

Proposed development: Full Planning Application for Construction of the Darwen East Distributor Corridor Road with associated landscaping and lighting, and pedestrian link to neighbouring housing development.

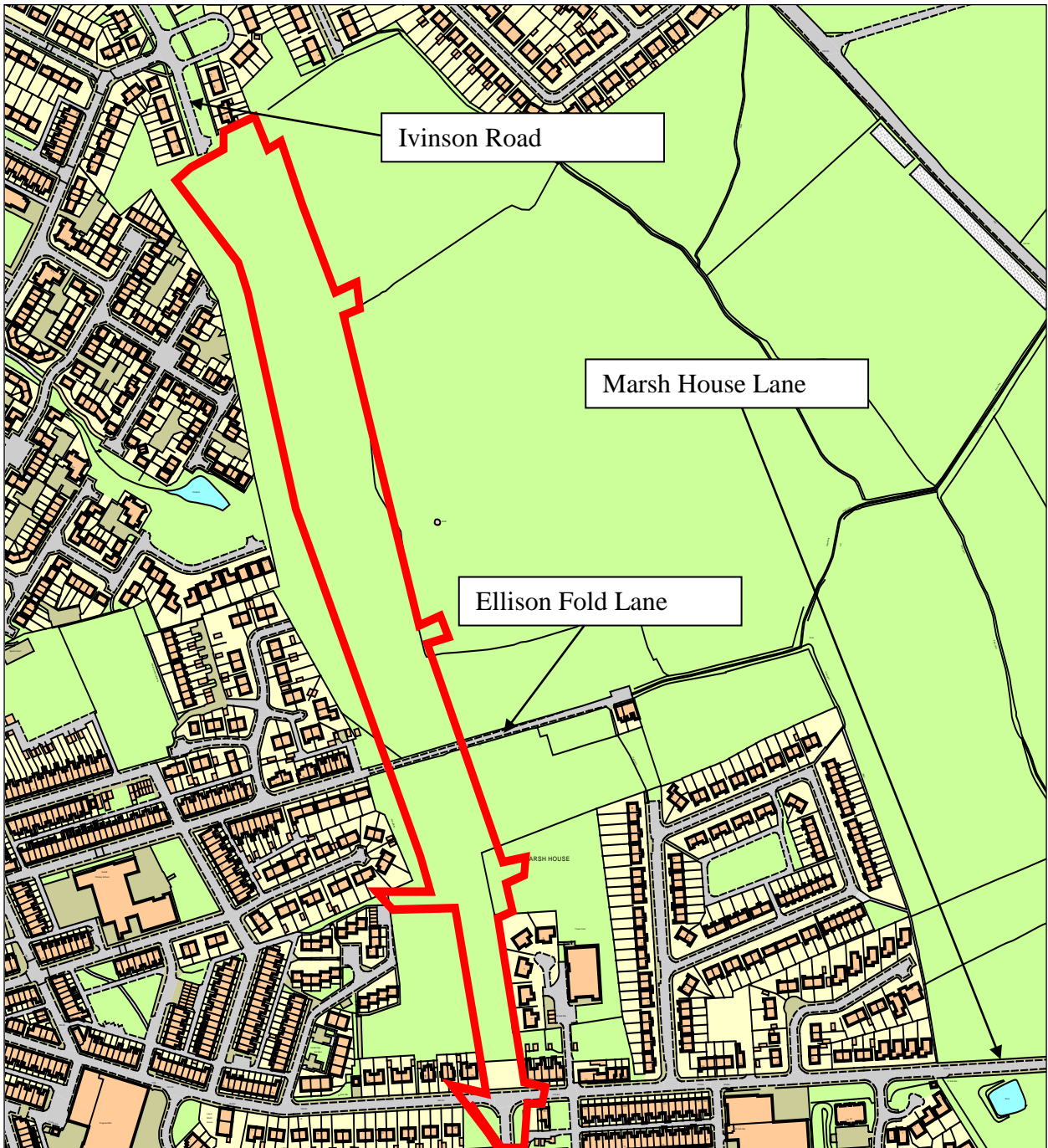
Site address: Marsh House Lane/Priory Drive/Ivinson Road Darwen

Applicant: Blackburn with Darwen Borough Council

Ward: Marsh House/Sudell

Councillor Kevin Connor	
Councillor Neil Slater	
Councillor Eileen Entwistle	
Councillor Jane Oates	
Councillor Roy Davies	
Councillor Lynne Perkins	

INSERT LOCATION



1.0 SUMMARY OF RECOMMENDATION

1.1 The proposed development is recommended to be granted planning permission for the reason as follows:

The proposal is in accordance with the following policies of the Blackburn with Darwen Borough Local Plan part 2 (December 2015):

- Policies 45 and 16 in ensuring the delivery of the planned major road scheme in East Darwen and opening up formerly safeguarded land for housing development.
- Policies 8 and 9 in securing the amenity of existing residential areas through the provision of noise, flooding and land stability and contamination mitigation.
- Policy 10 in securing the safe, efficient and convenient movement of vehicles into and through the site
- Policy 40 in enhancing the setting through the provision of a landscaping scheme, replacement trees and public footpaths.

