

Proposed development: Full Planning Application (Retrospective) for Retention of alley gates

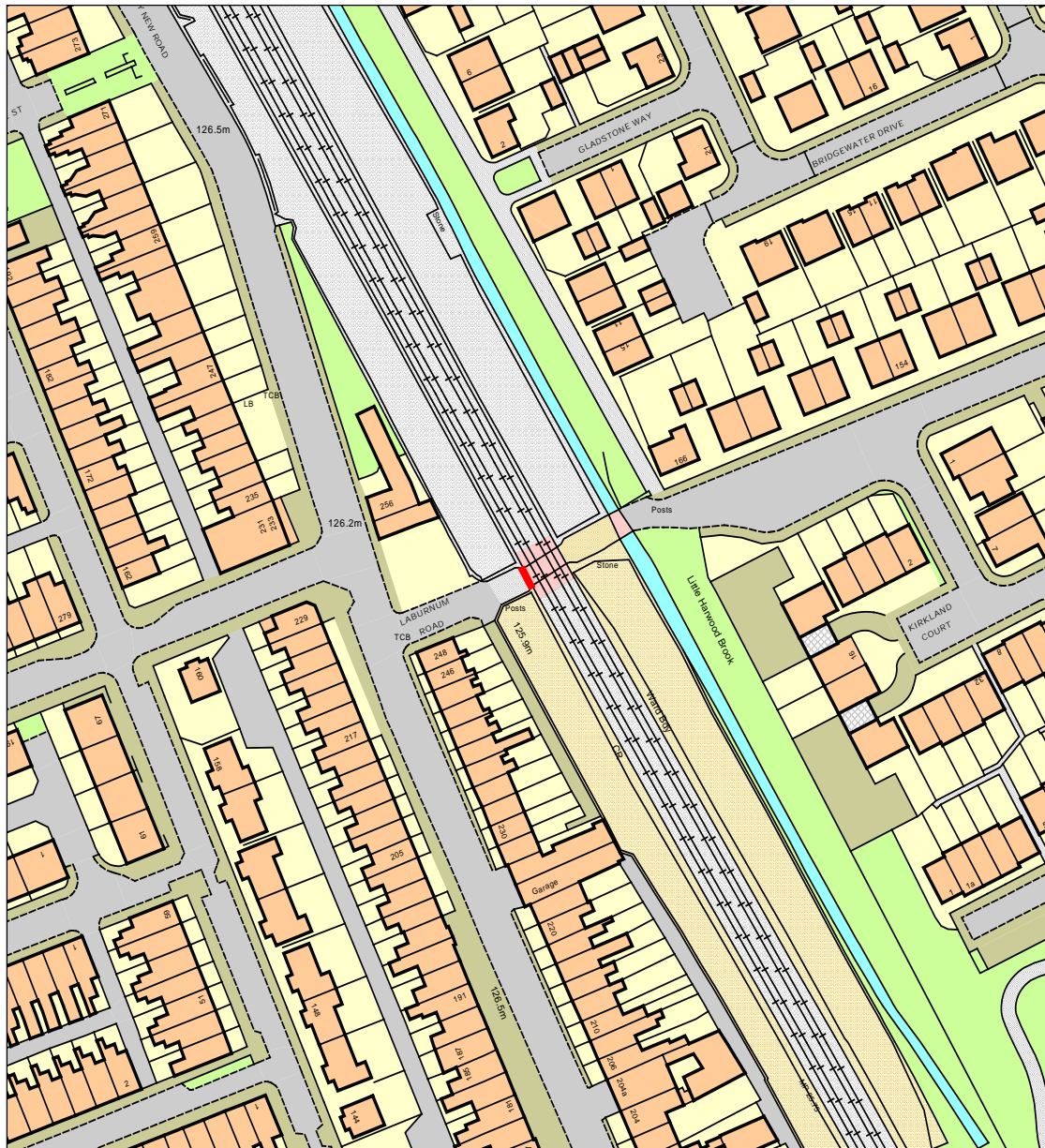
Site address:

Underpass on Laburnum Road - rear to 248 Whalley New Road and ahead of 166 Laburnum Road Blackburn

