3745
6-22	3793	376	12	4181
6-24	3878	382	12	4272
0-24	3959	394	13	4366



# Blackpool, Faraday Way

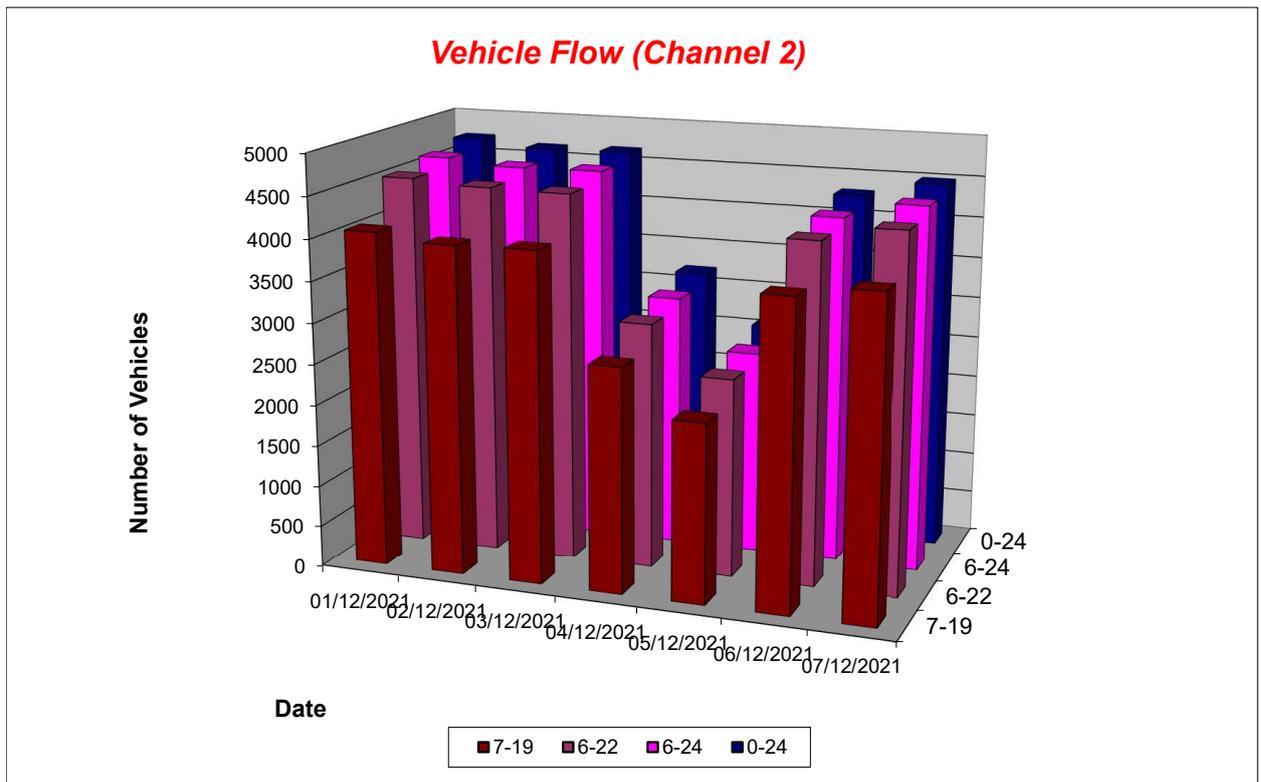
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday	Weekday Average	Average
1	20	12	13	29	35	10	16	14	19
2	11	7	8	20	33	12	8	9	14
3	5	7	5	17	12	6	4	5	8
4	6	5	6	8	11	5	8	6	7
5	10	12	9	14	11	19	11	12	12
6	41	37	38	20	14	37	38	38	32
7	91	100	88	32	12	87	87	91	71
8	224	230	231	88	42	243	223	230	183
9	364	328	372	155	68	342	356	352	284
10	282	323	299	221	121	235	268	281	250
11	237	239	227	263	140	223	237	233	224
12	260	227	265	241	203	236	235	245	238
13	323	332	374	282	263	286	272	317	305
14	299	278	320	250	252	303	322	304	289
15	314	337	383	314	238	308	294	327	313
16	427	398	406	236	265	329	391	390	350
17	502	480	436	241	254	435	458	462	401
18	541	523	427	280	210	521	515	505	431
19	301	293	263	152	118	245	266	274	234
20	158	194	179	98	92	155	187	175	152
21	131	118	129	81	77	110	118	121	109
22	86	86	75	69	62	71	82	80	76
23	61	51	64	52	45	55	71	60	57
24	35	33	45	37	16	25	27	33	31
<b>7-19</b>	<b>4074</b>	<b>3988</b>	<b>4003</b>	<b>2723</b>	<b>2174</b>	<b>3706</b>	<b>3837</b>	<b>3922</b>	<b>3501</b>
<b>6-22</b>	<b>4540</b>	<b>4486</b>	<b>4474</b>	<b>3003</b>	<b>2417</b>	<b>4129</b>	<b>4311</b>	<b>4388</b>	<b>3909</b>
<b>6-24</b>	<b>4636</b>	<b>4570</b>	<b>4583</b>	<b>3092</b>	<b>2478</b>	<b>4209</b>	<b>4409</b>	<b>4481</b>	<b>3997</b>
<b>0-24</b>	<b>4729</b>	<b>4650</b>	<b>4662</b>	<b>3200</b>	<b>2594</b>	<b>4298</b>	<b>4494</b>	<b>4567</b>	<b>4090</b>





# Blackpool, Faraday Way

Produced by Road Data Services Ltd.

## Channel 2 - Northbound

## Average Speed

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	40.6	40.3	38.8	35.6	37.0	35.3	41.8
2	40.4	42.0	41.7	35.0	36.5	37.4	38.6
3	37.7	39.7	44.6	37.5	38.3	38.2	39.2
4	35.2	34.9	36.8	42.7	39.9	43.2	41.8
5	44.5	40.0	40.4	38.9	41.2	37.3	37.6
6	41.4	40.9	37.4	37.9	37.2	37.1	38.6
7	38.2	37.6	36.8	37.8	42.2	36.3	37.2
8	33.9	34.0	34.3	34.5	39.6	33.1	34.3
9	33.0	33.8	32.5	35.3	38.4	32.3	32.5
10	32.6	34.1	32.7	33.6	36.2	33.0	33.1
11	34.1	34.6	32.8	33.2	35.7	33.4	32.2
12	33.7	35.7	34.0	34.4	34.9	33.3	32.5
13	35.1	33.7	33.2	35.1	34.5	33.3	33.8
14	34.6	33.6	34.1	34.6	34.6	32.8	32.2
15	34.2	33.1	32.7	34.5	34.4	33.5	33.7
16	34.0	33.6	33.1	34.1	35.0	33.1	32.5
17	32.3	32.7	31.5	35.0	35.1	32.4	31.8
18	32.6	32.1	32.3	35.4	34.7	31.2	32.0
19	33.8	32.9	33.8	35.6	35.4	33.4	33.2
20	33.6	33.2	34.7	36.7	35.9	34.7	34.4
21	35.6	35.4	35.9	35.7	37.7	35.8	34.3
22	35.9	35.2	36.0	37.3	36.8	36.6	35.3
23	35.9	38.2	36.4	37.2	39.4	38.1	37.5
24	40.0	35.2	35.4	38.1	34.6	38.0	37.9

10-12	33.9	35.1	33.5	33.8	35.2	33.3	32.3
14-16	34.1	33.4	32.9	34.4	34.7	33.3	33.0
0-24	33.9	33.8	33.4	34.9	35.5	33.2	33.2

Average (ALL)	33.9
Weekday Inter-Peak	33.4

## Channel 2 - Northbound

## 85th Percentile

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	51.4	47.1	44.7	42.6	41.9	45.8	49.5
2	47.2	49.7	49.3	41.5	44.0	42.1	44.3
3	43.7	46.9	49.6	44.8	45.1	50.4	49.1
4	39.1	39.9	44.1	50.5	50.3	51.5	50.6
5	51.6	50.7	51.9	45.8	48.0	42.6	45.8
6	50.5	49.4	45.3	44.2	44.5	43.8	46.0
7	46.6	47.8	44.4	45.0	52.8	43.8	44.4
8	39.1	39.1	39.5	41.7	47.9	38.0	39.2
9	37.5	39.0	37.6	41.7	46.0	38.2	37.4
10	39.4	39.8	38.9	39.8	42.2	38.6	38.0
11	39.1	40.7	37.9	38.5	42.8	39.5	38.3
12	40.9	41.2	39.6	39.6	41.2	38.9	38.4
13	41.7	39.0	38.3	40.7	40.5	40.6	39.6
14	40.5	40.0	39.0	40.6	40.5	38.3	37.7
15	40.0	39.4	38.3	40.3	39.7	39.6	39.1
16	39.0	39.6	37.9	41.0	40.7	38.2	37.6
17	37.5	37.7	36.1	41.8	40.8	37.2	37.7
18	38.1	36.7	37.0	40.6	41.4	35.8	37.6
19	38.8	38.5	39.7	41.0	41.4	39.1	38.6
20	40.3	39.0	40.8	43.6	42.7	41.1	41.4
21	41.4	42.1	43.1	42.2	47.8	42.6	40.9
22	42.7	41.8	43.3	44.8	43.5	44.3	42.6
23	42.7	46.1	43.4	44.5	47.4	47.4	44.6
24	49.3	41.1	42.8	46.8	41.2	44.3	48.2

10-12	40.2	41.0	38.9	39.1	41.8	39.1	38.3
14-16	39.5	39.5	38.1	40.7	40.2	38.9	38.3
0-24	40.0	39.8	39.1	41.1	42.1	39.2	39.2

85th %ile (ALL)	40.0
Weekday Inter-Peak	39.1

# Blackpool, Faraday Way

Produced by Road Data Services Ltd.

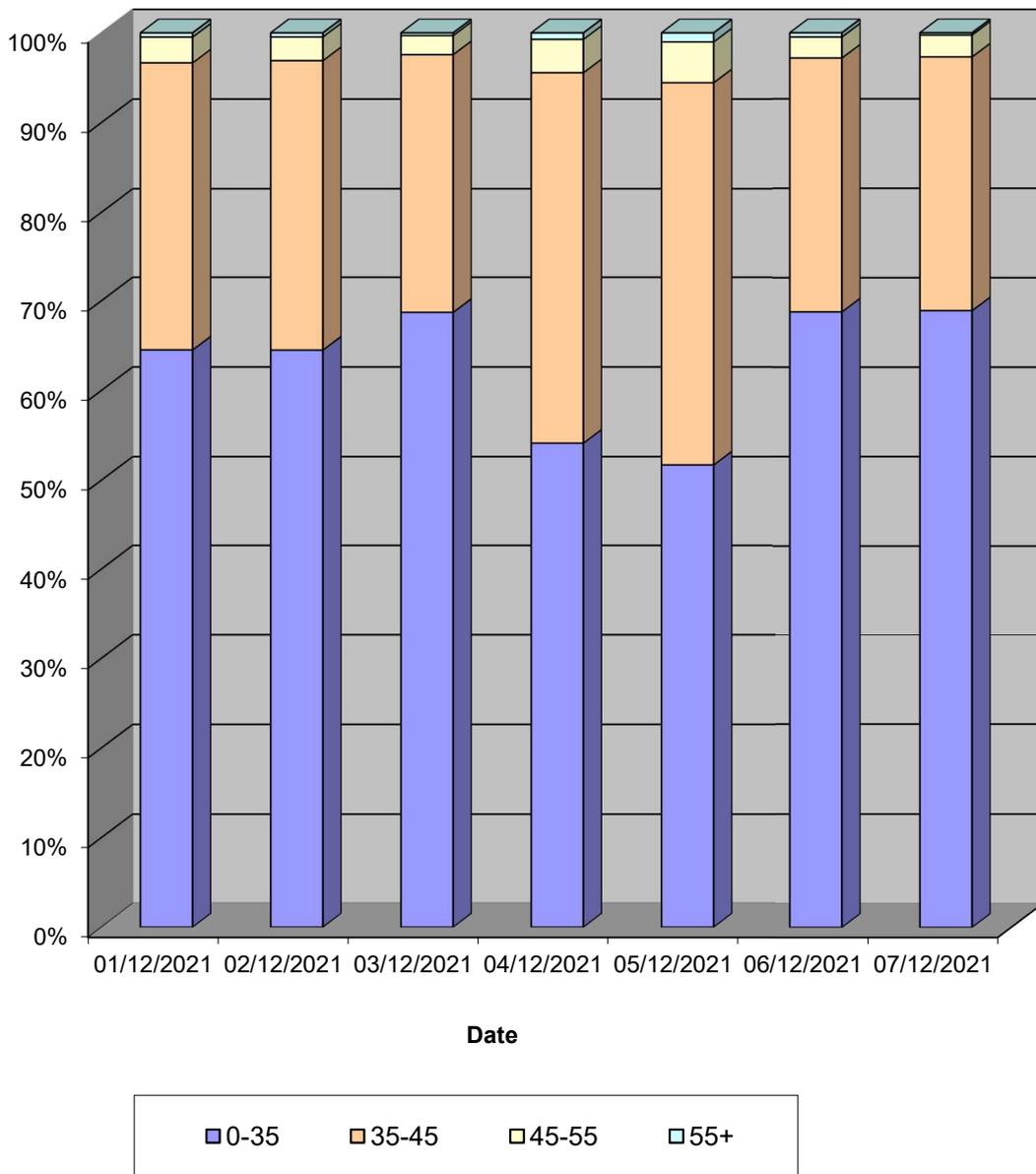
Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
0-35	3051	2999	3203	1732	1341	2957	3098
35-45	1520	1507	1346	1326	1109	1220	1275
45-55	136	123	99	119	118	101	110
55+	22	21	14	23	26	20	11
<b>TOTAL</b>	<b>4729</b>	<b>4650</b>	<b>4662</b>	<b>3200</b>	<b>2594</b>	<b>4298</b>	<b>4494</b>

**Speed Summary (MPH)**



# Blackpool, Faraday Way

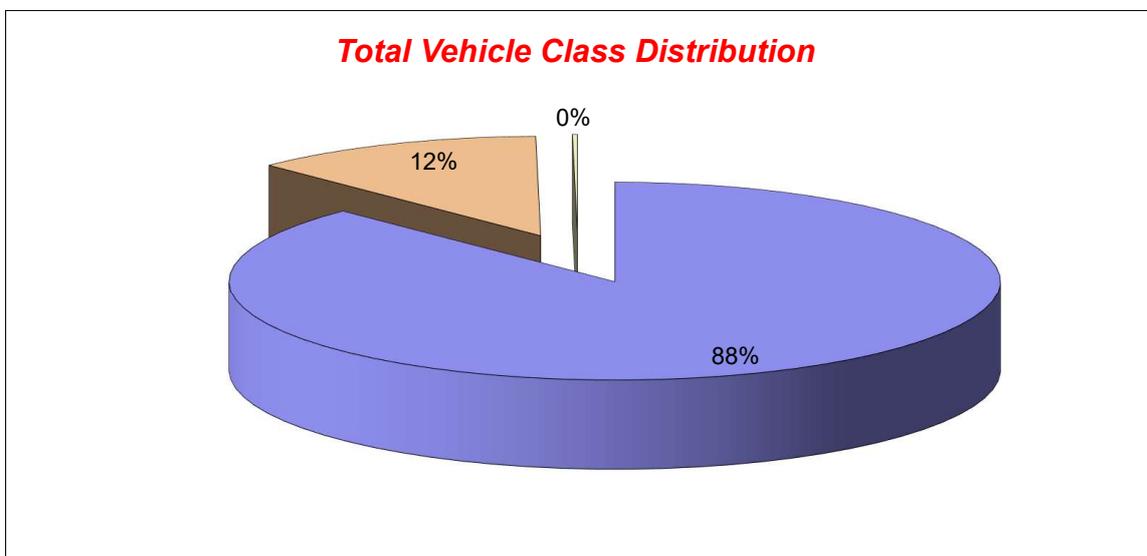
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/12/2021				
7-19	3442	624	8	4074
6-22	3854	675	11	4540
6-24	3935	689	12	4636
0-24	4006	710	13	4729
02/12/2021				
7-19	3451	528	9	3988
6-22	3895	582	9	4486
6-24	3975	585	10	4570
0-24	4037	603	10	4650
03/12/2021				
7-19	3467	529	7	4003
6-22	3904	560	10	4474
6-24	4008	564	11	4583
0-24	4071	580	11	4662
04/12/2021				
7-19	2413	308	2	2723
6-22	2646	354	3	3003
6-24	2727	361	4	3092
0-24	2822	374	4	3200
05/12/2021				
7-19	1994	180	0	2174
6-22	2220	197	0	2417
6-24	2276	202	0	2478
0-24	2372	222	0	2594
06/12/2021				
7-19	3267	430	9	3706
6-22	3643	477	9	4129
6-24	3718	481	10	4209
0-24	3785	502	11	4298
07/12/2021				
7-19	3372	457	8	3837
6-22	3810	491	10	4311
6-24	3901	497	11	4409
0-24	3966	517	11	4494
Average				
7-19	3058	437	6	3501
6-22	3425	477	7	3909
6-24	3506	483	8	3997
0-24	3580	501	9	4090



