

Public Document Pack

Planning and Highways Committee

Thursday, 12th July, 2018

6.30 pm

Meeting Room A, Blackburn Town Hall

AGENDA

1. Welcome and Apologies
2. Minutes of the Previous Meeting
Minutes 21st June 2018 3 - 4
3. Declaration of Interest
Declaration of Interest Form 5

PLANNING MATTERS

- MATERIAL CONSIDERATIONS 6 - 7
4. Planning Application Summary
Planning Application Summary 8
 - 4.1 Planning Application 10-18-0270 Alaska Street,
Blackburn, BB2 3AY
Planning Application 10-18-0270 Alaska Street,
Blackburn, BB2 3AY 9 - 26
 - 4.2 Planning Application 10-18-0470 College Field behind
Blackburn Northern, Ramsgreave Avenue, Blackburn,
BB1 8NA
Planning Application 10-18-0470 College Field behind
Blackburn Northern, Ramsgreave Avenue, Blackburn,
BB1 8NA 27 - 34
- UPDATE REPORT 35

Date Published: Wednesday, 04 July 2018
Harry Catherall, Chief Executive

PLANNING AND HIGHWAYS COMMITTEE 21st JUNE 2018

PRESENT – Councillors; Smith D (in the Chair), Akhtar H, Brookfield (substitute for Oates), Casey, Daley, Hussain M (substitute for Khonat), Jan-Virmani, Mahmood (substitute for Khan Z), Richards, Riley, Slater Ja and Slater Ju (substitute for Hardman).

OFFICERS – Gavin Prescott (Development Manager), Safina Alam (Highways Development Control Engineer), Michael Green (Legal) and Phil Llewellyn (Democratic Services).

RESOLUTIONS

5 Welcome and Apologies

The Chair welcomed everyone to the meeting. Apologies were received from Councillors Davies, Hardman, Khan Z, Khonat and Oates.

6 Minutes of the last Meeting held on 24th May 2018

RESOLVED – That the minutes of the last meeting held on 24th May 2018 were confirmed and signed as a correct record.

7 Declarations of Interest

Cllr Mahmood declared in interest in Item 4.4 – Planning Application 10-18-0513 48 Lancaster Place, Blackburn, BB2 6JT, in that he was related to the Applicant.

8 Planning Applications

The Committee considered reports of the Director of Growth and Development 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>Applicati on No.</u>	<u>Applicant</u>	<u>Location and Description</u>	<u>Decision under Town and Country Planning Acts and Regulations</u>
10/18/0279	Prescot Business Park Ltd/Trentmore Ltd	Vacant Land, Byrom Street, Blackburn, BB2 2HN Regulation 3for Full Planning Application for Retail store and garden centre (Class A1) with	Approved subject to the conditions outlined in the Director's Report.

		associated servicing and car parking	
10/18/0306	Pleckgate High School	Pleckgate High School, Pleckgate Road, Blackburn, BB1 8QA Variation of Condition No.43 pursuant to planning application 10/09/0895 - retention of the car park layout and landscaping to the south/south-west of Nos 141-145 Pleckgate Road	Approved subject to the conditions previously approved under Application 10/09/0895.
10/18/0484	Mr A Ramsbottom	Butlers Arms, Pleasington Lane, Pleasington, Blackburn, BB2 5JH Full Planning Application: Erection of accommodation for Butler's Arms Bowling Teams (retrospective)	Approved subject to the conditions outlined in the Director's Report and additional condition as outlined in the Update Report.
At this point Councillor Qesir Mahmood left the room due to the declaration of interest made in relation to 10/18/0513			
10/18/0513	Mr M Khan	48 Lancaster Place, Blackburn, BB2 6JT Householder Notification for Single Storey rear extension 5m from original wall, max height: 3.900m, height to eaves: 2.600m	Prior approval granted subject to the development being undertaken in accordance with documents and drawings being submitted as outlined in the Directors Report.
At this point Councillor Qesir Mahmood was invited to re-join the Committee			

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

MATERIAL:	NOT MATERIAL:
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



BwD Council - Development Control

General Reporting

REPORT NAME: *Committee Agenda.*

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: 12/07/2018

Application No	Applicant	Site Address	Ward
10/18/0270	Mr John Wright 80 Cheapside London EC2V 6EE	Alaska Street Blackburn BB2 3AY	Blackburn Central
Full Planning Application (Regulation 3) for Full Planning Application for development of 73 dwellings with associated car parking and landscaping			

RECOMMENDATION: Permits

10/18/0470	Blackburn With Darwen Borough Council Room 419 Town Hall King William Street Blackburn BB1 7NY	College Field behind Blackburn Northern Ramsgreave Avenue Blackburn BB1 8NA	Roe Lee
Full Planning Application (Regulation 4) for Full Planning Application for Installation of 3.030 metre high ball stopping netting along the South Eastern boundary.			

