

Proposed development: Full planning application - Construction of 63 dwellings and associated infrastructure

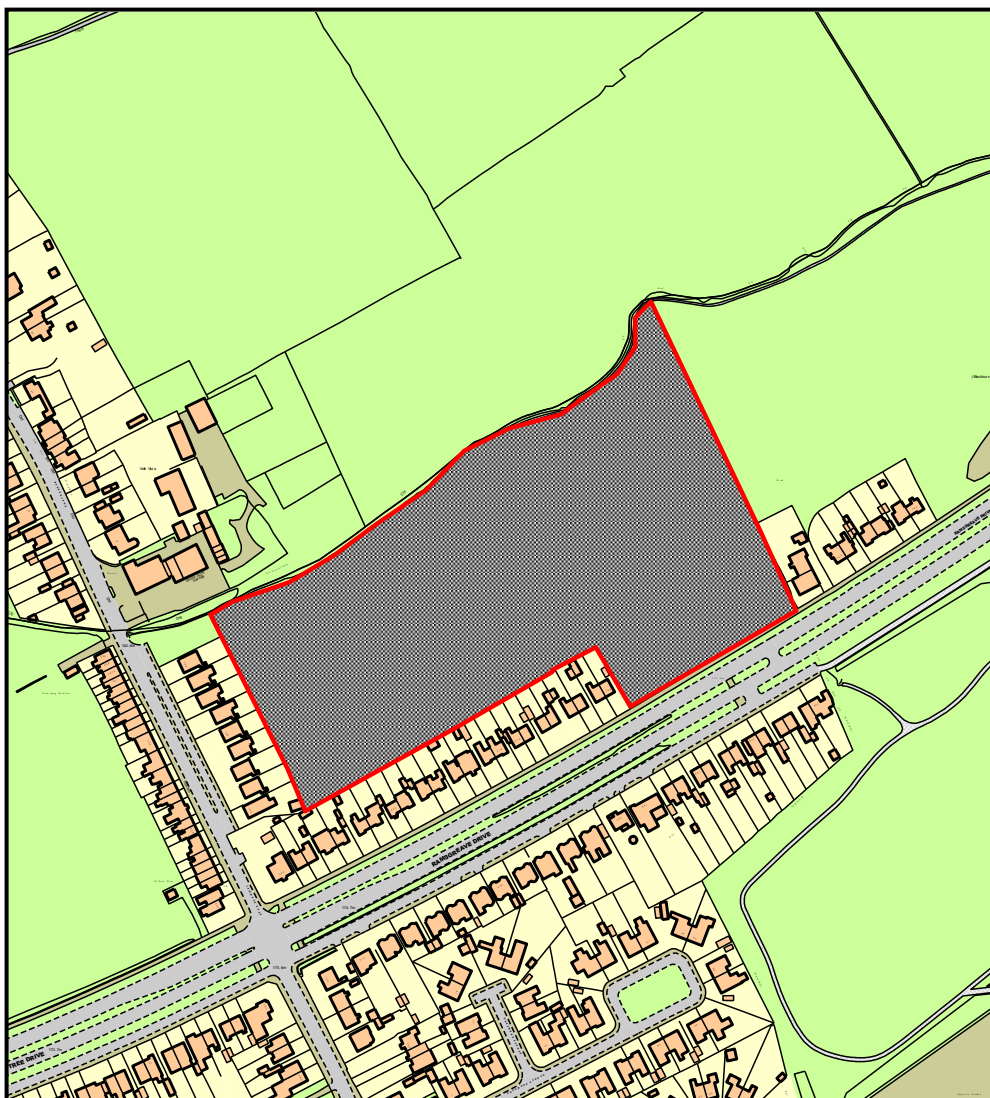
Site address:

Land off Ramsgreave Drive, Blackburn

Applicant: Landway Properties Ltd

Ward: Billinge and Beardwood & Roe Lee

Councillors: Cllrs Tasleem Fazal, Julie Daley, Jackie Floyd; Phil Riley, Sylvia Liddle and Ron Whittle



1.0 SUMMARY OF RECOMMENDATION:

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

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

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

3.0 RATIONALE

3.1 Site and Surroundings

3.1.1 The application site forms the eastern section of housing land allocation 16/2: which is referred to as the North Blackburn Development Site. The site measures 3.76 hectares and comprises land situated to the north of Ramsgreave Drive, the east of Lammack Road and west of Blackburn Rugby Club's grounds. The area has an undulating form, rising generally to the south from a small watercourse that forms the northern edge of the site. The site is predominantly covered by semi-improved grassland with some bramble scrub, scattered tree coverage and hawthorn hedgerows.