# Blackpool, Kincaig Road

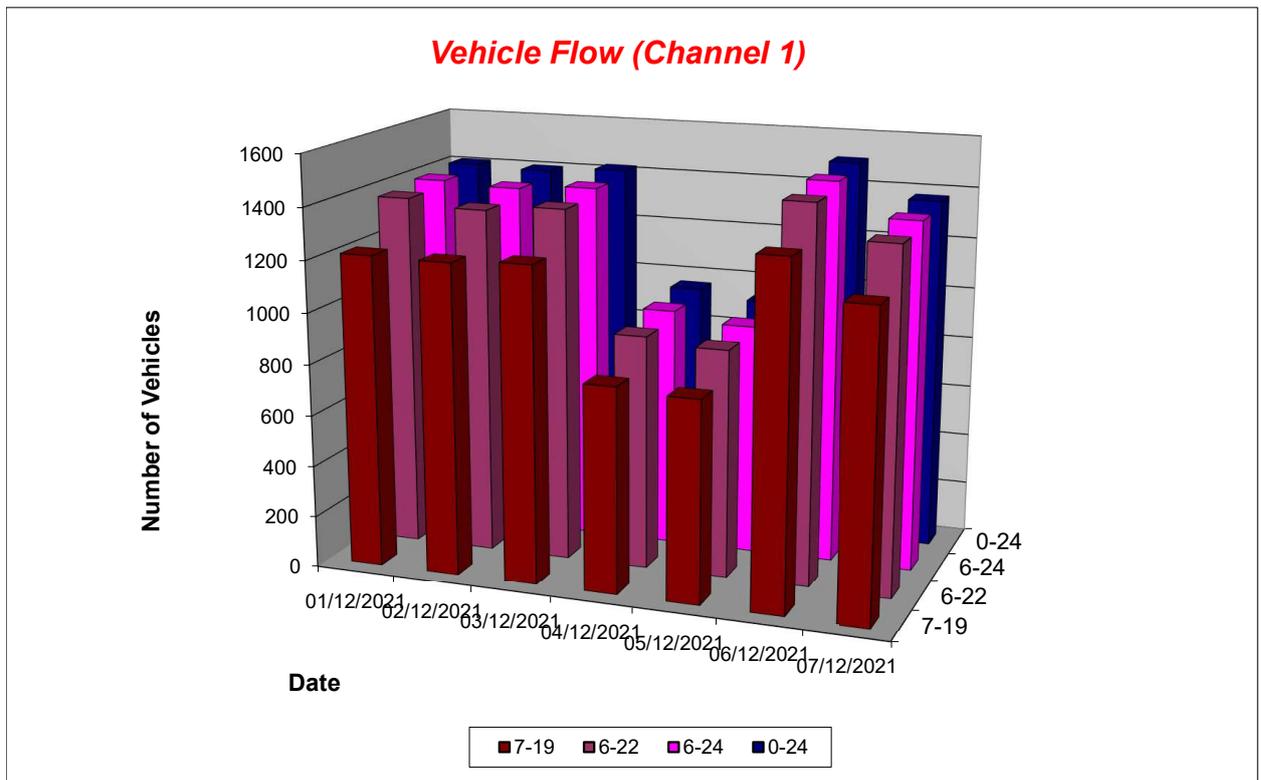
Produced by Road Data Services Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday	Weekday Average	Average
1	1	5	4	8	4	4	4	4	4
2	3	2	3	5	8	1	1	2	3
3	0	1	2	2	3	3	1	1	2
4	1	1	1	1	4	2	2	1	2
5	2	1	2	1	4	0	3	2	2
6	8	9	8	3	3	9	6	8	7
7	13	13	19	10	8	14	15	15	13
8	68	67	50	15	11	62	61	62	48
9	135	116	122	38	14	132	116	124	96
10	80	76	92	66	50	105	93	89	80
11	87	73	81	78	69	84	86	82	80
12	70	93	72	81	95	111	85	86	87
13	102	102	127	91	103	113	106	110	106
14	95	96	108	83	86	107	84	98	94
15	112	96	99	86	66	109	91	101	94
16	116	129	138	62	90	128	143	131	115
17	131	141	125	71	81	151	109	131	116
18	144	138	142	74	74	137	124	137	119
19	76	85	72	56	46	88	83	81	72
20	69	51	55	47	39	60	64	60	55
21	50	50	35	29	33	40	41	43	40
22	29	25	38	26	23	20	32	29	28
23	14	16	14	18	10	12	11	13	14
24	4	15	12	9	6	12	14	11	10
<b>7-19</b>	<b>1216</b>	<b>1212</b>	<b>1228</b>	<b>801</b>	<b>785</b>	<b>1327</b>	<b>1181</b>	<b>1233</b>	<b>1107</b>
<b>6-22</b>	<b>1377</b>	<b>1351</b>	<b>1375</b>	<b>913</b>	<b>888</b>	<b>1461</b>	<b>1333</b>	<b>1379</b>	<b>1243</b>
<b>6-24</b>	<b>1395</b>	<b>1382</b>	<b>1401</b>	<b>940</b>	<b>904</b>	<b>1485</b>	<b>1358</b>	<b>1404</b>	<b>1266</b>
<b>0-24</b>	<b>1410</b>	<b>1401</b>	<b>1421</b>	<b>960</b>	<b>930</b>	<b>1504</b>	<b>1375</b>	<b>1422</b>	<b>1286</b>





# Blackpool, KinCraig Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	15.6	31.3	27.2	27.7	30.6	28.0	31.1
2	31.0	25.8	31.7	29.5	33.6	33.6	21.6
3	-	32.4	35.8	32.3	28.5	27.7	34.3
4	34.4	12.4	24.9	33.3	36.9	31.2	19.1
5	24.5	26.7	29.2	29.0	38.3	-	29.7
6	30.1	28.9	27.2	33.7	24.4	29.1	26.4
7	32.3	27.3	29.3	27.9	26.0	32.1	28.3
8	25.8	25.2	26.6	25.1	24.4	26.5	26.0
9	25.9	25.6	24.6	25.9	26.5	24.9	25.0
10	26.1	27.4	26.5	27.6	26.4	26.5	25.1
11	27.4	26.7	26.2	25.7	25.0	26.0	24.4
12	25.5	26.7	25.6	26.1	26.9	24.8	23.3
13	25.4	26.2	26.1	26.2	27.2	26.0	24.6
14	25.7	26.7	27.7	26.1	25.9	25.8	26.5
15	25.9	26.3	26.4	27.2	26.7	26.0	25.9
16	23.7	23.9	24.2	26.0	26.0	25.2	24.4
17	26.4	25.7	26.5	26.9	25.2	25.6	26.9
18	26.8	26.8	27.0	28.1	25.6	25.1	27.4
19	27.8	25.8	27.0	29.2	26.8	27.4	26.1
20	28.0	26.3	26.6	27.3	28.5	26.2	26.8
21	27.5	28.8	27.6	25.8	28.8	26.9	27.7
22	26.3	26.2	27.7	28.0	26.0	28.2	28.0
23	28.7	28.4	30.3	27.1	30.6	27.9	32.0
24	31.5	35.2	30.7	33.5	40.0	31.9	28.0

10-12	26.5	26.7	25.9	25.9	26.1	25.3	23.9
14-16	24.8	24.9	25.1	26.7	26.3	25.6	25.0
0-24	26.3	26.3	26.4	26.9	26.7	26.0	25.8

Average (ALL)	26.3
Weekday Inter-Peak	25.3

Channel 1 - Northbound

85th Percentile

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	-	38.0	37.3	34.4	34.5	34.4	36.5
2	42.5	29.3	34.7	39.0	37.8	-	-
3	-	-	36.8	33.8	31.8	29.8	-
4	-	-	-	-	42.5	38.1	20.8
5	27.3	-	29.7	-	41.9	-	33.2
6	41.1	37.2	35.2	41.2	34.9	33.4	37.4
7	38.1	32.4	35.1	35.6	30.8	39.6	33.1
8	32.7	31.4	33.9	32.1	31.7	32.8	32.7
9	31.7	31.4	30.4	33.8	33.2	31.0	30.4
10	33.5	35.3	33.6	35.9	34.3	32.8	31.5
11	33.4	33.8	33.5	32.0	32.3	33.0	30.7
12	31.9	33.4	32.6	33.1	34.2	31.3	28.6
13	32.1	32.6	32.5	33.8	33.7	32.4	32.2
14	31.9	32.9	33.4	33.0	32.8	32.4	34.1
15	33.3	33.2	33.2	33.3	34.1	32.3	32.4
16	29.4	31.0	29.8	33.1	33.9	31.3	30.9
17	32.4	32.5	33.2	33.7	32.0	31.5	33.0
18	32.6	33.1	34.2	36.4	31.8	31.8	33.5
19	36.0	34.1	34.8	36.6	34.5	33.2	32.1
20	36.0	32.8	33.4	35.7	36.5	33.6	33.1
21	34.4	36.6	34.8	32.9	37.0	36.0	34.9
22	33.4	33.7	35.0	35.1	30.0	36.0	33.5
23	35.4	38.1	38.1	36.0	37.3	35.4	36.8
24	45.5	46.9	38.8	46.9	53.4	37.2	34.6

10-12	32.8	33.6	33.1	32.6	33.4	32.0	29.8
14-16	31.5	32.0	31.3	33.3	34.0	31.8	31.5
0-24	33.1	33.4	33.2	34.4	34.1	32.6	32.4

85th %ile (ALL)	33.2
Weekday Inter-Peak	31.9

# Blackpool, Kincaig Road

Produced by Road Data Services Ltd.

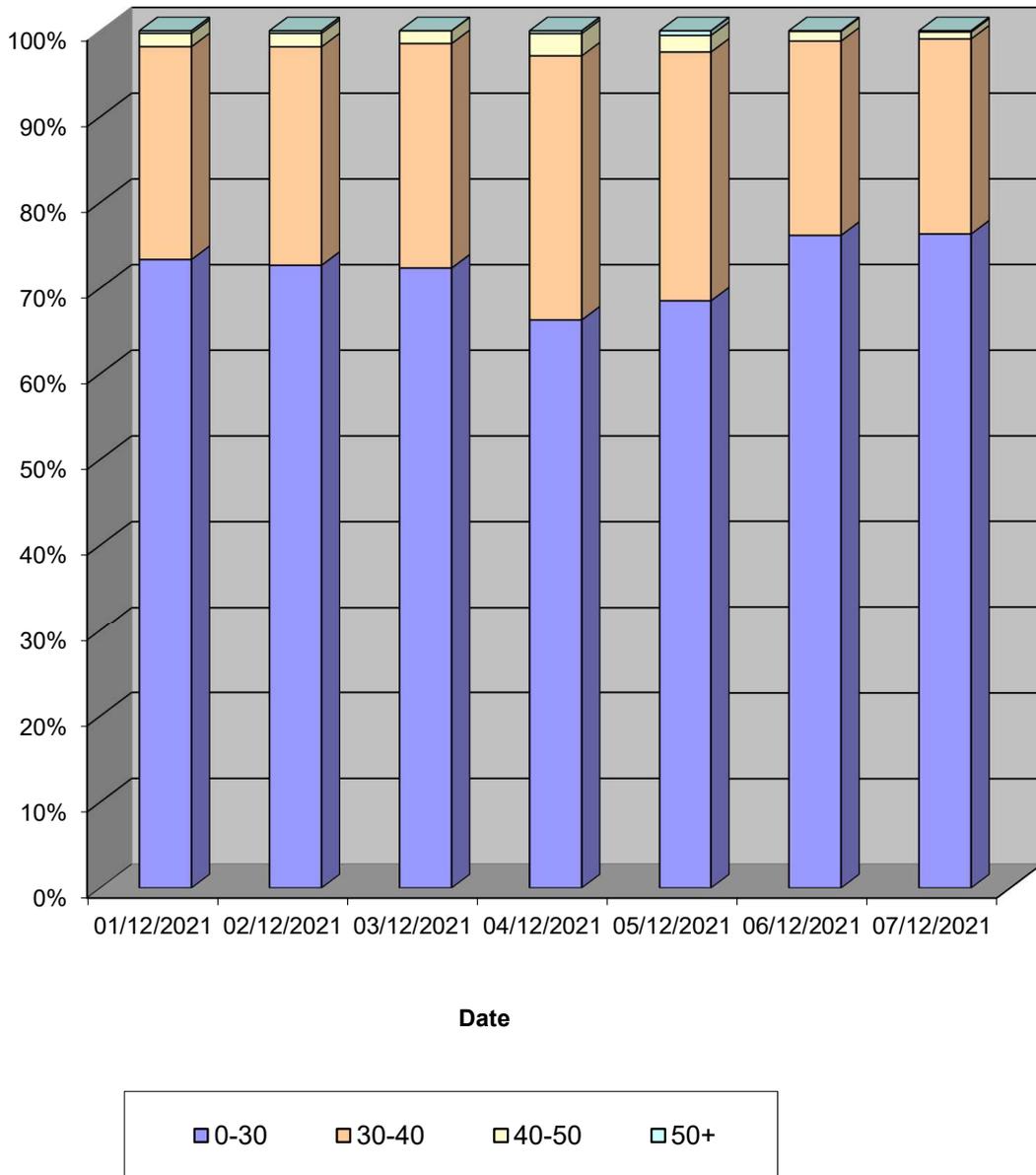
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
0-30	1034	1018	1028	636	637	1145	1049
30-40	350	357	372	296	270	341	313
40-50	22	22	21	25	18	17	11
50+	4	4	0	3	5	1	2
<b>TOTAL</b>	<b>1410</b>	<b>1401</b>	<b>1421</b>	<b>960</b>	<b>930</b>	<b>1504</b>	<b>1375</b>

**Speed Summary (MPH)**



# Blackpool, Kincaig Road

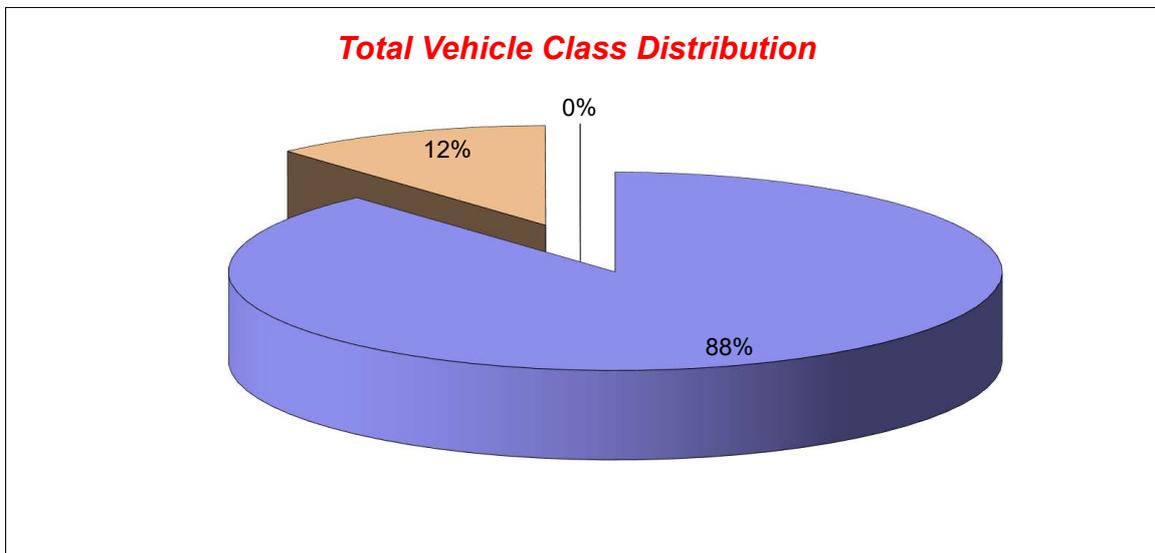
Produced by Road Data Services Ltd.

Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/12/2021				
7-19	1052	164	0	1216
6-22	1200	177	0	1377
6-24	1215	180	0	1395
0-24	1226	184	0	1410
02/12/2021				
7-19	1058	154	0	1212
6-22	1182	169	0	1351
6-24	1212	170	0	1382
0-24	1226	175	0	1401
03/12/2021				
7-19	1057	171	0	1228
6-22	1193	182	0	1375
6-24	1218	183	0	1401
0-24	1234	187	0	1421
04/12/2021				
7-19	729	72	0	801
6-22	830	83	0	913
6-24	855	85	0	940
0-24	873	87	0	960
05/12/2021				
7-19	743	42	0	785
6-22	837	51	0	888
6-24	852	52	0	904
0-24	877	53	0	930
06/12/2021				
7-19	1157	168	2	1327
6-22	1277	182	2	1461
6-24	1300	183	2	1485
0-24	1316	186	2	1504
07/12/2021				
7-19	1027	154	0	1181
6-22	1165	168	0	1333
6-24	1187	171	0	1358
0-24	1199	176	0	1375
Average				
7-19	975	132	0	1107
6-22	1098	145	0	1243
6-24	1120	146	0	1266
0-24	1136	150	0	1286



# Blackpool, Kincaig Road

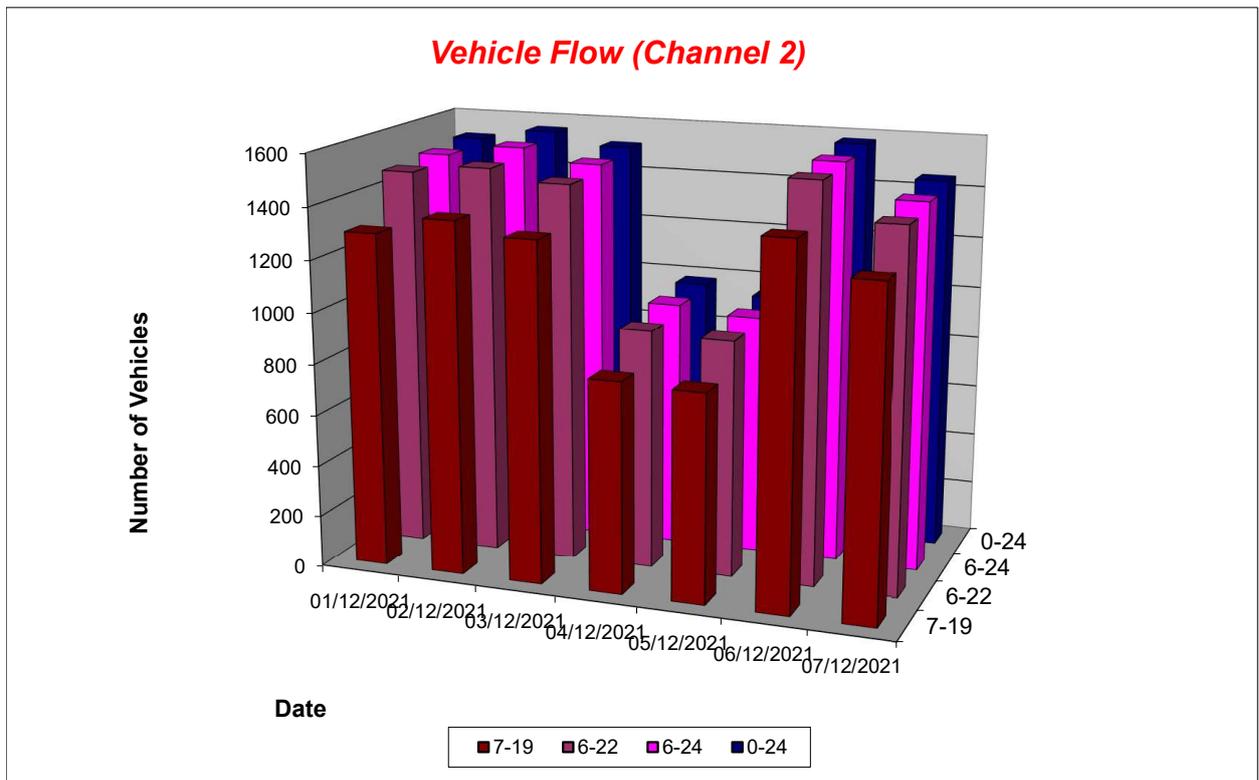
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday	Weekday Average	Average
1	4	2	4	2	3	3	3	3	3
2	2	0	3	4	3	1	3	2	2
3	1	4	1	1	0	3	2	2	2
4	1	1	3	0	1	0	2	1	1
5	4	2	1	4	0	3	0	2	2
6	7	9	8	4	2	9	14	9	8
7	27	22	24	11	7	23	20	23	19
8	100	114	78	23	10	95	93	96	73
9	163	158	171	38	20	180	168	168	128
10	104	112	113	76	51	114	103	109	96
11	97	78	78	70	61	86	88	85	80
12	80	88	102	104	97	109	74	91	93
13	107	109	126	88	100	103	103	110	105
14	103	106	90	87	101	101	94	99	97
15	106	94	94	71	78	123	87	101	93
16	141	144	154	64	88	114	149	140	122
17	105	164	103	75	82	139	119	126	112
18	124	116	131	68	75	161	105	127	111
19	68	85	79	54	44	65	82	76	68
20	72	56	57	42	40	61	48	59	54
21	44	38	40	39	40	41	42	41	41
22	36	25	27	22	27	25	24	27	27
23	10	18	14	18	13	14	18	15	15
24	9	13	11	14	5	2	9	9	9
<b>7-19</b>	<b>1298</b>	<b>1368</b>	<b>1319</b>	<b>818</b>	<b>807</b>	<b>1390</b>	<b>1265</b>	<b>1328</b>	<b>1181</b>
<b>6-22</b>	<b>1477</b>	<b>1509</b>	<b>1467</b>	<b>932</b>	<b>921</b>	<b>1540</b>	<b>1399</b>	<b>1478</b>	<b>1321</b>
<b>6-24</b>	<b>1496</b>	<b>1540</b>	<b>1492</b>	<b>964</b>	<b>939</b>	<b>1556</b>	<b>1426</b>	<b>1502</b>	<b>1345</b>
<b>0-24</b>	<b>1515</b>	<b>1558</b>	<b>1512</b>	<b>979</b>	<b>948</b>	<b>1575</b>	<b>1450</b>	<b>1522</b>	<b>1362</b>





# Blackpool, Kincaig Road

Produced by Road Data Services Ltd.

## Channel 2 - Southbound

## Average Speed

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	27.0	15.9	28.2	33.9	29.9	29.8	30.9
2	22.5	-	29.4	34.2	33.1	39.6	22.8
3	39.2	36.8	24.4	24.7	-	37.1	31.6
4	29.2	19.7	39.6	-	36.4	-	22.8
5	31.6	35.3	35.6	33.1	-	32.0	-
6	29.4	27.8	29.4	26.4	30.2	30.7	28.8
7	29.0	29.8	28.0	25.2	31.0	31.2	29.5
8	26.7	26.6	27.5	28.0	27.4	25.6	26.5
9	26.7	25.5	24.3	28.4	26.5	23.5	24.6
10	26.3	26.8	26.7	26.8	26.6	27.2	26.0
11	25.8	27.0	26.5	25.5	25.2	24.7	24.6
12	25.1	27.3	25.1	25.2	24.7	25.0	25.0
13	25.4	26.5	25.5	25.2	25.8	26.0	24.6
14	27.5	27.5	27.0	25.1	26.1	25.5	28.5
15	26.6	26.4	27.0	26.4	26.4	26.5	25.6
16	23.4	22.0	22.4	25.5	25.5	22.2	22.7
17	26.4	25.1	26.1	25.9	26.4	26.1	26.3
18	26.2	26.2	26.7	26.0	26.9	25.3	27.1
19	27.7	26.3	26.6	27.5	26.9	28.0	27.1
20	27.7	26.3	27.3	27.6	28.0	26.4	26.0
21	26.1	26.3	27.7	26.7	27.3	27.5	27.9
22	28.4	26.7	27.2	27.3	28.5	27.7	27.3
23	25.8	30.1	28.6	29.0	29.3	26.9	28.3
24	31.1	27.6	27.9	32.7	28.9	25.5	27.4

10-12	25.5	27.1	25.7	25.3	24.9	24.8	24.8
14-16	24.8	23.8	24.2	26.0	25.9	25.9	23.8
0-24	26.3	26.1	26.0	26.3	26.3	25.9	25.8

Average (ALL)	26.1
Weekday Inter-Peak	24.9

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	30.9	21.3	31.1	34.9	31.3	34.7	34.0
2	29.9	-	32.3	52.0	39.1	-	24.3
3	-	40.6	-	-	-	43.8	31.7
4	-	-	41.5	-	-	-	24.8
5	39.8	37.5	-	37.9	-	36.7	-
6	33.8	36.2	36.3	36.5	34.6	39.3	38.0
7	36.3	37.4	36.2	34.3	48.6	37.1	33.6
8	33.6	33.2	34.9	34.6	34.6	32.6	34.0
9	33.1	32.0	30.8	33.7	32.8	30.4	31.2
10	33.0	33.2	32.7	33.8	35.3	33.8	32.3
11	32.8	33.5	32.9	32.2	32.1	31.2	32.1
12	32.2	33.9	31.5	31.9	31.8	31.2	31.7
13	32.2	33.4	31.8	32.2	32.9	33.5	31.0
14	34.2	33.5	34.3	32.1	32.6	32.8	34.1
15	32.9	32.5	33.1	32.9	32.7	33.0	31.8
16	29.5	28.8	28.8	32.1	31.8	31.0	29.5
17	32.5	31.4	31.9	32.3	33.7	31.9	31.6
18	32.8	32.3	33.4	32.6	34.3	31.9	33.3
19	35.8	33.0	34.8	35.4	34.5	34.7	34.5
20	35.2	33.1	36.2	35.1	35.3	33.8	33.1
21	33.1	35.7	35.0	36.0	32.9	36.4	33.6
22	33.9	33.2	34.1	33.3	35.8	34.8	35.7
23	32.8	41.4	36.1	36.6	35.4	36.2	36.1
24	42.8	33.1	35.7	42.9	33.8	25.9	36.4

10-12	32.5	33.6	32.1	32.0	31.9	31.1	32.0
14-16	31.2	30.7	30.9	32.6	32.2	32.1	30.5
0-24	33.2	33.0	33.0	33.6	33.5	32.8	32.6

85th %ile (ALL)	33.1
Weekday Inter-Peak	31.6

# Blackpool, KinCraig Road

Produced by Road Data Services Ltd.

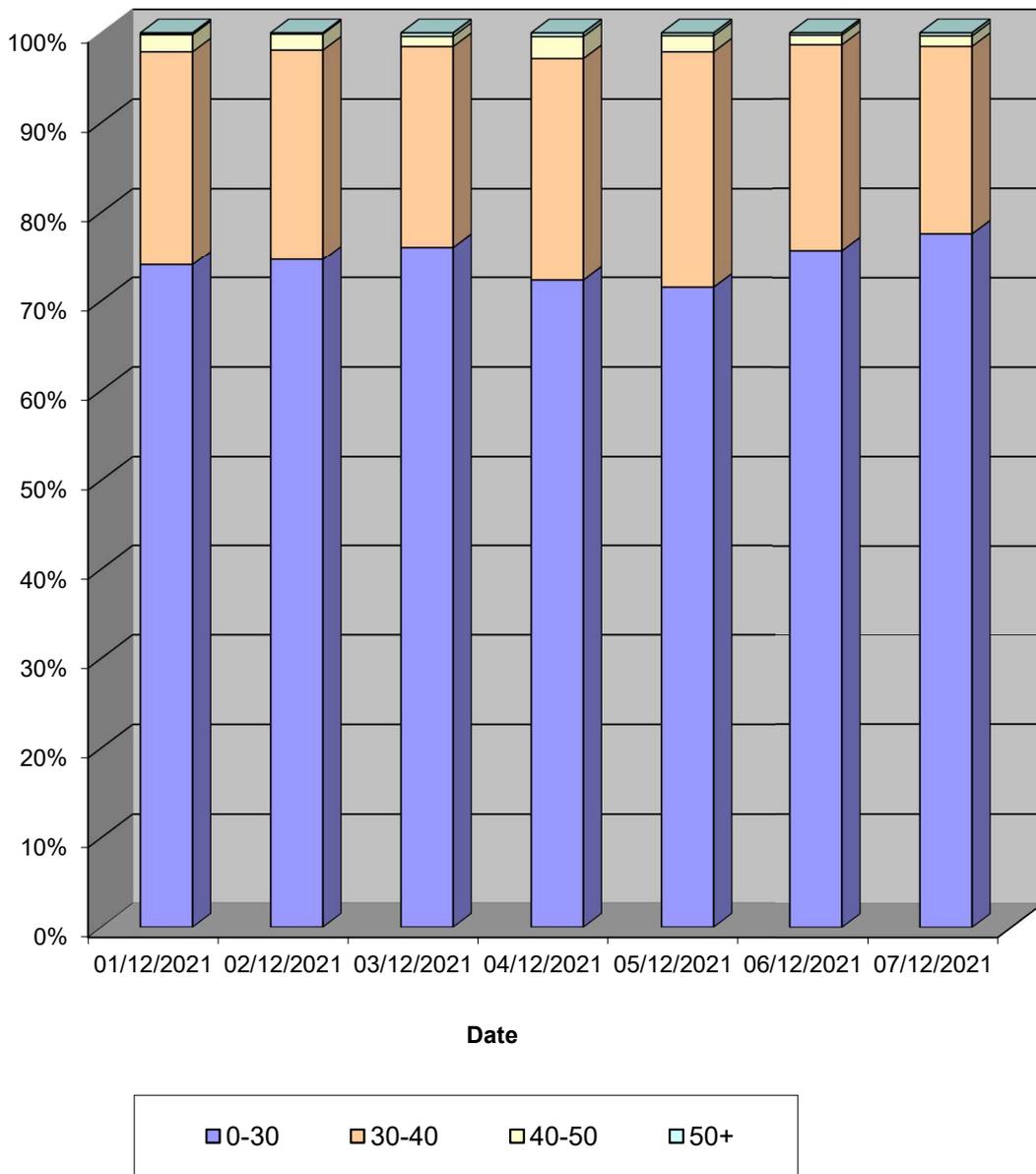
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
0-30	1122	1163	1150	708	678	1191	1124
30-40	361	365	339	243	250	363	304
40-50	29	28	17	24	17	17	17
50+	3	2	6	4	3	4	5
<b>TOTAL</b>	<b>1515</b>	<b>1558</b>	<b>1512</b>	<b>979</b>	<b>948</b>	<b>1575</b>	<b>1450</b>