These policies are in compliance with the Core Planning Principles set out in the National Planning Policy Framework.

1.2 It is recommended that the application be approved subject to the conditions listed in paragraph 4.1.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

2.1 The application is before the Committee following the receipt of 18 letters of objection. A summary of the objections is provided at 6.1 below.

2.2 The application is also before the Committee since the proposal partially conflicts with adopted Council policy. Policy 16/14 of Local Plan 2 states that planning permission may not be granted for any part of the site north of Ellison Fold Lane without the Council having approved a masterplan for the site. The reasoning for the development of the road in advance of the adoption of a masterplan is set out at 3.5 below and Members will be recommended to approve the proposed scheme.

2.3 The key issues to be addressed are as follows:

- Adopted Council Policy concerning the site.
- Route and impact of the road on the wider network.
- Concerns over land stability.
- Flooding and drainage.
- Effect of the development on the environment.
- Securing neighbouring residential amenity.

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1 The application site is open land bounded by Marsh House Lane to the south and Ivinson Road to the north. Land previously developed for residential use abuts the site to the west, including Cambridge Close, Sudell Close, Milton Close and Shelley Grove. To the east is located Tower View and open rough grassland land, designated for future housing development under Policy 16 (16/14) of Local Plan Part 2. The application for the link road includes a number of junctions that will provide links into future housing sites.
- 3.1.2 The application site includes part of the former colliery site at Ellison Fold, and contains a number of mine shafts and features associated with its former use.
- 3.1.3 The Darwen District Plan which was adopted in December 1983, was the statutory Local Plan for Darwen for the period up to 1991. The northern part of the site between Ellison Fold Lane and Ivinson Road, was allocated for new residential and related development under Policies 1.6 and 1.23, which explains the the road junction between Nos 120 and 127 Ivinson Road being reserved for future development. The appendix to the Local Plan showed a schedule of sites which were available for residential development going back to 1976, which included the northern part of the application site.
- 3.1.4 Under Policy RA2/2 of the Local Plan 1991 – 2006 the northern part of the site, between Ellison Fold and Ivinson Road, was included in land identified as ‘safeguarded land’ for future development. In safeguarding this site the Council’s aim was stated as being to balance the landscape quality surrounding Darwen with the need to protect the longer term interests of the town. It was considered that, being on the periphery of the built-up area, the allocation of the land for future development would reduce the pressure to amend Green Belt boundaries. Policy RA2 was subsequently ‘saved’ pending adoption of the new Local Plan Part 2 in 2015.
- 3.1.5 Similarly, the Local Plan 1991 – 2006 designated the southern section of the application site between Marsh House Lane and Ellison Fold as a future housing site (Policy H1/2). This Policy likewise was ‘saved’ pending the adoption of the current Local Plan Part 2. Schedule 2.1 commented that development here would be likely to require off-site highway improvements.

3.2 Proposed Development

- 3.2.1 The proposal is for a link road, 6 metres in width, from Marsh House Lane to the south and joining with Ivinson Road to the north. The proposal will include the formation of a mini roundabout at the link

road's junction with Marsh House Lane and Priory Drive. Three east-facing and one west-facing links off the road will serve as access openings into future housing development sites. A non-motorised user link to the north of Cambridge Street is also proposed, as are further footpaths and landscaping throughout the road link corridor.

3.3 Development Plan

3.3.1 Blackburn with Darwen Borough Core Strategy (Local Plan Part 1 Jan 2011):

Policy CS1: A Targeted Growth Strategy
Policy CS13: Environmental Strategy

3.3.2 Blackburn with Darwen Borough Local Plan Part 2 (Dec 2015):

Policy 16: Housing Land Allocations
Policy 45: Major Road Schemes
Policy 10: Accessibility and Transport
Policy 40: Integrating Green Infrastructure and Ecological Networks
with New Development
Policy 9: Development and the Environment
Policy 8: Development and People

3.4 Other Material Planning Considerations

3.4.1 National Planning Policy Framework (NPPF):

Delivering Sustainable Development

3.5 Assessment

3.5.1 Adopted policy: In 2011 the Core Strategy recognised that, historically, commuter traffic into and out of Darwen Town Centre had presented a congestion problem for the town, particularly at major junctions and along key corridors (see CS1). At the time it was recognised that highway improvements had been carried out to ease this congestion. However, by 2015, the new Local Plan Part 2 was recognising the need to further improve the transport infrastructure – both to accommodate pressure from new development and to unlock areas for further development to take place, partly through the formation of new or improved road links.

3.5.2 The land through which the proposed road is scheduled to be routed was first scheduled as land 'safeguarded' for future residential development in the previous Local Plan (under Policy RA2/2). The adoption of Local Plan 2 in December 2015 brought the development of houses on the site into the current Plan period, with an estimated 350

houses to be built by 2026 (Policy 16/14). Parts 4 and 5 of 16/14 set out the proposals for the road network through the site: access to the housing area was to be provided from the north via Ivinson Road, and from the south via Marsh House Lane.