3.1.2 The periphery of the site has a mix of detached and semi-detached inter and post-war houses to the south, southeast and western boundaries. The northwest corner of the site lies in close proximity to a car showroom/garage. The wider area to the north is green belt and is generally free from development, save for sporadic housing that takes a vernacular form.



View across site from Ramsgreave Drive



View of site frontage



View of the site to the North



View of site to the South (Ramsgreave Drive)

Extracts from submitted Design & Access Statement (March 2020)

3.1.3 Public transport links run along Barker Lane and Ramsgreave Drive, offering bus services to Whalley, Clitheroe and Blackburn. Ramsgreave and Wilpshire station is the nearest rail link, circa 1.5 kilometres to the east of the site, though it only offers a limited service to Manchester and Clitheroe. Two public rights of way, Blackburn 17 and Blackburn 18, are on the north and east edges of the site respectively. There are a number of pedestrian and cycle routes in the vicinity including the Witton Weavers Way.



Google image of application site

3.2 Proposed Development

3.2.1 The proposal is a full planning application for the erection of 63 homes, with associated infrastructure. The development will be served by a new vehicular access to Ramsgreave Drive, whilst a secondary pedestrian link will be formed to Lammack Road in the area of an existing public right of way.

3.2.2 The proposal seeks to deliver a high specification development which accords with the North Blackburn Masterplan. The layout has been designed to provide a sense of arrival into the site, a public open space provides a visual separation of the development from Ramsgreave Drive. The access road leads to a primary spine road along the

northern boundary providing access to a series of cul-de-sacs and private drives.

3.2.3 The proposed development provides a net residential density of a little over 16.75 dwellings per hectare, when considering the site's gross developable area of 3.76 hectares. The 63 units will all be detached with 62 having four bedrooms and the remaining unit being a 3 bedroom property. All dwellings are two storey in height, with a mix of building materials that replicate the appearance of vernacular housing in the area.



Extract from submitted amended proposed site plan

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
- CS18 – The Borough’s Landscapes
- CS19 – Green Infrastructure

3.3.3 Local Plan Part 2

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

3.4 **Other Material Planning Considerations**

3.4.1 North Blackburn Masterplan

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

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

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

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

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

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

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

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

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

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

3.4.3 The masterplan identifies 4 distinct character areas across the two land parcels that form the whole of the land allocation. The 'Waves' character area specifically affects the whole site area covered by this application.

3.4.5 Residential Design Guide Supplementary Planning Document

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

3.4.6 National Planning Policy Framework (NPPF) (2019)

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.

Section 5 of the Framework relates to delivering a sufficient supply of homes, and Section 8 relates to promoting healthy and safe communities.

3.5 Assessment

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

- Principle and compliance with Masterplan objectives;
- Highways and access;
- Drainage;
- Design and Layout;
- Public Protection Issues;
- Ecology; and
- S106 Obligations

3.5.2 Principle and Compliance with Masterplan Objectives

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

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

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

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

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

- 3.5.5 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.
- 3.5.6 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.
- 3.5.7 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.
- 3.5.8 The initial proposal identified a new 5m wide radial vehicular access to the site from Ramsgreave Drive, with 2m wide pedestrian links. A secondary pedestrian access is provided in the northwest corner of the site, linking to Lammack Road/Barker Lane. In order to facilitate the new primary access it will be necessary to undertake off-site works to remodel the existing A6119 carriageway.
- 3.5.9 A detailed Transport Assessment (TA) has been submitted in support of the application. The assessment evaluates the existing transport and highways context of the site, access, parking and servicing conditions, trip generation and junction capacity. This allows an assessment as to whether the highways network has the capacity to accommodate the potential increases in traffic as a result of this major 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. In addition the document also details works related to an 'up-filling exercise' to address the significant site level challenges and provide a suitable development platform.
- 3.5.10 The applicant's TA conclusions can be summarised as;
- The proposed development will be accessed by safe and efficient vehicular access arrangements.
 - The proposed development complies with local and national planning policy.
 - The proposed development benefits from being accessible on foot with the existing pedestrian footways providing access to a wide of range of services.
 - The proposed development is accessible by bus and rail with services available in the vicinity of the site.

