

Officer Report to Committee

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:	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).