- 3.5.3 This vehicular link through the site is aimed not just at serving the housing on the land but also at avoiding additional traffic being routed from the new developments through Darwen Town Centre. It is intended to facilitate this by implementing improvements to the wider highway network, including junction improvements at Sough Road/Grimshaw Street and Oak Grove. These are not part of this current application, but it is intended that these be brought forward in the near future.
- 3.5.4 The line of the proposed road through the site is identified on the Adopted Policies Map which forms part of the Local Plan Part 2. Its route is set out and protected under Policy 45.
- 3.5.5 It is noted that Policy 16/14 requires a Masterplan to be agreed by the Council prior to the granting of planning permission for any part of the land between Ellison Fold Lane and Ivinson Road. The proposed road development would therefore, in the absence of an agreed Masterplan, appear to conflict with this aspect of the Council's own policy for the site. However, the Masterplan is normally the responsibility of the housing developer. Masterplanning work for the site came to a halt when the original housing developer withdrew from the scheme. The process will re-commence once a new developer is in place.
- 3.5.6 With regards to the current road application, whilst there is something of a conflict, significant weight needs to be given to the deliverability of the road, which is dependent on funding timescales in accordance with Growth Deal 2. Members are advised that this is a material consideration which outweighs the partial conflict with Policy 16/14. If the Council were to insist on adoption of a masterplan before the road is approved, the funding deadline would be missed and the road would not be delivered.
- 3.5.7 Moreover, the site is currently being marketed, and the feedback the Council is being given is that developers will be interested only once the road construction proposals have been finalised and development commenced.
- 3.5.8 In addition, the road has been designed to maximise the developable area of the remainder of the site, and is in accordance with masterplanning work so far. Members are therefore advised that, taken as a whole, the proposed road will be in accordance with Council Policy in terms of meeting the objectives set for the provision of additional road infrastructure for Darwen and for facilitating the delivery of the Council's housing targets in accordance with the Core Strategy and Local Plan Part 2.

- 3.5.9 Route and Impact on the highway network: The National Planning Policy Framework and the Local Plan Part 2 both require a Transport Assessment to be submitted for an application for a new development having to affect the transport network significantly (NPPF paragraph 32; Local Plan 2 Policy 10). A Transport Assessment has been submitted, and its findings are deemed acceptable. The proposed road is demonstrated to address both the safe, efficient and convenient movement of all highway users and the need to contribute to wider sustainability and health objectives.
- 3.5.10 The new link road provides for a two-way single carriageway approximately 6 metres wide along its entire length, between Marsh House Lane to the south and Ivinson Road to the north. The junction between Ivinson Road and Oak Grove will be subject to a revised priority arrangement as part of the programme for improvements to the wider highway network. To the south, the proposed road will feed into a junction formed by a mini-roundabout arrangement between the link road, Marsh House Lane and Priory Drive, acting as a gateway feature to the new site.
- 3.5.11 The proposals include three access points along the east side of the road and one on the west side, providing links between the road and sites allocated for future housing development.
- 3.5.12 Along the route the proposals include dropped kerbs and tactile paving where pedestrian desire lines cross the carriageway and residential side streets. An existing public right of way runs across Baileys Field between Ellison Fold to the west and Roman Road to the east. Pedestrian crossing facilities, dropped kerbs and tactile paving are to be provided here also. Along a section of the route, a 3 metre shared footway/cycleway will run alongside the north-bound carriageway. This will link into the existing pedestrian infrastructure on the surrounding highway network.
- 3.5.13 Traffic calming measures, including speed humps and speed tables will be designed to help provide a safe and convenient environment for walking.
- 3.5.14 Cycling access is facilitated to provide a choice of transport mode and to help reduce reliance upon the car for shorter journeys. Darwen Town Centre is located within an acceptable cycling distance for the proposed link road; and, as noted in 3.5.12, a cycleway/footway is proposed for a section of the proposed link road.
- 3.5.15 The proposed link road is to be connected to the wider highway network through a range of improvements to the infrastructure aimed at serving six housing allocation sites within the Darwen Urban boundary. The link road and the associated highways improvements outside of the site (and not included in this application) will aim to keep these developments from displacing additional vehicles onto the A666. Highway. Improvements are anticipated to a number of junctions,

including Sough Road/Grimshaw Street/Pole Lane junction;
A666/Grimshaw Street; A666 Grimshaw Street; A666 Watery Lane;
and Ivinson Road/Oak Grove.