Applicant: Blackburn with Darwen Borough Council

Ward: Bastwell

**Councillor Parwaiz Akhtar
Councillor Iftakhar Hussain
Councillor Shaukat Hussain**



1.0 SUMMARY OF RECOMMENDATION

- 1.1 The proposed development is recommended to be granted planning permission for the following reason:
- The proposed permanent gating is of appropriate design and appearance and would not be detrimental to the residential amenity for occupiers of the dwellings on and adjacent to Laburnum Road or to the businesses and services on and adjacent to Whalley New Road, in accordance with Policies 8 and 11 of the Blackburn with Darwen Borough Local Plan Part 2.
 - The proposed permanent gating is of appropriate location and secures community safety from crime whilst not compromising highway safety, in accordance with Policies 8 and 10 of the Blackburn with Darwen Borough Local Plan Part 2.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 The application is before the Committee following the receipt of a Member Referral, and in the light of major public concern expressed over the gating issue (with petitions both objecting to and supporting the proposal). A summary of the objections and reasons for support is provided at 6.1.4 and 6.1.5 below.
- 2.2 The key issues to be addressed are as follows:
- Gating principle
 - Human rights, equality and rights of access
 - Design

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1 The site of the proposed gate is on the eastern side of the underpass where the Clitheroe to Manchester railway line passes over Laburnum Road. The road through the underpass is narrow and has been closed to traffic for a number of years through bollards placed across the opening. Access for cyclists and pedestrians has been retained.
- 3.1.2 Little Harwood is located to the east of the railway line, with most of the housing closest to the application site being newly completed residential development.
- 3.1.3 To the west is an area of small businesses is located along Whalley Road, with a local primary school and other services within the vicinity.

3.2 Proposed Development

- 3.2.1 The proposal is for full planning permission to be granted for the retention of the alley gates previously approved for a period of two years.
- 3.2.2 Planning permission 10/14/0614 granted permission for the alley gate, with the proviso that the gate would be opened by 08:00 and closed by 20:00. The East Neighbourhood Management Team was to be responsible for a team of residents and volunteers who would undertake opening and closing the gate.
- 3.2.3 The application has been submitted by the Council's Community Safety Team which has been working with the police, local councillors, and residents of the new residential areas on Laburnum Road to tackle anti-social behaviour carried out by groups of young adults, using the footpath to gain access to the development. They consider the opening and closing of the gate to be a safety issue in that volunteers have been intimidated in carrying out their duties by young adults who congregate by the bridge at night.
- 3.2.4 Members are therefore advised that this application for the retention of the alley gate includes its closure on a permanent basis, and that pedestrian and cycle access between Whalley New Road and Little Harwood will not be retained via this route.

3.3 Development Plan

3.3.1 Blackburn with Darwen Borough Local Plan Part 2

Policy 8: Development and People
Policy 10: Accessibility and Transport
Policy 11: Design

3.4 Other Material Planning Considerations

3.4.1 National Planning Policy Framework (NPPF):

Section 8: Promoting Healthy Communities
Section 1: Building a Strong, Competitive Economy
Section 7: Requiring Good Design

3.5 Assessment

- 3.5.1 The principle of gating. The National Planning Policy Framework (NPPF) requires applications to be considered in the context of the presumption in favour of sustainable development (paragraph 14). The exceptions stipulated by the NPPF concern the impact caused by the proposed development being significantly and demonstrably detrimental, to the extent that the harm outweighs the benefits.

- 3.5.2 Policy 10 of the Local Plan 2 requires development to provide for the safe, efficient and convenient movement of all highway users, including cyclists and pedestrians. Whilst the thoroughfare has not been available for vehicular use for a number of years, principally because of the safety issues associated with the narrowness of the underpass, access has been retained for cyclists and pedestrians. The proposal to permanently gate Laburnum Road would remove this concession.
- 3.5.3 However, Policy 8 also requires the incorporation into development of measures aimed at reducing crime and improving community safety. This is backed up by the National Planning Policy Framework (NPPF) which aims to achieve places promoting safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion (Paragraph 69).
- 3.5.4 The proposed gate is therefore acceptable in principle, but is subject to the resolution of the issues set out at 2.2 above.
- 3.5.5 Human rights, equality and of access. At the heart of the matter before the Committee lie two seemingly opposing concerns: On the one hand - the right of the residents living in the new housing developments to the east of the railway line to live without the fear engendered by the gangs that gather at the bridge at night-time and who use the underpass to bring an element of fear to residents; on the other, the right of businesses along Whalley New Road to have access to markets which would, as the NPPF puts it, positively and proactively encourage sustainable economic growth in the local area (see Paragraphs 19-21).
- 3.5.6 Section 149 of the Equality Act 2010 outlines the provisions of the Public Sector Equality Duty which requires public authorities to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act; advance equality of opportunity between the persons who share a relevant protected characteristics and persons who do not share it; foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 3.5.7 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent. The broad purpose of the duty is to include equality considerations into decision making processes and keep them under review as appropriate so as to potentially mitigate or remove the any negative impact of decisions on the protected groups. In balancing these concerns in paragraph 3.5.5, Members are advised of the potential for discriminating against those who, by reason of age and/or disability, rely on ease of access within the locality in order to live, shop and socialise within the local community.

