

Planning and Highways Committee

Thursday, 16 November 2017

18:30

Meeting Room A, Blackburn Town Hall

AGENDA

PART I: ITEMS FOR CONSIDERATION IN PUBLIC

- | | | |
|-----|--|---------|
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| 2 | Minutes of the Previous Meeting | |
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| 3 | Declarations of Interest in Items on this Agenda | |
| | <i>If a Board Member requires advice on any items involving a possible Declaration of Interest which could affect his/her ability to speak and/or vote he/she is advised to contact Democratic Services at least 24 hours before the meeting</i> | |
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PART 2: ITEMS FOR CONSIDERATION IN PRIVATE

Date Published: Wednesday, 08 November 2017
Harry Catherall, Chief Executive

PLANNING AND HIGHWAYS COMMITTEE
19th OCTOBER 2017

PRESENT – Councillors; Dave Smith (in the Chair), Brookfield, Casey, Groves, Hardman, Hussain I, Jan-Virmani, Khan Z, Marrow (substitute for Jacquie Slater), Murray, Nuttall, Oates, Pearson, Riley and Smith J (substitute for Suleman Khonat)

OFFICERS – Ian Richardson (Director of Growth and Development), Gavin Prescott (Planning), Michael Green (Legal) and Wendy Bridson (Democratic Services).

RESOLUTIONS

20 Welcome and Apologies

The Chair welcomed everyone to the meeting. Apologies were received from Councillors Khonat and Slater.

It was noted that Item 5 Enforcement had been withdrawn. The applicant would be submitting, within the next 2 weeks, a Lawful Development Certificate application to demonstrate that the works carried out were a permitted development.

21 Minutes of the last Meeting held on 21st September 2017

RESOLVED – That the minutes of the last meeting held on 21st September 2017 were confirmed and signed as a correct record.

22 Declarations of Interest

A declaration of interest was verbally submitted by Cllr Jim Smith in relation to application 10/17/1083 on the agenda (Executive Member for Environment and relevant portfolio holder making decisions on car parks). Cllr Smith was permitted to stay in the room due to a non-pecuniary interest, but took no part during discussion and determination on the item.

23 Planning Applications

The Committee considered reports of the Director of Planning and Prosperity detailing the planning applications listed overleaf.

In considering the applications, the Committee took into account representations or submissions provided by individuals with the officers answering points raised during discussion thereon.

RESOLVED – (1) That the following decisions be made on the applications set out overleaf:

<u>Application No.</u>	<u>Applicant</u>	<u>Location and Description</u>	<u>Decision under Town and Country Planning Acts and Regulations</u>
10/17/1063	Mr Peter O’Gorman	New Century Works, 6 Higher London Terrace, Darwen, Full Planning Application for Erection of a steel fence to existing mill wall (resubmission of 10/17/0524).	Approved. Subject to conditions outlined in the report.
10/17/1083	Blackburn with Darwen Borough Council	Land off Old Bank Lane, Old Bank Lane, Blackburn, Full Planning Application for Construction of 517 space surface level car park comprising 467 standard spaces (2.5m x 5m) and 50 larger spaces (3.75m x 6.2m); an additional 20 motorcycle spaces, new barrier-controlled access from Old Bank Lane, boundary footpath along southern perimeter, landscaping, timber knee-high fence rail, 28No. 6m high LED lighting columns and 2no. CCTV masts/cameras	Approved. Subject to conditions outlined in the report and update report.

Signed:

Date:

Chair of the meeting
at which the minutes were confirmed

**DECLARATIONS OF INTEREST IN
ITEMS ON THIS AGENDA**

Members attending a Council, Committee, Board or other meeting with a personal interest in a matter on the Agenda must disclose the existence and nature of the interest and, if it is a Disclosable Pecuniary Interest or an Other Interest under paragraph 16.1 of the Code of Conduct, should leave the meeting during discussion and voting on the item.

Members declaring an interest(s) should complete this form and hand it to the Democratic Services Officer at the commencement of the meeting and declare such an interest at the appropriate point on the agenda.

MEETING: **PLANNING AND HIGHWAYS COMMITTEE**

DATE:

AGENDA ITEM NO.:

DESCRIPTION (BRIEF):

NATURE OF INTEREST:

DISCLOSABLE PECUNIARY/OTHER (delete as appropriate)

SIGNED :

PRINT NAME:

(Paragraphs 8 to 17 of the Code of Conduct for Members of the Council refer)

Material Consideration

“Material Considerations” are not limited to matters relating to amenity and can cover a range of considerations, in regard to public or private interests, provided that there is some relationship to the use and development of land.

Where it is decided that a consideration is material to the determination of a planning application the courts have held that the assessment of weight is a matter for planning judgement by the planning authority, rather than the court. Materiality is a matter of law for the Court, weight is for the decision maker. Accordingly it is for the Committee to assess the weight to be attached to each material consideration, but if a Council does not take account of a material consideration or takes account of an immaterial consideration then the decision is vulnerable to challenge in the courts.

By section 38(6) of the Planning & Compensation Act 2004 Act every planning decision must be taken in accordance with the development plan (taken as a whole) **unless material considerations indicate otherwise**. The policies and guidance contained in the hierarchy of planning documents are important material considerations and the starting point for the Committee in its assessment of development proposals and most decisions are usually taken in line with them.

However, the Committee is legally obliged to consider all material matters in determining a planning application and this means that some decisions will not follow published policy or guidance. In other words, the Committee may occasionally depart from published policy when it considers this is outweighed by other factors and can be justified in the circumstances of the particular case. Similarly, in making a decision where there are competing priorities and policies the Committee must exercise its judgement in determining the balance of considerations

The following provides a broad guide of what may and may not be material, though as with any broad guidance there will on occasions be exceptions

<u>MATERIAL:</u>	<u>NOT MATERIAL:</u>
Policy (national, regional & local)	The identity of the applicant
development plans in course of preparation	Superceded development plans and withdrawn guidance
Views of consultees	Land ownership
Design	Private Rights (e.g. access)
Visual impact	Restrictive covenants
Privacy/overbearing/amenity impacts	Property value
Daylight/sunlight	Competition (save where it promotes a vital and viable town centre)
Noise, smell, pollution	Loss of a private view
Access/traffic/accessibility	“moral issues”
Health and safety	“Better” site or use”
Ecology, landscape	Change from previous scheme
Fear of Crime	Enforcement issues
Economic impact & general economic conditions	The need for the development (in most circumstances)
Planning history/related decisions	

Cumulative impact	
Need (in some circumstances – e.g. green belt)	
Impacts upon and provision of open/amenity space	
existing use/permitted development rights/fall back	
retention of existing use/heritage issues	
fear of setting a precedent	
composite or related developments	
Off-site benefits which are related to or are connected with the development	
In exceptional circumstances the availability of alternative sites	
Human Rights Act 1998 & Equality	

Before deciding a planning application members need to carefully consider an application against the provisions of the Human Rights Act 1998.

Protocol 1 of Article 1, and Article 8 confer(s) a right of respect for a person's private and family life, their possessions, home, other land; and business assets.

Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their representation, and comments,

In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning and Transport has concluded that some rights conferred by these Articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that interference is proportionate, in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. Furthermore he believes that any restriction on these rights posed by the approval of an application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Other duties have to be taken into account in determining planning applications for example the promotion of measures to reduce crime, the obligation not to act in a discriminatory manner and promote equality etc.

NB: Members should also be aware that each proposal is treated on its own merits!

Reasons for Decision

If members decide to go against officer recommendations then it is their responsibility to clearly set out their reasons for doing so, otherwise members should ask for the application to be deferred in order that a further report is presented setting out the background to the report, clarifying the reasons put forward in the debate for overriding the officer recommendation; the implications of the decision and the effect on policy; what conditions or agreements may be needed; or just to seek further information.

If Members move a motion contrary to the recommendations then members must give reasons before voting upon the motion. Alternatively members may seek to defer the application for a further report. However, if Members move a motion to follow the recommendation but the motion is lost. In these circumstances then members should be asked to state clearly their reasons for not following the recommendations or ask that a further report be presented to the next meeting

REPORT OF THE DIRECTOR OF GROWTH & DEVELOPMENT

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985
BACKGROUND PAPERS

There is a file for each planning application containing application forms, consultations, representations, Case Officer notes and other supporting information.
Gavin Prescott, Development Manager – Ext 5694.

NEIGHBOUR NOTIFICATION: The extent of neighbour notification is shown on the location plans which accompany each report. Where neighbours are notified by individual letter, their properties are marked with a dot. Where a site notice has been posted, its position is shown with a cross.

PLANNING APPLICATIONS FOR DETERMINATION Date: 16/11/2017

Application No	Applicant	Site Address	Ward
Application Type			
10/17/0578			
	Wainhomes (North West) Ltd Kelburn Court Daten Park Birchwood Warrington WA3 6UT	Land off Yew Tree Drive and Whinney Lane Blackburn BB2 7DN	Beardwood With Lammack

Full Planning Application for Residential Development comprising 272 homes, public open space, landscaping, drainage, associated highway works, infrastructure and engineering works and demolition of existing garages.

RECOMMENDATION: Permits

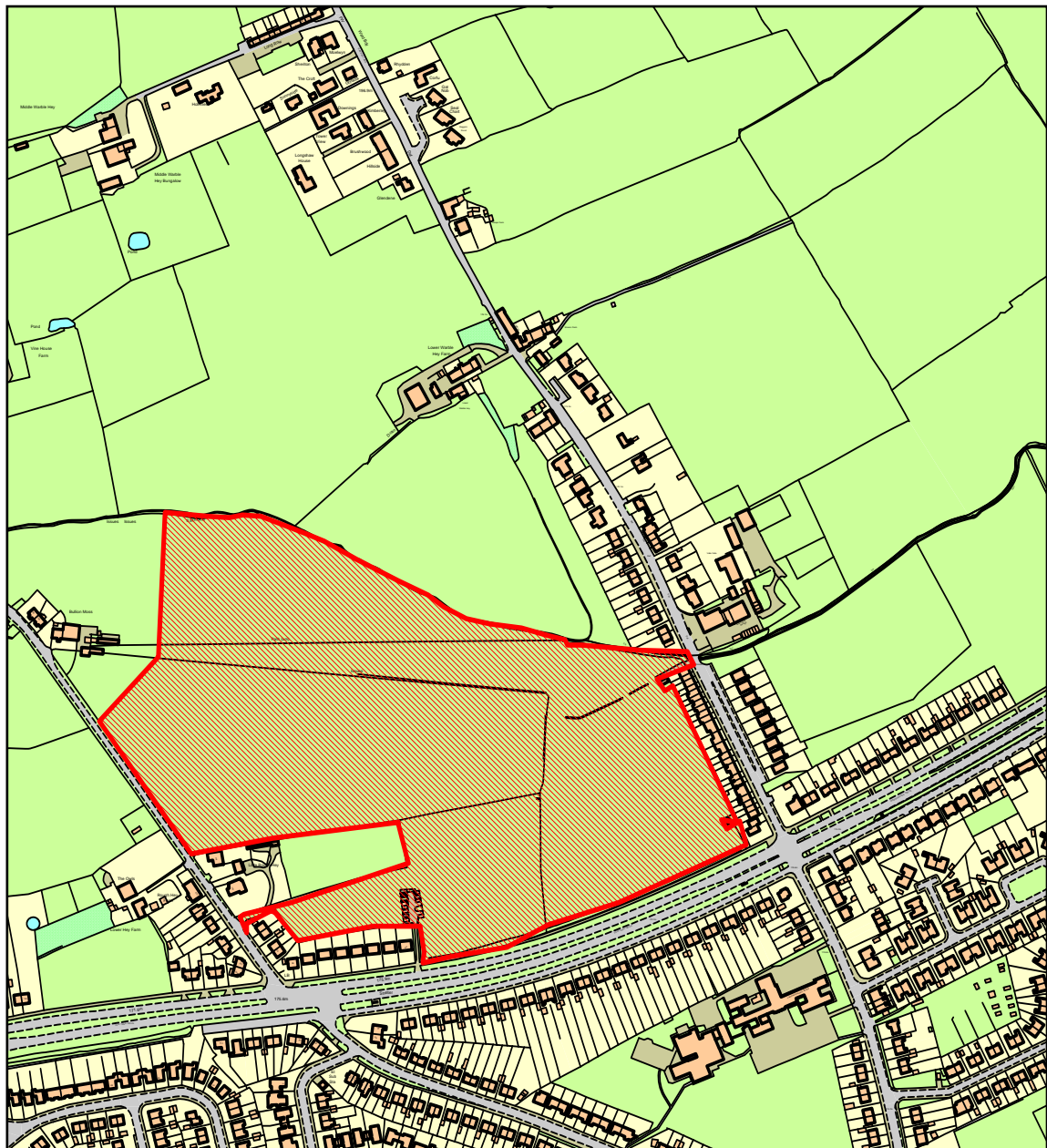
Proposed development: Full Planning Application for; Residential Development comprising 272 homes, public open space, landscaping, drainage, associated highway works, infrastructure and engineering works and demolition of existing garages.

Site address: Land off Yew Tree Drive and Whinney Lane, Blackburn, BB2 7DN

Applicant: Wainhomes (North West) Ltd

Ward: Beardwood with Lammack

Councillor	Imitiaz Ali
Councillor	Julie Daley
Councillor	Michael Lee



1.0 SUMMARY OF RECOMMENDATION:

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- 1.1 APPROVE – Subject to a Section 106 Agreement relating to the provision of off-site highway works to facilitate the development, affordable housing contribution for off-site provision and education.**

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 The proposal will deliver a high quality bespoke housing development which will widen the choice of family housing in the Borough. It supports the Borough's planning strategy for housing growth as set out in the Core Strategy, it delivers housing at a site which is allocated for housing development in the Local Plan Part 2 and it meets the objectives identified within the North Blackburn Masterplan. The proposal is also satisfactory from a technical point of view, with all issues having been addressed through the application, or capable of being controlled or mitigated through planning conditions.

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1 The application site forms the western section of housing land allocation 16/2: which is referred to as the North Blackburn Development Site. The site measures 12.8 hectares and comprises land situated to the north of Yew Tree Drive, the east of Whinney Lane and west of Barker Lane/Lammack Road. The area has an undulating form, rising to the north, and is predominantly covered by improved grassland with some hedge and tree coverage. A small garage colony occupies a section of the south west corner, though otherwise the site is free from previous development. The periphery of the site has a mix of 19th century terrace properties and inter-war semi-detached bungalows and houses. The wider area to the north is green belt and is characterised by dispersed housing, commonly with a vernacular rural appearance.
- 3.1.2 Public transport links run along Barker Lane and Ramsgreave Drive, offering bus services to Whalley, Clitheroe and Blackburn. Ramsgreave and Wilpshire station is the nearest rail link, circa 1.5 kilometres to the east of the site, though it only offers a limited service to Manchester and Clitheroe. A public right of way, footpath 16 Blackburn, runs through the site. There are a number of pedestrian and cycle routes in the vicinity including the Witton Weavers Way.