- 3.5.16 The proposals for the highway between Marsh House Lane and Ivinson Road are therefore considered to be in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2 through providing for the safe, efficient and convenient movement of all highway users (including cyclists and pedestrians), providing measures to encouraging access on foot and by bicycle and by proposals to retain and improve public rights of way.
- 3.5.17 Land stability: The relevant policies are CS13 of the Core Strategy and 9 of the Local Plan 2 which state that development at risk of ground instability will not be permitted, unless that instability can be addressed through appropriate remediation or mitigation measures.
- 3.5.18 The site is in a surface area that could be affected by underground mining in two seams of coal at 110m to 130m in depth and last worked in 1913.
- 3.5.19 The ground stability report states that any movement in the ground due to coal mining activity should have ceased. Nine shafts have been investigated. Two were found not to have the potential to affect the site, the road not being in the area of possible ground movement. The statistical risk of damage to the site caused by subsidence connected with the other seven is, in the opinion of the Coal Authority, likely to be 'very small'. The potential presence of coal workings at or close to the surface would require further investigation prior to the commencement of site works.
- 3.5.20 The site lies in a Development High Risk Area. Mine entries are potentially located within the site and shallow mine workings may pose a risk to public safety and the stability of the proposed road development. However, The Coal Authority does not object to the proposed road. Further intrusive site investigation works are needed to be undertaken prior to the commencement of development, and the Council would be required to submit for approval and then implement a scheme for remedial works should the investigation highlight the need to consolidate any shallow mine workings.
- 3.5.21 The Core Strategy Policy 13 and Policy 8 of Local Plan 2 state that development at risk of ground instability would not be acceptable unless it can be demonstrated that unstable land can be remediated to a standard which provides a safe environment for users and occupiers. It is therefore recommended to members to approve a condition requiring the intrusive investigation to be undertaken and its findings acted upon to ensure that the proposed development is in accordance with these Policies.

- 3.5.22 Flooding and Drainage: The relevant Policies are CS13 of the Core Strategy and 9 of the Local Plan 2. These state that development in areas of high flood risk or which will exacerbate problems elsewhere will not be permitted unless mitigation measures are available.
- 3.5.23 The area of saturated ground in the low point of Bailey's Field adjacent to the western boundary of the site is caused by shallow perched groundwater flows on top of the clay horizon (source: Flood Risk Assessment dated 19th May 2017). It is proposed to intercept the flows by a filter drain to the east of the new link road which is expected to prevent the ground at the base of the slope becoming saturated.
- 3.5.24 There is an existing ditch along the western boundary of the development site that discharges into an existing pond/storage basin in the adjacent development. It is not proposed to alter the existing water course, and risk of flooding to the site from surface water flooding is considered low.
- 3.5.25 The development of the site includes the use of swales and a detention basin to provide adequate conveyance, storage and treatment of storm water prior to discharge of the water course.
- 3.5.26 The Flood Risk Assessment makes a number of recommendations which Members are recommended to agree to include as a condition of planning approval, should permission be granted. These include the incorporation of a filter drain into the drainage design upslope of the proposed link road to intercept the pluvial and shallow perched water flows flowing down Bailey's Field. The three existing ditches/pluvial watercourses that currently cross the proposed link road alignment are recommended to be formalised and culverted under the new highway. A suitable maintenance strategy is recommended to be adopted, to ensure that the SuDS is checked and cleaned regularly and that this routine is documented.
- 3.5.27 Policy CS13 of the Core Strategy and Policy 9 of Local Plan 2 require development to demonstrate that it will not be at an unacceptable risk of flooding. Development with the potential to create significant amounts of new surface water run-off are required by the Policy to implement a sustainable drainage system or other options for the management of the surface water at source. The proposed development, with the mitigation measures proposed by the Flood Risk Assessment, is considered to be in accordance with these Policies.
- 3.5.28 Environmental effects: The relevant Policies are CS13 of the Core Strategy and 9 of the Local Plan Part 2. Development which results in the loss or unacceptable damage to environmental resources including habitats and networks of habitats will not be permitted, unless the impact is outweighed by other considerations. Where the impact is outweighed by other considerations, proposals will be required to mitigate the overall environmental impact and maximise further opportunities to improve the environmental outcomes.