RECOMMENDATION: Permits

REPORT OF THE DIRECTOR

Plan No: 10/18/0270

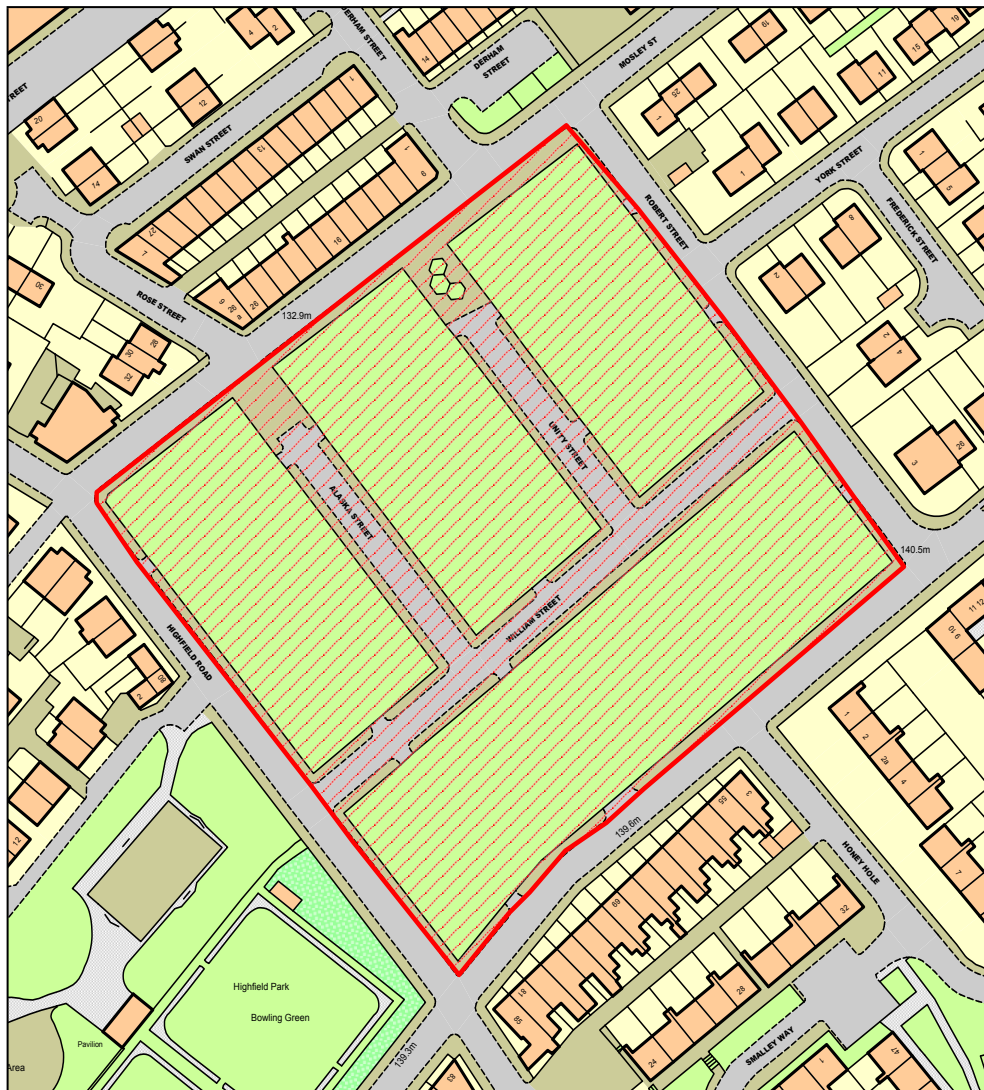
Proposed development: Full Planning Application for development of 73 dwellings with associated car parking and landscaping.

**Site address:
Alaska Street
Blackburn
BB2 3AY**

Applicant: Mr John Wright – Places for People

Ward: Blackburn Central

Councillor	Saima Afzal
Councillor	Faryad Hussain
Councillor	Zamir Khan



1.0 SUMMARY OF RECOMMENDATION

1.1 APPROVE – Subject to recommended conditions (see paragraph 4.0).

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, and also delivers housing at a site which is allocated for housing development in the adopted Local Plan Part 2. 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 housing land allocation 16/16: which is referred to as the Alaska Street Development Site, Blackburn. The site measures 1.7 hectares and is located within the inner urban of Blackburn. The vacant site is roughly square in nature with only with only the road configuration remaining from the former terraced housing. The topography of the site can generally be described as falling on a gradient 1:19 from the south east of site to the north west.

3.1.2 The site surroundings are made up of a variety of boundaries, including the attractive stone terrace along Rockcliffe Street to the south east, and red brick terraces with stone detailing along Mosley Street to the north. A more modern development backs onto Robert Street adjacent to the east, and to the west there is a park and new housing development along Highfield Road.

3.1.3 Public transport links are accessible from the site, with the nearest bus stop being located 200 metres north east of the site, located along the A6077 Grimshaw Road. From here there are regular services to Blackburn and Clitheroe Town Centres, as well as further links to Shadsworth, Rawtenstall and Darwen. Located adjacent to Blackburn bus station, the railway station provides further transport links to Manchester, York, Preston, Blackpool and Clitheroe.

3.2 Proposed Development

3.2.1 The proposal is a full planning application for the erection of 73 homes, landscaping, drainage, associated highway works, infrastructure and engineering works.

3.2.2 The proposed development provides a net residential density of a little under 43 dwellings per hectare, when considering the developable area of 1.7 hectares. The 73 units comprise:

- 16no 2 bed terraced and semi-detached houses
- 42no 3 bed terraced and semi-detached houses
- 13no 4 bed detached and semi-detached houses
- 2no 2 bed detached bungalows

It is intended that 4no of the 3 bed houses will be built to Lifetime Homes standard.