3.2 Proposed Development

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- 3.2.1 The proposal is a full planning application for the erection of 272 homes, public open space, landscaping, drainage, associated highway works, infrastructure and engineering works and demolition of the small cluster of domestic garages currently occupying the south west corner of the site.
- 3.2.2 The proposed development provides a net residential density of a little over 27 dwellings per hectare, when considering the developable area of 10.1 hectares. The density is markedly different between the two distinct character areas; denoting the transition from the existing urban boundary to the rural areas to the north of the site. The 272 units comprise 197 detached (72%), 22 semi-detached (8%), 29 terrace houses (11%) and 24 apartments (9%). The housing mix is weighted towards larger family housing with 4 and 5 bedroom properties accounting for 194 (71%) of the properties being constructed, with 2 and 3 bedroom properties forming the remainder.
- 3.2.3 The proposal seeks to deliver a high specification development which accords with the North Blackburn Masterplan. The layout shows the formation of a primary vehicle access/egress from Yew Tree Drive, with a secondary taken from Whinney Lane. The layout demonstrates compliance with the masterplan through the use of two distinct character areas of differing housing densities, with less dense housing adjacent to the countryside areas on the northern boundary of the site.
- 3.2.4 Other important elements of the proposed layout include; the creation of a network of green spaces and corridors to form focal spaces and enhance views for the enjoyment of residents; an enhanced landscape corridor along the brook to the north; an interconnected network of streets; improved footpath/cycle connections with links to the Weavers Wheel cycle network; housing fronting streets and spaces set out in perimeter blocks with a varied range of plot sizes and building footprints; and the built form responding to rural characteristics of the countryside setting of the Mellor Ridge to the north of the site.

3.3 Development Plan

- 3.3.1 The Development Plan comprises the Core Strategy and adopted Local Plan Part 2 – Site Allocations and Development Management Policies. In determining the current proposal the following are considered to be the most relevant policies:

3.3.2 Core Strategy

- CS1 – A Targeted Growth Strategy
- CS5 - Locations for New Housing
- CS6 – Housing Targets

- CS7 – Types of Housing
- CS16 – Form and Design of New Development Item 4.1
- CS18 – The Borough’s Landscapes
- CS19 – Green Infrastructure

3.3.3 Local Plan Part 2

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 16/2 – Housing Land Allocations (North Blackburn)
- Policy 18 – Housing Mix
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development
- Policy 41 – Landscape

3.4 **Other Material Planning Considerations**

3.4.1 North Blackburn Masterplan

The site is within the North Blackburn Masterplan area, forming Phase A to D of the delivery strategy. The Masterplan was the subject of public consultation and was prepared in consultation with the land owners/promoters. It was adopted by the Council 16th March 2017, and as such is a material consideration when considering this and future proposals for the area.

3.4.2 The overall vision for the North Blackburn Masterplan Area is identified as being:

“Our vision builds upon the unique character of the rural setting to create a high quality, distinctive and sustainable neighbourhood, with a wide choice of family housing, and will become a place where the people of Blackburn and beyond will aspire to live”.

It will be an attractive place to live with approximately 450 homes being provided, including a significant proportion of larger family housing and an integrated network of linked green spaces for residents to enjoy.

The site will have a strong local identity. It will be characterised by attractive, well-designed buildings and spaces and will comprise of a number of distinctive areas with their own unique character which responds to the characteristics of that particular part of the site.

Development will use existing views from the site and will respond positively to the topographical character of the site. It will provide safe and attractive links to the adjacent urban area, both established and proposed. It will be structured around existing landscape features and will incorporate a network of green spaces and a green corridor to the northern boundary that provide opportunities for informal recreation and contribute to the area's green character.

The site will be well connected to existing facilities and services, with a permeable layout that maximises linkages and integration with the site and the wider area. The existing footpath network within and adjacent to the site will be enhanced to encourage walking and cycling with specific links to the Weavers Wheel cycle network as an alternative to travelling by car and will improve access to public transport services”.

3.4.3 In order to achieve the vision the masterplan sets out the following objectives for the development, to:

- provide a balanced mix of high quality housing, including family housing, with a mixture of housing typologies;
- provide sustainable energy efficient housing;
- create a high quality urban extension to Blackburn which is well-connected visually and physically to the existing urban area and surrounding countryside;
- create a varied and distinctive environment in new housing, landscape and public realm through local design character and cues from the rural character;
- use the topography of the site to inform the design response;
- create a well-connected and legible network of streets;
- create a well-connected and legible network of pedestrian and cycle movement corridors within the site and linking the site with facilities outside;
- protect and enhance the watercourses and any sensitive habitats on the site to increase biodiversity;
- sustainably manage surface water run-off;
- create an attractive landscape corridor along the northern boundary adjacent to the watercourse to provide a robust and enduring new Green Belt boundary with integrated SuDs, habitat enhancements and walking/cycling routes;
- to provide a network of green spaces within the development to break up the built form;

- create distinctive character areas across the site taking references from the vernacular of the wider area. The new built form should aim to form an attractive transition between the rural and urban edges taking account of views into the site.

3.4.4 The masterplan identifies 4 distinct character areas across the two land parcels that form the whole of the land allocation. 2 character areas specifically affect the application site; 'The Whinney' occupies the southern part of the site and is intended as a mix of predominantly brick and stone, transitioning from a more formal, urban character along Ramsgreave Drive to a softer informal feel along the landscaped corridor. 'Bullion Moss Fold' occupies the northern section of the site and will abut open countryside. It is intended to be organic in character with a rural feel. A mix of brick and stone; detached, semi-detached and terraced cottages with internal courtyard spaces and mews streets, making reference to rural courtyards.

3.4.5 Residential Design Guide Supplementary Planning Document

This document provides targeted advice to ensure high quality new homes. It aims to ensure that new development reflects the individual and collective character of areas of the Borough and promotes high standards of design. The document also seeks to ensure a good relationship between existing and proposed development in terms of protecting and enhancing amenity.

3.4.6 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (Framework) is a material consideration in planning decisions. The Framework sets out a presumption in favour of sustainable development, which is the "golden thread" running through both plan-making and decision-taking. Paragraph 14 of the Framework explains that for decision taking, this means approving development proposals that accord with the development plan without delay.

Section 6 of the Framework relates to delivering a wide choice of high quality homes, and Section 8 relates to promoting healthy communities.

3.5 **Assessment**

3.5.1 In assessing this application there are a number of important material considerations that need to be taken into account as follows:

- Principle and compliance with Masterplan objectives;
- Highways and access;
- Drainage;
- Design and Layout;

- Amenity impact;
- Ecology; and
- Affordable housing.

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3.5.2 Principle and Compliance with Masterplan Objectives

3.5.3 The principle of the development is considered under the Blackburn with Darwen Local Plan Part 2: Site Allocations and Development Management Policies (particularly Policy 16 – Housing Land Allocations); and the Core Strategy (particularly Policies CS1 and CS5).

Policy 1 of the Local Plan states that the defined Urban Area is to be the preferred location for new development. Development in the Urban Area will be granted planning permission where it complies with the other policies of this Local Plan and the Core Strategy. The site is located within the urban area boundary defined on the proposals map.

Policy 7 on Sustainable and Viable Development echoes the presumption in favour of sustainable development set out in the NPPF. Thus, applications that accord with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise.

3.5.4 Local Plan Policy 16 allocates land for development within the 15 year life of the Plan, subject to key development principles. This proposal represents residential development of a significant scale on the western section of Site 16/2 – the North Blackburn Development Site, Blackburn. The site has been brought forward in line with the adopted North Blackburn Masterplan covering the wider 28.8 North Blackburn masterplan area. Key development considerations identified in the Local Plan Part 2 include the following:

- The site is to be brought forward in line with a masterplan covering the whole of housing allocation 16/2
- Proposals will widen the range and choice of housing to meet local needs;
- Design is to be sympathetic to local character with a robust new Green Belt boundary;
- Retaining and enhancing the public right of way at the site edge;
- Be supported by a landscape and green infrastructure framework incorporating perimeter planting and an on-site open space incorporating formal and informal play;
- Understanding the impact on ecology, including the brook along the northern boundary;
- Address the potential for flooding from the northern watercourse and from blockages in the culvert;
- Access points onto the A6119 (Yew Tree Drive/Ramsgreave Drive) need to ensure that the free flow of traffic and highway safety are maintained;

- Contribution towards local highway improvements
- Consider the noise levels arising from traffic on the A6119

3.5.4 Core Strategy Policy CS1 sets out the principle that development will be concentrated within the urban area, in which the site is located according to Policy 1 of the Local Plan Part 2.

3.5.5 As an allocated housing site, the principle of the current proposal is considered to be acceptable and in accordance with the provisions of the development plan in terms of delivering a high quality residential site within the urban area. This is subject to the more detailed considerations also being in accordance with adopted development plan policy and national guidance.

3.5.6 Highways and Access

Core Strategy Policy 22: Accessibility Strategy and Local Plan Policy 10: Accessibility and Transport, aim to ensure that new developments provide appropriate provision for access, car parking and servicing so as to ensure the safe, efficient and convenient movement of all highway users is not prejudiced.

3.5.7 The proposal identifies a primary vehicular access to the site from Yew Tree Drive, with secondary access taken from Whinney Lane. In order to facilitate the new primary access it will be necessary to undertake off-site works to remodel the existing A6119 carriageway. Pedestrian access is provided at the new vehicular access points, along with a series of pedestrian only linkages to Yew Tree Drive, Whinney Lane and Barker Lane. Parking throughout the development is in accordance with the Council's adopted parking standards; 2 spaces for 2/3 bed units and 3 spaces for 4+ bedroom properties.

3.5.8 A detailed Transport Assessment (TA) has been submitted in support of the application. The assessment evaluates the existing transport and highways context of the site, access, parking and servicing conditions, trip generation and junction capacity. This allows an assessment as to whether the highways network has the capacity to accommodate the potential increases in traffic as a result of significant new residential development. The assessment takes account of all committed development around the site and forecast increases in transport movements associated with allocated development sites across the Borough. In accordance with the findings of the TA, and the masterplan infrastructure delivery requirements, the applicant is committed to a contribution of £740,000 towards off-site highway works, with this contribution being secured through a s106 planning agreement.

3.5.9 The applicant's TA concluded that;

- The site lies within a predominantly residential area and is within walking and cycling distance from bus stops, local shops, schools, leisure facilities and key employment areas. Regular, high frequency bus services are located within walking distance on Whalley New Road providing access Clitheroe, Whalley and Blackburn town centre and from there, public transport connections are available to destinations further afield via the local bus and national rail networks. The accessibility credentials of the site will be improved and enhanced as part of the Travel Plan which will be implemented across the site.
- The development will be accessed via a vehicular access point directly off Yew Tree Drive (western site) and an additional access to the site is proposed via a new priority controlled junction off Whinney Lane.
- The traffic impact of the development has been predicted using the TRICS database and the assessment shows that the proposals will not have a material impact on the local road network. The traffic impact assessment of the local highway network indicates that the proposed development would be able to be accommodated on the local highway network.
- A further TRICS assessment based on 85th percentile trip rates has been undertaken at the request of the highways officer. These provide a very robust assessment, particularly given the Travel Plan will include a number of measures to allow sustainable trips to and from the site to be maximised.
- The traffic associated with the proposals can be accommodated onto the local highway network, although the developer will fund the provision of new Toucan crossings as part of the Weavers Wheel cycle scheme and work with the Council to ensure the desired lower traffic speeds and 'down-grading' of the A6119 is delivered.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity. Separate consideration has been given to the layout and geometry of the Whinney Lane/Mellor Lane junction, as the safety of this junction was raised as a potential issue by local residents at the Public Consultation. The review has shown here are no issues with junction visibility and while one accident involving a pedestrian had taken place during the period of study, there is no evidence to suggest that it was caused by any engineering or geometric issue with the junction.
- A Travel Plan will be implemented to encourage the use of non-car modes to take advantage of the sustainable travel accessibility credentials of the site and allow trips by the private car to be minimised. The Travel Plan will include both physical and management measures that are designed to achieve the objectives set out in current Travel Plan guidance such as encouraging residents and visitors to use alternatives to the private car and increasing the awareness of the advantages and potential for travel by more environmentally friendly modes.

- In conclusion, the proposals for a residential development will provide a sustainable development in transport terms and planning permission(s) should be granted in accordance with the National Planning Policy Framework.

3.5.10 Capita Highways appraised the initial submission and advised that

- Notwithstanding the conclusions drawn within the TA and the recent 'Weaver Wheel' improvements, the sites current level of accessibility is considered to be low;
- The site is situated to the north of the built up area from which it is severed by the A6119. Yew Tree Drive a significant dual 2 carriageway with a 50mph speed limit. Public transport provision nearby is limited and although there have been recent improvements to cycling infrastructure it is unlikely to give rise to significant numbers of new pedestrians or cyclists although they would clearly benefit any future residents of the proposed development;
- The capacity assessment of the Yew Tree Drive / Lammack Road junction does not include any allowance for the stages within the signal cycle that serve the Yew Tree Drive service roads which could have a significant impact on assessing capacity at the junction;
- There are a number of measures identified for which the developer is prepared to provide contributions in order to make the development more accessible including new controlled pedestrian/cycle crossings in a number of locations along Yew Tree Drive and Ramsgreave Drive. While these measures are considered necessary to make the application acceptable and are welcomed, should the planning officer / committee be minded to accept the planning application further measures should also be considered for inclusion within the s.106 agreement to include: A pedestrian crossing point or Toucan crossing close to the Whinney Lane junction. This would have a positive effect on road safety and provide a safe walking route to the bus stops on Ramsgreave Drive and to Blackburn town centre, located to the south; Upgrade of signal and detection equipment at the junction of Yew Tree Drive / Lammack Road to include the agreed improvements to pedestrian crossing provision; Extension of the shared cycle/footway from Whinney Lane to Preston New Road. This would further support measures to downgrade the A6119 and create a 'Sense of Place' and improve connectivity towards the Salmesbury Enterprise Zone and Blackburn town centre; and Improvements to the A677 Preston New Road/Yew Tree Drive junction including alterations to the junction layout and the provision of pedestrian crossing facilities.