- 3.5.29 The construction of a road with artificial lighting in a currently undeveloped landscape is considered likely to sever habitat connectivity, restricting wildlife movement and increasing the risk of pollution and degradation of habitats. Bats and amphibians are likely to be affected by the severing of habitat connectivity, whilst a net loss of habitat is caused to species such as reed bunting and meadow pipit – birds which are unlikely to nest in the habitats proposed under the landscaping scheme directly adjacent to the road in an increasingly urbanised landscape.
- 3.5.30 In terms of both the Core Strategy and the Local Plan it is considered that the harm caused to the environment is significantly outweighed by other planning considerations – principally to facilitate the implementation of the Council’s housing strategy for the site and to alleviate the pressure on the A666 from new traffic generated by housing development at this and other sites in East Darwen.
- 3.5.31 However, it is considered that the development should incorporate the mitigation measures detailed in Section 6 of the Ecological Impact Assessment report. Mitigation measures include trees to be replaced at a 1:1 ratio using a mix of native species or of local provenance. The Council’s Tree Officer is to advise. Wetter areas and marshy grassland will be replaced using swales and seeded with wet grassland mix. A number of 2F Schwegler Bat Boxes are to be placed on suitable trees at the site and in locations least affected by light spill and disturbance from the road.
- 3.5.32 Ellison Fold Lane has been observed to be a commuting and foraging corridor for bats, and it is recommended in the Ecology report that a dark corridor be created along the lane to assist in the retention of this route.
- 3.5.33 In order to ensure that suitable mitigation is carried out, Members are recommended to adopt a condition to the planning permission, if granted, that would require the implementation of the mitigation measures set out in Section 6 of the Ecological Impact Assessment report. Whilst these are not considered to avoid harm to the ecological assets of the site, nevertheless they are considered to sufficiently mitigate the harm in the light of this harm being outweighed by other planning considerations. With the implementation of the measures, the proposed road would be considered to be in accordance with both CS13 of the Core Strategy and Policy 9 of the Local Plan 2.
- 3.5.34 In order for the landscaping scheme to relate to the site conditions and the species to be supported, and to support the habitat mitigation strategy, a landscaping scheme is recommended to be conditioned, detailing the trees and grasses to be used in the replanting scheme.
- 3.5.35 Policies CS13 of the Core Strategy and 9 of the Local Plan Part 2 require the development to demonstrably outweigh the harm caused

and for mitigation to be provided. The proposals for the new link road are considered to be in accordance with these Policies.

3.5.36 Impact on neighbouring residential areas: At the south end of the site, the proposed road enters Bailey's Field between Nos. 116 and 130 Marsh House Lane. The road passes Tower View at an approximate distance of 20 metres and 60 metres from the north end of Cambridge Street. Its distance from the east end of Sudell Close is approximately 39 metres; and from Ellison Fold Terrace, approximately 46 metres. The closest properties on Milton Close, Shelley Grove and Coulthurst Gardens are about 50 metres away. the closest properties on Westhall Gardens are approximately 36 metres away, and Corden Avenue about 31 metres away. The road then enters Ivinson Road between Nos. 120 and 127.

3.5.37 Policy 8 of Local Plan 2 requires development to secure a satisfactory level of amenity and safety for surrounding uses in terms of noise. The Environmental Noise Impact Assessment states that "construction works will likely have a neutral or minor impact on the nearby noise sensitive premises, although a major adverse impact is predicted during the asphalt laying phase. However, based on the mobile nature of the plant, it is unlikely that relevant noise sensitive receivers will be subjected to the major adverse impact for an extended period of time". It goes on to say that there will be some operational noise affecting residents although in general the overall levels will not be excessively high both during the day "and at night". Since the construction hours are recommended to be restricted, noise levels at night should actually be at a minimum.

3.5.38 Policy 8 of Local Plan 2 also requires a satisfactory level of amenity in terms of vibration. Members are recommended to agree to a condition requested by Public Protection restricting vibration other than during the start-up and shut-down of the vibratory roller.

3.5.39 Policy 8 of Local Plan 2 further requires development not to give rise to a deterioration of air quality. The assessment of air had been discussed at a senior level since the pre-application advice was given for this proposed development. It was agreed that air quality should be considered at a master planning stage. This would represent an opportunity to resolve air quality issues at an early stage, thereby minimising the subsequent delay associated with an approach were the air quality impact for each development to be considered on a piecemeal basis. The withdrawal of the Council's housing partner has meant that this opportunity is no longer available. It is considered that, given that there are no air quality issues currently, air quality can be considered when scoping the masterplan with a future developer.

3.5.40 Policy 8 of Local Plan 2 requires development to incorporate positive measures aimed at reducing crime and improving community safety. Increased permeability can lead to increases in crime levels. Pedestrian links generally do not run to the rear of or provide access to

gardens or dwellings of adjacent existing properties. Ellison Fold Terrace is an existing right of way; and the proposed pedestrian link towards the south of the site from the road into Cambridge Street links to an existing footpath through the adjacent development. Routes for pedestrians, cyclists and vehicles are largely integrated to ensure a network supervised by natural surveillance.

3.5.41 Policy 8 of the Local Plan requires development to secure a satisfactory level of amenity and safety for surrounding uses. It is considered that the proposed road development is in accordance with this Policy.

3.5.42 In summary, this report assesses the full planning application for the new Darwen East Distributor Corridor Road. In considering the proposal, a wide range of material considerations have been taken into account. Additional non-material concerns, not relevant to the assessment of the application, have been raised, a common theme raised in the objections is summarised below:

3.5.43 *Building on greenfield sites is highly irresponsible. The new link road and the number of houses planned on Green Belt are a disaster waiting to happen:* As referred to in paragraph 3.1.3, the application site has been earmarked for development since the adoption of the Darwen District Plan in 1983. The site whilst presently greenfield, is not located in the Countryside Area or the Green Belt. The current allocation in the Local Plan Part 2 under Policies 16 and 45, were subject to public consultation and an examination in public by the Planning Inspectorate during 2014, before the Plan was formally adopted in December 2015.