- 3.5.8 The Community Safety Team, in applying for the permanent gating of the Laburnum Road underpass, has submitted a current checklist supporting the decision not to carry out a full Equality Impact Assessment (“EIA”). Despite concluding that a full EIA is unnecessary, the Team makes six statements and comments in supporting this decision.
- 3.5.9 Firstly, it states that the activity (i.e. the permanent gating of the underpass) does not involve decommissioning a service or changing existing Council policy. In Planning terms, this is not considered to be necessarily the case, with Policy 10 of Local Plan 2 being geared towards ease of movement for all users of the highway, and that “the needs of disabled people are fully provided for”. However, Members are advised that Policy 8 also requires development to incorporate positive measures aimed at reducing crime; whilst Policy 10 accepts that, where a public right of way is affected, development might be permissible if the right of way is replaced by “an equally attractive, safe and convenient route”. The application is supported by the provision of alternative non-vehicular routes, one from Kirkland Court via Cherry Gardens to Willow Street and back onto Whalley New Road, the other via a footpath north along the eastern side of the railway to Clarendon Road and back onto Whalley New Road. The estimated time added onto a normal walking journey would be about five minutes. The former route is a diversion of approximately 385 metres, wheelchair friendly, well lit, and the bridge at Willow Street, being open to vehicles, has the advantage of natural surveillance as a safety feature. It is therefore considered that the ‘decommissioning’ of the footway under the Laburnum Road bridge would not unduly impact on residents, businesses or disabled pedestrians owing to the availability of nearby means of access, or that – at the least – the benefits of a safe route readily outweigh the dis-benefit of a more convenient route.
- 3.5.10 The second statement on the EIA checklist refers to the impact of the proposal on any of the protected characteristics as stated within the Equality Act (2010). While it is accepted that the activity may negatively impact on some of the protected characteristics, it has been considered it as equivocal or, at most, minimally negative.
- 3.5.11 The third statement asks, is there sufficient information/intelligence with regards to service uptake and customer profiles to understand the activity’s implications? The Design and Access Statement – standard to all gating schemes submitted to the Local Planning Authority – states that gating requests come about at the request of residents and other interested parties. It is considered that the applicant has demonstrated a full awareness of the range of views held by local people and businesses concerning the gating scheme. The original planning approval (10/14/0614), by permitting a gating scheme that allowed the gates to be open during the working day but closed at night, attempted to secure a working arrangement that would be suitable to all parties. However, the temporary permission was granted to allow time to review how the arrangement worked. It would appear that the operation of opening and shutting the gates has led to an increase in harassment and intimidation of residents, contrary to Policy 8 of the Local Plan 2. It is considered that the consultation between the Community Safety Team, police,

ward councillors for Little Harwood and local people has provided an understanding of the people – comprising both those with protected characteristics and those without – affected by the proposal. With the demonstration of suitable, viable alternative access arrangements between the development off Laburnum Road and the services along Whalley New Road, it is considered that the proposal takes into account the differing profiles presented by residents and businesses and has sufficiently addressed all concerns.

3.5.12 The fourth statement, the elimination of discrimination, harassment and victimisation, is considered to be met by the proposal. The principle reason for submitting the application is to prevent harassment and victimisation of residents by gangs using the underpass to enter the new housing development. The proposed gating scheme is considered an acceptable balance in terms of securing the human rights of residents and being in accordance with Policy 8 of Local Plan 2.