3.2.3 The proposal seeks to deliver a high specification development using modular, off-site construction. Each home will be built as a series of modules in a factory and delivered to site fully finished and equipped. The proposed dwellings will have small front gardens with boundary treatments predominantly of painted metal railings and planting with larger rear gardens. Parking will be provided within the curtilage of each property.

3.2.4 Other important elements of the proposed layout include; dual aspect 'corner turning' properties at key streetscape points, shared surface street with pedestrian priority and a central green space.

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

3.3.3 Local Plan Part 2

- Policy 1 – The Urban Boundary
- Policy 2 – The Inner Urban Area
- 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 16/6 – Housing Land Allocations
- Policy 18 – Housing Mix
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development

3.4 Other Material Planning Considerations

3.4.1 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.

3.4.2 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;
- Highways and access;
- Design and Layout;
- Amenity impact;
- Drainage; and
- Affordable housing.

Principle

3.5.2 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).

3.5.3 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.

3.5.4 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.

3.5.5 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 of Site 16/6 – the Alaska Street Development Site, Blackburn. Key development considerations identified in the Local Plan Part 2 include the following:

- Sustainable management of surface water run-off. United Utilities advise that some sites in this part of Inner Blackburn will need to provide surface water storage.
- Utilise existing access onto Highfield Road, Robert Street, Rockcliffe Street and Mosley Street.

3.5.6 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.

3.5.7 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.

3.5.8 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.

3.5.9 The proposal identifies two points of access being taken from Robert Street and Highfield Road. Dwellings on the periphery of the site will have parking access direct from the existing road network.

3.5.10 Parking provision for the development in accordance with the Council's adopted parking standards; 2 spaces for 2/3 bed units and 3 spaces for 4+ bedroom properties would require a total provision of circa 159 spaces. The application proposes a total provisions of 130 spaces and is therefore a below the recommend requirement.

3.5.11 A detailed Transport Assessment (TA) was submitted in support of the application which evaluated 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.

3.5.12 The applicant's revised TA concluded that;

- The proposed access strategy for the Site adopts the previous vehicular access points on Robert Street and Highfield Road. The proposed access arrangements are shown on Drg No 1615/01. It is concluded that the proposed access arrangements are suitable for the proposed development.
- It is established that the location of the Site provides very good opportunity for journeys to be made on foot, by cycle and on public transport to a range of local amenities.
- It is concluded that the traffic generated by the proposed development will not have a detrimental impact on the operational performance of the local highway network.
- It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

3.5.13 Highways Colleagues appraised the submission and whilst no objection is offered in principle there are number of technical matters that require additional detail. The applicant has indicated that this additional information is forthcoming and will be made available by way of an update report to avoid additional pre-commencement conditions. Nevertheless, conditions can be used to address these matters should the information not be provided. The matters to be addressed relate to:

- The shared surface within the site is not supported by service strips along the edge of the carriageway, these enable not only the services to be laid (a minimum of 800mm is required to accommodate street lighting columns) but also support the shared usage approach for pedestrians to step onto when a vehicle is travelling on the road.
- The limit of adoption is not made clear, to enable to statutory services to maintain the equipment, the highway would ordinarily be adopted, however with the layout proposed it is not clear where the highway boundary would lie.
- The council do not support block pavements on the highway, and we would request this is changed to alternative coloured surfacing in HRA.
- Please attach a Grampian condition; for the following works:
 - Raised table junction at Highfield Road/Mosley Street & Abraham Street/Highfield Road
 - Improvement to pedestrian crossover points in and around the site
 - Removal of mini roundabout and associated works at Grimshaw Street/Mosley Street

3.5.14 In order to encourage the use of more sustainable modes of transport, a Travel Plan has also been submitted to support the application. This identifies a range of site specific measures, transport information packs to each property; Cycling and walking route information; and Monitoring and evaluation.

3.5.15 A construction management plan will be required through application of a condition, setting out how the construction process will be managed to ensure that consideration is given to highway safety and residential amenity during the construction phase. The plan will include the following:

- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Erection and maintenance of security hoardings, including decorative displays for public viewing;
- Wheel washing type and location;
- Control of dust and dirt;
- Recycling and disposing of waste.
- Phasing of the development

3.5.16 Overall, the scope of information submitted in support of the transport and highways aspects of the proposal illustrate an acceptable highways layout and off-site highways works that will mitigate the likely impacts on the network. As such, subject to compliance with the aforementioned conditions, it is in accordance with the requirements of Policy 10 of the Local Plan Part 2.

3.5.17 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.

3.5.18 A detailed Design and Access Statement has been provided which sets out the key design principles which are taken forward in the application proposals design response, reflecting the policy requirements include:

- Layout designed to the character of the area
- Dwellings to face onto outward to retain existing character.
- Adequate separation distances with existing dwellings
- Road design and extent retained to a minimum within the site
- Houses orientated to view into the site and provide overlooking to public spaces.

3.5.19 The applicant's design team has placed an emphasis on a development which positively responds to policy and to the best practice guidance, and

represents a high quality scheme, which is well designed to complement the local setting whilst responding to site constraints including the topography. This is also evident in the use of well-designed buildings that face the public realm, ensuring natural surveillance.

3.5.20 The proposed 73 units comprise 64 semi-detached (87%) 7 terrace (10%) and 2 bungalows (3%). The housing mix is weighted towards larger family housing with 3 and 4 bedroom properties accounting for 75% of the proposed dwellings. 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. Given the site constraints and predominantly terrace and semi-detached pattern of adjacent dwellings the proposal is considered to meet this policy requirement of the Development Plan.