**Speed Summary (MPH)**



# Blackpool, Kincaig Road

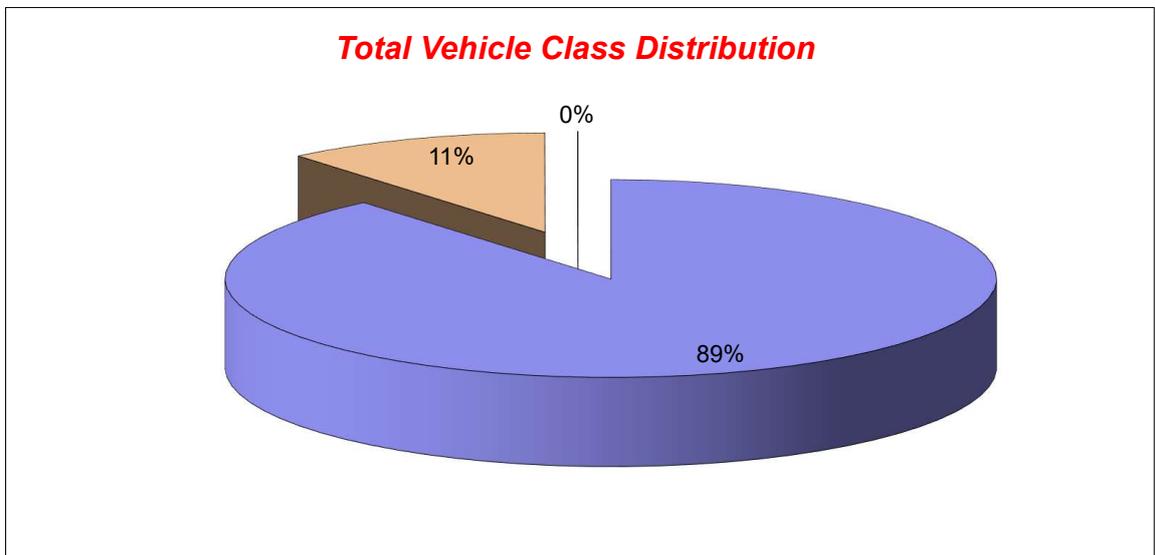
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/12/2021				
7-19	1130	168	0	1298
6-22	1294	183	0	1477
6-24	1310	186	0	1496
0-24	1327	188	0	1515
02/12/2021				
7-19	1218	150	0	1368
6-22	1350	159	0	1509
6-24	1377	163	0	1540
0-24	1392	166	0	1558
03/12/2021				
7-19	1159	160	0	1319
6-22	1293	174	0	1467
6-24	1316	176	0	1492
0-24	1333	179	0	1512
04/12/2021				
7-19	733	84	1	818
6-22	840	91	1	932
6-24	868	95	1	964
0-24	880	98	1	979
05/12/2021				
7-19	751	56	0	807
6-22	858	63	0	921
6-24	873	66	0	939
0-24	882	66	0	948
06/12/2021				
7-19	1221	168	1	1390
6-22	1353	186	1	1540
6-24	1367	188	1	1556
0-24	1384	190	1	1575
07/12/2021				
7-19	1114	151	0	1265
6-22	1236	163	0	1399
6-24	1261	165	0	1426
0-24	1283	167	0	1450
Average				
7-19	1047	134	0	1181
6-22	1175	146	0	1321
6-24	1196	148	0	1345
0-24	1212	151	0	1362



# Blackpool, Ryscar Way

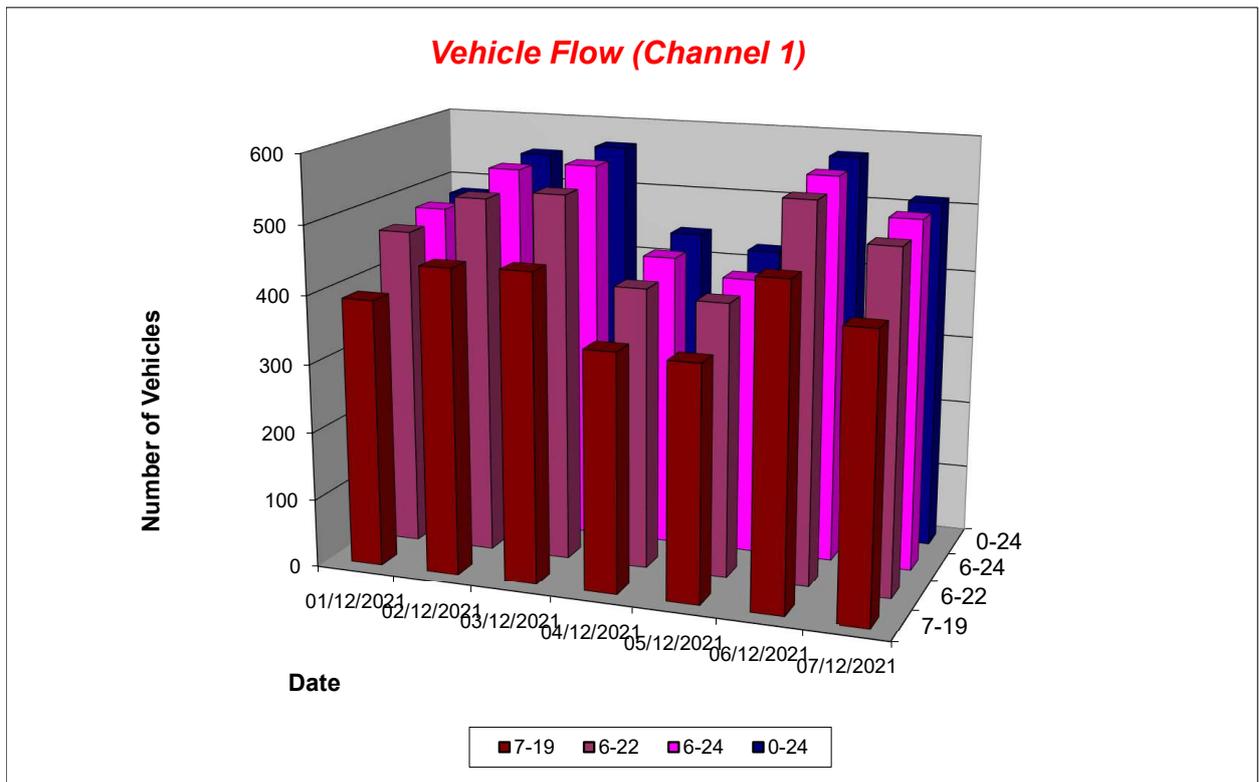
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday	Weekday Average	Average
1	0	3	5	3	8	4	1	3	3
2	1	0	2	5	5	1	0	1	2
3	0	1	0	2	2	0	0	0	1
4	0	0	1	1	2	1	0	0	1
5	0	0	0	1	0	1	0	0	0
6	1	0	1	0	0	1	1	1	1
7	4	3	3	0	0	7	5	4	3
8	20	25	29	18	14	20	17	22	20
9	39	44	41	12	8	39	44	41	32
10	23	16	24	16	15	33	30	25	22
11	21	22	14	25	25	27	15	20	21
12	28	26	20	36	28	23	34	26	28
13	26	25	34	31	42	31	24	28	30
14	29	37	30	43	37	36	28	32	34
15	28	22	33	32	42	35	18	27	30
16	48	44	70	29	38	47	54	53	47
17	31	53	49	26	38	65	46	49	44
18	66	73	68	38	35	67	63	67	59
19	33	60	39	43	22	45	39	43	40
20	38	34	37	34	24	38	43	38	35
21	24	25	25	18	22	21	23	24	23
22	9	14	20	10	10	17	13	15	13
23	12	13	13	12	4	10	11	12	11
24	1	10	9	8	4	3	4	5	6
7-19	392	447	451	349	344	468	412	434	409
6-22	467	523	536	411	400	551	496	515	483
6-24	480	546	558	431	408	564	511	532	500
0-24	482	550	567	443	425	572	513	537	507





# Blackpool, Ryscar Way

Produced by Road Data Services Ltd.

## Channel 1 - Eastbound

## Average Speed

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	-	26.9	24.4	21.0	24.2	28.9	24.6
2	32.2	-	26.4	23.7	23.0	22.6	-
3	-	28.6	-	20.3	25.5	-	-
4	-	-	38.4	20.7	26.0	19.7	-
5	-	-	-	22.7	-	24.5	-
6	25.3	-	31.1	-	-	18.3	22.5
7	23.4	21.9	26.3	-	-	24.5	21.2
8	22.7	22.4	23.3	24.8	22.5	23.5	23.8
9	24.0	23.9	23.3	25.6	25.0	22.5	23.0
10	22.8	26.3	25.0	26.7	22.9	24.6	22.8
11	23.8	26.8	22.7	24.2	23.8	23.0	24.1
12	21.6	24.8	23.7	25.3	25.1	22.7	23.6
13	25.7	23.8	24.1	22.9	23.2	23.8	23.1
14	21.5	25.3	25.2	24.1	25.4	24.8	23.8
15	24.3	24.2	23.6	25.4	25.0	25.2	24.5
16	23.2	24.0	22.5	24.9	25.6	23.7	21.8
17	24.5	25.3	24.4	24.1	23.7	24.0	25.3
18	25.3	23.6	26.4	25.3	25.4	25.1	25.2
19	25.5	25.4	25.5	26.4	23.5	24.3	22.2
20	23.8	25.1	23.0	25.7	23.8	23.3	23.6
21	24.6	23.7	24.9	22.7	24.0	25.5	25.5
22	23.9	26.0	26.5	23.2	24.2	27.3	24.9
23	25.6	24.6	26.0	24.6	26.7	26.8	24.2
24	24.4	25.5	24.9	24.3	31.3	23.6	26.5

10-12	22.5	25.7	23.3	24.9	24.5	22.9	23.7
14-16	23.6	24.1	22.8	25.2	25.3	24.4	22.4
0-24	24.0	24.6	24.4	24.8	24.4	24.2	23.7

Average (ALL)	24.3
Weekday Inter-Peak	23.5

## Channel 1 - Eastbound

## 85th Percentile

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	-	28.5	29.3	23.3	33.4	31.8	-
2	-	-	26.8	29.0	26.1	-	-
3	-	-	-	20.4	25.7	-	-
4	-	-	-	-	29.4	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	28.3	29.4	26.8	-	-	30.0	23.5
8	26.8	27.1	28.0	29.5	27.6	26.9	27.3
9	29.1	27.6	27.5	30.7	32.0	27.4	27.3
10	27.9	33.6	29.4	33.5	29.1	29.6	28.1
11	28.0	30.4	26.9	29.5	28.1	28.3	29.9
12	26.9	29.4	28.2	30.3	29.8	28.6	27.2
13	29.8	29.2	29.4	29.1	26.6	29.6	28.3
14	26.0	29.8	30.5	29.3	30.7	30.5	28.2
15	28.5	28.8	28.6	31.1	30.0	28.9	29.2
16	27.7	27.7	27.5	28.9	29.8	28.9	27.2
17	29.4	29.9	29.9	28.7	28.8	29.3	30.7
18	30.0	28.2	30.7	30.3	30.1	29.6	29.6
19	30.3	31.1	31.0	32.3	27.6	29.3	26.1
20	28.9	29.9	28.3	30.3	28.2	27.2	28.3
21	30.6	29.0	29.2	27.0	28.2	29.7	30.5
22	29.7	31.4	31.7	30.1	31.1	32.5	28.8
23	29.3	28.8	31.6	28.2	31.1	31.7	26.9
24	-	30.5	29.5	30.2	42.7	30.6	29.1

10-12	27.5	30.0	27.7	30.0	29.1	28.5	28.1
14-16	28.1	28.1	27.9	30.2	30.0	29.1	27.8
0-24	29.0	29.5	29.5	30.2	29.5	29.3	28.5

85th %ile (ALL)	29.4
Weekday Inter-Peak	28.4

# Blackpool, Ryscar Way

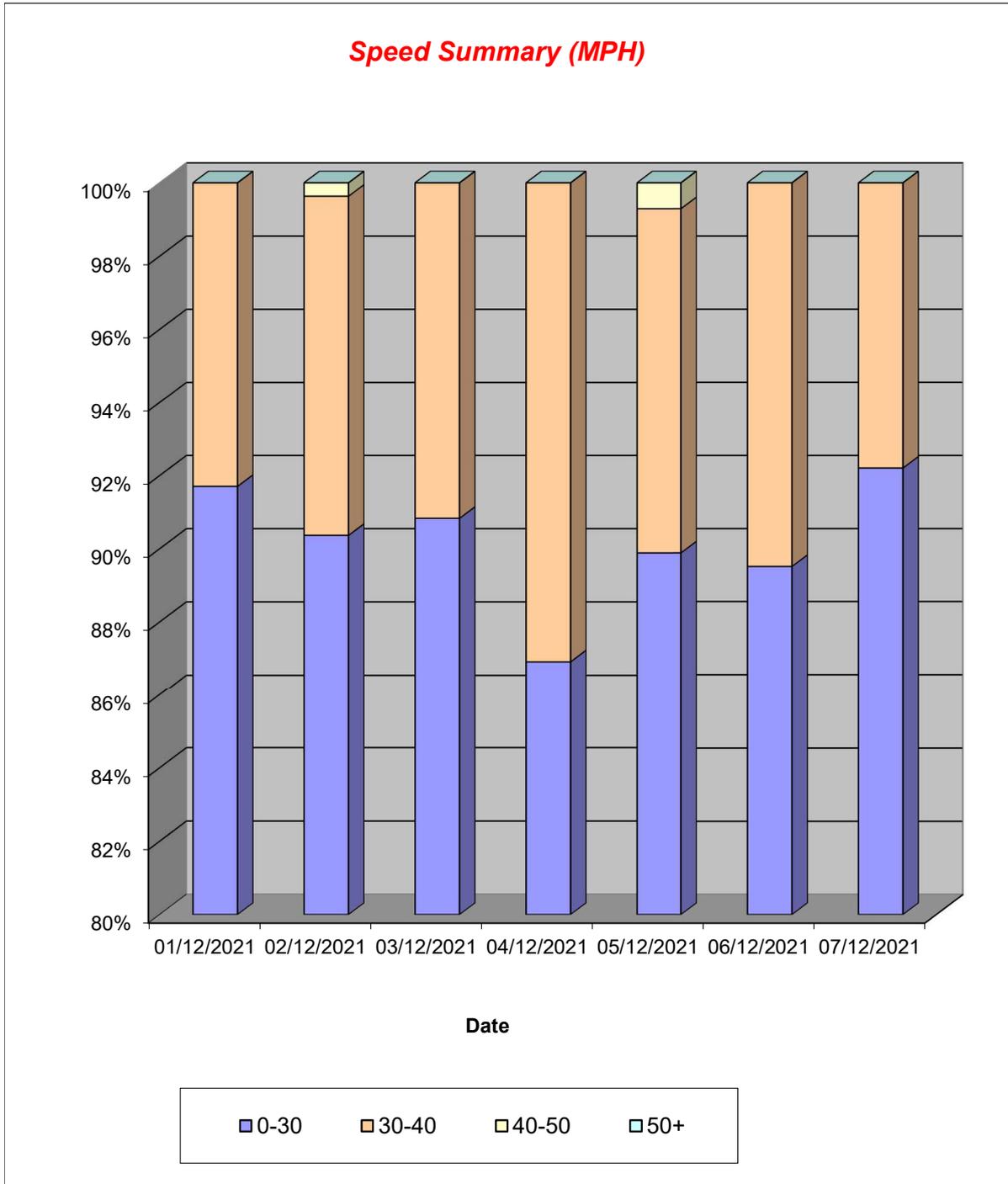
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
0-30	442	497	515	385	382	512	473
30-40	40	51	52	58	40	60	40
40-50	0	2	0	0	3	0	0
50+	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>482</b>	<b>550</b>	<b>567</b>	<b>443</b>	<b>425</b>	<b>572</b>	<b>513</b>