3.5.11 LCC Highways were also consulted on the proposals and in their initial response advised that in their view;

- ❖ Table 6.2 of the Transport Assessment detailing the summary of the impact of the development on the local highway network does not include the effects of the proposed access onto Whinney Lane and

in particular the increase in traffic at the Whinney Lane / Yew Tree Drive junction
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- ❖ No base traffic counts have been undertaken for Whinney Lane
- ❖ No junction capacity analysis has been undertaken at the Whinney Lane / Yew Tree Drive junction so no evaluation of the potential delay to the additional traffic can be determined
- ❖ All traffic using the site is assumed to either turn left out of the site or turn right into the site. No traffic either to / from the site is assumed to travel on the northerly section of Whinney Lane
- ❖ No speed data for Whinney Lane to determine the appropriate visibility splay required for the proposed entrance onto Whinney Lane

Without a full analysis of the Whinney Lane / Yew Tree Drive junction and a more robust trip distribution which would acknowledge the potential destinations to the north of the site (BAe , A59) it would be difficult to clarify the position regarding the impact of the proposed development on the highway network managed by Lancashire County Council.

3.5.12 In response to the highway comments an additional response from the applicant's transport consultants, Croft Transport Solutions, was received.

"All of the above points have been dealt with in the previous note (1045TN1) with the exception of the third bullet point down (of the LCC response) which relates to the requirement for a capacity assessment of the Whinney Lane/Yew Tree drive junction. As detailed previously, there is highly unlikely to be any traffic that would travel either to or from the site towards the north of the site on Whinney Lane towards Mellor. This direction of travel has no major destination other than Mellor itself which is a very small village with very few attractors for travel to and from the site. Even if the odd vehicle did undertake these journeys these numbers would be very low and not have any impact whatsoever on the northern section of Whinney Lane or indeed any junction within Mellor".

In order to establish existing traffic flows, a traffic survey was undertaken on Tuesday 5th September 2017. The peak hours have been taken from the TA, as these had already been established as being 0800 to 0900 hours and 1645 to 1745 hours. The assessment results for the 'Without Development' and 'With Development' flow scenarios for 2026. The 'Without Development' results for the AM and PM peak hours show that the junction will operate with reserve capacity with only low levels of queuing. The 2026 'With Development' results for the AM and PM peak hour show the junction will continue to operate with reserve capacity, in a similar manner to the base situation. In conclusion, the assessment of the A6119 Yew Tree Drive/Whinney Lane priority controlled junction has shown that the junction will operate with reserve capacity in both 2026 scenarios in both the AM and PM peak hours. The results for the assessments

which include the traffic associated with the proposals demonstrate that the development traffic can be accommodated and will not have a material impact on the overall operation of the junction. The results show the junction will operate at a similar level to the base situation, with no increase in queues on any of the arms of the junction”.

3.5.13 Assessment of the additional response will be provided within the Planning Committee Update Report

3.5.14 Drainage

The site lies in Flood Zone 1, which is low risk on the Environment Agency’s Flood Zone Map. However, as a result of the significant size of the proposed development an outline drainage strategy has been submitted. This illustrates a proposal to incorporate a Sustainable Urban Drainage system (SuDS). The site is currently Greenfield, and therefore is not currently connected to a foul water sewer.

3.5.15 It is proposed to form a new storm water connection to the existing watercourse located to the northeast corner of the site. It is also proposed to form a new foul water connection into an existing United Utilities Public Foul Pumping Station located to the northeast corner of the site. The new connection will be limited to existing Greenfield run off rates, thus mimicking the existing runoff from the site, in accordance with NPPF.

3.5.16 A new adoptable storm water drainage network will be constructed for the disposal of surface water flows from the residential development. In accordance with the calculations previously mentioned, a total allowable discharge rate for the site of 117l/sec is proposed. Surface water attenuation will be provided on the site in the form of an attenuation pond which will ensure the majority of the surface water will be retained during the 1 in 100 year plus 40% climate change event. An additional nominal amount of flooding can be anticipated within this event further upstream within the system; however, this will be contained within the highways on-site and therefore will not increase the risk of flooding to proposed properties, or others off site.

3.5.17 The applicant’s drainage consultant has asserted that by adhering to the drainage strategy outlined above, suitable drainage outfalls can be provided to cater for both the surface and foul water generated by the proposed development, subject to approval by the Lead Local Flood Authority and United Utilities respectively. Subject to detailed design, the surface water drainage strategy will ensure that following redevelopment of the site, there will be no significant adverse impact on flood risk in the local area due to surface water runoff.

3.5.18 Both United Utilities and the Local Drainage Authority have scrutinised the proposed drainage details, and have confirmed that the drainage design, in principle, is acceptable, subject to the application of suitably

worded conditions to ensure their effective construction and future management. Specifically those conditions will need to address Item 4.1

- a) Full details of the detention basin/ pond, showing how the required storage volume will be achieved.
- b) Details showing that the side slopes to the basin/ pond will be a minimum of 1 in 3 with together with sufficient room for maintenance around the edge.
- c) Details showing the path of exceedance flows from the basin/pond.
- d) Land Drainage Consent for the discharge to the watercourse will be required and the applicant is to contact the Lead Local Flood Authority to apply for the consent Reasons To ensure that the basin/ pond is designed in accordance with current best practice and does not increase the risk of flooding.
- e) Maintenance/management of the sustainable drainage system to be secured
- f) No dwelling shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the agreed details.

3.5.19 Subject to adherence to the principles within the drainage strategy and compliance with the aforementioned conditions, the development is considered acceptable, in accordance with the requirements of the Masterplan and Policy 9 of the Local Plan Part 2.

3.5.20 Design and Layout

Policy 11 of the Local Plan requires development to present a good standard of design, demonstrating an understanding of the wider context and make a positive contribution to the local area. The policy sets out a list of detailed design requirements relating to character, townscape, public realm, movement, sustainability, diversity, materials, colour and viability. This underpins the main principles of sustainable development contained in the NPPF.

3.5.21 Detailed Design and Access and Planning statements have been provided. They each set out the key design principles which are taken forward in the application proposals design response, reflecting the policy requirements include:

- Buildings located on corners present a strong and active frontage to both aspects of the corner;
- A high quality architectural style is proposed, varying through the development but using good quality materials, proportions, visual order, and detailing (including colour).
- The northern character area within the site is distinguishable through the careful use of traditional stone wall finishes and roofing with a slate appearance to reflect and emphasise the rural location;
- The existing stone wall boundaries to the western boundary along Whinney Lane are largely retained and elements of stone

walling are also incorporated into the plot boundaries to further cement the rural character. Item 4.1

- In the southern part of the site, there is an increased use of brick and render finishes to the elevations to indicate that this shares the increasingly urban character of the neighbouring residential areas to the south and east.
- Through the central part of the site the design approach provides a transition from these two extremes, with elements of the 'rural' design palette in evidence;
- Car parking is largely integrated within plots so as not to dominate the street scene;
- There is a hierarchy of well-defined streets and spaces with distinctive features to aid way finding and which link using existing and proposed footpaths, cyclepath and highways to the wider neighbourhoods to the east and south and to the countryside to the north;
- The highways hierarchy also reflects different design approaches in terms of carriageway widths, geometry and surfacing which are appropriate to the different character areas within the site.
- The alignment in the northern parcel is careful to strengthen the rural sense of place that is developed through the house designs and materials while the southern part of the layout adopts a more suburban to urban approach;
- The design and materials used in public spaces complements the character of the area and ensures the safety of different users of the public realm by differentiating the hierarchy of public routes and spaces and ensuring they are easy to use, well-lit and overlooked;
- Robust materials are proposed for the different elements of the public realm and management and maintenance arrangements will be established by the developer to ensure that the public space is maintained in the long term.
- All houses are provided with appropriate private garden space. The apartment units are provided with a mixture of private and shared amenity space.
- The building construction will exceed energy performance requirements and waste management/recycling requirements are addressed for each property, with the houses having accessible private garden space to allow for refuse storage. An appropriate waste management regime will be adopted during the build phase;
- The location is confirmed as sustainable and the layout and integration of the footpaths and cyclepath with the wider network will ensure that non-car travel is encouraged;
- The extensive landscaping features to the northern boundary and through the central spine of the proposed development serve to assist with integrating the development into the countryside landscape to the north and to provide important wildlife habitats;

- 3.5.22 The applicant's design team has placed an emphasis on a ~~network~~ network of well-connected green spaces to assist assimilation and enhance the sites ecological value and for well-designed buildings that face the public realm, ensuring natural surveillance. Priority to the needs of people before the needs of cars is also a key theme, with a focus on sustainable transport links. The design also seeks to take advantage of the sites topography in responding to the Masterplan's identified benefit of views to/from the Green Belt land to the north.
- 3.5.23 The proposed 272 units comprise 197 detached (72%), 22 semi-detached (8%), 29 terrace houses (11%) and 24 apartments (9%). The housing mix is weighted towards larger family housing with 4 and 5 bedroom properties accounting for 194 (71%) of the properties being built, with 2 and 3 bedroom properties forming the remainder. Policy 18 of the Local Plan Part 2 illustrates that the Council requires a detached and semi-detached housing offer to be the principal element of the dwelling mix on any site that is capable of accommodating such housing, and therefore the proposal meets this policy requirement as well as the masterplan requirement
- 3.5.24 The proposed development provides a net residential density of circa 27 dwellings per hectare, when considering the developable area of 10.1 hectares. The gross density is actually lower still at 21.25 units per hectare, when considering the gross site area of 12.8 hectares. The density is markedly different between the two distinct character areas; denoting the transition from the existing urban boundary to the rural areas to the north of the site. This approach is wholly consistent with the masterplan, the framework of which sets out the expectation that densities would vary across the site. The masterplan details that the existing urban edge could accommodate circa 35-45 dwellings per hectare, moving to 25-35 units through the central transitional part of the site and densities of 15-25 properties per hectare around the interface with the open countryside.
- 3.5.25 High quality landscaping is an important feature of this proposal. There are extensive buffer areas to the northern boundary and alongside the route of the existing public right of way through the centre of the site. These will provide an attractive setting for the development from the north and will serve to provide a distinct boundary with the Green Belt and open countryside to the north. The northern boundary has distinctive components comprising native shrub areas; wildflower seeded areas and grassed areas. Trees are proposed in groups to ensure that views towards the open countryside are maintained. New hedgerow planting is proposed across the site, but along the northern boundary in particular.
- 3.5.26 The density changes and landscape proposals are supplemented by a clear delineation of the road hierarchy that serves to provide for both a legible and permeable development. The use of narrow carriageways

and differing road materials on the northern periphery serves to promote the sense of a rural edge to the development. This contrasts with the southern edge that is strongly influenced by the design and layout of the new primary road access in to the site

3.5.27 The houses throughout the proposed development are standard house types for the developer, though have been specifically chosen for this site to help it assimilate with the context of the site. The properties have carefully considered internal layouts to offer a variety of configurations to appeal to families of varying sizes and needs. The house types represent an appropriate variety of styles and, together with their orientation, will create varied and attractive street scenes. Indicative external materials have been submitted but a full plot by plot assessment will be carried out through application of a condition to require prior approval of submitted materials.

3.5.28 Core Strategy Policy 20 and Policy 8 of LLP2 seek to reduce crime through effective design solutions. The scheme has been assessed by the Lancashire Police Architectural Liaison Officer. They have made a number of recommendations as part of their response including inter alia the use of 1.8 metre perimeter fencing; Adequate lighting; Natural surveillance of public spaces; Appropriate species and siting of landscaping ;Rear gardens to be secured with 1.8m high close boarded fencing; Consideration towards alternative boundary treatments; External ground floor windows and doors to be PAS24/2012 certified; Central play area designed in accordance with Secured by Design guidance for 'Safer Play Areas'. Many of these matters sit outside the scope of development management, however a landscaping condition will be applied and the Lancashire Police will be consulted as part of the process to discharge the condition. The other matters could be attached as a series of informatives to the decision notice, as necessary.

3.5.29 The comprehensive details submitted illustrate a design and layout which show dwellings, infrastructure and landscaping which accords with the provisions of the adopted Masterplan and relevant policies of the development plan.

3.5.30 Amenity Impact

Policy 8 of the LPP2 relates to the impact of development upon people. Importantly, at section (ii) of the policy there is a requirement for all new development to secure satisfactory levels of amenity for surrounding uses and future occupiers of the development itself. Reference is made to matters including; noise, vibration, odour, light, dust, privacy/overlooking and the relationship between buildings.

3.5.31 The Residential Design Guide SPD indicates an appropriate separation of 21 metres between facing windows of habitable rooms of two storey dwellings, unless an alternative approach is justified to the Council's satisfaction. Where windows of habitable rooms face a blank wall or a

wall with only non-habitable rooms a separation of no less than 13.5 metres shall be maintained, again unless an alternative approach is justified to the Council's satisfaction.

3.5.32 Following assessment and receipt of an amended layout, the separation distances to the existing properties on the site's periphery are wholly compliant with the requirements of the SPD. Furthermore, between the proposed properties within the site the separation is also broadly in accordance with the Council's adopted standards, though the occasional marginal sub-standard interface exists.

3.5.33 The application has been accompanied by a noise impact assessment. The results show the projected external noise level in gardens meets the upper guideline value suggested by the World Health Organisation and that standard thermal double glazing will be sufficient in reducing the external noise level to an acceptable internal level so that the agreed guidance value will be met. However, the results show that if the window is partially open, the internal noise levels may exceed the criteria described in BS 8233:2014 and WHO guidelines. It should be noted that the most susceptible properties for this new development are a similar distance to Yew Tree Drive as existing properties in the area, with proposed development following the existing property line. Therefore, noise levels at the most affected properties of the proposed development are expected to be no worse than those already experienced in the area. Nevertheless, it is recommended within the submission that further mitigation measures are considered such as a barrier between the development site and the A6119, which could include denser tree /shrub planting on the area of grassed land to the south of the proposed development than has been assumed in this. It is also suggested that the fitting of trickle ventilators to the windows for those houses closest to Yew Tree Drive be considered as this would provide residents with cooling ventilation without the need to open windows. The Council's Head of Public Protection has accepted the noise impact assessment report and its findings, subject to a condition relating to sound proofing and control being imposed.