3.5.21 The proposed development provides a net residential density of a little under 43 dwellings per hectare, when considering the developable area of 1.7 hectares. The Site allocation 16/6 estimates that the site can deliver 80 dwellings of which 70 are expected to be delivered by 2019. The proposed layout will deliver 73 units.

3.5.22 The houses throughout the proposed development are to be constructed using modular, off-site construction. Each dwelling will be built as a series of modules in a factory and delivered to site fully finished and equipped. The modules will be located on pre-prepared bases, final finishing of joints between modules undertaken, utilities connected and landscaping and external works undertaken.

3.5.23 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.

3.5.24 Details of the proposed boundary treatments have been provided, alongside a detailed layout to illustrate the boundary treatments for each part of the site. Frontage and treatments within the site will include a mix of brick walls with timber infills at key vistas, metal railings with timber boarded fencing between the rears of properties.

3.5.25 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'. Many of these matters sit outside the scope of development management; however the details can be attached as a series of informatives to the decision notice, as necessary.

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

3.5.27 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.

3.5.28 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.

3.5.29 Following assessment, the separation distances to the existing properties on the site's periphery are not compliant with the requirements of the SPD. However, the proposed properties separation distance within the site is in accordance with the Council's adopted standards. It is acknowledged some sub-standard interface exists within the proposed layout, but this on balance is considered an improvement over the separation distances that existed prior to the demolition of terrace dwellings on the site.

3.5.30 The Council's Public Protection Team has reviewed the application and offers no objection to the development subject to conditions to safeguard the amenity of future occupants of the site and those existing residents in the area. These conditions include the submission of an Air Quality Screening Assessment, standard land contamination conditions, hours of construction condition, flooding lighting and a dust control condition.

3.5.31 The overall impact of the proposed development is considered to accord with the provisions of the adopted and Local Plan Part 2 as any potential harm to amenity has been addressed or can be adequately controlled or mitigated through planning conditions.

3.5.32 Drainage and flood risk

Policy 9 sets out that development will be required to demonstrate that it will not be at an unacceptable risk of flooding and impact on environmental assets or interests, including habitats, species and trees.

3.5.33 Following a review of the application, no objection has been offered by United Utilities or the council's Drainage Team; subject to the application of conditions to ensure implementation of an appropriate scheme of surface drainage and the separate drainage of surface and foul water.

3.5.34 Affordable Housing

3.5.35 In accordance with Local Plan Policy 12, the Council will be supportive of proposals which provide affordable and older people's accommodation. It goes on to state that developments of 10 or more units consisting entirely of affordable housing will only be acceptable in exceptional circumstances.

3.5.36 In supporting this development officers considered that the wider benefits of this application accords with national policy on sustainable development in that it would perform an economic role, social role and environmental role. As such, the NPPF approach to presumption in favour of sustainable development is clear that development which is sustainable should be approved without delay.

3.5.37 Summary:

This report assesses the full planning application for 73 dwellings on cleared land adjacent to Alaska Street, Blackburn. In considering the proposal a wide range of material considerations have been taken in to account during the assessment of the planning application.

3.5.38 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, and the National Planning Policy Framework.

4.0 RECOMMENDATION: Approve subject to Conditions which relate to the following matters:

- (i) Conditions which relate to the following matters:
- Commence within 3 years
 - Approved details/drawings
 - Materials to be submitted and implemented
 - Siting and appearance of boundary treatment in accordance with submitted details
 - S278 Grampian condition for off site highway works (see paragraph 3.5.13)
 - Sightlines clearance to be kept in perpetuity for all access points
 - closure of highway where required

- Prior to the occupation of any of the dwellings hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.
- Prior to the construction of any of the streets referred to in the previous condition full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.
- Construction management plan to be submitted and implemented
- Foul and surface water drainage scheme to be submitted and implemented
- Foul and surface water to be drained on separate systems
- Permitted development rights to be removed (Part 1, Classes A to E)
- Travel Plan to be submitted and implemented following 50% of occupation or 6 months from first occupation of the site for a minimum of 5 years.
- Land contamination
- Floodlighting
- Air Screening assessment
- 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.

5.0 CONSULTATIONS

5.1.1 Drainage Section

No objection subject to submission of a scheme for foul and surface water drainage

5.1.2 Education Section

No objection or request for commuted sum to education provision within the Borough.

5.1.3 Environmental Services

No objection.

5.1.4 Public Protection

Recommendation conditions:

- Flood lighting scheme
- Noise and vibration scheme
- Site working hours to be limited to between 8am-6pm (Monday-Friday) and 9am-1pm on Saturdays. No works on Sundays or Bank Holidays.

5.1.4 *Dust*

Recommended condition:

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

5.1.5 *Air Quality*

Recommended condition:

- Submission of an Air Quality Impact Assessment and remediation if required.

5.1.6 *Contaminated Land*

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.

5.1.8 Highways:

No objection in principle subject to suitable conditions referred to in sections 3.5.13 - 3.5.16 and standard informatives

5.1.9 Travel Planning Officer

A series of green travel planning initiatives were suggested, which are recommended for inclusion by condition.

5.1.10 Strategic Housing

The Housing Growth Team would support the development of good quality family homes in this location.