4.0 **RECOMMENDATION**

4.1 **Approve subject to the following conditions:**

- Intrusive investigation into coal mine workings to be undertaken and its findings acted upon to ensure that the proposed development is in accordance with CS13 of the Core Strategy and Policy 8 of Local Plan 2.
- Sustainable drainage system to be implemented in accordance with Points 1.1.15 to 1.1.21 of the Flood Risk Assessment, in accordance with CS13 of the Core Strategy Policy 9 of Local Plan 2.
- Implementation of the mitigation measures set out in Section 6 of the Ecological Impact Assessment report, in accordance with CS13 of the Core Strategy and Policy 9 of the Local Plan 2.
- Submission and implementation of a tree and grassland re-planting scheme.
- Implementation of a programme of archaeological work
- Any construction phase activity likely to give rise to noise at residential premises shall take place between 07:00 and 18:00

hours Monday to Friday, between 07:30 and 13:00 Saturdays, and there shall be no construction activity on Sundays.

- Construction activity shall not give rise to vibration with a particle velocity (PPV) ≥ 3.0 mm/s, other than during start-up and shut-down of the vibratory roller. If requested by the Local Authority, construction activity likely to exceed this threshold will cease until such time as compliance with this vibration threshold can be monitored. The results of monitoring shall be recorded and made available to the Local Authority on a daily basis whilst this activity is ongoing.

5.0 PLANNING HISTORY

- 5.1 10/17/0516 – EIA screening opinion. Environmental impact assessment not required.

6.0 CONSULTATIONS

- 6.1 379 neighbours, 11 site notices erected and a press notice was published in the Lancashire Telegraph. 18 objections have been received, and these can be summarised as follows:
- Mini roundabout and proximity of additional traffic on Marsh House Lane detrimental to peace and pleasantness of the place.
 - Openness of the field lost.
 - Damage to the environment and loss of wildlife.
 - Traffic and pedestrian noise affecting tranquil area.
 - Security problems – road will open up gateway for intruders.
 - Pollution.
 - Loss of skyline view.
 - Enough brown field sites elsewhere to accommodate housing.
 - Potential traffic problems at Ivinson Road end – Goosehouse Lane and Chapels already congested.
 - Potential increase in traffic problems at Sough bridge.
 - Baileys Field too wet to accommodate housing.
 - Old mine shaft problems on the site.
 - Scheme is a waste of money.
- 6.2 Lancashire Constabulary. Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct and well used. Design features can help to identify the acceptable routes through a development, thereby encouraging their use, and in doing so enhance the feeling of safety. Increased permeability can lead to increases in crime levels, therefore the pedestrian link to neighbouring housing development must be carefully considered.
- 6.3 Coal Authority. The Coal Authority concurs with the recommendations of the information presented by Capita Property and Infrastructure Ltd; that mine entries potentially located within the site and shallow mine

workings pose a risk to both public safety and the stability of the proposed development. Consequently, further intrusive site investigation works should be undertaken in order to establish the exact situation regarding them.

- 6.4 Lancashire Archaeology. Possibility of Roman settlement in the area and further investigation is merited. Programme of archaeological work to be implemented.
- 6.5 Public Protection. Further information required on the short term operational noise impact and on the relationship between the anticipated operational noise to WHO noise indices. Final conditions to include operating hours and vibration levels.
- 6.6 Highways. Public Rights of Way happy with the proposals. Need to ensure that tactile pavers where the Public Right of Way to the south crosses the new road are appropriate. The three access points to be constructed measure at a width of 6m for internal roads. This should be reduced to a maximum of 5.5m. The revocation of the stopping up order at Ivinson Road is deemed necessary. Other orders also to be applied is a weight limit to 7.5t for the new road. Old entrances/turning heads that are no longer required should be returned to full footways and the area behind to be made good. All pedestrian crossovers points at radii and crossing over of the highway should have tactile paving. A construction method statement has been received. The document makes no reference to a wheel wash proposal. Evidence of this and also how the site will be laid out is to be conditioned accordingly.
- 6.7 Ecology. The proposals are likely to sever habitat connectivity, restricting wildlife movement and increasing the risk of pollution and degradation of habitats. Without considerable mitigation, the development could result in a net loss of biodiversity, contrary to the NPPF, the Core Strategy and the Local Plan Part 2. The scheme does not appear to mitigate all of the negative impacts of the development, and at a minimum the Council would need to demonstrate that all of the measures detailed in Section 6 of the Ecological Impact Assessment will be implemented in full.
- 6.8 Drainage. No objections.
- 7.0 CONTACT OFFICER: John Wilson, Planner**

- 8.0 DATE PREPARED: 1st August 2017**

9. Summary of Representations

Objection Cllr Roy Davies (Sudell Ward):

Hi I wish to object to the planning application on the grounds that it creates more problems than it solves, by linking other road systems that exist now that will cause traffic delays

Objection Alan Pickup, 1 Pot House Lane, Darwen

Dear Sirs

I am writing with regard to the above planning application and previous consultations prior to the submission of the planning application. I am particularly interested in what will happen to Holden Fold, Moor Lane. It is very difficult to see if any of the specific submissions documents relate to these areas. They were Documents published in March 2017 mapping the proposed route and answering concerns of local resident, but nothing seems to have been mentioned regarding the issues of the restricted road width where Holden Fold meets Moor Lane and these do not seem to be addressed in any of the submitted planning documents, which appear to stop at the Oak Grove / Holden Fold junction.