3.5.34 A further noise related impact of the development is the potential for pile driving to conflict with amenity of existing residents in the locality due to noise and vibration. Full details of foundation construction have not been presented at this stage, though the intention for a cut and fill approach to site assembly is likely to result in made ground necessitating pile foundation use, in part. It is therefore recommended that a noise and vibration control condition be imposed; the wording of which can be altered to only make the condition relevant subject to the use of pile foundation construction.

3.5.35 Other suggested conditions to safeguard the amenity of future occupants of the site and those existing residents in the area include standard land contamination conditions, hours of construction condition and a dust control condition.

3.5.36 Due to the data collection at the master planning stage for ~~the site~~ it was considered to be unnecessary for a full Air Quality Impact Report to accompany the application. Instead it is considered appropriate to impose some minor mitigation measures relating to (i) the provision of external plug sockets to facilitate the use of electric vehicles (ii) maximum output levels from gas boilers within the development.

3.5.37 The overall impact of the proposed development is considered to accord with the provisions of the adopted Masterplan and Local Plan Part 2.

3.5.38 Ecology

Policy 9 of the LPP2 supports development where there is no unacceptable impact upon environmental assets, including habitats and protected species.

3.5.39 An extended phase 1 habitat survey and ecological scoping assessment informed the production of the masterplan. In addition that document has been supplemented by an updated ecology report and supplementary assessments relating to protected species including bats and great crested newts. The key findings include;

- There are no statutory nature designated sites within the site
- The site is predominantly formed by improved grassland, with areas of marsh/marshy grassland. Field boundaries include species poor broadleaved hedgerow and a dry stone wall, to the western periphery. The site contains scattered trees, water bodies and a ditch.
- No evidence of protected species such as badgers, bats and great crested newts within the site.
- Some evidence of invasive species (Himalayan Balsam) on the eastern periphery, but not within the site. Necessary to agree scheme for mitigation measures to prevent spread during development works.

3.5.40 Capita Ecology have fully appraised the submissions and conclude that the reports sufficiently provide a baseline for any potential ecological issues and that there are no concerns in relation to ecology within the site and the impact of the development, subject to the use of planning conditions relating to working practices; restriction on timing of tree removal, invasive species control and landscaping. Thus the overall impact of the proposed development is considered to accord with the provisions of the adopted Masterplan and Policy 9 of Local Plan Part 2.

3.5.41 Affordable Housing

A Viability Assessment has been submitted suggesting that there is marginal viability within the development having regard to land value, market conditions, construction costs and agreed Section 106 commitments relating to offsite highway works and education provision.

Following appraisal of the assessment and subsequent dialogue with the developer, a contribution of £100,000 towards off-site provision of affordable housing has been agreed, to be secured through Section 106. In accordance with Local Plan Policy 12, the Council must take into account the total contribution liability incurred by developments arising from all policy and site specific requirements. With this policy in mind, and in order to ensure that the development is allowed to remain viable and proceed, it's recommended that the Section 106 contribution should be adjusted as proposed.

3.5.42 Summary:

This report assesses the full planning application for 272 dwellings within land to the north of Yew Tree Drive, Blackburn. In considering the proposal a wide range of material considerations have been taken in to account.

3.5.43 In addition to the matters addressed previously in this report, local residents raised the following points;

- *No need for the development, which can be accommodated on brownfield sites elsewhere in the Borough.*

The borough's housing requirement was established when the Core Strategy was adopted in 2011, and subsequently the principle of housing development at the site was confirmed when the Local Plan Part 2 was adopted by the Council in December 2015, following examination by the Secretary of State.

- Loss of green spaces

The principle of housing development at the site was established when the Local Plan Part 2 was adopted by the Council in December 2015, following examination by the Secretary of State, including a sustainability appraisal.

- *Lack of places in local schools*

The Blackburn with Darwen Schools and Education Department were consulted and have confirmed that there are sufficient secondary school places to meet the pupil yield from the development. The additional pressure on primary school places necessitates a financial contribution of £860,000 from the developer that is to be directed to the expansion of Lammack Primary School

3.5.47 The assessment of the proposal clearly shows that the planning decision must be made in terms of assessing the merits of the case against any potential harm that may result from its implementation. This report concludes the proposal provides a high quality housing development with associated infrastructure, which meets the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, the adopted master plan for the North Blackburn area and the National Planning Policy Framework

4 RECOMMENDATION

4.1 Approve subject to:

- (i) Delegated authority is given to the Head of Service for Growth and Development to approve planning permission subject to an agreement under Section 106 of the Town & Country Planning Act 1990, relating to the payment of a commuted sum of £1,700,000 towards: off-site highway improvements; contribution towards off-site affordable housing provision; and contribution towards education infrastructure in the North Blackburn locality.

Should the Section 106 agreement not be completed within 6 months of the date of the planning application being received, the Head of Service for Planning and Infrastructure will have delegated powers to refuse the application.

- (ii) Conditions which relate to the following matters:
- Commence within 3 years
 - Materials to be submitted and implemented
 - Siting and appearance of boundary treatment to be agreed
 - Landscaping scheme, including play provision, to be agreed and implemented
 - Landscaping management and maintenance plan to be agreed and implemented
 - Visibility splays to be protected
 - Construction management plan to be submitted and implemented
 - Drainage scheme to be submitted and implemented, including maintenance and management proposals
 - Full details of the detention basin/ pond, showing appearance / storage volume / and exceedance flows
 - Development not to be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details.
 - Foul and surface water to be drained on separate systems
 - Works in accordance with recommendations set out in submitted arboricultural method statement
 - Tree protection during construction
 - Site clearance works outside bird nesting season
 - Scheme for management and removal of invasive species to be agreed and implemented
 - Development to be undertaken in accordance with the recommendations set out in section 5 of the Royal HaskoningDHV updated Ecology Report

- Finished floor levels to be agreed and implemented
- Permitted development rights to be removed (Part 1, Classes A to E)
- Noise control scheme to be agreed and implemented
- Noise and vibration control during use of pile driven foundations
- Unexpected contamination
- Land contamination
- Air quality mitigation; external car charging and boiler emission limitations
- Limitation of construction site works to:
 - 08:00 to 18:00 Mondays to Fridays
 - 09:00 to 13:00 Saturdays
 - Not at all on Sundays and Bank Holidays
- Dust management plan to be submitted and implemented
- Archaeological investigation
- Scheme detailing provision of detached garages in accordance with adopted space standards

5 PLANNING HISTORY

- 5.1 No relevant planning history exists for the site.
- 5.2 Pre-application enquiry reference: 7276 (December 2016), for proposed residential development. The pre-application enquiry received a favourable response, though the submission of the full planning application prior to issuing a formal response on the pre-application request meant that a final position could not be offered for fear of prejudicing the assessment of the planning application.

6 CONSULTATIONS

- 6.1 Arboricultural Officer
No objections.
- 6.2 Drainage Section
No objection subject to conditions to address the following matters;
- Further drainage design information and detail is required to be submitted and approved by the Local Authority prior to commencement, namely;
 - a) Full details of the detention basin/ pond, showing how the required storage volume will be achieved.
 - b) Details showing that the side slopes to the basin/ pond will be a minimum of 1 in 3 with together with sufficient room for maintenance around the edge.

c) Details showing the path of exceedance flows from the basin/pond. Item 4.1

d) Land Drainage Consent for the discharge to the watercourse will be required and the applicant is to contact the Lead Local Flood Authority to apply for the consent. Reasons To ensure that the basin/pond is designed in accordance with current best practice and does not increase the risk of flooding.

- No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details.
- Maintenance/management of the sustainable drainage system

6.3 Education Section

No objections subject to a £860,000 contribution towards the expansion of Lammack Primary School being secured through a s106 agreement

6.4 Environmental Services

No objections.

6.5 Public Protection

Noise: The application is supported by a noise impact assessment produced by Stopford Energy & Environment that recommends that measures be put in place to provide an acoustic barrier, possibly in the form of robust planting, to the Yew Tree Drive frontage in order to mitigate road noise. Similarly there is a need to safeguard noise levels, which could be achieved through appropriate glazing and the use of trickle vents.

Recommendation conditions:

- Scheme for noise control within new properties to be agreed/implemented
- Site working hours to be limited to between 8am-6pm (Monday-Friday) and 9am-1pm on Saturdays. No works on Sundays or Bank Holidays.

6.5.1 *Dust*

Recommended condition:

- A scheme employing best practicable means for the suppression of dust during the period of demolition/construction to be agreed/implemented.

6.5.2 *Air Quality*

Recommended condition:

- Provision of a dedicated electric vehicle charging point (external plug socket) at all dwellings and a restriction on emissions from gas boilers, to be secured by planning conditions.

Recommended condition:

- The applicant has submitted a desk study, though it is recommended that the Council's standard conditions for land contamination be applied should the scheme be supported.

6.6 Highways:

Public Right of Way: Footpath 16 Blackburn, runs through the site. This has clearly been noted and considered by the applicant, with the PROW being incorporated in to a green corridor through the site and has distinct crossing points across estate roads.

The amended layout is consistent with the Council's adopted parking standards, with 2/3 bedroom units with provided with 2 in-curtilage parking spaces and 4+ bedroom units having 3 spaces. The exception to this position is the new apartment blocks, which are served by 1 space per apartment with an additional 2 visitor spaces for every 6 apartments.

There has been extensive dialogue with the developer on highway layout and design matters with the intention of creating characterful street and spaces. This is evident in the design and welcomed. The road layout is permeable and promotes connective routes. Pedestrian paths are clear and fluid through the majority of the site.

Some initial concerns with the findings of the TA. Full comment on the revised TA will be provided within the update report.

6.8 Travel Planning Officer

Detailed comments were provided, welcoming the travel planning proposals and suggesting small amendments. A series of green travel planning initiatives were suggested, which are recommended for inclusion as part of the Section 106 agreement.

6.9 Strategic Housing

In summary, the proposed development will contribute positively to the Council's aspiration to see new homes being developed in the Borough as part of the Growth priority. The Borough is significantly under-represented in larger, good quality family homes and is actively supporting developments which increase the choice of homes in the borough. This scheme proposes to provide new mid to higher value family housing to cater for identified needs and aspirations in the Borough. The Housing Growth Team is supportive of the proposal subject to it meeting the Council's planning policies.

6.10 Lancashire Constabulary

The submitted crime impact statement is formed based on local crime figures and trends. The security measures are site specific, appropriate

and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development. No objections, but recommended that the scheme should be developed to achieve 'Secured by Design' accreditation. Recommendations include:

- Adequate lighting;
- Natural surveillance of public spaces;
- Appropriate species and siting of landscaping ;
- Rear gardens to be secured with 1.8m high close boarded fencing
- Consideration towards alternative boundary treatments
- External ground floor windows and doors to be PAS24/2012 certified
- Central play area designed in accordance with Secured by Design guidance for 'Safer Play Areas'.

6.11 Environment Agency

Confirmed that no comment to be provided.

6.12 Capita Ecology

No objection. The updated ecology report from Royal HaskoningDHV, received 1st September 2017, sufficiently provides for a baseline for assessment. No concerns in relation to ecology on the site, provided that the mitigation measures and construction management set out in the amended report are implemented and adhered to throughout the development.

6.13 United Utilities

No objections, subject to conditions requiring separate foul and surface water systems, submission of a drainage scheme and details of maintenance/management of the sustainable drainage system; as required by the Local Flood Authority.

6.14 Ribble Valley Borough Council

No objection, but ask that detailed consideration be given to the impact of the development on the local highway network and designated green belt

6.15 Public Consultation

Public consultation has taken place, with over 180 letters posted to neighbouring addresses – a process repeated on receipt of amended details. Site notices have been displayed and a press notice issued on the 2nd June 2017. In response, 30 letters of objection have been received, are shown within the summary of representations below.

7 CONTACT OFFICER: Martin Kenny, Principal Planner - Development Management.

8 DATE PREPARED: November 3rd 2017.

9.0 SUMMARY OF REPRESENTATIONS

Objection Mr H.T Ralph, 114 Whinney Lane, Blackburn

Dear Sir

Re. Meeting at Lammack Methodist Halls 11 October 2017, Planning Application 10/17/0578

During the above meeting, in which Wainhomes proposed housing development was discussed, I raised the issue of 'Build Density'. I stated that the proposed build density was 15.6 dph and that proposed by Waimhomes was far in excess at 21.25 dph. This was disputed by yourselves quoting dph figures from the Masterplan of low to high densities of 15-25, 20-30 and 25-35. However, the long term stated aim for the two North Blackburn sites is to provide 450 homes, and this stated aim is repeated in your final Masterplan. This level of housing on the two sites gives a housing density of 15.6 dph. This aim of 450 homes, at a housing density of 15.6, is also specifically stated in your own preliminary consultative document, a copy is attached.

I therefore reiterate my concern that you are considering allowing a plan that greatly exceeds the current and previously agreed number of houses. This lowers the standard of the overall development as originally set out by the Council.

Objection Mr H.T Ralph & Mrs B.A Ralph, 114 Whinney Lane, Blackburn

Dear Sir

AMENDMENT TO PLANNING APPLICATION NO, 10/17/0578 (ADJOINING OUR PROPERTY)

We are in receipt of your notification of amendments to planning application 10/17/0578.

The amendment to this plan submitted by Wainhomes shows that the overall number of dwellings remains at 272. The Stated Housing Density set by the Council for this development and, as agreed at National Level, is 15.6dph, however, for this 272 proposal on 12.8 hectares it is 21.25dph. This is a 36% increase in building density which would be both totally unacceptable by the near neighbours but also totally outwith the overall Council plan.

We assume that, if we are correct, this will be rectified during future planning stages.

Objection Mr H.T Ralph & Mrs B.A Ralph, 114 Whinney Lane, Blackburn

Item 4.1

The total Council plan was for 450 houses for the two sites, the Eastern and Western to the North of Ramsgreave and Yew Tree Drives. Wainhomes proposal is for 272 dwellings and Conlan Construction Ltd 12, giving a total of 284 on this site. This would leave only 166 to be built on the entire Rugby Cub site. We realise that there are problems obtaining all of the Rugby Club Site for development and are concerned that the Council would try to increase the density of housing on the Western site to compensate. This possibility is born out, should this plan get passed, by the fact that the Stated Housing Density set for this development is 15.6dph and that for this 272 proposal on 12.8 hectares is 21.25dph. This is a 36% increase in building density which would be both totally unacceptable by the near neighbours but also totally outwith the overall council plan as agreed at National Level.