The principle of residential dwelling and mix would be acceptable as initial proposals indicate a housing offer, which responds to the Council's growth strategy.

We would be supportive of the proposal subject to it meeting planning policy requirements and approval from Development Management.

There is no additional requirement for affordable housing as the scheme is providing an agreed number of affordable homes on site.

5.1.11 Lancashire Constabulary

No objections, but recommended that the scheme should be developed to achieve 'Secured by Design' accreditation.

5.1.12 United Utilities

No objections, subject to conditions requiring separate foul and surface water systems, submission of drainage scheme; as required by the Local Flood Authority.

5.1.13 Public consultation

Public consultation has taken place, with over 96 letters posted to neighbouring addresses. Site notices have been displayed and a press notice issued on the 7th June 2018. In response, 2 letters of objection have been received; representations can be found at section 8.0, with a summary of the material planning objections below:

The application has attracted material planning objections in relation to:

- Highways: Access/traffic
- Crime
- Loss of light
- Damp to dwellings

In response to the issues raised these matters are considered to have been addressed in the main body of the report but are clarified further.

Highways: The submitted objection relates to the existing highway situation in the proximity of the site in relation to heavy goods vehicles and as such it is not for the applicants of this application to remedy situation. Nevertheless a construction method statement will be conditioned and reviewed by Highways Colleagues to ensure minimum impact on the surrounding area occurs during construction.

Crime: Lancashire Constabulary's Architectural Liaison Officer has reviewed the scheme and offered no objection albeit they have recommended that the scheme should be developed to achieve 'Secured by Design' accreditation.

Loss of light and damp: The proposed development is considered to be a sufficient distance from nearby dwellings to prevent any unacceptable impacts on nearby dwellings in relation to loss of light or overshadowing.

6.0 CONTACT OFFICER: Alec Hickey, Senior Planner - Development Management.

7.0 DATE PREPARED: 29th June 2018

8.0 SUMMARY OF REPRESENTATIONS

Objection Yasmin Khan

Dear Sir/Madam

As your aware there is going to be housing development on Alaska street which is estimated in August. The reason I am writing a letter to you is because I want to complain for a variety of reasons some which are

- Crime rate will increase
- Noise
- My house will no longer be exposed to sunlight
- Due to no sunlight my plants will die and also my house will have damp

Another reason I am a single mother who is a house owner and also has depression, anxiety and has suffered from domestic violence. This will be more difficult to handle due to crime rate increasing rapidly. Noise complaint is another major reason to handle due to my depression i also have kids the noise will ruin there sleep. Studies have shown kids who have a lack of sleep and go school will have a less chance of concentrating in class and this will also affects there grades. I also have difficulties sleeping at night I sleep when my kids go school construction will start after 8 or 9 am that is the time I go sleep this will ruin my sleep and this may lead me to fall unwell.

Objection Chris Walton

Dear Sir / Madam,

I would like to submit comments on the application for the Alaska Street development, ref 10/18/0270, particularly in regards to traffic and safety related to the proposed development.

For reference, I have been a resident of Highfield Road for the last 6 years, adjacent to the proposed development, so have a good knowledge of the site and the surrounding area.

I believe the proposed plans are generally of high quality and I support the housing development. However, I have concerns about the road access and safety of the development, which I feel need addressing to ensure the safety of existing and new residents.

Background

The development is in an existing residential area, with a road layout designed for the former terraced housing which existed in the area. The area is surrounded by a good road network of the A666 and A6077. However, Rockcliffe Street, Mosley Street and Highfield Road are currently being used by heavy goods vehicles, belonging mainly to Gilbraiths Transport, who are using it to travel from the M65 Junction 5 / Haslingden Road direction to access their site off the A666.



- Map to show routes being used by heavy goods vehicles around the proposed site.

The local A roads seem a better route for these vehicles, allowing them to travel NW along the A6077, turning SW onto the A666, then onto their site off Iron Street. However, from the A666, these vehicles cannot turn right onto the Gilbraiths site due to a divider in the road. Subsequently, these heavy goods vehicles are using the narrow residential streets around the proposed development to gain access.



- Junction of A666 with Iron Street (Gilbraiths site)

The large vehicles using the smaller residential roads are already causing safety issues. On Highfield Road, there have been several incidents where resident's cars have been parked on one side of the road and damaged by the large vehicles travelling down the narrow road, hitting the mirrors on parked cars. Also, due to the tight junctions, heavy goods vehicles drive over footpaths, particularly on the junction of Highfield Road and Rockcliffe Street, at the southwest corner of the proposed development. This causes the footpath to break up and this has had to be resurfaced on a number of occasions.



- Highfield Road and Rockcliffe Street junction showing tyre tracks across the resurfaced pavement.

Finally, the north-west end of Highfield Road already faces high traffic issues due to being used as a rat run by drivers avoiding the Townsmoor junction when travelling between the A666 and the A6077. This is worsened by local garages abandoning vehicles, reducing the road to one lane and causing traffic to queue up at peak times. This has been reported to the local councillor Maureen Bateson and the Council's Highways department for investigation.



- North-west section of Highfield Road to the junction with A666. Cars are parked both sides reducing traffic flow to one lane.

Concerns

The heavy goods vehicles using these residential roads are a safety risk. This affects current residents, would affect the new residents of the proposed development, and current issues would be worsened by the increase in vehicle use in the area.