3.5.13 The fifth statement is to have regard to advancing equality between those who share a protected characteristic and those who do not. The applicant has stated that the proposal achieves this, or at least does not detrimentally affect this. Whilst it is considered that this is not necessarily the case (the closing of the underpass permanently will make longer journeys to Whalley New Road a necessity), nevertheless the well-lit and open alternative route meets the needs of protected characteristics equally as well those that are not.

3.5.14 Finally the EIA Assessment checklist asks whether the proposal will foster good relations between people who share a protected characteristic and those who do not. It is clear that the issue of permanently gating the underpass has produced strongly held views from both sides of the debate and that the proposal is unlikely to satisfy everyone in the community. However, it is considered that, whilst leaving the route open will not alleviate the potential for continued criminal activity, the closure of the route will not cut off access to businesses and services. On balance, therefore, it is considered that an Equality Impact Assessment would only demonstrate what has already been expressed through consultations and the completed EIA Checklist. It is suggested that this report provides Members with a clear recommendation but also provides sufficient information for them to make an informed decision. The quality of life expressed in the NPPF is preserved for residents; and access to businesses is retained via Willow Street and Clarendon Road, thereby maintaining community cohesion and supporting the economic well-being of the local area.

3.5.15 Design. Policy 8 of Local Plan 2 requires design features aimed at crime prevention to be appropriate to their context; and a balance needs to be struck between security and amenity. Policy 11 further requires development to present an attractive façade that is sympathetic to its location. The proposed gate is considered, through design and colour, to integrate tolerably into the architectural structure that is the railway bridge.

3.5.16 Policy 11 requires development to demonstrate an understanding of the wider context. Whalley New Road is an arterial road linking the town with the Ribble

Valley and beyond. Typical characteristics of the transport corridors that feed into Blackburn Town Centre include a poor environment, which is seen as creating a poor impression to residents and visitors and which hampers beneficial investment. The railway bridge is a visually prominent feature within the corridor. The fitting of a gate across the opening may not be considered to enhance its appearance. However, its position on the farther side of the underpass is considered to limit its visibility from the A666. Moreover, its potential for reducing criminal activity is considered to contribute to the overall improvement of the local area. The proposed gate is therefore considered to be acceptable under Policy 11 of the Local Plan 2.

4.0 RECOMMENDATION

4.1 Approve

5.0 PLANNING HISTORY

- 5.1 10/14/0614 – Installation of alley gates. Temporary consent of two years was granted by the Planning and Highways Committee on 29th May 2015. The two years' permission expired on 28th May 2017. The reason cited for the permission being temporary was *“in order that the effect of the development upon the amenities of the neighbouring area can be assessed during this period, and that any future application can be decided on this assessment in accordance with Saved Policy T9 of the Blackburn with Darwen Borough Local Plan.”*
- 5.2 10/14/0107 – Installation of alley gates. Refused under delegated powers 25th March 2014.

6.0 CONSULTATIONS

- 6.1.1 One neighbouring property was consulted and two site notices were erected. No individual letters of objection or support have been received.
- 6.1.2 Members at the December meeting of the Planning and Highways Committee were requested to note two petitions received in connection with the proposal: a petition in support of the application containing 97 signatures, and a petition objecting to the proposal containing 32 signatures. Seven signatories appear on both petitions. A further signatory gives the same first name and address and uses the same signature on both petitions, although giving different surnames.
- 6.1.3 Members' attention is drawn to the receipt of a third petition, also containing 32 signatures, supporting the application.