# Blackpool, Ryscar Way

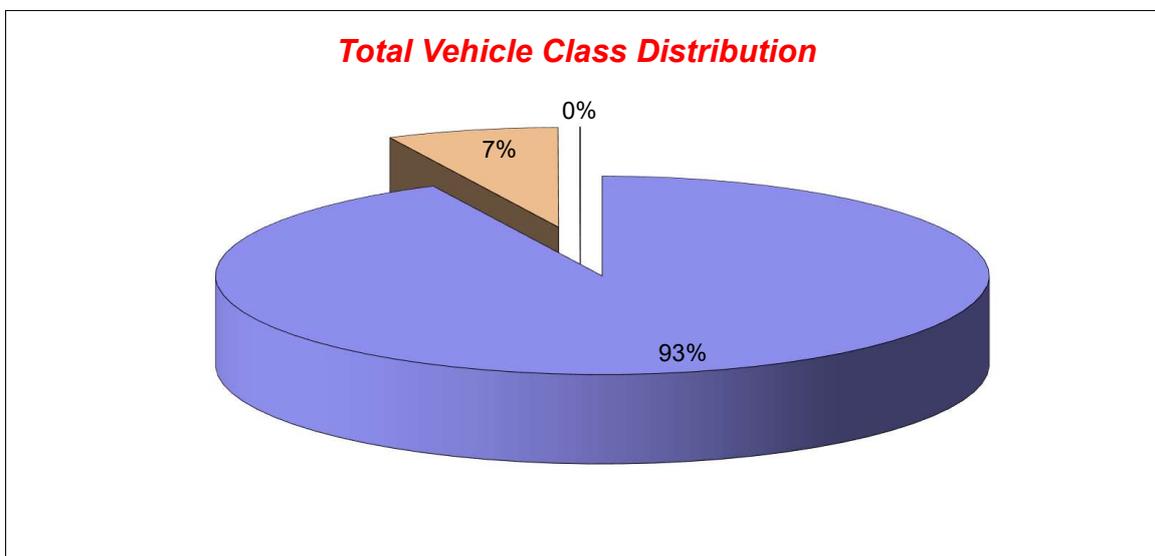
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/12/2021				
7-19	357	35	0	392
6-22	430	37	0	467
6-24	442	38	0	480
0-24	443	39	0	482
02/12/2021				
7-19	411	36	0	447
6-22	484	39	0	523
6-24	506	40	0	546
0-24	509	41	0	550
03/12/2021				
7-19	423	28	0	451
6-22	501	35	0	536
6-24	521	37	0	558
0-24	529	38	0	567
04/12/2021				
7-19	325	24	0	349
6-22	383	28	0	411
6-24	403	28	0	431
0-24	414	29	0	443
05/12/2021				
7-19	325	19	0	344
6-22	379	21	0	400
6-24	387	21	0	408
0-24	402	23	0	425
06/12/2021				
7-19	427	41	0	468
6-22	503	48	0	551
6-24	515	49	0	564
0-24	521	51	0	572
07/12/2021				
7-19	381	30	1	412
6-22	461	34	1	496
6-24	476	34	1	511
0-24	478	34	1	513
Average				
7-19	378	30	0	409
6-22	449	35	0	483
6-24	464	35	0	500
0-24	471	36	0	507



# Blackpool, Ryscar Way

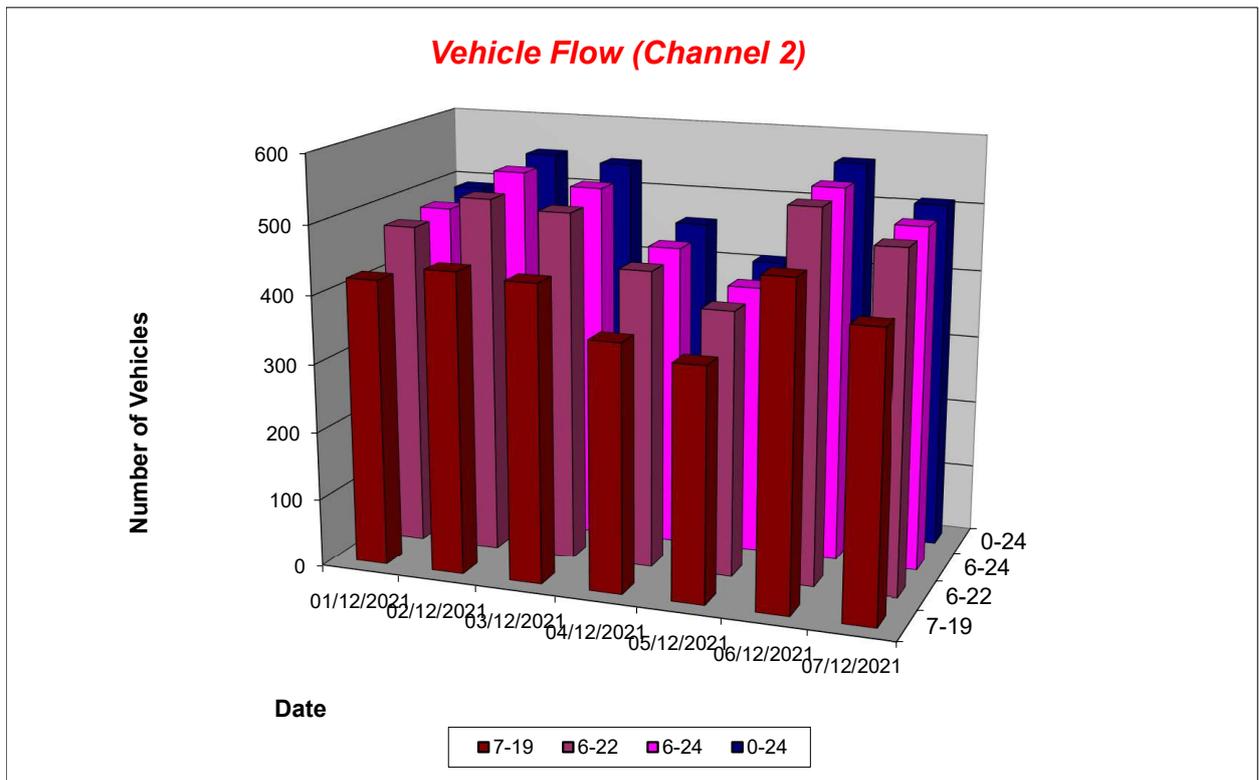
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday	Weekday Average	Average
1	1	0	5	3	5	2	1	2	2
2	1	0	1	5	3	1	0	1	2
3	0	1	0	2	1	0	0	0	1
4	1	1	3	1	1	4	1	2	2
5	2	2	3	1	0	3	0	2	2
6	6	4	4	1	2	5	7	5	4
7	10	10	11	10	2	12	12	11	10
8	44	49	38	13	5	48	48	45	35
9	87	82	77	34	18	76	80	80	65
10	20	16	26	36	17	31	24	23	24
11	22	23	16	29	33	25	21	21	24
12	19	32	23	33	43	25	28	25	29
13	32	29	28	35	38	38	24	30	32
14	28	29	31	41	37	27	28	29	32
15	29	25	38	32	29	32	26	30	30
16	40	39	44	24	30	31	35	38	35
17	31	34	32	25	31	50	38	37	34
18	39	45	55	34	34	46	32	43	41
19	30	39	27	25	25	41	30	33	31
20	20	29	25	29	18	29	34	27	26
21	18	31	26	24	23	18	20	23	23
22	5	10	13	12	6	12	14	11	10
23	6	13	11	6	4	5	3	8	7
24	0	6	4	3	3	1	3	3	3
<b>7-19</b>	<b>421</b>	<b>442</b>	<b>435</b>	<b>361</b>	<b>340</b>	<b>470</b>	<b>414</b>	<b>436</b>	<b>412</b>
<b>6-22</b>	<b>474</b>	<b>522</b>	<b>510</b>	<b>436</b>	<b>389</b>	<b>541</b>	<b>494</b>	<b>508</b>	<b>481</b>
<b>6-24</b>	<b>480</b>	<b>541</b>	<b>525</b>	<b>445</b>	<b>396</b>	<b>547</b>	<b>500</b>	<b>519</b>	<b>491</b>
<b>0-24</b>	<b>491</b>	<b>549</b>	<b>541</b>	<b>458</b>	<b>408</b>	<b>562</b>	<b>509</b>	<b>530</b>	<b>503</b>





# Blackpool, Ryscar Way

Produced by Road Data Services Ltd.

## Channel 2 - Westbound

## Average Speed

Week 1

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	27.5	-	22.6	23.7	25.0	27.8	20.5
2	27.3	-	26.2	21.6	26.9	28.7	-
3	-	39.8	-	24.5	23.8	-	-
4	28.1	26.7	27.6	27.3	22.5	24.9	33.1
5	25.3	27.3	25.1	29.3	-	25.8	-
6	24.4	22.3	25.3	20.4	24.5	26.2	26.3
7	24.0	27.0	24.5	25.7	24.4	24.9	25.4
8	24.8	24.1	24.9	24.1	28.0	24.3	25.2
9	24.1	23.5	23.6	22.3	24.4	22.8	25.2
10	22.6	22.9	23.4	26.7	24.1	25.6	23.7
11	24.3	24.4	24.2	24.7	25.9	24.2	23.7
12	23.4	23.8	24.1	21.8	24.9	23.3	23.5
13	22.7	23.0	24.3	24.0	23.1	22.3	23.6
14	23.6	24.7	22.4	24.8	25.3	21.9	22.9
15	24.7	24.0	24.8	27.6	24.6	23.3	24.4
16	22.7	21.8	23.4	24.0	23.5	22.5	22.4
17	23.2	23.9	22.8	24.4	24.3	23.0	23.2
18	23.7	24.6	25.3	25.3	25.0	23.4	23.3
19	26.6	25.1	24.3	24.7	23.6	25.0	24.4
20	25.8	24.0	24.3	24.6	23.8	23.9	24.3
21	21.6	24.2	24.3	24.1	23.4	23.7	22.9
22	24.7	24.0	24.0	23.5	24.9	25.4	21.9
23	23.0	22.8	22.1	24.4	29.4	25.1	23.4
24	-	26.9	27.2	26.4	34.2	28.6	19.5

10-12	23.9	24.1	24.1	23.2	25.3	23.7	23.6
14-16	23.6	22.7	24.0	26.1	24.0	22.9	23.3
0-24	24.0	24.0	24.0	24.5	24.6	23.6	24.0

Average (ALL)	24.1
Weekday Inter-Peak	23.6

## Channel 2 - Westbound

## 85th Percentile

Hr Ending	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
1	-	-	27.4	24.2	28.8	28.3	-
2	-	-	-	27.2	29.9	-	-
3	-	-	-	27.8	-	-	-
4	-	-	29.1	-	-	29.2	-
5	34.2	28.2	31.4	-	-	30.0	-
6	27.9	24.1	32.2	-	24.7	28.3	29.0
7	26.3	31.0	27.9	31.7	29.5	28.7	28.0
8	28.6	28.8	29.8	26.6	32.4	28.5	29.5
9	30.6	27.6	28.2	27.5	28.7	27.9	29.8
10	28.5	27.4	28.6	31.9	28.3	31.6	28.8
11	28.7	29.2	29.5	29.4	30.9	29.0	27.8
12	28.5	28.7	28.7	26.9	28.4	29.5	28.8
13	27.5	27.6	29.0	28.9	27.4	27.0	30.2
14	28.1	29.2	26.3	29.3	29.7	27.2	27.2
15	29.8	28.4	29.3	33.4	29.8	27.6	28.2
16	28.3	26.6	28.6	29.1	29.1	27.8	28.4
17	28.8	28.0	27.4	28.8	28.7	27.1	29.1
18	28.7	29.0	30.0	30.9	29.6	27.7	28.4
19	30.9	30.5	28.0	30.1	29.8	30.4	28.1
20	29.7	28.2	28.3	28.6	30.4	29.7	30.7
21	24.8	28.6	29.0	28.0	29.4	27.9	26.3
22	27.8	29.3	28.7	26.4	27.6	31.1	28.2
23	26.8	27.4	28.1	28.9	33.0	30.7	25.0
24	-	30.3	34.8	30.4	43.0	-	25.4

10-12	28.7	29.0	29.0	28.4	29.5	29.2	28.4
14-16	29.1	27.5	28.9	31.9	29.4	27.8	28.5
0-24	29.2	28.7	28.8	29.6	29.6	28.6	29.1

85th %ile (ALL)	29.1
Weekday Inter-Peak	28.7

# Blackpool, Ryscar Way

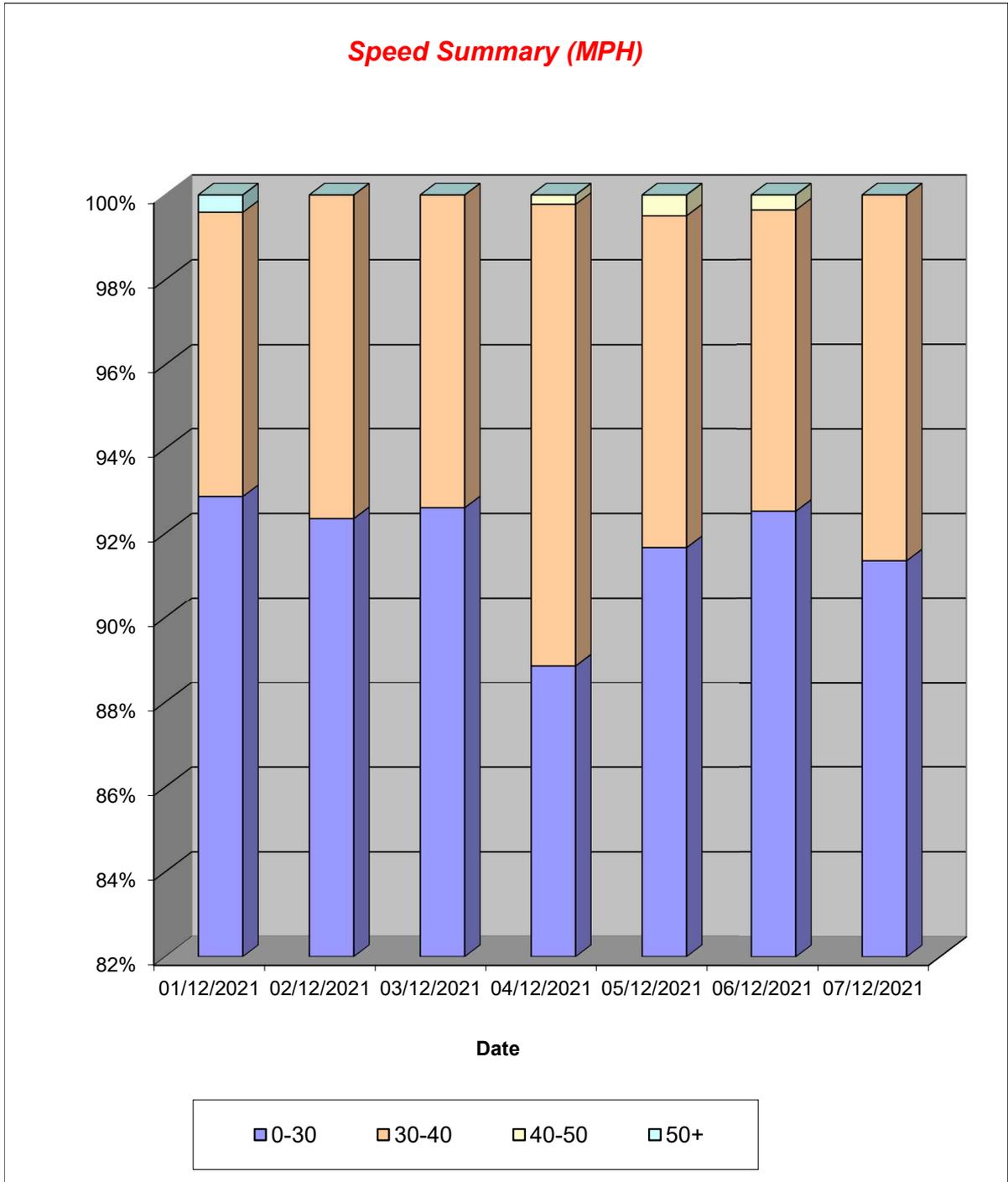
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	01/12/2021 Wednesday	02/12/2021 Thursday	03/12/2021 Friday	04/12/2021 Saturday	05/12/2021 Sunday	06/12/2021 Monday	07/12/2021 Tuesday
0-30	456	507	501	407	374	520	465
30-40	33	42	40	50	32	40	44
40-50	0	0	0	1	2	2	0
50+	2	0	0	0	0	0	0
<b>TOTAL</b>	<b>491</b>	<b>549</b>	<b>541</b>	<b>458</b>	<b>408</b>	<b>562</b>	<b>509</b>