- The traffic impact assessment indicated that the proposed development will have a minimal impact on, the local highway network.

3.5.11 Capita Highways appraised the initial TA submission and advised that further clarification was required in relation; site accessibility by modes other than private motor cars, traffic impact analysis, accident analysis and the impact of construction traffic.

3.5.12 Additionally, comments on the internal layout and development impacts have been provided by the Council's Highway Officers. The comments can be summarised as follows;

- Parking should be in accordance with adopted standards (size and numbers)
- Vehicular access into the site is to be taken from Ramsgreave Drive. A newly created Priority junction will serve the new development with a right turn lane. These works would fall under a 278 improvement scheme, whereby all works would be undertaken by the Local Highway Authority from design to implementation at the developers cost.
- Confirmation of gradients to be provided on plan for both the access and throughout the site.
- Having examined the swept paths which were provided within the Transport Statement. There are concerns with some turning heads, which in our opinion struggle to support the turning manoeuvre...please request further amendment to turning head in front of plot 55 and outside plot 46/47 and finally outside plot 3.
- The scheme proposes pedestrian connectivity through the site to adjacent playing fields, schools etc, this is welcomed. To promote use of these paths consideration should be given to low level, softer lighting; please condition.

3.5.13 In response to the highway comments an additional transport technical note from the applicant's transport consultant, Croft, has been provided. Furthermore, an amended site layout drawing and construction management plan was received 14th May 2020, these detailed changes to address the earlier concerns from the Local Highway Authority. Please refer to paragraph 3.2.3 for the amended site layout.

3.5.14 Internal Layout

To address the comments on the internal layout received from BwDC, the layout has been amended to include the following;

- Extended turning heads increased where requested (Adjacent to Plots 3, 46 and 50.)
- Verge adjacent to plots 18 to 35 changed to footways;
- Footpath along northern boundary widened to 3 metres to enable shared pedestrian/cycle movement.

3.5.15 Accessibility by Non-Car Modes

Within their response Capita raised comments on the assessment of the accessibility of the site by non-car modes contained within the submitted Transport Assessment (TA) and submitted Travel Plan Framework (TPF). Given the provision of a TPF will be attached as a condition to any future planning consent on the site, the amendments requested by Capita have been made to the TPF.

3.5.16 Traffic Impact Analysis

It is confirmed that the year of assessment for the traffic impact analysis is 2026, the reference to 2025 is an error. The 2017 -2026 growth factors used within the TA and subsequently checked by Capita remain the same. As requested by Capita, committed development for the Roe Lee development have been added to the study area network using observed turning proportions. Further, the 2026 Base Flows have been revised to include the Roe Lee committed development.

3.5.17 Capita's highway consultant's comments regarding the Weekday AM departure trip rate is noted and this has been amended to reflect this observation. Table 1 below summarises the revised trip rate and traffic generation. As can be seen above, the results show the proposed site access junction will operate efficiently in the 2026 "With Development" scenario in both the AM and PM peak hours.

Peak Period	Trip Rates		Trip Generation		
	Arr	Dep	Arr	Dep	2-Way
AM Peak Hour	0.145	0.427	9	27	36
PM Peak Hour	0.352	0.222	22	14	36

Table 1 - Forecast Trip Generation of Proposed Residential Development

3.5.18 The next section of the technical note assessed the operation of the following junctions using the revised traffic flows;

- A6119 Ramsgreave Drive/Site Access Priority Controlled Junction;
- A6119 Ramsgreave Drive/Lammack Road Signal Controlled Junction.

To assess the operation of the A6119 Ramsgreave Drive/Site Access junction, the PICADY computer program has been utilised. The results for the 2026 'With Development' flow scenarios are summarised within Table 2

Arm	2026 With Development			
	Weekday AM		Weekday PM	
	RFC	Max Q	RFC	Max Q
Site Access	0.05	0	0.03	0
A6119 Ramsgreave Drive	0.01	0	0.02	0

3.5.19 As can be seen above, the results show the proposed site access junction will operate efficiently in the 2026 “With Development” scenario in both the AM and PM peak hours.

To assess the operation of the A6119 Ramsgreave Drive/Lammack Road signal controlled junction, the LINSIG computer program has been utilised together with signal data obtained from BwDC.