We realise a great deal of work has gone into the transport surveys etc. but the report repeatedly mitigates the problems of motor traffic on Winney Lane, with the concept of walking, cycling options and the poor public transport in this area.. It is a well known fact that the car is by far and away the preferred option used to ferry people to work and children to school. The Meins road school development is proof of that. The very narrow northern end of Whinney Lane, going towards Mellor, will be a popular short cut and will be an accident waiting to happen. This road will not be able to cope safely.

I believe Wainhomes have shown their disregard for the owners of neighbouring properties by stating that the site is "largely separated from existing residential development by Yew Tree Drive". They then mention that there is a small amount of residential development along Barker Lane, Yew Tree Drive and Whinney Lane. I hope the Council ensure that due consideration is paid to those that will have to live for a long time with the noise, dirt and inconvenience of a development of this size.

I will end by once again reminding the Council that our Septic Tank overflows onto this land.

Re: Planning Application Reference 10 / 17 / 0578

As residents of Lammack Road, (north of Yew tree drive,), we stand to be among the residents most blighted by the proposed development. Our cottage was built in the late eighteenth/ early nineteenth century, for the hand loom weavers and is a part of the heritage of this area. Yet we appear to be of the least priority to you, the planners.

We will lose our view, arguably the value of our home and our present way of life. We are of fixed income and have invested in our property for our retirement. We are existing, council tax paying residents but have been given no reassurance that our well-being is of any concern to you as you fail to address the effect of this proposed development on ourselves, the existing residents.

272 houses are far too many to 'shoehorn' into the available land and maintain any semblance of a rural landscape.

272 houses of up to 5 bedrooms will generate well over a thousand residents, with an increased number of cars and thousands of access journeys in and out of the estate, including multiple school journeys, impacting on the traffic system, creating noise and air pollution far beyond anything the neighbourhood at present experiences, and which will be severely detrimental to our health and well-being.

272 houses will impact on the infrastructure to an extent that calls into question the financial investment necessary to support the proposed development. The poor drainage and risk of flooding is a real concern that is unlikely to be easily rectified. As existing residents we are aware, and have tried to make you aware, that the field floods regularly and is subject to poor drainage. It can, and has, flooded to such an extent that the floodwater reaches half way up the field towards Yew Tree Drive, and as far beyond the brooks towards the boundary. The proposed solutions for the increased service requirements, the disposal of sewage - to be pumped to the main road from 272 extra houses - and the proposed solutions to the drainage problems and flooding seem totally inadequate. There will obviously need to be a holding tank for storm water but when the tank is full the brook is still likely to overflow. There are serious floods on a regular basis in Brownhill due to water accumulation from the

brooks. These measures are inadequate and the natural environment cannot cope with such increased capacity given the loss of natural field drainage to hardstanding.

Yew tree drive / Ramsgreave Road is already an extremely busy main road and accident blackspot. Additional traffic, including multiple school journeys at critical times of the day will increase the risk of further accidents and build- up of traffic jams queuing at yet another set of lights and rat-runs from Mellor. Item 4.1

272 houses will need lights at night which will cause light pollution with consequences on the nature and wildlife, especially the growing bat population. Does it still need saying – that the effect on and loss of the ecology, the rural wildlife, including our treasured lapwings which return to nest annually, is going to be tragic?

The issue of urban sprawl is still unaddressed. The proposed development of 272 houses will not leave the corridor of land in Blackburn necessary to prevent urban sprawl or to protect the countryside from encroachment. Blackburn is responsible for the control and protection of its own greenbelt land. Are you asserting that prevention of urban sprawl is the sole responsibility of the Ribble Valley? I believe you need to make this position clear. Very little greenbelt land remains in this part of Blackburn which constitutes an impoverished legacy for the future.

Also, I believe there is a need to make clear which other developers, in addition to Wainhomes, if any, have applied for planning permission. This is perhaps not such an attractive financial proposition, after all.

Nobody within our area supports the proposed development; there is no confidence that this is the right and proper way to proceed. It was originally misconceived, on dubious predictions that there is the need for such extensive housing provision - and that Ribble Valley residents would relocate to within the Blackburn boundary; it seems also that the proposed executive housing promise is now also being diluted to include only 80% of detached and semi-detached properties - and a not very executive 20% of presumably terraced and lower priced 3 bedroomed properties of £100,000, at present not clearly sited (presumably to be banded above Council Tax band D). This is unacceptable, not what was promised and makes no financial sense in the current economical context.

The lack of transparency, honesty and communication to current residents contributes to the complete lack of confidence in this proposed development. We want guarantees. We want to be reassured you will make good on any lost value in our homes. We want to know how you plan to provide for “the long term improvements” to our lives and our wellbeing; we are your existing, council tax paying residents.

Thank you for seeing us at the Town Hall and discussing the above. Whilst we acknowledge that decisions regarding the planned development are within regulations, we wish to make the following observations:

- i) The proximity of the proposed development / houses to the rear of our properties is closer than anticipated or led to believe; too close.
- ii) This is exacerbated by the proposed garages, an eyesore, to be sited to the rear of the two properties directly adjoining our rear boundary and in our line of view. We had hoped the rear of the properties would have been more sympathetically landscaped. We hope that the garages will not be in our line of sight.
- iii) We were dismayed to find that the easement between the rear of the proposed properties and the rear of the properties on Lammack Road, including our own, has not been afforded greater space. Access for the repair and maintenance of the two pipelines from the pumping station, from our memory of the recent fracture of the sewerage pipes, required more space for the access of vehicles. It is unclear from the plans whether the intention is to build over these pipes and whether this would increase the likelihood of further drainage problems to our own property in the future.
- iv) We are concerned that the proposed building will be in staggered phases and will continue to disrupt our health and well-being through the ensuing noise, pollution and traffic nuisance, resulting in a loss of value to our property and stagnating effect on our livelihood.
- v) The junction of Lammack Road and Yew Tree Drive is a well- publicised accident blackspot. Later, on the day we visited you, there was an accident at the junction, as a car demolished the traffic light which ended up in our neighbour's garden, the incident causing major traffic disruption. We are concerned that the proposed traffic system to allow access to the new development will increase the number of accidents in an already dangerous situation.

Although the proposed amendments fall within official regulations, they seem always to favour the developers. We hope you will be sympathetic to the concerns of your existing residents, and, in the interests of community cohesion, will also ensure that we too benefit from the proposed changes.

Objection Mr M Heap, 202 Ramsgreave Drive, Blackburn

Item 4.1

Dear Mr Gavin Prescott,

In response to the letter received through my mail box last week dated the 11th May 2017. concerning planning application ref **10/17/0578** Housing on land off Yew Tree Drive and Whinney Lane.

I am writing to you to object and ask you to reconsider the application made by Wainhomes to build on the green land off this road and the future Ramsgreave Drive developments.

As a new resident to the area and living on Ramsgreave Drive the main reason i moved to Blackburn and this area was for the views and enjoyment of the green land in the local area. As my property is on the side of the road of which the developments are due to happen they would spoil my view of the green land in the future. I have noticed a number of animals and wild birds that nest in the trees and woodland area opposite my property and therefore the new developments would endanger these animals and disturb their habitats. In the proposed site of new houses, the following points below highlight my concerns on the new proposed housing development off Yew Tree and Ramsgreave.

- Increased Traffic on the already busy dual carriage way, of which will increase the danger of my family directly outside my home.
- The new homes would be a major eyesore for the local area and are not in character with the local area. This is a close connected area and 400+ houses are not in the areas character.
- Loss of wildlife that lives in the area.
- Loss of value to my property, as the view plays a big part of the value of the property.
- Loss of privacy to my garden.
- Loss of nesting birds in the area, including Bats, farm animals, owls and rare birds.
- increased numbers of people in the area.
- increased pollution in the area
- Increase of noise from cars and construction traffic
- Loss of green belt areas
- increased light pollution.
- subsidence of present buildings.
- Increased health issues.
- increased difficulty to find local schools that a suitable for residents
- increased numbers on a already stretched NHS and local services in the local area - Its hard enough as it is to get an appointment to see a local GP nevermind adding 200+ households on top.
- The development is to by build on GREENLAND - this should be preserved at all costs!

A main part of the move to this area was influenced by the local scenery to assist with the mental health of my partner, if a development were to happen directly behind my property this would but a massive stress of their mental health and mine in tern.

As the Development is to be built on Greenland it should be protected! Instead of building and distorting the beautiful green land the housing company should be prepared to build homes in the areas in the town which are run down e.g. Shadsworth, Hannock Street, Duckworth Street(North Mill Hill Area), and invest on making new homes in the centre town areas for example the new homes on Infirmary street to revamp and upgrade the town centre areas. The people Ramsgreave, Yew Tree and Revidge Road area DO NOT want this development to go ahead.

I urge you to consider the application and realise what a bad idea it is. It is and always will be the wrong scheme in the wrong area to help the town. The town needs investment in the centre NOT in its boundaries! This development will have a huge detrimental impact on the nature of the Yew Tree and Ramsgreave area as a small close community.

I would add that most of the above points apply equally to other proposed developments in the area and the cumulative effect of all theses should be borne in mind when consideration is given to this application.

Finally these are our homes, the development will destroy our local countryside and environment and cause unknown damage for generations to come. The council need to protect what little Greenland there is left and has to respond accordingly to this!

Me and my Family and other residents request that yourself and Blackburn with Darwen Council, refuse this housing development application.

Objection Mr M Heap, 202 Ramsgreave Drive, Blackburn

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Me and my Family and other residents request that yourself and Blackburn with Darwen Council, refuse this housing development application.

Please Email me back so I know you have received this email it would be greatly appreciated.

Objection Mr & Mrs Stansfield, Rough Hey Farm, 143/145 Whinney Lane,
Blackburn Item 4.1

REF: PLANNING APPLICATION LAND OFF YEW TREE DRIVE
PLANNING APPLICATION REF: 10/17/0578

In respect to your letter dated 11th May 2017, we wish to comment as follows:

Housing Density

This has significantly increased from that proposed in the original master plan to 272 plus a further 12 No dwellings (Application No 10/17/0089 110 Whinney Lane) - 284 dwellings in total. Also green areas/spaces appear to have been reduced.

Road Upgrade Works

Three major junctions on to the dual carriageway in such a short distance will inevitably lead to increased traffic congestion. At peak periods/school run traffic is already grid locked on Whinney Lane, Lammack Road and Pleckgate Road without the added impact of 700 plus vehicles. Air pollution at Four Lane Ends will deteriorate further with increased traffic volumes.

We would reiterate that Whinney Lane is not wide enough to take the vastly increased traffic flow which will be generated by the proposed housing development. It is a narrow country lane which is reduced to single lane when passing parked vehicles.

All contractual traffic to access site from dual carriage way only and not from Whinney Lane.

Pedestrian Safety

It is already difficult for pedestrians to safely cross the dual carriageway, especially at the staggered junction of Whinney Lane. Has road safety been sufficiently addressed in the light of the number of school children who will inevitably have to cross this busy main road.

It is already very hazardous walking the Ribble Valley section of Whinney Lane which has no footpaths, blind bends and a road only wide enough to accommodate two cars passing at low speed.

You have recently erected a cycleway sign for Mellor/BAE and are yet proposing to introduce more traffic on to an already dangerous lane.

Public Services

Public transport is poor/virtually non-existent. We do not believe there will be adequate school places available at Lammack Primary and Pleckgate (as suggested at the consultation meeting last year) to adequately cope with the number of children the proposed properties will generate. Is there sufficient availability of doctors/dentist in the local area?

Again, has adequate provision been made to cope with the increased levels of waste water and sewage?

Building Utilities/Drainage

We believe there will be a significant increased risk of flooding especially at the junction of Lammack Road and Barker Lane at Sevenacre Brook. Has adequate provision been made to deal with surface water run off from farmland i.e. underground storage tanks?

We do not consider this development will be a major improvement to the area. It will devalue existing residential properties changing open green belt land into a congested urban sprawl. Sacrificing green belt land, in preference to available brown sites, impacts not only visually on the open aspect at present but also on the wildlife, currently including curlews, lapwings, bats, foxes, hares, deer and many, more by destroying local wild life habitat.

We urgently request that a Public Consultation meeting be set up to address the very real concerns of local residents who believe the scheme has been ill conceived by persons who have little or no knowledge of the area.

We believe that the status of the land should be reassessed by a higher authority, ensuring you completely comply with Government guidelines, and request that you provide specific details of how/when and on whose authority the borough obtained the change in status from green belt to brown field. Please ensure you are able to provide evidence in detail of the authorising authority at the forthcoming consultation meeting.

REF: PLANNING APPLICATION LAND OFF YEW TREE DRIVE
PLANNING APPLICATION REF: 16/17/0578

In respect to your letter dated 31st August 2017, received by us on our return from holiday, we wish to reiterate all previous comments made in our letter dated 26th June 2017 (copy enclosed).

We would also raise issue about the absurdly short period of time allowed for comments to be submitted to the council i.e. 14 days from the date of your letter. It would appear that the council can take all the time they wish without any time restrictions but that we, concerned local residents, are constrained by a 14 day window. We trust that you will respect and consider our comments from our date of receipt of your letter on 12th September.

Only having been able to make a cursory study of all the information provided on the Council website in the time available we reiterate our main concerns.

The housing density is far in excess of Government approved guidelines and has significantly increased from that proposed in the original master plan. How can these Government guidelines be totally ignored by the Council. The small size and density of the proposed dwellings is not in keeping with the surrounding properties in the area and is more suited to an inner city development. Our feelings are, and those of most other residents, that the new development will not enhance the rural aspect of the area and will have a negative effect of devaluing existing properties.

Has due consideration been given to the disruption that will be caused by the major infrastructure roadworks, drainage and sewerage works that will be required? Three major junctions on to the dual carriageway in such a short distance will inevitably lead to increased traffic congestion. At peak periods traffic is already grid locked on Whinney Lane, Lammack Road and Pleckgate Road without the added impact of a further 700 plus vehicles.

We would reiterate that Whinney Lane is not wide enough to take the vastly increased traffic flow. It is a narrow country lane which is reduced to a single lane when passing parked vehicles.

There will be a significant increased risk of flooding especially at the junction of Lammack Road and Barker Lane at Sevenacre Brook. It is imperative that the any developer must install adequate underground storage tanks to deal with the huge amount of surface water run-off that will inevitably

occur to mitigate future flooding risks. Can you confirm that adequate provision been made to cope with the increased levels of waste water and sewage?

Has a thorough assessment been carried out into the impact on road and pedestrian safety that this development will create. It is already difficult for pedestrians to safely cross the dual carriageway especially at the staggered junction of Whinney Lane. It is very hazardous walking the unlit Ribble Valley section of Whinney Lane which has no footpaths, blind bends and a road only wide enough to accommodate two cars passing at low speed.