# Blackpool, Ryscar Way

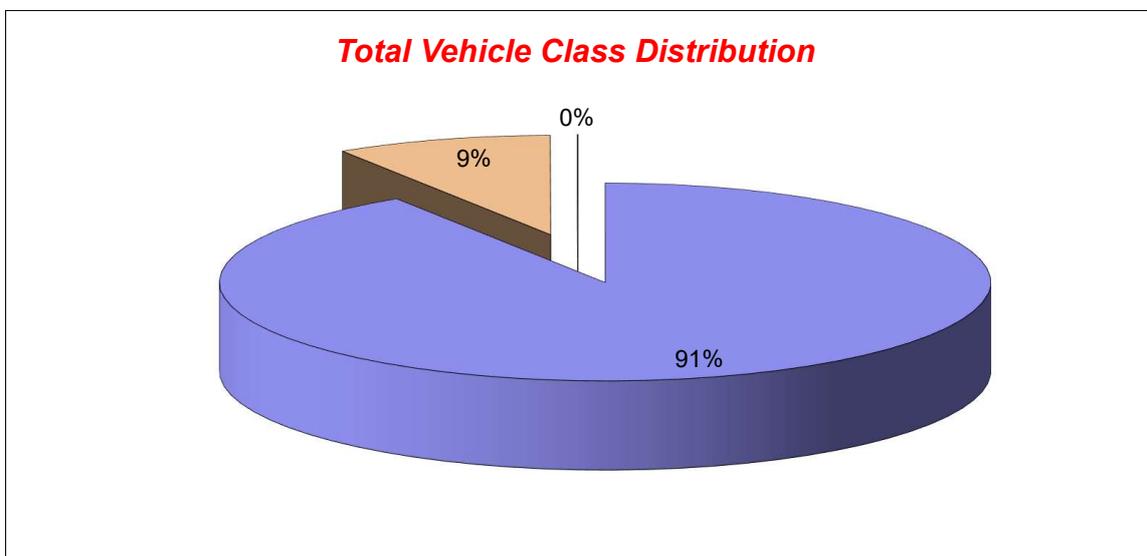
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
01/12/2021				
7-19	378	43	0	421
6-22	429	45	0	474
6-24	434	46	0	480
0-24	442	49	0	491
02/12/2021				
7-19	398	44	0	442
6-22	473	49	0	522
6-24	491	50	0	541
0-24	498	51	0	549
03/12/2021				
7-19	403	32	0	435
6-22	468	42	0	510
6-24	481	44	0	525
0-24	497	44	0	541
04/12/2021				
7-19	341	19	1	361
6-22	408	27	1	436
6-24	417	27	1	445
0-24	429	28	1	458
05/12/2021				
7-19	319	21	0	340
6-22	367	22	0	389
6-24	372	24	0	396
0-24	382	26	0	408
06/12/2021				
7-19	412	58	0	470
6-22	475	66	0	541
6-24	481	66	0	547
0-24	493	69	0	562
07/12/2021				
7-19	372	42	0	414
6-22	442	52	0	494
6-24	448	52	0	500
0-24	457	52	0	509
Average				
7-19	375	37	0	412
6-22	437	43	0	481
6-24	446	44	0	491
0-24	457	46	0	503



# Our Locations

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LA9 7FH  
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kendal@curtins.com

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leeds@curtins.com

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51-55 Tithebarn Street  
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liverpool@curtins.com

## **London**

40 Compton Street  
London  
EC1V 0BD  
T. 020 7324 2240  
london@curtins.com

## **Manchester**

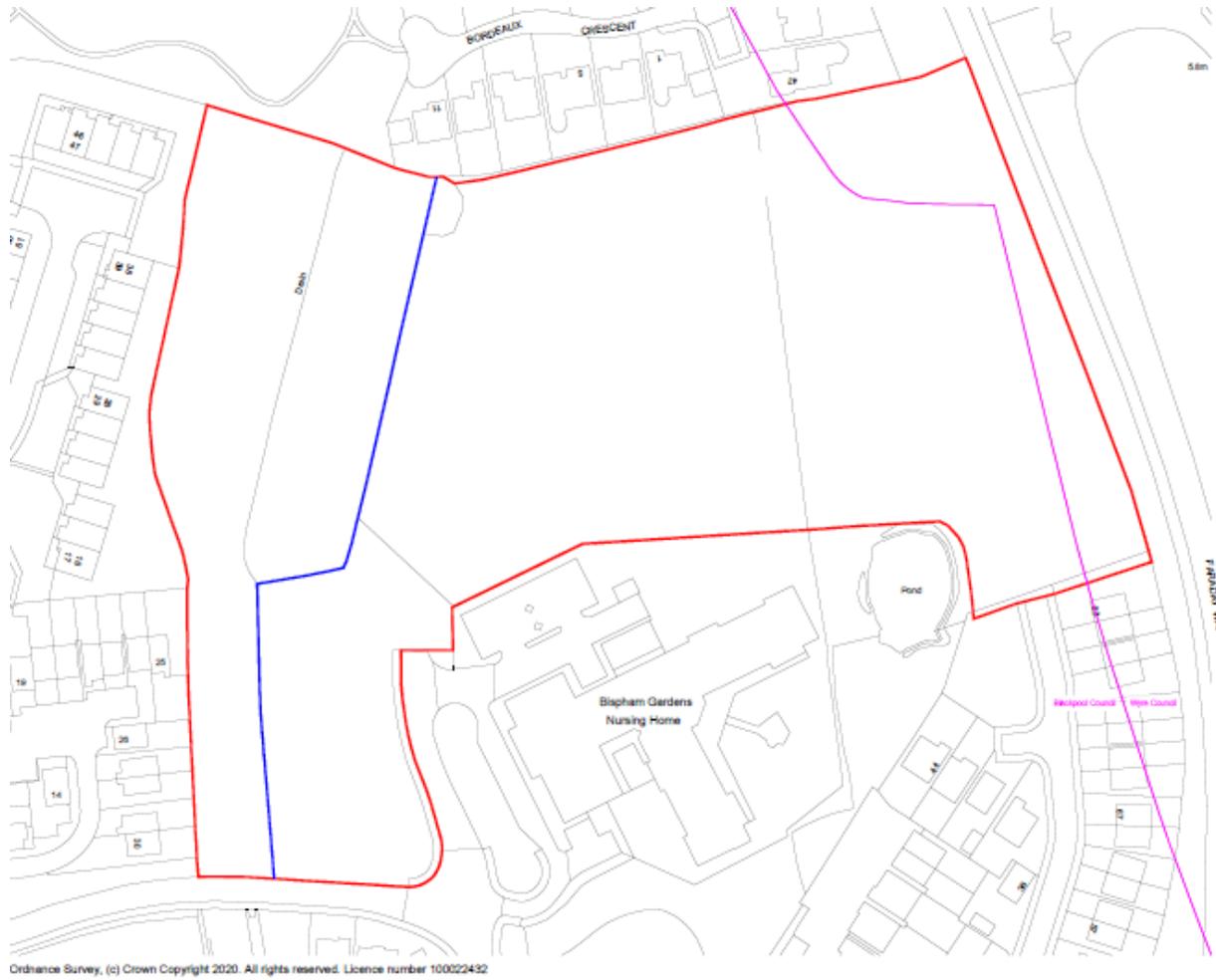
Merchant Exchange  
17-19 Whitworth Street West  
Manchester  
M1 5WG  
T. 0161 236 2394  
manchester@curtins.com

## **Nottingham**

56 The Ropewalk  
Nottingham  
NG1 5DW  
T. 0115 941 5551  
nottingham@curtins.com

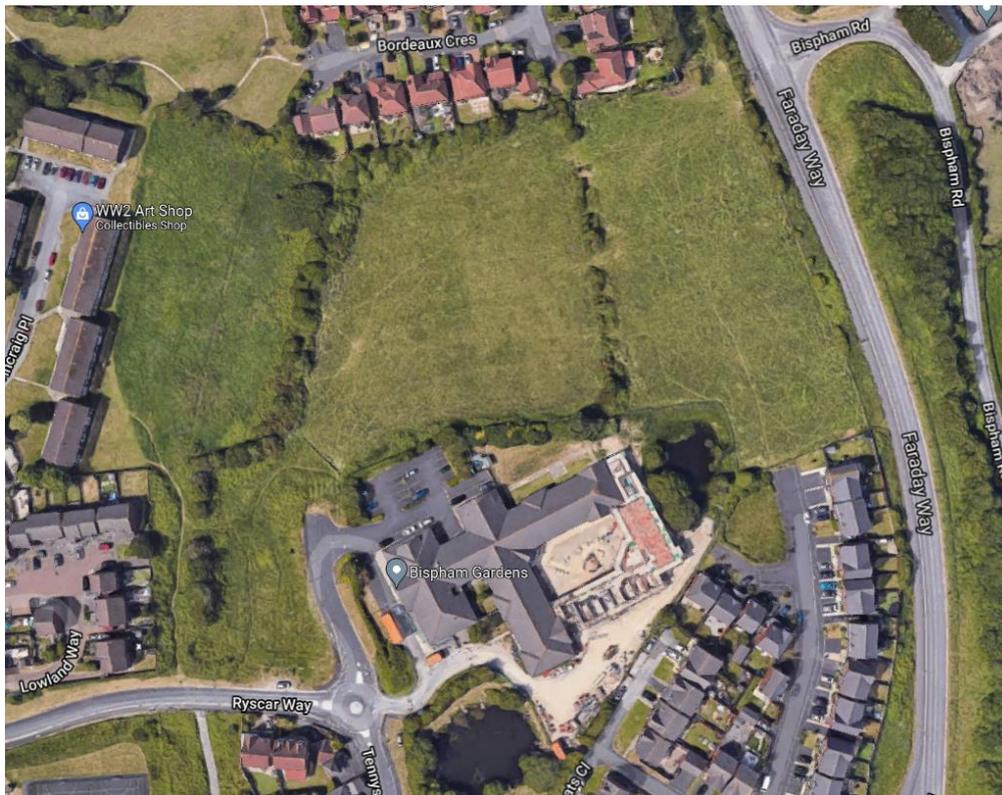
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Location Plan

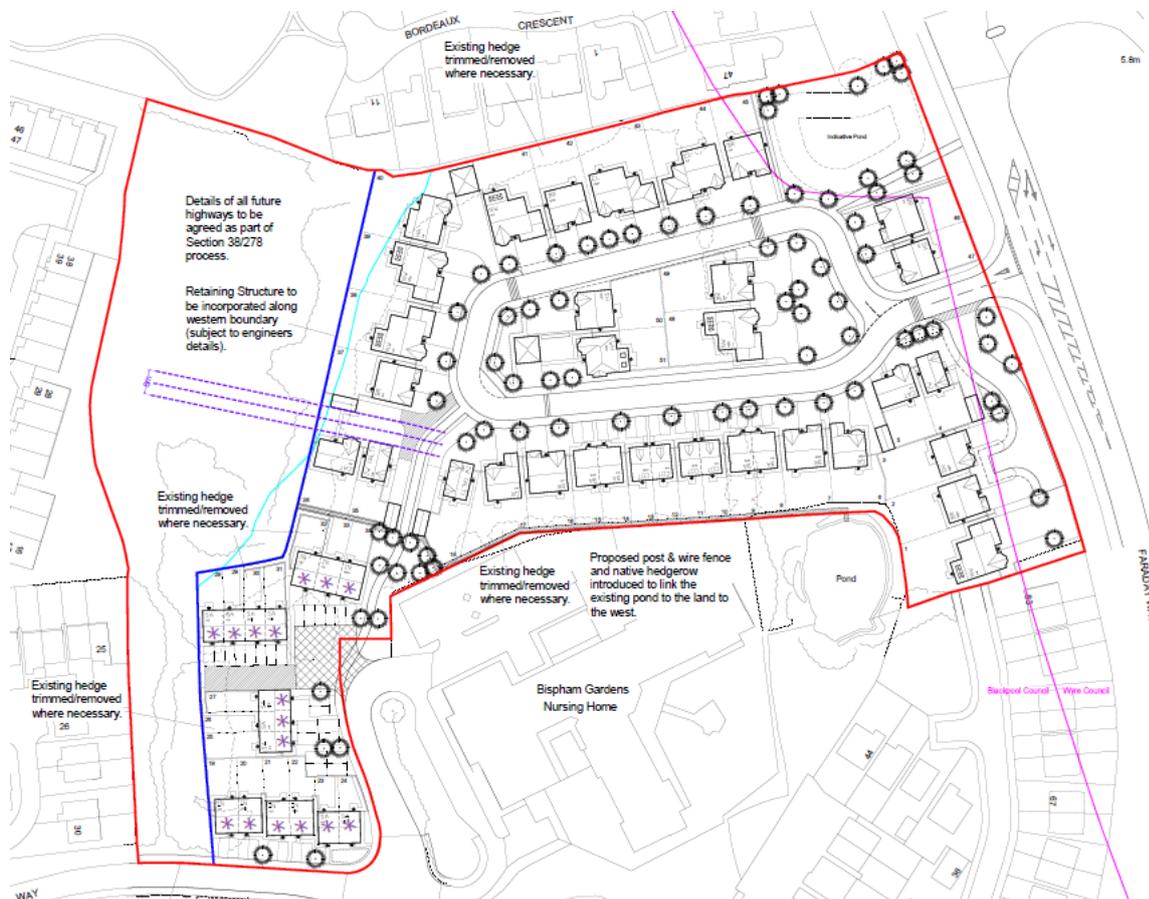


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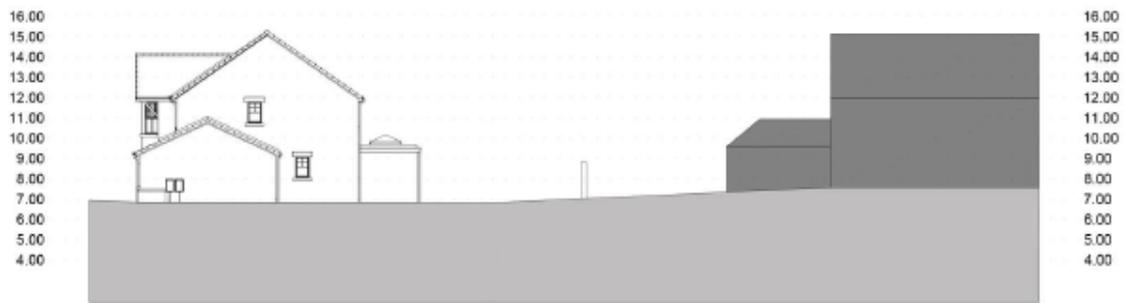
Google image of the site