3.5.20 Consideration has been given to the impact of the proposed provision of pedestrian facilities at the junction. For the purpose of this analysis it has been assumed that pedestrian facilities are provided on the A6119 Ramsgreave Drive East and Lammack Road north arms of the junction, these have been modelled through the provision of an all red stage. For robustness it has been assumed that the pedestrian stage is called every cycle which is highly unlikely during the peak periods. Table 3 below summarises the results of the 2026 Base and With Development scenarios;

Approach	2026 Base Flows				2026'With Dev' Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Yew Tree Drive (E) Ahead Left	82.0%	7	63.7%	5	83.6%	7	64.3%	5
Yew Tree Drive (E) Ahead Right	82.7%	7	67.7%	6	84.3%	8	68.3%	6
Yew Tree Drive (W) Ahead Left	72.6%	6	70.7%	6	73.2%	6	71.6%	6
Yew Tree Drive (W) Ahead Right	76.3%	6	87.1%	6	76.8%	6	87.3%	6
Lammack Road (N) Right Left Ahead	23.0%	1	16.9%	1	23.0%	1	17.3%	1
Lammack Road (S) Left Right Ahead	81.2%	6	54.0%	3	81.2%	6	54.5%	3
Practical Reserve Capacity	8.8%		3.4%		6.8%		3.1%	

As can be seen in the above table, the proposed development will have minimal impact on the operation of the junction even when assuming the pedestrian stage is called every cycle.

3.5.21 Within the comments raised by BwDC concern was raised regarding the impact of construction traffic on the Lammack Road north arm of the junction during the re-profiling phase. It should be noted that even during the peak periods for this phase there is only forecast to be 4 arrivals and 4 departures each hour (A maximum of 5 each way movements is considered an upper limit). Such an increase would have negligible impact on the operation of the junction even during the peak periods

3.5.22 Accident Analysis

As requested by Capita, the accident analysis has been extended to include the eastern section of the A6119 Ramsgreave Drive towards its junction with Whalley New Road. Accident data has been obtained from the Crashmap website.

3.5.23 Of the fourteen recorded accidents, two incidents involved vehicles striking pedestrians in the carriageway. No common infrastructure design issues have been identified in connection with these accidents. It is noted that pedestrian crossings facilities are provided at the principle junctions. It is possible that a failure to observe other road-users may be a common contributory factor. Consequently, no mitigation measures have been identified. A further two incidents involved turning vehicles striking cycles. Again, no common infrastructure-related contributory factors are identified in connection with these accidents. It is possible that a failure to observe other road

users may be a common contributory factor in each of these incidents and consequently, no mitigation measures are identified.

3.5.24 Five accidents involved vehicles moving off colliding with overtaking/passing vehicles. No infrastructure related common causal factors have been identified in connection with these incidents, however it is possible that a failure to observe other road-users may be a common contributory factor. Due to the nature of these accidents and their frequency, no mitigation measures have been identified. The final incident involved a vehicle striking an object off the carriageway. It is not clear what the causal or contributory factors in this incident were. Due to its isolated nature, no mitigation measures have been identified.

3.5.25 In summary, the data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site. It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