- The north-west end of Highfield Road would face worse congestion from the increased residential traffic using this as an entrance/exit to the area. The existing issue of abandoned cars already reduces this to one lane of traffic, causing traffic to queue on the A666 and/or Highfield Road while waiting to turn.
- More cars would be parked on Highfield Road as a result of the new development, as suggested by the images provided by the applicant. This would reduce this section of the road to one lane of traffic, making it more difficult for heavy goods vehicles to pass through the road safely, and without causing damage to vehicles.



- Image from applicant showing vehicles parked on Highfield Road by the new housing

- The footpath on the corner of Highfield Road and Rockcliffe Street is already regularly damaged by heavy goods vehicles crossing over it. With housing being built in this area, this poses a safety risk to pedestrians from damage to the pavement and from vehicles.

Suggestions

To deal with these issues adequately and ensure safety for residents of the new development and existing residents, I suggest the following:

- The Council could enter into an agreement with local business for heavy goods vehicles to voluntarily avoid this residential area - vehicles could use the M65 junction 4 to gain access to the Gilbraith's site from the A666. Similar agreements exist elsewhere in the borough (http://www.lancashiretelegraph.co.uk/news/9997198.Controversial_waste-transfer_station_in_Darwen_gets_the_go-ahead/).
- A weight limit could be added to the residential roads around the development, preventing heavy goods vehicles from using the area.

- The road layout around the proposed development could be modified to make it impassable for large vehicles, such as the layout of the nearby Mosley Walk.
- The layout of the A666 could be modified to allow large vehicles to turn right into the Gilbraiths site.
- Bollards could be added to pavements to prevent vehicles crossing the footpaths.
- Abandoned vehicles could be removed from Highfield Road and double yellow lines used to clear the area around the junction with A666.

Summary

The application's Planning, Design and Access statement covers transport issues but has not identified the use of heavy goods vehicles in the area and the risks they pose to pedestrians and residents vehicles in a road network which is not designed or suitable for such traffic. There are existing road safety issues affecting the area surrounding the proposed development and the increased vehicle from the development would exacerbate these issues. I do not feel that this is a barrier to the development in itself, as measures can be taken to reduce risks, however, these have not been considered in the application.

As a result, I would ask that the above issues are considered and the plans modified in partnership with the Council to ensure the safety of all current and new residents.

Proposed development: Full Planning Application (Regulation 4) for Full Planning Permission for Installation of 3.030 metre high ball stopping netting along the South Eastern boundary.

**Site address:
College Field behind Blackburn Northern
Ramsgreave Avenue
Blackburn
BB1 8NA**

Applicant: Blackburn With Darwen Borough Council

Ward: Roe Lee

**Councillor Phil Riley
Councillor Sylvia Liddle
Councillor Ron Whittle**



1.0 SUMMARY OF RECOMMENDATION

- 1.1** The proposed 3.030 metre high ball-stopping netting is recommended to be granted planning permission for the reason as follows:
- The proposal is of appropriate design and appearance and would not be detrimental to the amenity for users of the playing field or occupiers of neighbouring dwellings or compromise highway safety in accordance with Policies 8, 9, 10, 11, 38 and 40 of the Blackburn with Darwen Local Plan Part 2 (December 2015).
- 1.2** It is recommended that the application be approved subject to a condition that the height and appearance be in accordance with the location and length plan marked received 30th May 2018, the length and width details marked received 8th June 2018, and the technical specification details marked received 26th June 2018.
- 1.3** It is also recommended that the application be approved subject to a second condition restricting the construction of the development to 08:00 and 18:00 Monday to Friday, in order to secure residential amenity.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1** The application is before the Committee since the application has been made by the Council's Environment and Leisure Department.
- 2.2** Members are also advised that three letters of objection have been submitted. A summary of the objections is provided at 6.1 below, and the full texts of the objections are appended to this report at the end.
- 2.3** The key issues to be addressed are as follows:
- Provision and purpose of green infrastructure
 - Neighbour amenity issues
 - The effect of the development on the surrounding environment
 - Scale and design considerations

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1** The College Playing Field is situated on the western side of Pleckgate Road, and is bounded on the east by Ramsgreave Avenue, on the north by Ramsgreave Drive, on the west by the tennis dome and Blackburn Northern, and on the south by Pleckgate School.
- 3.1.2** The playing field is designated in the Blackburn with Darwen Borough Local Plan Part 2 as green infrastructure. In conjunction with the Wooldridge Playing

Field on the opposite side of Pleckgate Road, the site has gone through a period of levelling and regrading, including the provision of new drainage, following planning permission granted in 2016 (10/15/1525).

- 3.1.3 The rationale behind the application is the way the football pitch is to be laid out, with one goal end being in front of the rear elevations of 141-145 Pleckgate Road. The intention is to provide a measure of protection to these properties from footballs missing their intended target.

3.2 Proposed Development

- 3.2.1 The proposal is for twin wire system panel fencing to be erected along the edge of the football field to the rear of Nos. 141 to 145 Pleckgate Road. The full length of the fencing is proposed to be 40.15 metres, running along the top of the bank parallel to Ramsgrave Avenue behind the goalline.
- 3.2.2 The fence is proposed to be a height of 3.030 metres – reduced from the originally proposed 4 metres to take account of the ground level being raised above the ground level of the adjacent dwellings.
- 3.2.3 The closest point to which the fencing will come to the rear of the adjacent properties is approximately 7 – 7.5 metres from the rear elevation of No. 145 Pleckgate Road. This distance increases to approximately 17 metres at the southern end of No. 143 Pleckgate Road.