Site Layout

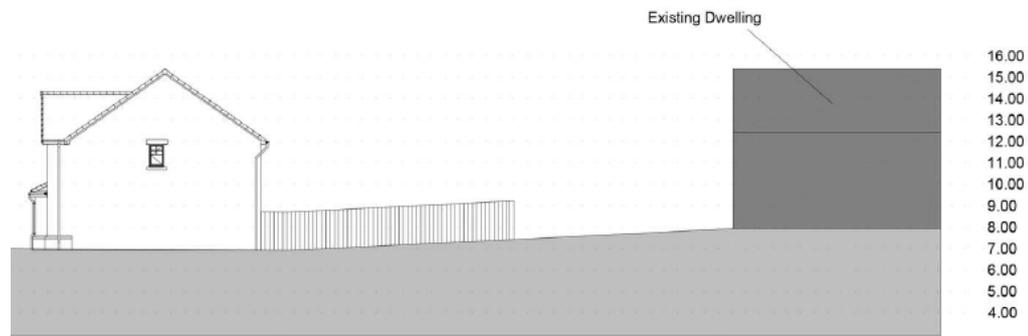


Cross sections showing the relationship of the proposed houses to the north with properties on Bordeaux Crescent



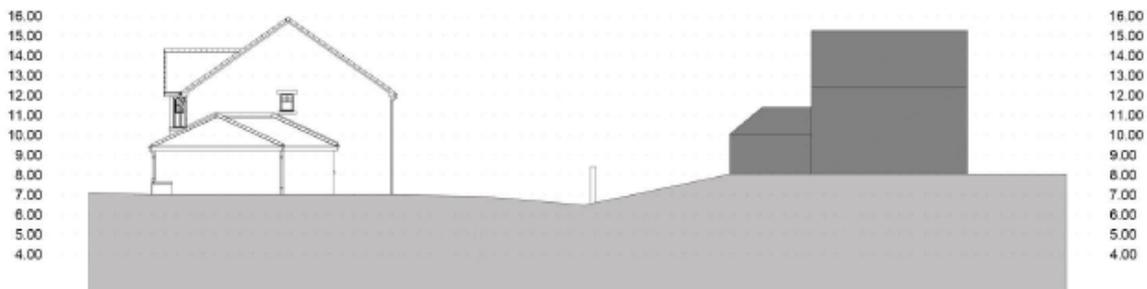
Plot 41

5 Bordeaux Cres.



Plot 42

3 Bordeaux Cres.



Plot 43

1 Bordeaux Cres.

Typical two bed affordable house



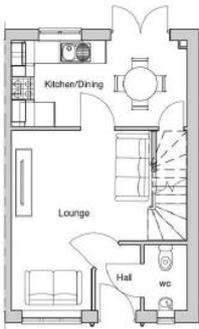
Front elevation



Side elevation



Rear elevation



Ground floor



First floor

Typical three bed affordable house



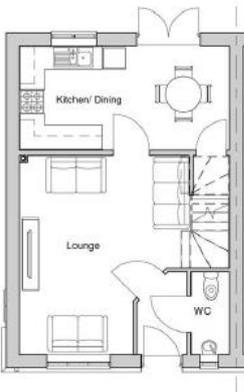
Front elevation



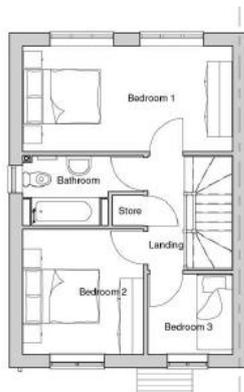
Side elevation



Rear elevation



Ground floor



First floor

### Three bed market houses



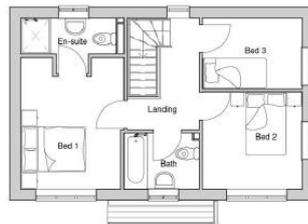
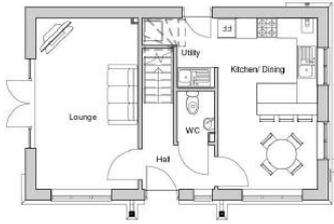
Front elevation



Side elevation 1



Rear elevation



Side elevation 2



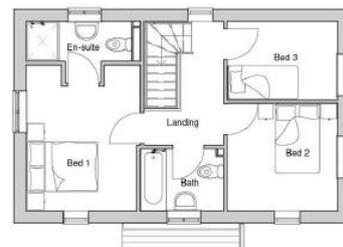
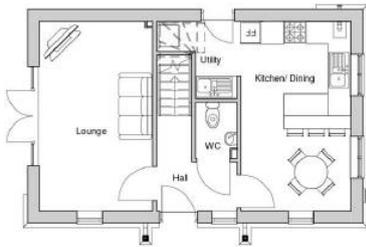
Front elevation



Side elevation 1



Rear elevation



Side elevation 2



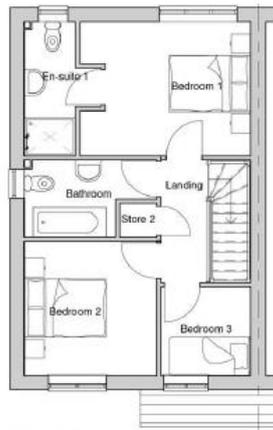
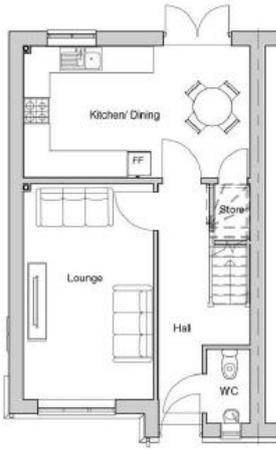
Front elevation



Side elevation



Rear elevation



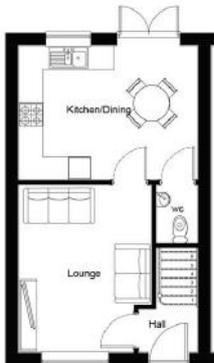
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

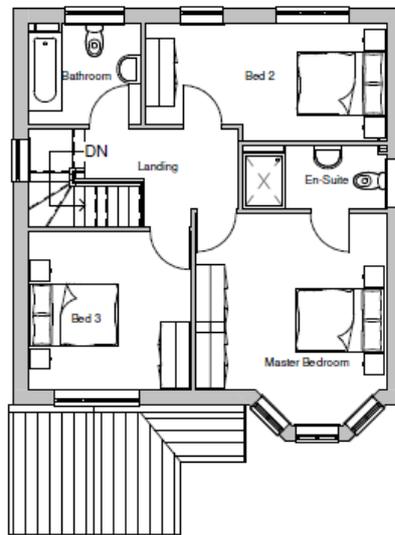
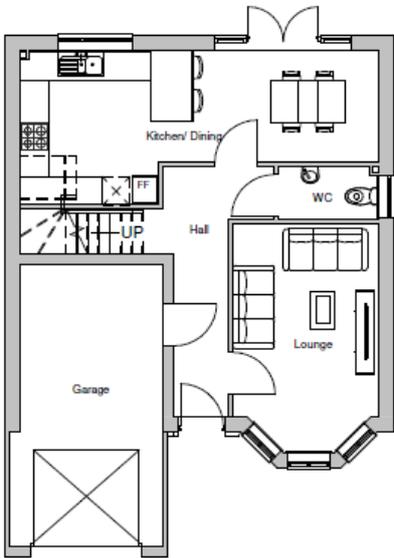




FRONT ELEVATION



SIDE ELEVATION



Four bed market houses



Front elevation



Side elevation 1



Rear elevation



Side elevation 2

Rev. 1

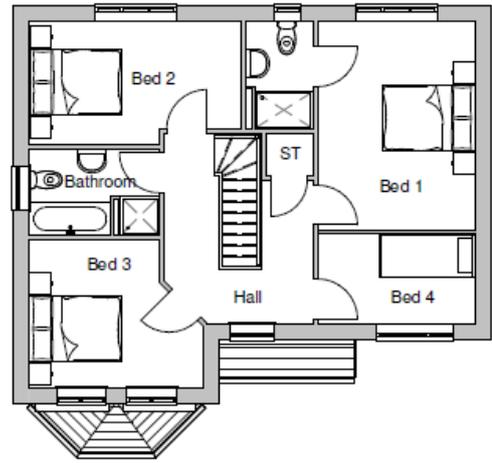
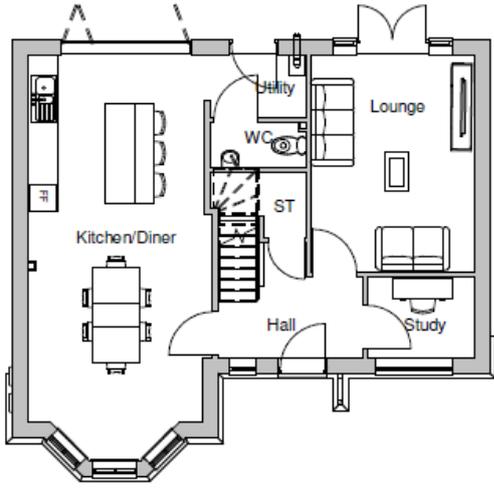


elevation



Side elevation 1



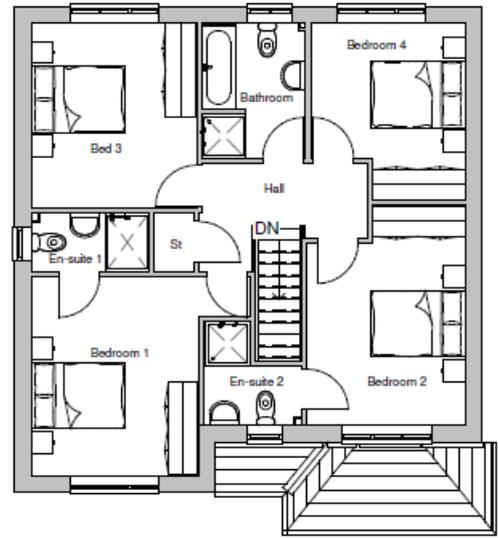
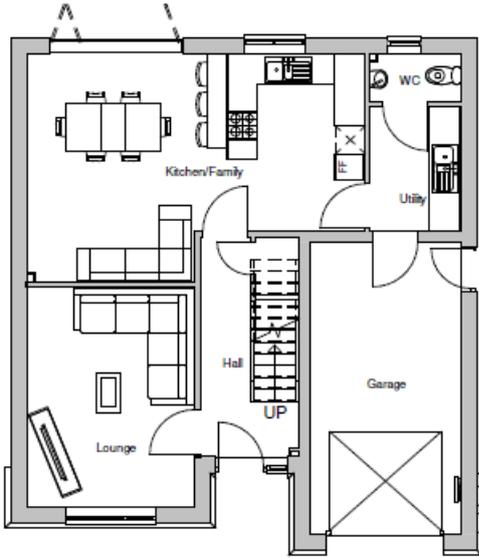


Front elevation



Side elevation



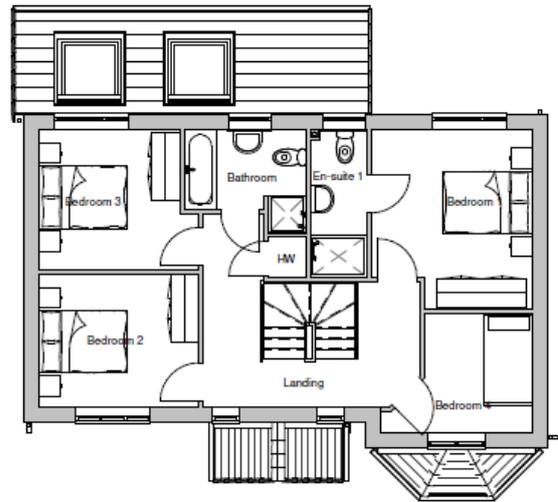
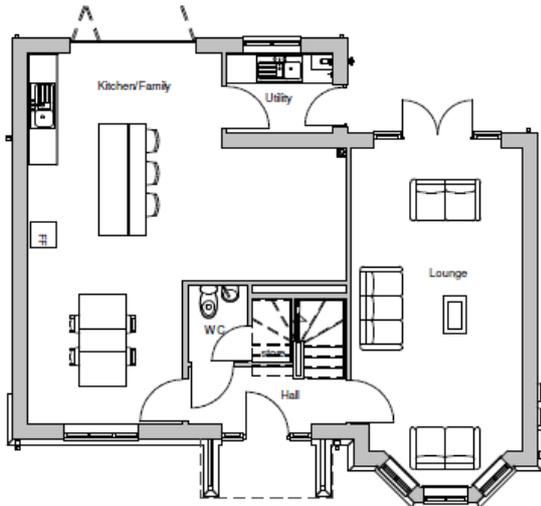


Front elevation



Side elevation 1



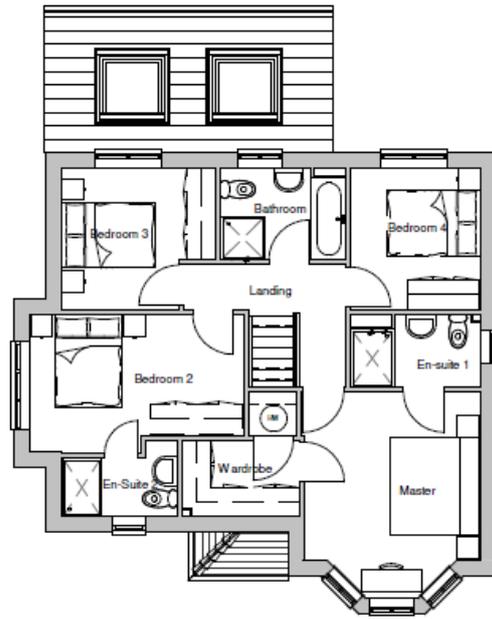
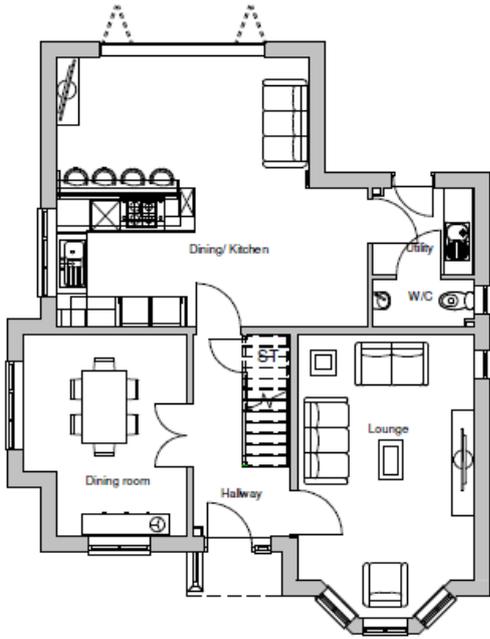


FRONT ELEVATION



SIDE ELEVATION



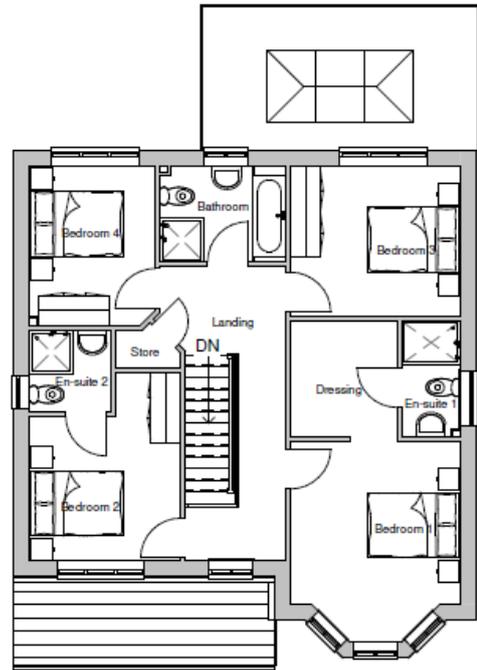
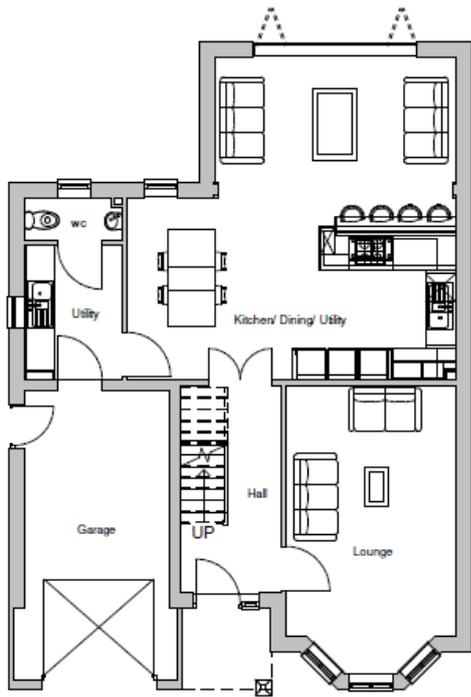