3.5.26 Construction Traffic

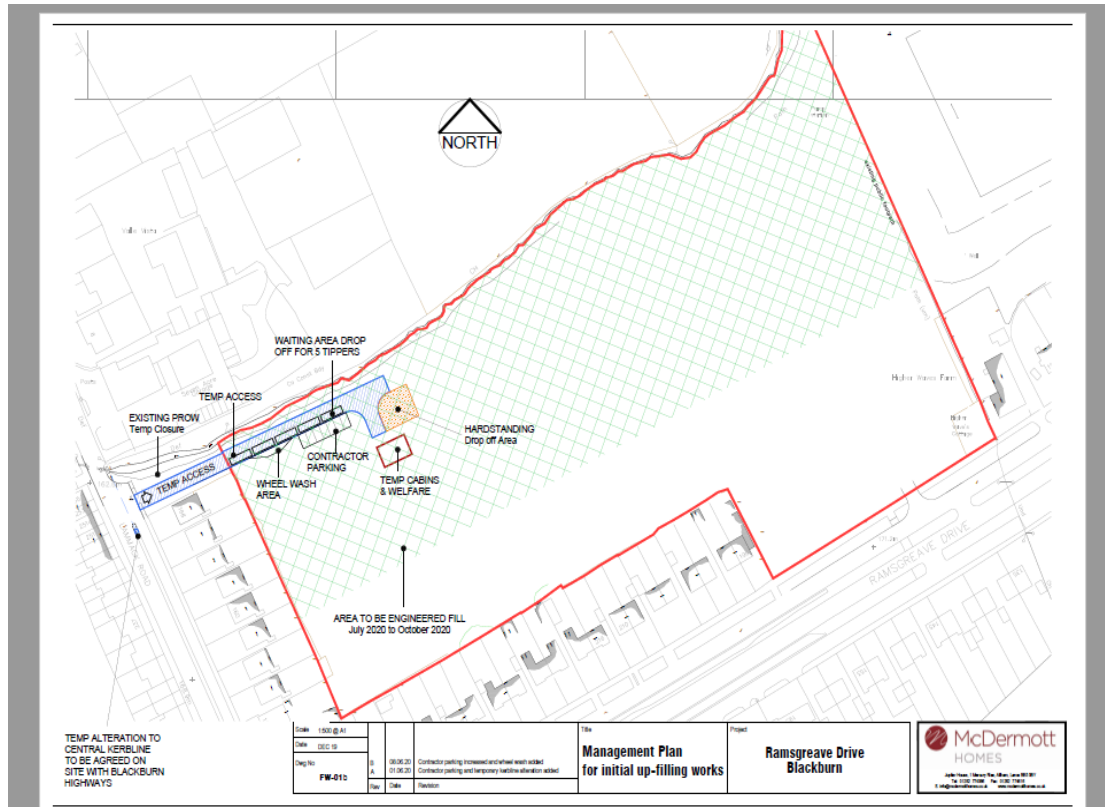
It is proposed that a construction traffic access be provided off Lammack Road for the up-filling phase of the construction process. Details on the frequency of vehicle movements is discussed above and this phase will result in a maximum 5 arrivals and 5 departures per hour which would have minimal impact on local highway network. In the consultation responses received from BwDC and Capita, comments were raised regarding vehicles waiting on Lammack Road and the swept path analysis of tipper vehicles entering and exiting the site. To address these comments, the following is proposed;

- Removal of the nose of the kerbed island between Lammack Road and the proposed construction access to assist swept path analysis of vehicles. This would be reinstated on completion of the site; the revised swept path analysis is displayed in the accompanying plans
- Provision of waiting area within the site for vehicles to ensure that they do not wait on Lammack Road, this arrangement is shown on the construction management plan.

Based on the above it is concluded that the provision of a construction access for the up-filling phase will not have a material impact on the safe operation of the local highway network.

3.5.27 The content of the TA technical note has been agreed by the Council and subject to planning conditions relating to off-site highway works to facilitate vehicle movements to the west and travel planning framework being agreed, the development can be considered to be compatible with national and local planning policy, providing a safe and accessible development that will have minimal impact on the highway network. Notwithstanding that position, consideration of the construction impacts

in relation to wheel washing, site operative's car parking, in-curtilage turning of construction traffic during site preparation and the associated turning manoeuvre to/from Lammack Road will be provided via the Committee update report.



Extract from submitted Construction Management Plan – 1st June 2020

3.5.28 **Drainage** The site lies in Flood Zone 1, which is low risk on the Environment Agency's Flood Zone Map. The application is supported by a Flood Risk Assessment and Drainage Statement (FRA) produced by Betts Hydro Consulting Engineers. In addition, a Drainage Strategy Plan has been produced by REFA consulting engineers. Consultation with the Environment Agency and Lead Local flood Authority has confirmed they have no flood data at this location or any historical records of flooding. Consultation with United Utilities also failed to identify any specific historical sewer flooding to directly to the development site.

3.5.29 Overall the documents conclude that the site is considered to be at 'low' flood risk from the key flood sources, with surface water flood risks being the most likely source of flooding to impact the site. The highest surface water flood risk corresponds with natural low points including the river corridor. The surface water flood risk identified is based on the existing ground levels onsite. This flood risk can be effectively managed as part of the development through appropriate levels design and the implementation of a sustainable surface water management regime.