- 6.1.4 The points raised by the two petitions supporting the retention of the alley gates on a permanent basis can be summarised as follows:
- Drug use, selling and distribution.
 - Consumption of alcohol at the site.
 - Dumping of food and drink waste and fly tipping.
 - Harassment of residents through loitering outside houses, bad language, loud music and threatening behaviour.
 - Vandalism, graffiti and burglary.
 - High speed driving.
- 6.1.5 The petition received objecting to the proposal to retain the gates contains 53 signatures. The reasons given for objecting to the proposals can be summarised as follows:
- Access needed to schools, shops and mosques.
- 6.2.1 Highways. The section of highway that is to be gated will remain as adopted highway. All street furniture in existence will not be affected. Access to services should be maintained hereafter. However, alley gates are supported by policy -Section 2 of the Clean Neighbourhoods and Environment Act 2005 introduces a power that allows councils to make, vary or revoke gating orders in respect of highways within their area. New sections 129A to 129G in the Highways Act 1980 enable councils to restrict public access to any public highway by gating it (at certain times of the day if applicable), without removing its underlying highway status. It is for this reason that Alley Gates are deemed acceptable in principle – on the proviso that they are supported by a gating order.
- 6.2.2 Notwithstanding the above, Highways express concern at the proposal and object to the gating at this location. Access through this underpass is used by pedestrians and cyclists, and is also seen as a connection to the local shops. With the increase of housing along Laburnum Road, this route is seen as a vital link to the wider community.
- 6.3 Network Rail. Although Network Rail was consulted, no comments have been received. In response to consultation over the temporary gate Network Rail were satisfied with the proposal on the understanding, agreed with the Community Safety Team, that a key to the gate would be provided for Network Rail and that, if a single gate did not deter people gathering under the bridge, a second gate would be installed. The Committee is advised that Planning was not involved in this discussion and agreement, and a second gate would require a separate planning application.
- 6.4 Legal. The person who signed off the original EIA checklist will need to confirm that in reviewing the EIA checklist performed back in July 2017, it remains accurate/valid in Jan 2018. The matter also needs to be reconsidered in light of the fact that the Executive member decision and the planning report may cover slightly different areas – for instance, the Executive member decision may be related to a slightly broader issue and the recommendations may be slightly wider than the more narrow planning report issue (and

whether that influences the outcome of the checklist). It may be that the EIA report overlaps the planning report completely; but at least the author has considered and then concluded that they are effectively the same concerns or issues. It cannot be assumed that the assessment requirements have not changed- the community safety officer has to “re-ask” themselves the same question and from a legal perspective the Planning Officer will have to document that this has been done.

7.0 CONTACT OFFICER: John Wilson, Planner

8.0 DATE PREPARED: 5th January 2018

9.0 SUMMARY OF REPRESENTATIONS

Petition - 53 signatures

We the under signed object strongly to the locking of the gate at the bottom of Laburnum Road, We need access to go to schools, mosques and shops.

Name	Address
ZAFAR AHI	221 WHALLEY NEW RD
M. AGAZ	119 Whalley new Road
M-Imran	227 Whalley new Rd
ASHFAQ NUSAIN	32 KIRKLAND CLOSE B31 S:
HAYAT NORAT	158 LABURNUM RD B31 S:
Kings Peri Peri	217 Whalley New Rd
KHAJIL KHAMAN	51 CLARENCE RD B31 S:
AZIZ BAIG	219 - WHALLEY NEW RD
Saifullah Khan	277 - Whalley New Rd
K. Abaid	232 Whalley New Rd
S. Hussain	77 clarendon rd east
M. Hussain	65 clarendon rd east
N. Ali	96 clarendon rd east
M. Ali	2 - Kirkland close
I. Mussoyib	30 Kirkland Close
31. Kirkland Close	Altaf Subai.
SUREAN ZAFAR	275 Whalley New Road
SAHMED	375 Whalley New Rd
Farhan	180 Cedar St

Name	Address
K. RIZAD	152 Laburn Road
M. Ahsan	36 Providence St
BABAR MIR	228 Whalley New Rd
Khin Marjoe	27A Duntains Ave
Amer Javed	126 Laburnum Road
Mrs Saddiq	20 Bancroft
Mr Saad Hussain	40 Providence St
Mussarat Hussain	52 Rhyll Avenue
Aysha Hussain	154 St James rd
Aukhona Shaban	127 St James rd
Skudab Akhter	209 Whalley New Rd
Nasim Akhter	207 Whalley New Rd
HAMZIA KHAN	188 Whalley New Rd
Mohamad Ali	160 Laburnum Rd
S. KAKAR	23 LABURNUM RD