We also enclose a copy of our letter regarding the separate proposed development to the rear of 110 Whinney Lane.

Objection Mr P Matthewman, 51 Yew Tree Drive, Blackburn

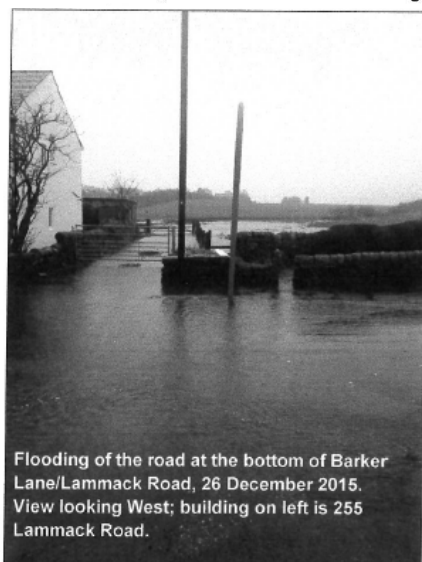
Item 4.1

RE: PLANNING APPLICATION 10/17/0578

In addition to my general objection to the proposed development on the basis of loss of a greenfield site, destruction of the environment, the need for of this type of housing, the significant lack of local infrastructure, and disruption during construction, I would raise the following points:

Flood Risk

The land under development is a flood risk as was shown during the winter of 2015/16. The main outflow of surface water drainage from the site is via a culvert which runs under Barker Lane/Lammack Road adjacent to Seven Acre Garage. This culvert was overwhelmed by the



volume of rainwater, leading to flooding of the road to a depth of over 1ft, as shown in the photograph. Flooding of cottages at 253 and 255 Lammack Road was only narrowly averted due to the direct actions of the residents. There will be increased water runoff from the hard surfaces of the site when houses and roads are built. Has sufficient consideration been given to managing the increased volume of surface water run-off, particularly during episodes of heavy rainfall?

Traffic congestion

Yew Tree Drive is an increasingly busy road. The development of the site with 272 homes with most likely two vehicles per household (executive homes?) will bring even more congestion to the immediate and peripheral areas.

The junction of Yew Tree Drive and Whinney Lane has been witness to many serious high-speed traffic incidents over the years, yet traffic lights have never been installed. I can find no reference to suggestion of their installation in the documents. (Although I may have missed it in the 1000s of pages)

In addition, the service road on Yew tree Drive, although access only, is increasing being used as a way of avoiding the hazard of turning right from Whinney Lane on to Yew Tree Drive. This is apparent during rush hour and particularly at school times. The recent resurfacing of the road has led to a significant increase in the speed of vehicles undertaking this manoeuvre. I have noted vehicles travelling at a greater speed than those on the main dual carriageway. The incorporation of traffic lights between Lammack Road and Whinney Lane for the new junction will undoubtedly lead to a significant increase in the illegal manoeuvre as individuals avoid this junction.

The lack of any significant shops within easy walking distance, together with inadequate public transport will mean that residents will be forced to undertake car journeys for daily shopping, educational and employment needs. In addition to increasing the levels of traffic in the area, this runs counter to the general encouragement from national and local authorities to reduce the number of car journeys.

I can find no reference to any improvements to the local road network, e.g. Four Lane Ends, to mitigate for the considerable heavy traffic the development will generate.

Dear Sir,

Application Ref: 10/17/0578

I write with reference to the above planning application. Whilst the development itself looks to be pleasant with open spaces, trees, a pond and a cycle track out onto Barker Lane, with construction vehicles using main roads only, most of these new properties will have 2 cars parked in front of them, numbering say 500 vehicles in the 1st phase. Where have you envisaged they will go, have you calculated the level of pollution that thousands and thousands of extra journeys will create and can you ensure they will

only use the A+B roads encircling the hill? A map you produced when your plans were being formulated showed Yew Tree Drive, Whinney Lane and Barker Lane as being the same size. This would seem to me to be out of order, giving the impression that your plans, realistically to put hundreds and hundreds more vehicles on unmetalled roads, appear viable. They are not. There may be a need for homes, but you don't put hundreds, all together, ^{potentially} creating lines of standing traffic. That is an absolute no-no these days.

Mellor is a village on a hill adjacent to your proposed development. The lanes which access the village are inevitably on an upward incline, vehicles using them are in low gear and with such a possible huge increase in vehicles using the lanes, pollution will be high. You will be aware that this is an issue which now has to be addressed. Levels are to be reduced, not increased.

Barker Lane is an unclassified lane, it is a country lane which enabled access to weavers' cottages and farmsteads along it, it can be nothing more than that. People walk up and down with prams, toddlers and dogs. Cyclists and joggers use it, and families walk up to the Spread Eagle. There are no footpaths. It is totally unsuitable for traffic other than for access. Your formative plans, seemed

to give no indication of the status of the lane. Any increase in journeys, given the increase in the numbers of vehicles your development will create, a development at the bottom of a hill, will slowly be shortening the lives of those of us who live on the hillside. Levels of pollution have to be decreased in line with legal limits, not increased. Item 4.1

The proposed development at the bottom of a hill is way too big to comply with this requirement. A development of say 40 or 50 homes, until there is suitable transport infrastructure, encircling our hill, in place would seem appropriate.

Oil-seed rape is a lucrative crop. Cultivate the land, grow the crop, produce healthy oil, and massively reduce your plans to build hundreds of homes, all together in a comparatively confined space at the bottom of a hill, with nothing in place to comply with pollution reduction. Hundreds and hundreds of vehicles will create thousands and thousands of extra journeys.

A huge development like this is not the way forward, and I'm sure you must be aware that this is the case.

Objection Peter & Madeleine Greenbank, 207 Ramsgreave Drive, Blackburn

As a long standing resident of Ramsgreave Drive I must object to this planning application not only of noise and disruption to residents but, more importantly the volume of additional traffic that the building of such a large quantity of homes would entail.

Ramsgreave Drive/Yew Tree Drive already has a very large number of vehicles, especially at peak times and the school traffic at Lammack primary also adds to this.

The dangers of what could amount to 400 vehicles leaving the proposed area at peak times cannot be underestimated for both vehicles on the main road and pedestrians. It is already difficult to cross the road safely at the traffic lights at the bottom of Lammack Road due to people continually driving through red lights.

Therefore, I strongly object to any permission being given to build these houses now or in the future.

Objection Andrew Nightingale, Beggars Roost, Barker Lane, Mellor

Item 4.1

Dear Mr Kenny, I am writing to object to the above planning application as per the letter I received dated 11/05/17.

Firstly, the development is far too big to cope with the current infrastructure and will lead to a dangerous level of increased traffic along Barker Lane & Whinney Lane. The idea to have an access road leading onto Whinney Lane is madness, by its name, it is a Lane not a major road, and the note that only 100 house would have regular use of this access is ridiculous. There are numerous points along this lane where 2 cars cannot safely pass, with one having to stop to let the other go & the idea of letting 100+ extra cars each day use this as a shortcut to get to the A59 or Preston motorway is dangerous. I also believe that from the main access on Yew Tree Drive, cars will then use Barker Lane as another shortcut to get to Preston & the motorways. Again, the traffic on Barker Lane is already too heavy for the size, with a few pinch points where traffic has to stop, and an estate with almost 300 houses is going to make this dangerously worse. The speed of some cars using the road is so dangerous that I will not let my 8 year old son walk 100 yards up or down this road to visit his friends house, despite him being good with road safety.

This will also lead to a serious amount of increased traffic through Mellor, which is already seeing the road surface deteriorate with the amount of traffic using the village daily. It seems BWD are more than happy to take the money from developers, but leaving the infrastructure problems & traffic issues with their neighbours in the Ribble Valley to deal with, as the development sits right on the border of the two areas. I assume families are the main attraction for this development, has any consideration been given to schools (most as far as I'm aware are already fully allocated), doctors etc?

Also, I do not really see the need to develop green belt land in the Borough of Blackburn with Darwen, as there of plenty of brown field sites & areas of the Borough that need redevelopment... is there really a demand for 300 houses when at the moment on Rightmove there are 1093 homes for sale in the Borough?

Objection Brian Faries, Plane Tree Cottage, Whinney Lane, Mellor, Blackburn

I have recently been made aware of the full impact of the proposed development off Yew Tree Drive and Whinney Lane.

Apart from the obvious objection of the outlook from my property being changed to one of green fields to tiled roofs, there is also the problem of access to the proposed development.

Whinney Lane, from Yew Tree Drive to Mellor Lane, is a very narrow road with vehicles needing to reduce speed whenever other vehicles approach. The provision of an entrance to the estate from Whinney Lane will increase the volume of traffic on Whinney Lane, which is already being used as a 'rat-run', with the resultant greater noise levels especially during the construction phase.

Additionally, vehicular access to the estate for vehicles travelling westwards along Yew Tree Drive will either have to perform a U-turn at the Yew Tree Drive/Whinney Lane junction to access to the estate at the proposed entrance off Yew Tree Drive, or to turn right into Whinney Lane. In either case, this increases the number of potentially hazardous traffic manoeuvres on a road where traffic is moving at 50mph.

In conclusion, this proposed development changes the character of the immediate area without the consent of all the people who are affected by it and so I must strongly object to the planning application.

Objection Camilla Akoo

Item 4.1

To whom it may concern,

I am a resident of Whinney Lane and signed the petition to try and stop the building of the new houses on the fields at the bottom of our road. Although this effort did not achieve the results we were hoping for there is still the matter if the junction that may be built coming out onto Whinney Lane.

This junction would turn what is currently a quiet peaceful country lane into a busy through road. The road is often used by ramblers, families, dog walkers and horse riders because it is a quiet and safe place to travel through. The massive increase in traffic that the junction would cause would mean that all of the people above will be in far greater danger of being involved in road traffic accidents, not to mention the large increase in noise pollution and general pollution for us residents, this is not why we chose to live on this lane. I hope you will take this email and the others that you receive regarding this matter into consideration and decide against the building of this junction which is completely unnecessary, the junction could be built directly onto the dual carriageway.

Thank you,

Objection Chris Fitzer, 103 Mellor Lane

Dear Martin,

Apologies if you are not the correct person within BWDC planning, but I came across your name in a previous correspondence with Cllr Schofield (I've tried the BWDC planning portal with no luck). Hopefully this mail is not too late..

As one of the representatives of the Mellor residents association, I would like to formally note that the residents I've been in contact with fully back Cllr Schofield's comments on the matter of access to the proposed development off Yew Tree Drive. We believe that the any access onto Whinney Lane will encourage traffic to cut through Mellor Village via Mellor Lane and not use the correct A roads (i.e. Yew Tree Drive/Preston New Road) to access the M6 and BAe enterprise zone.

Even though Mellor Lane is a minor road, the Village still experiences approximately 20,000 vehicles a week using the road (latest traffic survey), with speeding being a major issue (all through the village). Given the size of the development off Yew Tree Drive and the proposed access onto Whinney Lane in particular, there is a serious concern that the additional vehicles could be in excess of 2000 over a seven day period (assuming a quarter of the new development [not including other new developments] 2 car household use the road daily). This is likely to cause major traffic issues through the village and very likely to worsen the speeding issue.

I have read over the travel plan (ref: 10-17-0578) and I note that the intention is to encourage low carbon transport means, such as cycling. Given that Whinney Lane and Mellor Lane are part of the 'Spoke' cycle way, I cannot see how encouraging cars to exit or use those roads will in anyway encourage cycling (or walking) on them. I also cannot find any reference or estimate in the travel plan as to the impact the increased volume of traffic will have on the surrounding minor roads.

Given the above, the residents of Mellor would kindly suggest that BWDC make the amendment to the planning application to only allow pedestrian and cycle access onto Whinney Lane, with all other traffic to be routed via Yew Tree Drive.

Objection Chris Heys, Whinney Lane, Mellor

Item 4.1

Dear Mr Kenny,

I am writing to you to object to Planning Application Reference 10/17/0578. In particular I object to the planned junction allowing vehicle access between the new estate of 272 houses and Whinney Lane.

I object for the following reasons:

1. The junction will encourage all westbound traffic leaving the proposed development (heading for BAE systems, the M6, Preston and beyond) to use Whinney Lane, Mellor Lane, Abbott Brow and Mellor Brow. These are narrow country lanes which are unsuitable for increased traffic flows. Vehicle traffic should, in the first place, be directed into the main highway network of the A6119, Yewtree Drive and the adjoining A677 and A666.
2. The junction will encourage the creation of a "rat run", allowing vehicles to cut through the estate. This may not be evident initially but as each phase of the estate is developed the increasing pressure, from developers, for vehicle access to all roads may be difficult to resist.
3. Whinney Lane and the network of Mellor lanes are already struggling with peak traffic volume and speeding cars. Traffic calming measures (single lane access and speed bumps) have recently had to be introduced on Mellor Lane. I do not think it is appropriate to funnel even more traffic into an area that is struggling to cope safely with existing traffic.
4. Whinney Lane is not a safe road for drivers. It is narrow and has an unsighted bend part way towards Mellor. The planning document "Transport Assessment" written by Croft Transport Solutions does not include all relevant data. In the last four years two vehicles have crashed into the railings by Whinney Lane Farm to avoid oncoming vehicles in the middle of the road (inevitable on such a narrow lane) and this is one of the wider sections of the lane. Every winter there are numerous bumps and crashes into the hedges/between vehicles due to the steep gradient and ice. Additional traffic should not be directed along this unsafe road.
5. Encouraging vehicular traffic to use Whinney Lane, rather than directing flow along the main road network, will make Whinney Lane very dangerous for pedestrians and would be irresponsible in any planning decision. Whinney Lane is not only a transport route but is also a recreational resource used daily by walkers, dog walkers, runners, cyclists and horse riders. Despite being so close to an urban

centre, Whinney Lane is truly rural with hedges full of wildflowers, extensive birdlife (including among others curlews, lapwings and resident barnowls), and mammals

(foxes, weasels and rabbits). Because of this environment people walk along the lane for pleasure and to reach the spectacular views from Mellor Moor. School children walk up Whinney Lane (including throughout the dark winter months) to reach the school bus stops on Mellor Lane for Ribblesdale High School and Clitheroe Grammar School buses. Both adults and children walk up Whinney Lane to reach Mellor Football club football pitches at the top of Whinney Lane. On a narrow lane with no footpath, no street lighting and poor visibility around bends, all of these pedestrians will be endangered by increased traffic flows.