3.5.30 In order to prevent any increase in surface water run-off from any new development there is a requirement to ensure surface water management is carried out in a sustainable manner. A surface water management initial design has therefore been prepared by REFA to support the planning proposals. As infiltration is not likely to be feasible, the proposals are to mimic the existing regime onsite and discharge surface water run-off into the adjacent Ordinary Watercourse given its located adjacent to the northern boundary of the site.

3.5.31 The Council's drainage team initially objected to the proposal, citing concern that the proposals did not accord with the SuDS proposals that were agreed within the North Blackburn Masterplan for the application area. The masterplan states at 1.7.6 that "The Council's preference is for an above ground SuDS solution incorporated into the green infrastructure framework. It is expected that this will located and integrated within the green corridor along the northern boundary". The secondary issue of the attenuation within the site needing to be increased to the 1 in 100 year flood +40% to meet climate change requirements was also raised.

3.5.32 The applicant has highlighted that the masterplan requirement for above ground solutions is merely a preference, rather than absolute requirement. In addition it is also noted that the climate change requirement within the masterplan is actually set at 1:100+30% allowance for climate change. The following technical rebuttal has also been provided;

Firstly it is important to recognise that this particular parcel of land is very steeply sloping with existing gradients across the full depth of the site, from Yew Tree Drive to the water course of an average of 1 in 10. Interrogation of the topographical survey does not reveal any areas of the site that particularly lends itself to the formation of pond / wetland features of the magnitude required.

It must also be acknowledged that due to the requirement for the highway gradients to be no steeper than 1 in 12, the road running parallel to the watercourse will require elevating above existing ground level by between 1.2m and 1.5m. This will lead to an engineered batter slope at circa 1 in 3 between the road and bank top of the watercourse. This area thus will not be available for an above ground SuDS feature. Reference to the proposed design for the sewers shows that there are to be 3 separate attenuation systems, which all cascade down to the lowest system. The overall attenuation provided amounts to circa 1102m³.

The design of any feature or pond would need to comply with the SuDS Manual and also not prevent a significant safety hazard, to this end we would normally not design any such feature to have a water depth of

more than 1.0m for the worst case event with 300mm freeboard and 1 in 4 batter slopes.

Notwithstanding those concerns, accommodation of ponds would effectively lead to a total plot loss of between 11 and 17 units based on current layout. This would make the development unviable

Moving on to the question of treatment of surface water run off from residential development, the SuDS manual CIRIA 753 – 2015, which indicates pollution hazard level from roofs to be very low and from residential roads and drives to be low. Furthermore, the use of deep trapped gullies on residential projects will aid in removing pollutants from roof, drive and highway drainage. It should also be noted that the surface water attenuation systems are usually constructed at gradients of 1 in 400 (average) and this will have the effect of residual siltation being deposited within the sewers and the sump arrangement at the Hydrobrake manholes.

Thus in summary where it is not possible, for engineering or site viability reasons to incorporate above ground SuDS treatment features on residential development sites, in our opinion it would be unreasonable to withhold planning permission in these circumstances and where all other requirements in relation to flood risk have been met.

3.5.33 The Drainage team have retained their preference for above ground attenuation solutions, indicating that other steeply sloping sites within the borough have still managed to accommodate ponds as part of their drainage solution. Nonetheless it is accepted that the scheme's viability in this instance is tied to the use of a below ground solution – and that the proposed underground storage will provide the necessary run-off discharge requirements to adequately mitigate flood risk.

3.5.34 Subject to adherence to the principles within the drainage strategy and conditions relating to; foul and surface water being drained on separate systems, surface water drainage system to be agreed and the future maintenance and management of the SuDS, the development is considered acceptable, in accordance with the requirements of the Masterplan and Policy 9 of the Local Plan Part 2.

3.5.35 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.

3.5.36 Policy 18 of the Local Plan Part 2 confirms that new housing development is required to widen the choice of housing types available

within the Borough. In addition, the Council confirms that semi-detached and detached properties are required to be the principal element of residential developments. The development proposes a mix of larger homes to address the local need for larger detached family dwellings. All of the dwellings are provided with their own front and rear private amenity space. The proposed development is therefore in accordance with Policy 18 of the Local Plan Part 2 and Policy CS7 of the Core Strategy.