Name	Address
Zsunnia Patel	35 Bridgewater Drive
Babar Hussain	37 Bridgewater Drive.
N. PATEL	41 BRIDGEWATER DRIVE
Y. Ghanchi	45 Bridgewater Drive
M. MAMMOOD	43. Kirkland Close
G. KHAN	49 BRIDGEWATER
T. Patel	33 Bridgewater Dr
Y. Korgas	39 Bridgewater Dr
N RAFIQ	2 GLADSTONE WAY
T VAID	5 GLADSTONE WAY
M ZAFFAR	30 Bridgewater Drive
To Balg	16 Kirkland Close
M. BANGDIWALA	31 BRIDGEWATER DRIVE
M. TAHIR HUSSAIN	29 BRIDGEWATER DR.
J. KALLINGAL	23 BRIDGEWATER DR
S. SHAIKH	22 BRIDGEWATER DR
K. Callow	24 Bridgewater Dr
HUBO LOBO	6 GLADSTONE WAY
S. PATEL	48 Kirkland Close

Petition - 129 signatures

PETITION TO REQUEST PERMANENT CLOSURE OF THE BRIDGE GATE ON LABURNUM ROAD BLACKBURN

DATE: NOVEMBER 2017

I am in support of permanently closing the bridge gate on Laburnum Road in order to help reduce or eliminate the excessive levels of anti-social behaviour and criminal activity that occurs in this area. I am a resident in this area and I have witnessed one or more of the following activities occur near my property in the last 5 years. I request Blackburn with Darwen Borough Council to arrange for the permanent closure of the gate immediately. I have provided my contact details and signature below.

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> • smoking and drug-taking • distributing/selling drugs • consuming alcoholic and non-alcoholic drinks and dumping cans/bottles • eating takeaway food and dumping food/food packaging/bags • littering e.g. household waste, furniture | <ul style="list-style-type: none"> • playing loud music e.g. sat in a car • causing damage to public and private property • hanging around outside residents homes, both on foot and in cars, at all times of the day • Burglary and theft | <ul style="list-style-type: none"> • driving cars at high speed e.g. over 50mph, and doing wheel spins • using the area as a meeting place for large groups of young males • use of threatening language or behaviour towards residents • vandalism and graffiti |
|--|--|--|

Full name	Address
Mohamud Ali	160 LABURNUM
Abdullahi Yusuf	"
HAYAT NORAT	158 LABURNUM
Salima Norat	158 LABURNUM
Asif Norat	152 "
Craig Welsh	154 Laburnum Road
Sophie Booth	154 Laburnum Road
Naz MNARIM	152 Laburnum Road
M Bangi	148 LABURNUM
H Bangi	"
Usaid. Hadekeer	146 Laburnum Road

Full name	Address
Uzair-H	146 Laburnum Road
N Jura	144 Laburnum
L. SAADHAN. A-Sa	142 LABURNUM ROAD.
MRS. A. SAADHAN.	"
YAHYA PATEL	140 LABURNUM ROAD
TASNEEM PATEL	"
SARA HOES	134 Laburnum Road
DAVID HORD	134 Laburnum Road.
Zohra Seedat	130 Laburnum Road
Bashir Seedat	"
Bashir if Mohamed	128 Laburnum Rd

Full name	Address
Amer Sheikh	126 Laburnum ^{road}
Jason Chung	15 Gladstone Way
Moy Chung	" " "
Leah Chung	" "
MARINA Patel Irfan Patel	1 Gladstone way
NAYLA RAFIQ	2 GLADSTONE WAY
ABNAN AHMED	2 GLADSTONE WAY
Brett Drott	4, Gladstone way
Liz Zoro	4, Gladstone way
Cory Drott	4, Gladstone way
Siddique Chaudhary	166 Laburnum Rd BBI SELX

HUHO LOBO	6 GLADSTONE WAY
MARINA LOBO	6 GLADSTONE WAY
Tahira Hussain	3 GLADSTONE WAY
Baker Hussain	37 Bridgewater Drive
ANISHA BAGAS	37 BRIDGEWATER DRIVE
Esmail Patel Su	35 BRIDGEWATER DRIVE
Sumsun Patel	" " "
	" " "
MUHAMMAD PATIL	41 BRIDGEWATER DRIVE
NOORFATIMA PATIL	" "
Yunus Hassan	39 BRIDGEWATER DRIVE
Rashid Mayat	" "

Fird Patel	164 LABURNUM RD
FARIDA Patel	" "
Ayesha Patel	" "
Uma Patel	" "
Wassem Ahmad	5 Bridgewater Drive
Nasir	"
R. Bibi	"
Nadeem	"
YUSUF MULLA	9 BRIDGEWATER DRIVE
TAMIA MULLA	"
MOHAMMED TALHA	11 Bridge Drive