3.3 Development Plan

- 3.3.1 Blackburn with Darwen Borough Local Plan Part 2:

Policy 11: “Design”
Policy 8: “Development and People”
Policy 9: “Development and the Environment”
Policy 10: “Accessibility and Transport”
Policy 38: “Green Infrastructure on the Adopted Policies Map”
Policy 40: “Integrating Green Infrastructure and Ecological Networks with New Development”

- 3.3.2 Blackburn with Darwen Borough Core Strategy (Local Plan Part 1):

Policy CS11: “Facilities and Services”

3.4 Other Material Planning Considerations

- 3.4.1 National Planning Policy Framework (NPPF):

Section 7: “Requiring Good Design”

Section 8: “Promoting Healthy Communities”

3.5 Assessment

- 3.5.1 Provision and Purpose of Green Infrastructure. Local Plan Part 2 describes green infrastructure as including sports fields amongst others, with such spaces being multi-functional and delivering “a wide range of environmental and quality of life benefits for local communities, such as recreation...” (Paragraph 7.3).
- 3.5.2 The Government’s National Planning Policy Framework regards access to high quality open spaces and opportunities for sport and recreation as being important contributory factors to the health and well-being of local communities (NPPF Paragraph 73).
- 3.5.3 As set out in the 2015 planning application for regrading, the Wooldridge and College Playing Fields have been returned to full usage following joint funding by the Council and the East Lancashire Football development Association (ELFDA). The provision is aimed at facilitating junior football matches at weekends as well as providing opportunities for use by the local schools during term time.
- 3.5.4 The proposal to install a section of fencing along a section of the south-east boundary has come about through concern raised about the implications of football being played in the vicinity of dwellings close to the College Field.
- 3.5.5 It is considered that the proposed fencing, in aiming to ensure that maximum use of the sports field is possible whilst maintaining neighbouring residential amenity. The proposal would then accord with both the NPPF and the Local Plan Part 2.
- 3.5.6 How the fencing would affect neighbour amenity, the arguments presented by local residents on both sides of the debate, and whether or not amenity is secured or harmed by the fencing, is discussed at 3.5.7 below.
- 3.5.7 Neighbour Amenity Issues. Policy 8 requires development to secure a satisfactory level of amenity and safety for surrounding uses, that development ensures a level of community safety and that there is adequate provision of facilities for young people.
- 3.5.8 Three properties adjoining each other are closest to and most likely to be affected by the development of the fencing: 141, 143 and 145 Pleckgate Road. The proposed development is being brought forward to protect the property of the residents, one of whom objects to the goalposts being sited to the rear of her property on the grounds that footballs landing there may possibly cause damage. The occupants of the other two properties oppose the development on the grounds of loss of outlook and the saleability of their home.

- 3.5.9 No. 145 Pleckgate Road, belonging to one of the objectors, has a high hedge to the rear boundary, with just one first floor window having a view over the hedge towards the playing field, the other two at first floor level being obscure glazed. It is considered that ground floor windows would not be affected by the fencing.
- 3.5.10 No. 143 Pleckgate Road, belonging to the second objector, has a high level of vegetation and a conifer along the rear boundary. This property has just one first floor window, and that is obscure glazed. It is considered that the ground floor windows of this property would also not be unduly affected by the fencing.
- 3.5.11 It should be noted that there is no right to a view enshrined in planning law. View is not regarded as amenity, and its loss does not constitute a valid reason for refusing planning permission for development. For the same reason, the depreciation of the value of a house cannot be taken into consideration.
- 3.5.12 No. 141 Pleckgate Road is the furthest of the three properties from the proposed development. Whilst having a stone wall along its rear boundary, it is a little more open than the other two properties, and has two large first floor windows more exposed towards the land beyond.
- 3.5.13 Discussions have been held between Council officers to look at the position and height of the proposed fence. It was agreed that the height would be reduced to the 3 metres being assessed by Committee (having originally been 4 metres) but that – given the angled relationship between the football pitch and the adjacent properties – it was felt that the proposed location was probably correct for the protection of all three properties for the long term future.
- 3.5.14 This recommendation for approval is therefore based on the proposal meeting the requirements of Policy 8 in that it secures the future of the football pitch in providing protection for properties that might otherwise be at risk of damage from footballs.
- 3.5.15 The effect of the development on the surrounding environment. Policy 9 requires development on green infrastructure land to secure the continuing function of the infrastructure. If harm is caused, it should be demonstrated that the need or benefit arising from the development outweighs the harm.
- 3.5.16 At present, the south-eastern end of the field has an open vista, with views beyond the adjacent dwellings that takes in the land as it rises towards Four Lane Ends. The colour and appearance of the fence are such that it is unlikely to cause undue harm to the setting of the field or the vista enjoyed by users of the field. Moreover, it is considered that the fencing does not interfere with the function of the infrastructure by virtue of the function being the provision of football facilities. On the contrary, the fencing is outside the playing area and assists in its function through providing a safety feature for neighbouring properties.

3.5.17 It is noted that similar fencing has already been established at two other points along the periphery of the playing field – a stretch having been erected around the boundary with the tennis dome, and a stretch separating the Blackburn Rovers Ladies pitch from Ramsgreave Avenue at the north end of the site. It is considered that the principle of the use of such fencing at key positions where the facilities border other uses has been established.