6. The "Transport Assessment" has omitted significant and relevant information concerning footpaths and lighting. In section 2.33 it is implied that a footpath continues along the east side for the whole of Whinney Lane. However there is only a small stretch of footpath near the proposed junction and then **NO pavement for the majority of the lane, 0.8 km long, leading up to Mellor Lane.** The report also fails to state that **most of Whinney Lane, approximately 1 km, has NO street lighting.** There is only a small stretch of street lighting near the proposed junction.

The report does not mention that Mellor Football club pitches, an important local recreational area, generating pedestrian and vehicle traffic, are sited at the junction between Whinney Lane and Mellor Lane. This facility is home to 2-3 football games per day from September through to May at various times of the week. The vast majority of the participants are children.

I hope that these omitted facts, which have implications for the safety of pedestrians and cyclists, will be taken account of in any final planning decision.

7. The plans do not appear to support National Planning Policy guidelines. Section 3.2.4 of the "Transport Assessment" states that any plans should "Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians".

Directing additional traffic onto Whinney Lane, which has been designated as part of the "Weavers Wheel", an official Blackburn with Darwen cycle route (including cycle commuters to BAE Systems), and already heavily used by walkers and runners, will put traffic and cyclists/pedestrians in direct conflict. The assessment simultaneously claims the advantage of linking to existing cycle and pedestrian routes at the same time as pushing increased vehicle traffic along those same routes. This is not consistent. The plans will make the Whinney Lane more dangerous for, and therefore less used by, non-car traffic.

Item 4.1

8. In the "Transport Assessment" section sections 5.13 and 5.14 state "One of the core principles of the NPPF is to 'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable' and 5.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy". The plans for the new estate, by directing vehicle traffic into Whinney Lane (which is already used as a popular walking, cycling and running route), do not encourage a shift to non-car modes but rather will deter existing cyclists and walkers.

9. The "Transport Assessment" sections 7.2 and 7.3 do not include accident statistics for the years 2015 and 2016. I know of two accidents at the junction between Whinney Lane and Yewtree Drive, which occurred during this period, and which required emergency service attendance. Clearly, there may have been more accidents that I am not aware of. Why does the assessment not include data from 2015/16 - or at the least mention of these accidents? Will it be possible to include this accident data in the final planning decision?

10. Throughout, the "Transport Assessment" repeatedly cites the opportunity for non-car-related journeys as an advantage of the new estate. Yet the many existing non-car-related journeys made by local people from Beardwood, Pleckgate and Lammack, who use Whinney Lane, do not appear to have been given any value in the current plans. Directing traffic along Whinney Lane will result in fewer pedestrian/cycle journeys made by existing residents of the surrounding area.

11. The plan for a new vehicle junction on Whinney Lane is in contradiction to Blackburn with Darwen Council's own cycling strategy. A pedestrian/cycle junction, rather than a junction for vehicles, would be supportive of the policy.

12. I understand that the estate is being built to bring new residents, and new economic vigour, into Blackburn and Darwen - and that a rural site, providing future residents with the opportunity for country walks, exercise and cycling will help to do this. Designing a road system which consciously sends traffic into the network of country lanes will threaten these rural, safe and peaceful attractions and will potentially make the estate fail in its objective to support Blackburn with Darwen.

13. More than 500 people signed a petition, delivered to Blackburn with Darwen Council in 2016, objecting specifically to the building of a new junction on Whinney Lane. The petition did not object to building the estate but simply to the new junction which will create dangerous situations for many local, and future, residents. I would like to know why their opinions have not been reflected in the current plans?

I would also take this opportunity to comment that my email sent 25 April 2016 had an acknowledgement of receipt from your department but I have, to date, not received a concise reply to my points.

Objection Rachel Heys, Whinney Lane

Item 4.1

Dear Mr Kenny

I am writing with my objection to the junction proposed onto Whinney Lane described in the above planning application.

My objection to the junction is mainly based on the influx of traffic that will be lead onto this rural, mainly without pavement, lane which is used by local children to get to their school buses, local activities (including the well-used Mellor Junior FC football pitches) and local attractions. Generally these children are mainly on foot or cycling.

For the safety of all, It is irresponsible to propose an additional junction to this lane.

Please can you acknowledge my objection.

Thank you

Objection Diane Hayes, Woodend, Whinney Lane, Mellor, Blackburn

North Blackburn Development Site ref 10/17/0578

Following receipt of your letter dated 11/05/2017 regarding the proposed development of land off Yew Tree Drive and Whinney Lane.

I am emailing you to raise my concerns as a resident of Whinney Lane (address below) about the impact this will have on the traffic flow coming up Whinney Lane to gain access to Mellor village but more importantly the A59 via Abbott Brow and Primrose Lane/Showley Fold. The volume of cars already coming up this narrow lane together with the speed they go at makes this a 'rat run' and dangerous to residents, dog walkers and cyclists. It is only a matter of time before there is a fatality.

I am asking you to take these views into consideration.

Objection Emma James, The Old Spout House, Whinney Lane, Mellor, Blackburn Item 4.1

Dear Mr Kenny,

I am writing to you to object to Planning Application Reference 10/17/0578. In particular I object to the planned junction allowing vehicle access between the new estate of 272 houses and Whinney Lane.

I object for the following reasons:

1. The junction will encourage all westbound traffic (heading for BAE Systems, the M6, Preston and beyond) to use Whinney Lane, Mellor Lane and Mellor Brow. These are narrow country lanes which are unsuitable for increased traffic flows. Vehicular traffic should, in the first place, be directed into the main road network of Yewtree Drive and the A677.

2. The junction will encourage the creation of a "rat run", allowing vehicles to cut through the estate. This may not be evident initially but as each phase of the estate is developed the increasing pressure, from developers, for vehicle access to all roads may be difficult to resist.

3. Whinney Lane and the network of lanes around Mellor and Mellor Brook are already struggling with peak traffic volume and speeding cars. Traffic calming measures (single lane access and speed bumps) have recently had to be introduced on Mellor Lane. I do not think it is appropriate to funnel even more traffic into an area that is struggling to cope safely with existing traffic.

4. Whinney Lane is not a safe road for drivers. It is very narrow and has a blind bend. The planning document "Transport Assessment" written by Croft Transport Solutions does not include all relevant data. In the last four years two vehicles have crashed into the railings by Whinney Lane Farm to avoid oncoming vehicles in the middle of the road (inevitable on such a narrow lane). Every winter there are numerous bumps and crashes into the hedges/between vehicles due to the steep gradient, rain and ice. Additional traffic should not be directed along this unsafe road.

5. Encouraging vehicular traffic to use Whinney Lane, rather than directing flow along the main road network, will make Whinney Lane very dangerous for pedestrians. Every morning and evening school children walk along Whinney Lane (including throughout the dark winter months) to reach the school bus stops on Mellor Lane for Ribblesdale High School and Clitheroe Grammar School. Both adults and children walk up Whinney Lane to reach Mellor Football Club pitches at the top of Whinney Lane. Whinney Lane is not only a transport route but is also a recreational resource used daily by walkers, dog walkers, runners, cyclists and horse riders. Despite being so close to an urban centre, Whinney Lane is truly rural with hedges full of wildflowers, birds and wildlife (including among others curlews, lapwings and resident barn owls). Because of this environment people walk along the lane for pleasure and to reach the spectacular views from Mellor Moor. On a narrow lane, with no footpath and no street lighting, all of these pedestrians will be endangered by increased traffic flows.

6. The "Transport Assessment" has omitted significant and relevant information concerning footpaths and lighting. In section 2.33 it is implied that a footpath continues along the east side for the whole of Whinney Lane. However there is a only small stretch of footpath near the proposed junction and then **NO pavement for the majority of the lane, 0.8 km long, leading up to Mellor Lane.** The report also fails to state that **most of Whinney Lane, approximately 1 km, has NO street lighting.** There is only a small stretch of street lighting near the proposed junction. The report does not mention that Mellor Football club pitches, an important local recreational area, generating pedestrian and vehicular traffic, are sited at the junction between Whinney Lane and Mellor Lane. I hope that these omitted facts, which have implications for the safety of pedestrians and cyclists, can be included in the final planning decision.

7. The plans do not appear to support National Planning Policy guidelines. Section 3.2.4 of the "Transport Assessment" states that any plans should "Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians". Directing additional traffic onto Whinney Lane, which has been designated as part of the "Weavers Wheel", an official Blackburn with Darwen cycle route (including cycle commuters to BAE Systems), and already heavily used by walkers and runners, will put traffic and cyclists/pedestrians in direct conflict. The assessment simultaneously claims the advantage of linking to existing cycle and pedestrian routes at the same time as pushing increased vehicle traffic along those same routes. This is not consistent. The plans will make Whinney Lane more dangerous for, and therefore less used by, non-car traffic.

8. In the "Transport Assessment" sections 5.13 and 5.14 state "One of the core principles of the NPPF is to 'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable' and 5.14 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy". The plans for the new estate, by directing vehicular traffic into Whinney Lane (which is already used as a popular walking, cycling and running route), do not encourage a shift to non-car modes but rather will deter existing cyclists and walkers.

9. Section 5 of the "Transport Assessment" also includes descriptions of local amenities that can be reached on foot. Again there are inaccuracies and omissions. For example: Blackburn Northern Tennis, Squash and Hockey club (which lies within the 800 metre boundary) is not mentioned, nor is the doctor's surgery, nor the post office in Mellor. The Bulls Head public house has been closed for many years and the Knowles Arms has been renamed. While all of these are minor details they give the impression of an assessment that has not been carefully researched and makes me question the accuracy of other, more important data, that is quoted in support of the planning application.

10. The "Transport Assessment" sections 7.2 and 7.3 do not include accident statistics for the years 2015 and 2016. I know of two accidents at the junction between Whinney Lane and Yewtree Drive, which occurred during this period, and which required attendance by the emergency services. Clearly, there may have been more accidents during 2015/16 that I am not aware of.

Why does the assessment not include data from 2015/16 - or at the least mention of these accidents? Will it be possible to include this accident data as input to the final planning decision?

Item 4.1

11. Throughout, the "Transport Assessment" repeatedly cites the opportunity for non-car-related journeys as an advantage of the new estate. Yet the many existing non-car-related journeys made by local people from Beardwood, Pleckgate and Lammack, who use Whinney Lane, do not appear to have been given any value in the current plans. Directing vehicular traffic along Whinney Lane will result in fewer pedestrian/cycle journeys made by existing residents of the surrounding area because they will avoid a lane that is unsafe.

12. The plan for a new vehicle junction on Whinney Lane is in contradiction to Blackburn with Darwen Council's own cycling strategy. A pedestrian/cycle junction, rather than a junction for vehicles, would be supportive of the policy.

13. I understand that the estate is being built to bring new residents, and new economic vigour, into Blackburn and Darwen - and that a rural site, providing future residents with the opportunity for country walks, exercise and cycling will help to do this. Designing a road system which consciously sends traffic into the network of country lanes will threaten these rural, safe and peaceful attractions and will potentially result in the estate failing in its objective to support the prosperity of Blackburn with Darwen.

14. More than 500 people signed a petition, delivered to Blackburn with Darwen Council in 2016, objecting specifically to the building of a new junction on Whinney Lane. The petition did not object to building the estate but simply to the new junction which will create dangerous situations for many local, and future, residents. I would like to know why their opinions have not been reflected in the current plans?

I would be happy to meet with you to discuss any of my objections in more detail. I look forward to hearing from you.

Objection John Bell

Dear sirs,

Although where I live doesn't directly affect myself, I am concerned that such a large scale development, and it looks like a mix of smaller and larger dwellings, will attract a lot of out of town (southern) buyers who have the money to invest in lower cost houses in Blackburn/East Lancs, which can then be rented out, or quickly sold on for a profit, this also applies to part of our local community who are only interested in buying to let for the money they can make. What safeguards are in place to prevent this.

What provisions are in place for extra school places, the effect on the neighbouring land, farms and residents, what will be the effect on the house prices in the area, and will the existing road network be able to cope?

Thanks.

Objection Judith Forshaw, 215 Lammack Road, Blackburn

Fao, Gavin Prescott.
Reference Full Planning Application 10/17/0578 Wainhomes(North West) Ltd.

As the owner of 215, Lammack Road I am writing to express my concerns and objections to the proposed development of 272 homes on land off Yew Tree Drive and Whinney Lane. Blackburn BB2 7DN

Firstly there is a question of access and egress on to what are already very busy roads. 272 homes represents somewhere in the region of probably 400 cars. This will cause not only severe congestion but also greater danger on what is already an accident prone dual carriageway.

Also Lammack Rd and Whinney Lane are very narrow and regularly cause problems for cars passing in opposite directions. This is especially difficult at busy times at the traffic lights at Lammack Rd. Tailbacks are a regular occurrence.

Secondly, What provision will be made in the area for additional education and health facilities? Local schools and doctors surgeries are already full and there will be 400-500 additional residents of which many are likely to be young children. Existing facilities will be unable to cope with such a vast increase in numbers.

Unless these issues can be addressed in a satisfactory manner I would have very strong objections to the Council approving this application.

Objection Lyndsay Vause, 158 Whinney Lane, Mellor, Blackburn

Item 4.1

Fao Martin Kenny, BwDBC planning dept,

Dear Mr Kenny,

I am writing to you to object to Planning Application Reference 10/17/0578. In particular I object to the planned junction allowing vehicle access between the new estate of 272 houses and Whinney Lane.