Masrura Patel	11 Bridge water
SARIKA NAIR MANOJ NAIR.	15 Bridgewater DRIVE
SUMAYYA PATEL MUHAMMED PATEL	17 BRIDGEWATER DRIVE
MUHAMMED PATEL	17 BRIDGEWATER DRIVE
SHAZAD AHMED	21 BRIDGEWATER DRIVE
FARIDA BIBI	"
NoorJehan Ahmed	"
NABEELA AHMED	23 BRIDGEWATER DRIVE
JEVHER KALUNGA	"
Ashfar Shaikh	25 Bridge water Drive
Sbenaz "	"

A. Majid	27 Bridgewater drive
M. BANGOIWALA E	31 BRIDGEWATER DRIVE
MUBARAK BANGOIWALA	31 BRIDGEWATER DRIVE
Muhammed Chopdett	28 Bridgewater Drive
Ismail Chopdett	28 Bridgewater Drive
Bilkis Sangi	26 Bridgewater Drive B31 SAT
Juned Sangi	26 Bridgewater Drive B31 SAT
Uwais Sangi	"
Rachel Jones	24 Bridgewater Drive
S. Shaikh M. Shaikh	22 Bridgewater drive
M. Shaikh	"

Muhammed Sangi	1 Bancroft Avenue
Fahad ELIASH	1 Bancroft Avenue
SAWAH ELIASH	1 Bancroft Avenue
Beth Reem	5 Bancroft Avenue
RUSHANA PATEL	7 BANCROFT AVENUE
HASSAN NATLA	7 BANCROFT AVENUE
Tasim Sheikh	15 Bancroft AVE
Rafia Sheikh	15 BANCROFT AVENUE
J CHARIWALA	17 BANCROFT AVE
R CHARIWALA	17 BANCROFT AVE

SABIR DAT	6 BANCROFT AV
HAWAIDAI	6-BANCROFT AV
MRS LIU	4 Bancroft AVE
MR Liu	4 Bancroft AVE
A Liu	4 bancroft Avenue
S Liu	4 Bancroft Avenue
Abdur-Rahman Patel.	166 LABURNUM ROAD
NOR JAHAN PATEL	166 LABURNUM ROAD
SALEHA PATEL	166 LABURNUM ROAD.
SEEMA PATE	166 LABURNUM ROAD

CHRISTINA CRAWLEY	4 Bridgewater Drive Blackburn
Shane Lunt	6 Bridgewater drive
Stacey Dawe	6 Bridgewater drive
Joshua Lee	10, BRIDGEWATER DRIVE
LOUISE CARMICHAEL	15, BANCROFT AVE, BLACKBURN
DEAN RUSSELL	15, BANCROFT AVENUE, BLACKBURN
AMSHIA M Mohammedai SIDAT	17, Bancroft Ave
MICHAEL BLEASDALE	12 BANCROFT AVE
CHARLOTTE BLEASDALE	12 BANCROFT AVE
ALTAF Sumra	4 Kirkland Court
AMNA Seemro	1, Kirkland Court

FAISAL SHAIKH	8, KIRKLAND COURT
UZMA SHAIKH	8, KIRKLAND COURT
Mary Williams	14 KIRKLAND COURT
ASIF PATEL	11
SALMA PATEL	16, KIRKLAND COURT
JAVID HUSSAIN	22 KIRKLAND COURT
RAHMET HUSSAIN	22 KIRKLAND COURT
JAHANGIR HUSSAIN	30 KIRKLAND COURT
TALIM SULEMAN	11
Imam ul Haq	32 KIRKLAND COURT
A. Kheem	32 KIRKLAND COURT

DENS HORNBY	20 KIRKLAND COURT
CHLOE HORNBY	20 KIRKLAND COURT
Denielle Woodward	10 KIRKLAND CLOSE
AFAQ SARTAJ	12 KIRKLAND CLOSE
AFAISMA SARTAJ	12 KIRKLAND CLOSE
SADRA J PATEL	14 KIRKLAND CLOSE
MARJUDA PATEL	11
AMINA LORGAT	7 KIRKLAND CLOSE
Juneid Lorgat	7 KIRKLAND CLOSE
Bhaskar Anand	1 KIRKLAND CLOSE