3.5.18 It is noted also that a public right of way exists adjacent to the football field. This runs along the tarmacked road that is no longer used as a vehicular highway, and access to the right of way is retained as at present.

4.0 RECOMMENDATION

4.1 Approve

5.0 PLANNING HISTORY

5.1 10/15/1525: Levelling and regrading including new drainage of existing playing fields. Approved under delegated powers 24th March 2016.

6.0 CONSULTATIONS

6.1 18 neighbours were notified and one site notice erected. Three objections have been received, and these can be summarised as follows:

- Loss of view
- Detrimental to property
- Loss of value to property

6.2 No statutory bodies were consulted

7.0 **CONTACT OFFICER: John Wilson, Planner**

8.0 **DATE PREPARED: 27th June 2018**

9.0 SUMMARY OF REPRESENTATIONS

Objection Dave Souch, 145 Pleckgate Road, Blackburn

FAO John Wilson

Good morning John

With regard to our conversation last Thursday, I wish to oppose this application for the installation of the ball stopping netting along the South Eastern boundary at the College Field behind Blackburn Northern.

The fields which this netting/fence is proposed to be installed is directly behind the rear of 141, 143, and 145 Pleckgate Road, of which 145 Pleckgate Road is the nearest to the field, this is my home. This proposed installation will only directly effect these 3 houses, 143 Pleckgate Road and myself feel that any installation of any kind would have a detrimental impact on us, as we would have to look at this 365 days a year and not out onto the green fields as at this moment in time, which is extremely pleasant, I can not think of anything worse than looking at netting/fence, no matter how it is disguised. Whether I am in my bedroom or rear garden I will always be faced with this fencing/netting. My neighbour who is very elderly lady and lived at her address for over 30 years, feels the same, especially as she is in effect house bound. I understand the purpose of the fence: is to stop balls from landing in our rear gardens, judging from last years football games on the field to the front of my house, there will not be many games being played. So the amount of balls landing in our gardens would be negligible, something I can deal with.

When these fields were originally proposed and taken over on a 25 year lease by a local football league, it was made clear by Councillor Philip Riley, that no permeant structure would be placed onto these grounds and any proposal would be opposed by the council. This netting would be a permeant structure. The layout of these football pitches was discussed at these meetings, the original drawings of the pitch layout showed a small children's pitch being placed were the current one has been marked, with the goals being at 90 degrees to the current position and second full size pitch being near to houses on Ramsgreave Drive. I have also been made aware by a third party connected to this football league and managers of clubs who wish to use these pitches, that once they have secured this fencing/netting they will be applying for planning permission to erect flood lighting so that they can train in the evening. Again this was something that we were told would not happen.

As discussed, please feel free to call me so that we can arrange to meet up, where I will able to show you clearly how the proposed installation would have a detrimental impact on my life and my neighbours, potentially affecting the value of my home, all for the sake of a free games of football.

Yours sincerely

Dave Souch

145 Pleckgate Road

Blackburn

Objection Mrs B Robinson, 143 Pleckgate Road, Blackburn

To Mr Wilson

I am 83 yrs old and have lived in my home for 30 yrs, I am virtually house bound and the rear of my house looks out onto the College Field behind Blackburn Northern, this is my only real view. I do not want to have to look out of windows or garden and see a ball stopping net which will be there all the time, even when football is not being played during the summer months. I cherish my view and do not want to feel as if I am looking at a prison fence. For those people who are making this application for the fencing, they do not have to look at it, and if they lived here I am certain that they would not want to live with this either.

This fencing if erected will spoil the area and for the amount of times football is will be played, weekends, seems very unnecessary. The football league should go back to it's original plans for the pitches, by putting a children's pitch there with the goals running in the opposite direction where fencing already exists. As originally it was going to be for children, I cannot see how the ball will affect any ones home.

I wish to oppose this application and any amendments to the application in the strongest of terms. This based on the fact it will be detrimental to my outlook and I am also concerned such a permeant structure will affect the salability and price of my home.

Objection Dave Souch, 145 Pleckgate Road, Blackburn

FAO John Wilson

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I have also been made aware by a third party connected to this football league and managers of clubs who wish to use these pitches, that once they have secured this fencing/netting they will be applying for planning permission to erect flood lighting so that they can train in the evening. Again this was something that we were told would not happen.

As discussed, please feel free to call me so that we can arrange to meet up, where I will able to show you clearly how the proposed installation would have a detrimental impact on my life and my neighbours, potentially affecting the value of my home, all for the sake of a free games of football.

PLANNING & HIGHWAYS COMMITTEE
THURSDAY, 12th JULY 2018
UPDATE:

1 10/18/0270 – Alaska Street, Blackburn

Para 3.5.13 of the main report refers to additional highways details being submitted to the satisfaction of the Highways Engineer. However, the additional information has not been supplied and it's therefore recommended that these details are incorporated into the suggested conditions relating to highways matters. For clarity, the requested information relates to:

- Shared surface service strips along the edge of the carriageway
- Details on the limit of adoption, to enable to statutory services to maintain the equipment
- Use of road materials as the council do not support block pavements

These matters are considered to be minor technical details, which can be adequately addressed by condition and would ensure the application accords with the requirements of Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

Gavin Prescott
Development Manager
12th July 2018