I object for the following reasons:

1. The junction will encourage all westbound traffic (heading for BAE systems, the M6, Preston and beyond) to use Whinney Lane, Mellor Lane and Mellor Brow. These are narrow country lanes which are unsuitable for increased traffic flows. Vehicle traffic should, in the first place, be directed into the main road network of Yewtree Drive and the A677.
2. The junction will encourage the creation of a "rat run", allowing vehicles to cut through the estate. This may not be evident initially but as each phase of the estate is developed the increasing pressure, from developers, for vehicle access to all roads may be difficult to resist.
3. Whinney Lane and the network of Mellor lanes are already struggling with peak traffic volume and speeding cars. Traffic calming measures (single lane access and speed bumps) have recently had to be introduced on Mellor Lane. I do not think it is appropriate to funnel even more traffic into an area that is struggling to cope safely with existing traffic.
4. Whinney Lane is not a safe road for drivers. It is narrow and has a blind bend. The planning document "Transport Assessment" written by Croft Transport Solutions does not include all relevant data. In the last four years two vehicles have crashed into the railings by Whinney Lane Farm to avoid oncoming vehicles in the middle of the road (inevitable on such a narrow lane). Every winter there are numerous bumps and crashes into the hedges/between vehicles due to the steep gradient and ice. Additional traffic should not be directed along this unsafe road.
5. Encouraging vehicular traffic to use Whinney Lane, rather than directing flow along the main road network, will make Whinney Lane very dangerous for pedestrians. Whinney Lane is not only a transport route but is also a recreational resource used daily by walkers, dog walkers, runners, cyclists and horse riders. Despite being so close to an urban centre, Whinney Lane is truly rural with hedges full of wildflowers, extensive birdlife (including among others curlews, lapwings and resident barnowls), and mammals (foxes, weasels and rabbits). Because of this environment people walk along the lane for pleasure and to reach the spectacular views from Mellor Moor. School children walk up Whinney Lane (including throughout the dark winter months) to reach the school bus stops on Mellor Lane for Ribblesdale High School and Clitheroe Grammar School buses. Both adults and children walk up Whinney Lane to reach Mellor Football club football pitches at the top of Whinney Lane. On a narrow lane with no footpath and no street lighting, all of these pedestrians will be endangered by increased traffic flows.
6. The "Transport Assessment" has omitted significant and relevant information concerning footpaths and lighting. In section 2.33 it is implied that a footpath continues along the east side for the whole of Whinney Lane. However there is a only small stretch of footpath near the proposed junction and then **NO pavement for the majority of the lane, 0.8 km long, leading up to Mellor Lane.** The report also fails to state that **most of Whinney Lane, approximately 1 km, has NO street lighting.** There is only a small stretch of street lighting near the proposed junction. The report does not mention that Mellor Football club pitches, an important local recreational area, generating pedestrian and vehicle traffic, are sited at the junction between Whinney Lane and Mellor Lane. I hope that these omitted facts, which have implications for the safety of pedestrians and cyclists, can be included in the final planning decision.
7. The plans do not appear to support National Planning Policy guidelines. Section 3.2.4 of the "Transport Assessment" states that any plans should "Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians". Directing additional traffic onto Whinney Lane, which has been designated as part of the "Weavers Wheel", an official Blackburn with Darwen cycle route (including cycle commuters to BAE Systems), and already heavily used by walkers and runners, will put traffic and cyclists/pedestrians in direct conflict. The assessment simultaneously claims the advantage of linking to existing cycle and pedestrian routes at the same time as pushing increased vehicle traffic along those same routes. This is not consistent. The plans will make the Whinney Lane more dangerous for, and therefore less used by, non-car traffic.
8. In the "Transport Assessment" section sections 5.13 and 5.14 state "One of the core principles of the NPPF is to 'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable' and 5.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy". The plans for the new estate, by directing vehicle traffic into Whinney Lane (which is already used as a popular walking, cycling and running route), do not encourage a shift to non-car modes but rather will deter existing cyclists and walkers.
9. The "Transport Assessment" sections 7.2 and 7.3 do not include accident statistics for the years 2015 and 2016. I know of two accidents at the junction between Whinney Lane and Yewtree Drive, which occurred during this period, and which required emergency service attendance. Clearly, there may have been more accidents that I am not aware of. Why does the assessment not include data from 2015/16 - or at the least mention of these accidents? Will it be possible to include this accident data in the final planning decision?
10. Throughout, the "Transport Assessment" repeatedly cites the opportunity for non car-related journeys as an advantage of the new estate. Yet the many existing non-car-related journeys made by local people from Beardwood, Pleckgate and Lammack, who use Whinney Lane, do not appear to have been given any value in the current plans. Directing traffic along Whinney Lane will result in fewer pedestrian/cycle journeys made by existing residents of the surrounding area.
11. The plan for a new vehicle junction on Whinney Lane is in contradiction to Blackburn with Darwen Council's own cycling strategy. A pedestrian/cycle junction, rather than a junction for vehicles, would be supportive of the policy.
12. I understand that the estate is being built to bring new residents, and new economic vigour, into Blackburn and Darwen - and that a rural site, providing future residents with the opportunity for country walks, exercise and cycling will help to do this. Designing a road system which consciously sends traffic into the network of country lanes will threaten these rural, safe and peaceful attractions and will potentially make the estate fail in its objective to support Blackburn with Darwen.

Objection Mary & Gulam Akoo, Becksde Cottage, Whinney Lane, Mellor, Blackburn Item 4.1

To whom it may concern,

We live on whinney lane, Mellor and wish to express in the strongest of terms our objection to the councils proposal to create an access road to the newly proposed development from whinney lane.

There is an unacceptable high density of houses on a small lane. This completely changes the nature of the area. This poses a traffic problem on a dangerous narrow lane. it would affect highway safety.

The visual impact of the development will have a major negative impact on the area.
The proposed development is over bearing and out of scale for the area.

We reserve the right to challenge the council if as a result of the proposal there are detrimental affects to the quality of life and problems to the immediate environment and neighbouring property as a result of this access, to sue the council.

Please take these objections into consideration.

Objection Neil Bancroft

Dear Mr Kenny,

I am writing to you to object to Planning Application Reference [10/17/0578](#). In particular I object to the planned junction allowing vehicle access between the new estate of [272 houses and Whinney Lane](#).

Having just moved into the area we have today had this issue pointed out to us. We are raising issue with the planning to have access from the estate onto Whinney Lane for the following reasons.

1. The junction will encourage all westbound traffic (heading for BAE Systems, the M6, Preston and beyond) to use Whinney Lane, Mellor Lane and Mellor Brow. These are narrow country lanes which are unsuitable for increased traffic flows. Vehicular traffic should, in the first place, be directed into the main road network of ~~Yewtree~~ Drive and the A677.
2. The junction will encourage the creation of a "rat run", allowing vehicles to cut through the estate. This may not be evident initially but as each phase of the estate is developed the increasing pressure, from developers, for vehicle access to all roads may be difficult to resist.
3. Whinney Lane and the network of lanes around Mellor and Mellor Brook are already struggling with peak traffic volume and speeding cars. Traffic calming measures (single lane access and speed bumps) have recently had to be introduced on Mellor Lane. I do not think it is appropriate to funnel even more traffic into an area that is struggling to cope safely with existing traffic.
4. Whinney Lane is not a safe road for drivers. It is very narrow and has a blind bend. The planning document "Transport Assessment" written by Croft Transport Solutions does not include all relevant data. In the last four years two vehicles have crashed into the railings by Whinney Lane Farm to avoid oncoming vehicles in the middle of the road (inevitable on such a narrow lane). Every winter there are numerous bumps and crashes into the hedges/between vehicles due to the steep gradient, rain and ice. Additional traffic should not be directed along this unsafe road.
5. Encouraging vehicular traffic to use Whinney Lane, rather than directing flow along the main road network, will make Whinney Lane very dangerous for pedestrians.
Every morning and evening school children walk along Whinney Lane (including throughout the dark winter months) to reach the school bus stops on Mellor Lane for Ribblesdale High School and Clitheroe Grammar School. Both adults and children walk up Whinney Lane to reach Mellor Football Club pitches at the top of Whinney Lane.
Whinney Lane is not only a transport route but is also a recreational resource used daily by walkers, dog walkers, runners, cyclists and horse riders. Despite being so close to an urban centre, Whinney Lane is truly rural with hedges full of wildflowers, birds and wildlife (including among others curlews, lapwings and resident barn owls). Because of this environment people walk along the lane for pleasure and to reach the spectacular views from Mellor Moor. On a narrow lane, with no footpath and no street lighting, all of these pedestrians will be endangered by increased traffic flows.

6. The "Transport Assessment" has omitted significant and relevant information concerning footpaths and lighting. In section 2.33 it is implied that a footpath continues along the east side for the whole of Whinney Lane. However there is a only small stretch of footpath near the proposed junction and then **NO pavement for the majority of the lane, 0.8 km long, leading up to Mellor Lane.**

The report also fails to state that **most of Whinney Lane, approximately 1 km, has NO street lighting.** There is only a small stretch of street lighting near the proposed junction. The report does not mention that Mellor Football club pitches, an important local recreational area, generating pedestrian and vehicular traffic, are sited at the junction between Whinney Lane and Mellor Lane. I hope that these omitted facts, which have implications for the safety of pedestrians and cyclists, can be included in the final planning decision.

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Directing additional traffic onto Whinney Lane, which has been designated as part of the "Weavers Wheel", an official Blackburn with Darwen cycle route (including cycle commuters to BAE Systems), and already heavily used by walkers and runners, will put traffic and cyclists/pedestrians in direct conflict. The assessment simultaneously claims the advantage of linking to existing cycle and pedestrian routes at the same time as pushing increased vehicle traffic along those same routes. This is not consistent. The plans will make Whinney Lane more dangerous for, and therefore less used by, non-car traffic.

8. In the "Transport Assessment" sections 5.13 and 5.14 state "One of the core principles of the NPPF is to 'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable' and 5.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy". The plans for the new estate, by directing vehicular traffic into Whinney Lane (which is already used as a popular walking, cycling and running route), do not encourage a shift to non-car modes but rather will deter existing cyclists and walkers.

9. Section 5 of the "Transport Assessment" also includes descriptions of local amenities that can be reached on foot. Again there are inaccuracies and omissions. For example: Blackburn Northern Tennis, Squash and Hockey club (which lies within the 800 metre boundary) is not mentioned, nor is the doctor's surgery, nor the post office in Mellor. The Bulls Head public house has been closed for many years and the Knowles Arms has been renamed. While all of these are minor details they give the impression of an assessment that has not been carefully researched and makes me question the accuracy of other, more important data, that is quoted in support of the planning application.

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11. Throughout, the "Transport Assessment" repeatedly cites the opportunity for non car-related journeys as an advantage of the new estate. Yet the many existing non-car-related journeys made by local people from Beardwood, Pleckgate and Lammack, who use Whinney Lane, do not appear to have been given any value in the current plans. Directing vehicular traffic along Whinney Lane will result in fewer pedestrian/cycle journeys made by existing residents of the surrounding area because they will avoid a lane that is unsafe.

12. The plan for a new vehicle junction on Whinney Lane is in contradiction to Blackburn with Darwen Council's own cycling strategy. A pedestrian/cycle junction, rather than a junction for vehicles, would be supportive of the policy.

13. I understand that the estate is being built to bring new residents, and new economic vigour, into Blackburn and Darwen - and that a rural site, providing future residents with the opportunity for country walks, exercise and cycling will help to do this. Designing a road system which consciously sends traffic into the network of country lanes will threaten these rural, safe and peaceful attractions and will potentially result in the estate failing in its objective to support the prosperity of Blackburn with Darwen.

14. More than 500 people signed a petition, delivered to Blackburn with Darwen Council in 2016, objecting specifically to the building of a new junction on Whinney Lane. The petition did not object to building the estate but simply to the new junction which will create dangerous situations for many local, and future, residents. I would like to know why their opinions have not been reflected in the current plans?

I would be happy to meet with you to discuss any of my objections in more detail. I look forward to hearing from you.

Objection Mellor Parish Council

Item 4.1

Mellor Parish Council met again on 1st June & wish to strongly re-iterate the previous concerns (which are now objections) to the application, for several reasons.

Lancashire County Council (please note I am copying in LCC Highways & LCC Cllr. Alan Schofield to this email, as well as John Macholc RVBC Planning) have recently completed speed limitation measures along Mellor Lane, from above the top of Whinney Lane, down towards Mellor Village.

The reasons for such works (which have taken considerable work by Cllr. Schofield with PC & resident support to achieve) are self-evident, due to speeding traffic through the village. It is accepted that this is a public road, but Mellor has suffered many more speeding motorists, especially from traffic to & from BAe Systems & increasingly now the Enterprise Park has opened, which will significantly increase the through traffic, as motorists cut through the village.

Therefore any increase in traffic will further exacerbate this situation.

Access for the proposed major housing development onto Whinney Lane is to be objected to in the strongest terms & it is hoped you will consider the previous comments made. Whinney Lane is a narrow road, without footpaths. Further, there are Playing Fields at the top, at the junction with Mellor Lane. These are well used & home to Mellor Juniors Football Club. Obviously, for new home owners who are travelling towards Preston, the drivers (as well as any service industries supplying the site before & during build) will not divert around onto Yew Tree Drive, then A677, but will cut through Mellor. This denigrates the work just completed by LCC in addition to creating a serious hazard for local road users and pedestrians.

Please consider carefully the impact such access onto Whinney Lane will cause to Mellor & its residents. On behalf of Mellor Parish Council I ask you to insist on changes of access.

DEPARTMENT OF GROWTH & DEVELOPMENT

Item 5

ORIGINATING SECTION: Planning.

REPORT TO: 16th November 2017 Planning & Highways Committee.

TITLE: Petition regarding; Full Planning Application 10/17/1142 - Demolition of existing building and the erection of a school and further education college with associated parking and landscaping

ADDRESS: Former Cattle Market Sumner Street BLACKBURN BB2 2LD

Applicant: Wates Construction

Ward: Wensley Fold

Councillor Dave Harling	
Councillor Mohammed Khan O.B.E.	
Councillor Quesir Mahmood	

1.0 **PURPOSE OF REPORT**

1.1 To inform Members of the receipt of a petition objecting to planning application 10/17/1142. Copies of the petition are available in Democratic Services.

2.0 **BACKGROUND AND DETAILS**

- 2.1 Planning application reference 10/17/1142 was submitted to the Planning Authority on 20th September 2017. The application seeks consent for the demolition of an existing building on site and the erection of a school and further education college with associated parking and landscaping
- 2.2 Public consultation letters were issued on the 29th September 2017 and 2 site notices were also put up 29th September 2017.
- 2.3 The petition was received 5th October 2017 and contains 96 signatories

The grounds of objection relate to:

- There is already an existing secondary school, within a short distance of the site that causes traffic congestion.

- In addition, there are a number of other commercial/industrial businesses operating in the area that generate high volumes of traffic and obstruct access for vehicles and pedestrians.
- The proposal is located within close proximity to bail hostels which already create anti-social behaviour. There is also a retirement complex and assisted living units close to the site.
- There would be an increase in litter giving rise to a negative impact on the environment.

2.4 The planning application is currently being considered with a date for determination by 18th December 2017.

3.0 **RECOMMENDATION**

3.1 It is recommended that the Committee note the petition, that the issues raised inform the assessment of the proposal.

3.2 In normal circumstances it would also be recommend that the lead petitioners be informed of the decision once made. However, no details have been given for this to be undertaken.

4.0 **BACKGROUND PAPERS**

4.1 None

5.0 **CONTACT OFFICER** – Alec Hickey (tel: 585850)

6.0 **DATE PREPARED** – 26th October 2017