The current proposal appears to be a route to nowhere that will encourage further rat runs through Ivinson Road / Elm Grove /Hazel Avenue. There is going to be a considerable increase in traffic down Pot House Lane from traffic approaching from Roman Road from the Blackburn direction to access the proposed new road structure, which will meet traffic coming up Holden Fold from the Goose House Lane area. The Junction of Oak Grove / Holden Fold will never be suitable to accommodate this amount of traffic. There is no pedestrian walk way on the Tithebarn Cottage side of this junction and it currently presents challenges to residents walking down Oak Grove with the existing amount of traffic.

In my opinion this seems to have been a hasty submission to ensure the funding was not missed and an not a careful consideration of the problems that will be caused

Objection David Thompson, 19 Sudell Close, Darwen

Mr John Wilson

I am writing initially to establish certain facts about the proposed link road east. I live at 19 sudell close BB3 3JG . My family have lived at this address for 55 years, myself for the past 28 years and has been a semi rural for all that time so this proposed development is going to have a significant impact on my life. Because we live in a cul de sac with no through traffic it is a very tranquil area also with no access at the rear of the property it is a low level crime area. My concerns are as follows

- 1/ there is no indication on your drawings how close to my property the road is going to be.
- 2/ How you propose to combat the noise levels this road is going to create both traffic noise and pedestrian noise .
- 3 / Security has this road is going to open up a getaway route for any would be intruder.
- 4/ pollution as obviously at this moment in time it is virtually non existent.

5/ ascetics because this road is going to have significant impact on my sky line view especially if the housing project goes ahead as well.

Those are the things that affect my day to day life i also have doubts about the whole scheme as I think it is going to move the traffic problems from one part of town to another a better plan would have been to upgrade the Eccles Hill Roman road area where you already have a link road just a few hundred yards from the proposed one.

Objection Frances Eccles

Waste of money. Would be better spent on more important things. It will cause no end of problems on Marsh House Lane never mind on Ivinson Road and will end up a rat run. If building houses on Baileys then a road to the houses is a must, though it's not on building houses on greenfield sites. There are other sites more suitable, eg old Moorland School site which is becoming a derelict eyesore, or behind Clearwater Village.

Has there been a consultation with the residents? Don't think so, there should be.

Objection Irene Thornley

Have you looked around Darwen at the number of housing developments that have been left abandoned, why is there a need for more. Moorland School has been left derelict it is a prime site for new houses The land that you have earmarked for the houses& road is not safe there are mine shafts all round that area. This should be looked into.

Objection John Whittaker, 55 Priory Drive, Darwen

The plan to drive a by-pass from Ivinson Road to Pole Lane because of the new housing plan is simply crazy and will damage the environment in all areas concerned. Yes, the flow of traffic through Darwen is poor but if the stupid traffic lights at the bottom of Earnsdale Road were scrapped it would make an immediate difference particularly as there are pedestrian lights there anyway.

There is enough in the way of brown field sites spread across Darwen to build a reasonable number of houses without causing too much concern. Plus I feel that building on green field sites when alternative sites are available is highly irresponsible and typical of the high-handed attitude the council appears to take.

Darwen being in a valley is simply not capable of new development on this scale because the WHOLE of the towns infrastructure is far too archaic.

I believe that over forty years ago there was a plan to build a proper by-pass round the town but housing developments since have rendered this impossible. The council has well and truly missed the boat on this one.

I think someone has to be sensible here and accept the fact that development in Darwen is very limited given the geographical layout of the town. Had Darwen been flat then the task would be less difficult.

Let common sense prevail.

Objection Julie Brindle

I am just wondering why the new road could not go further up to the top of Pole Lane Darwen and down Roman Road, you could widen the road by purchasing some land and it could then travel over the fields and join the motorway?? This way it wouldn't have to go through a council estate full of children, near a nursery school and junior school. Just a thought

Objection Kenneth & Janet Pickering, LLeyn, Manor Road, Darwen

Dear Sir,

We are opposed to the proposed new link road and housing being planned here in Darwen. Having experienced the useless bus lane imposed upon us, the even more useless traffic lights at Hollins Grove, plus the total lack of investment in our town centre how can we have any faith in this latest scheme. Who is in charge of such ideas and do they listen to the majority of people affected? We can only assume that most councillors in Blackburn have no regard for green spaces and the importance of these to our quality of life. The new link road and the number of houses planned on Green Belt land are a disaster waiting to happen. We object to these proposals most strongly.