Front elevation



Side elevation 1



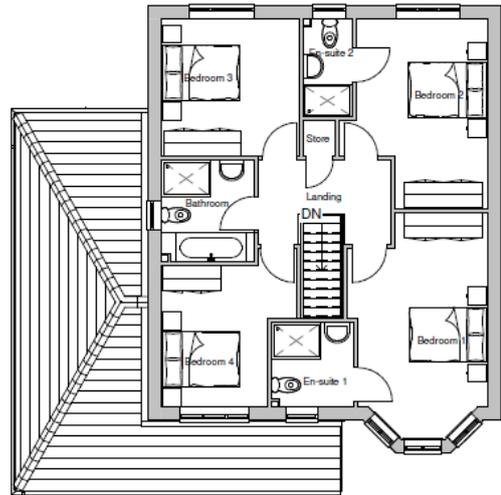
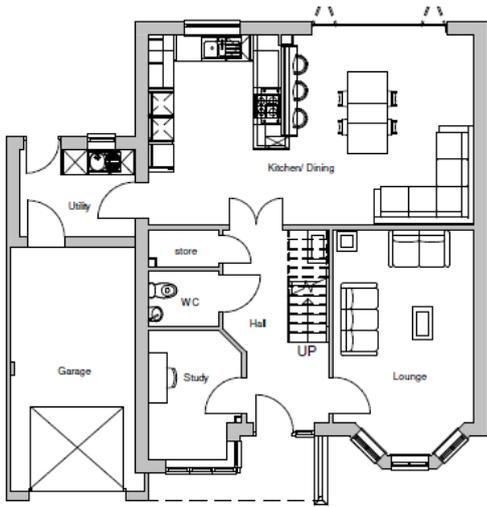


Front elevation



Side elevation 1

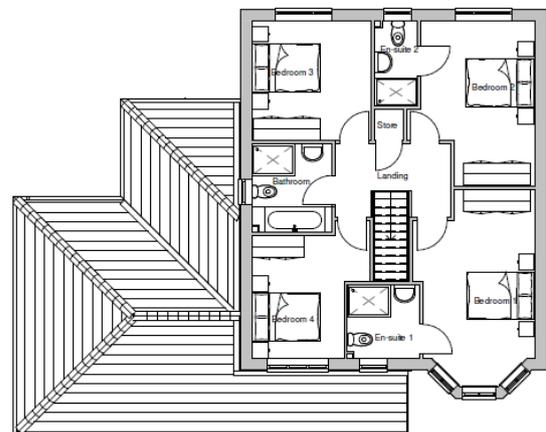
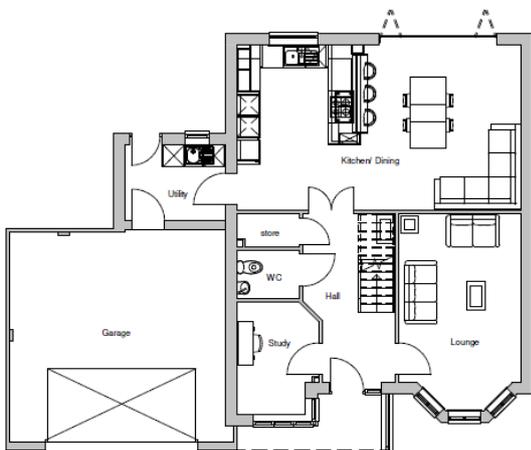




Front elevation



Side elevation 1

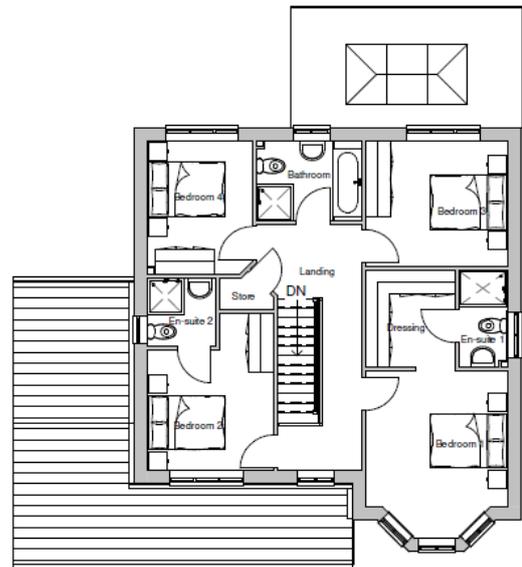
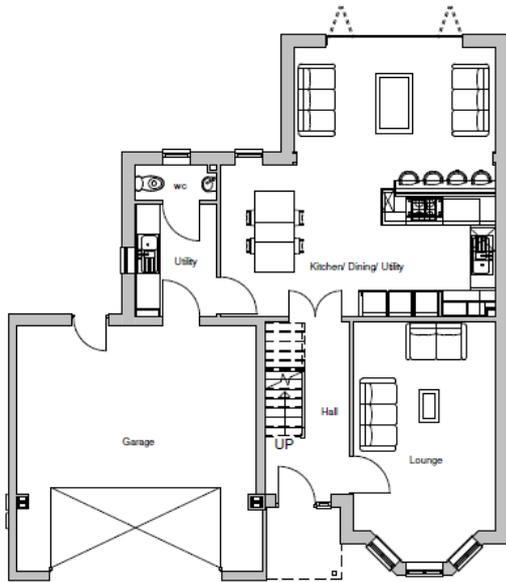




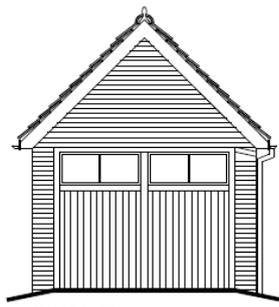
Front elevation



Side elevation 1



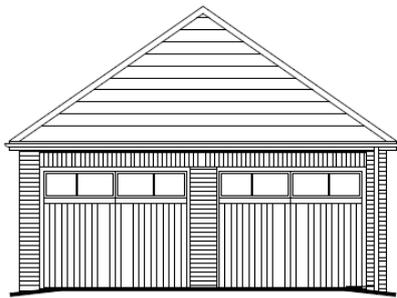
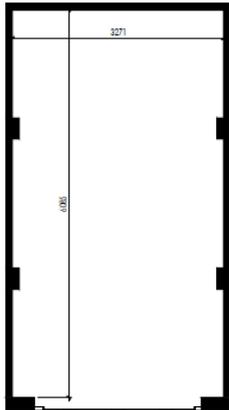
Detached garage plans



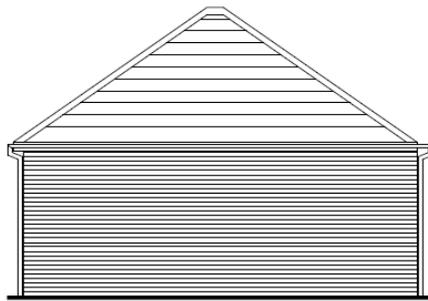
FRONT ELEVATION



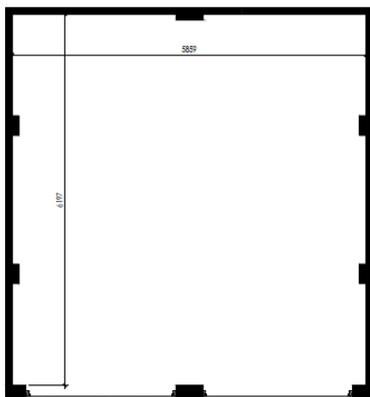
SIDE ELEVATION



FRONT ELEVATION



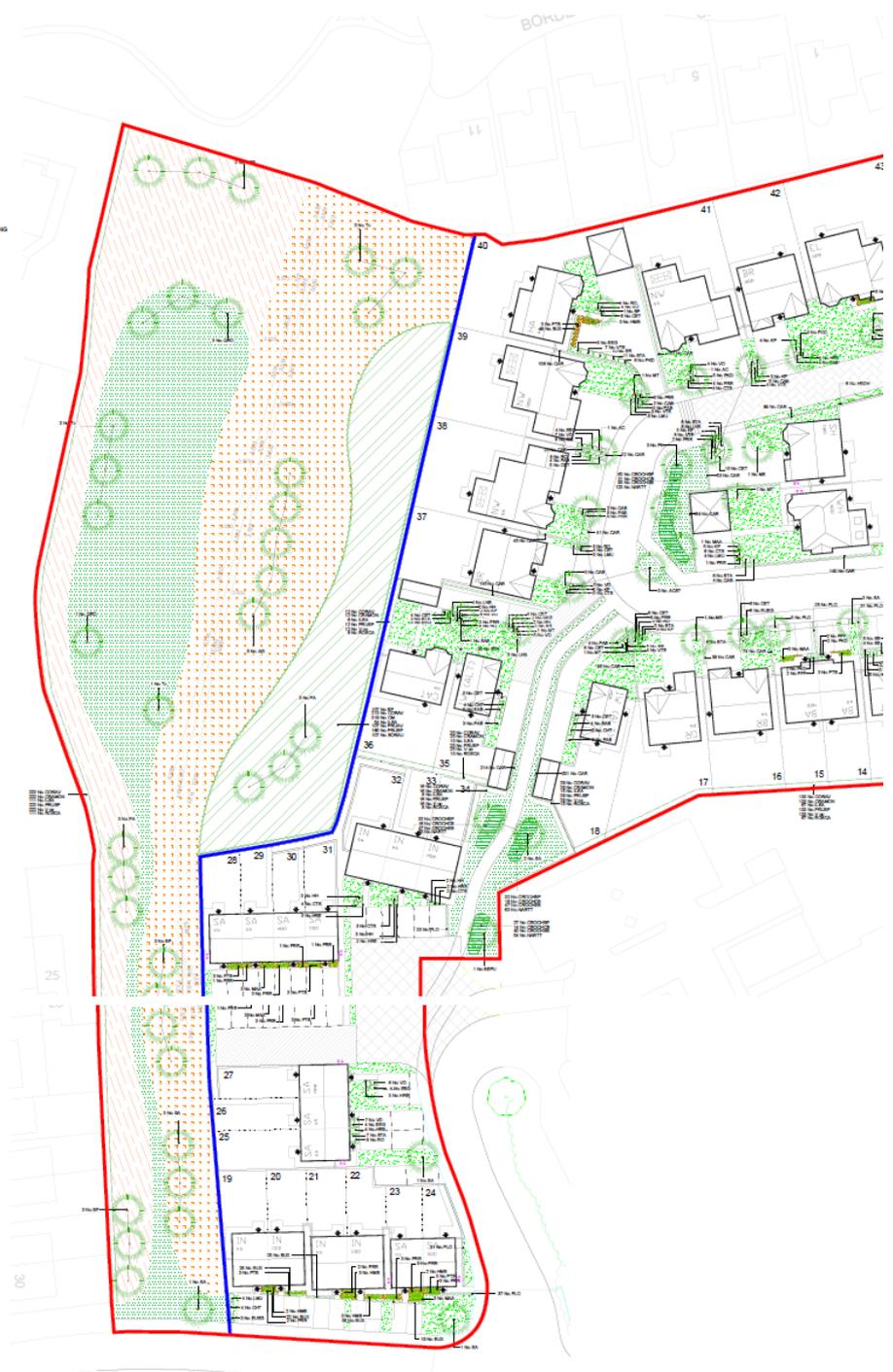
SIDE ELEVATION



# Indicative landscaping plans

-  PROPOSED TREE PLANTING
  -  HEDGE PLANTING
  -  NATIVE HEDGE PLANTING
  -  NATIVE TREE & SHRUB PLANTING
  -  SPECIMEN SHRUB PLANTING
  -  ORNAMENTAL SHRUB PLANTING
  -  CLIMBERS
  -  TURF (CLOSE MOWN)
  -  GRASS SEED (CLOSE MOWN)
  -  BALLS
  -  GRASS SEED (MEDIUM CUT)
  -  WETLAND SEED (M)
  -  WETLAND SEED (S)
  -  MARGINAL AQUATIC PLANTING
  -  EMERGENT AQUATIC PLANTING
  -  SUBMERSED AQUATIC PLANTING
  -  DECORATIVE GRAVEL / SLATE CHERTINGS OVER MEMBRANE
- ALL GRASS AREAS TO BE LAYED OVER A SUBSTRATE OF SAND AND AGGREGATE (SEE SPECIFICATIONS) AND TO BE MAINTAINED AS OPEN SPACE

NO.	DESCRIPTION	QUANTITY	UNIT
1	PROPOSED TREE PLANTING		
2	HEDGE PLANTING		
3	NATIVE HEDGE PLANTING		
4	NATIVE TREE & SHRUB PLANTING		
5	SPECIMEN SHRUB PLANTING		
6	ORNAMENTAL SHRUB PLANTING		
7	CLIMBERS		
8	TURF (CLOSE MOWN)		
9	GRASS SEED (CLOSE MOWN)		
10	BALLS		
11	GRASS SEED (MEDIUM CUT)		
12	WETLAND SEED (M)		
13	WETLAND SEED (S)		
14	MARGINAL AQUATIC PLANTING		
15	EMERGENT AQUATIC PLANTING		
16	SUBMERSED AQUATIC PLANTING		
17	DECORATIVE GRAVEL / SLATE CHERTINGS OVER MEMBRANE		



	PROPOSED TREE PLANTING		BULBS
	HEDGE PLANTING		GRASS SEED - AMENITY AREA
	NATIVE HEDGE PLANTING		WILDFLOWER SEED - 2M
	NATIVE TREE & SHRUB PLANTING		WILDFLOWER SEED - 3M
	SPECIMEN SHRUB PLANTING		MARGINAL AQUATIC PLANTING
	ORNAMENTAL SHRUB PLANTING		EMERGENT AQUATIC PLANTING
	CLIMBERS		SUBMERGENT AQUATIC PLANTING
	TURF (CLOSE MOWN)		DECORATIVE GRAVEL / SLATE CHIPPINGS OVER MEMBRANE
	GRASS SEED (CLOSE MOWN)		

ALL LAYOUT MATING TO BE Laid OVER SUBSTRUCTURE MEMBRANE AND MUST INCLUDE TREES ROOTS

NO.	DESCRIPTION	QUANTITY	UNIT
1	PROPOSED TREE PLANTING		
2	HEDGE PLANTING		
3	NATIVE HEDGE PLANTING		
4	NATIVE TREE & SHRUB PLANTING		
5	SPECIMEN SHRUB PLANTING		
6	ORNAMENTAL SHRUB PLANTING		
7	CLIMBERS		
8	TURF (CLOSE MOWN)		
9	GRASS SEED (CLOSE MOWN)		
10	BULBS		
11	GRASS SEED - AMENITY AREA		
12	WILDFLOWER SEED - 2M		
13	WILDFLOWER SEED - 3M		
14	MARGINAL AQUATIC PLANTING		
15	EMERGENT AQUATIC PLANTING		
16	SUBMERGENT AQUATIC PLANTING		
17	DECORATIVE GRAVEL / SLATE CHIPPINGS OVER MEMBRANE		