Objection Linda Roberts

If it is proposed where you say then only a very few metres from my home in which case I am afraid I very much hope the planning permission does not get granted.

The cottage I live in is one of four terraced cottages built in 1841 and were the only original houses on Marsh House Lane everything since has been built up around there. Despite this the traffic is minimal after around 8pm and 8am which makes it a pleasant and fairly peaceful place to live but a mini roundabout and loads more traffic passing through a few yards from my home sounds awful. I don't expect the Planning and Highways Committee will care about the effects it will have on a little home owner like me though. Thank you for taking the time to reply to my email

Objection Lynne Bromley, 8 Shelley Grove, Darwen

This comment is being made with regard to the above planning application for the Darwen East Distributor Corridor Rd.

I know this comment is being made late but a lot of our mail went missing and has only just arrived.

We moved to 8 Shelley Grove in Feb 2016, the searches for our property being completed by Jan 2016, the question asked about whether a highway or road was planned for within 200m of the properties boundary wall was answered 'NO'. When in fact the planned Road WILL BE within 200m of our boundary wall.

We moved to Darwen from Harwood, Bolton specifically because of the property 8 Shelley Grove and its position next to the field. We have 4 dogs which we wanted to exercise in the field, My horse is stabled at the top of the field on the Roman Rd, and we use the bridle ways regularly on the field and

the surrounding area, and we wanted a home that wasn't close to a main rd, we were moving from one of those.

So, we WOULD NOT have moved to this property if we had known the plans that had already been considered and proposed for Bailey's field.

We are extremely angry that the road plans did not show on our searches and we will be asking a solicitor about this .

I would like a reply to this email.

Objection Miss J Smith, Aysgarth, 20 Sudell Road, Darwen

Dear Mr Prescott

I write with reference to the above, and the letter I have received recently for the same.

As you know, there is much contentious debate about this application, and my property has a 90ft fence which overlooks Baileys Field, so this project is going to affect me greatly.

If however, the application goes ahead, I would urge you to consider the following considerations:

- * Buffer zone between my property fence and the road, which would lessen the impact of the increased noise from the oncoming traffic.

- * Appropriate tree/hedge planting - please ensure sufficient outside the stretch to the rear of my property.
- * Ensure adequate drainage, as there ground slopes downwards towards my property and garden area.
- * Keep vehicle weight limits down to minimum, in order to reduce noise levels and impact to the road, (eg.HGV's) in this area.
- * The implementation of good quality landscaping to area surrounding my property, and others affected to same extent.
- * Introduction of speed limits to 30mph, but preferably 20mph to reduce noise, accidents and pollution levels.
- * Security/speed camera's on the route between Marsh House Lane and Ivinson Road.

Objection Miss S Hindle

Dear Sir/Madam,

In reference to the planning application 10/17/0638 I , as a local resident of Darwen wish to pose questions:

1. Firstly, why are brownfield areas not being used for housing rather than Bailey's field which is already used as a recreational area by the inhabitants of Darwen? Putting a housing development in an area which already has huge traffic flow problems is surely not advisable?

2. If the proposed road scheme was to go ahead, connecting Marsh House to Ivinson Rd, where would the traffic from there? As an inhabitant of the top of Goosehouse Lane, I must stress that I already find leaving my property from, our drive in the morning

and evening, very difficult with congested traffic backing up all the way down Goosehouse Lane and making the area of Chapels hazardous to travel through. Although I was led to believe that this plan is to reduce the

congestion on the town's main road (A666), it would be creating a huge problem in an area of Darwen that already is struggling to cope with the amount of commuters, and larger lorries and vehicles that are really not suited to the roads that are in place. What guarantee can you offer that this already congested area will not get worse?

I look forward to your immediate response on a matter that I feel has not been planned well at all, especially in relation to consultation with the community surrounding the ' project'.

Objection Rebecca Frodsham

Dear Sir/Madam,

I am writing to inform you about my concerns in regards to the planned Darwen East Distributor Road.

After first ignoring the request to develop brownfield sites, Blackburn Council now want to tear up Darwen even more. First the traffic lights, and now this terrible idea.

This reminds me of how central government ignored Lancashire's plea to be 'frack free'. Please don't behave un-democratically like Westminster have done. It is not right. Protect greenfield. Thank you.

Objection Wendy Holden, 40 Ellison Fold Terrace, Darwen

Hi there,

Just a little note to say that I'm really sad about the road/ housing estate going on baileys field at the top of my street. I am 52 years old and have lived in that street for that amount of years, just moving 3 doors down when I got married. I've played in the fields and also walked through the fields for a good number of those years. Walking in the open space does help get away from stresses of life....you feel that you are in the country just by walking up the lane, listening to the birds, feeding the horses and seeing the wildlife that lives there. I do feel we are just living in a black Tarmac/ concrete town. I'm sure there are other places that can be built on...old mill sites??

I also don't think the road will help the A666, otherwise why are drivers not using Roman Rd now? When I've been in a car getting a lift over to colne, that road is empty.

I wish someone could change this plan.

Living in hope,