3.5.37 The adopted North Blackburn masterplan identifies the following requirements for the 'Waves' character area that the application site occupies;

- This area has a more urban character with a mix of brick and rendered properties, two stories in height of varying typologies which a character influenced by green streets and corridors. To be predominantly detached or semi-detached.
- The Waves should feature a mix of brick and rendered properties of varying typologies with a character influenced by green streets and corridors.
- Along the green corridor, buildings should either front or side on to the open space, providing a high degree of overlooking and maximising views out to the countryside. Variety and interest should be created with the use of varied roof forms (hips and gables) and changes in building materiality.
- The green link should bring the informal planting of the green corridor into the development, with planting becoming more formal as the development nears Ramsgreave Drive.
- Spaces which are courtyard in character should provide the interface with the green corridor, responding to landscape and visual sensitivities along the urban/rural transition.
- Rural Green - incorporates SUDS, seating/picnic areas and areas of informal landscape play.
- The visual impact of parked vehicles, particularly within the frontages of properties, should be kept to a minimum.



Bowfell - Detached 4 bedroom unit



Chatham - Detached 4 bedroom unit with integral garage



Garth - Detached 4 bedroom unit with projecting gable and integral garage



Maidstone - Detached 4 bedroom unit with projecting gable, bay window and integral garage



Norton - Detached 4 bedroom unit



Oakhurst - Detached 3 Bed unit with bay window and linear canopy roof

Extract from submitted Design & Access Statement (March 2020)

3.5.38 The proposed scheme is considered to generally respond positively to the Masterplan vision. The proposed development provides a net residential density of circa 17 dwellings per hectare, when considering the developable area of 3.76 hectares. The units are all detached, providing accommodation over two storeys. Although the properties throughout the proposed development are standard house types for the developer, they have been specifically chosen to accord with the Masterplan and help assimilate with the context of the site. The properties have carefully considered internal layouts to offer a variety of configurations to appeal to families of varying sizes and needs. The house types represent an appropriate variety of styles and, together with their orientation, will create varied and attractive street scenes. Indicative external materials have been submitted but a full plot by plot assessment will be carried out through application of a condition to require prior approval of submitted materials.

3.5.39 The layout has been designed to provide a sense of arrival into the site from Ramsgreave Drive, a public open space provides a visual separation of the development from Ramsgreave Drive. The access road leads to a primary spine road along the northern boundary providing access to the “streets” forming a grid layout to the site that replicates local urban forms. The layout also allows the site topography to be incorporated into the scheme.



Extract from amended submitted site layout (14th May 2020)

3.5.40 Continuous frontages are proposed to provide a high degree of definition to the street scene and will rise and fall with the site gradients. The frontages will allow views out onto the open countryside beyond. The use of dual aspect units help frame nodes/ junctions to allow a continuity to the street-scene and natural surveillance to the areas of open space.

3.5.40 The existing trees and planting/hedgerows, primarily located to the site boundaries, are to be retained wherever possible and reinforced with new planting. To the northern boundary there is an area of public open space and landscape buffer to the existing brook. The area will be landscaped and allow the existing public right of way from Lammack Road to run through this zone and along the eastern boundary to provide a link to Ramsgreave Drive to integrate the new development into the existing surroundings. This element also serves to soften the northern boundary, which abuts green belt land within the control of Ribble Valley BC. Finally, the site entrance off Ramsgreave Drive will also have an attractive landscape feature to the entrance. Indicative details have been provided for all of these areas, though a condition requiring submission of a landscaping plan will be required.



Extract from amended submitted site layout (14th May 2020)

3.5.42 Individual dwellings will have various boundary treatments including new hedges enclosing private garden areas where they overlook public spaces and close boarded fencing to rear boundaries and between dwellings. Extensive use of new hedging will be used along the primary roads to provide a soft division from private to public space. Again, a condition requiring details of the appearance of boundary treatment will be required.

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

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

3.5.45 Public Protection Issues:

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.

- 3.5.46 Residential Amenity: 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.
- 3.5.47 Following assessment and receipt of an amended layout, the separation distances to the existing properties on the site's periphery are wholly compliant with the requirements of the SPD. Furthermore, between the proposed properties within the site the separation is also in accordance with the Council's adopted standards.
- 3.5.48 Impacts arising from site works: The application is also supported by a construction management plan (CMP) that, in part, seeks to provide safeguards to protect residential amenity during the construction phase. This includes, but is not limited to; dust suppression measures; confirmation the development will be undertaken in accordance with *BS 5228 Construction & open sites : COP for noise and vibration control*; wheel cleaning; and limitation on working hours. The document has been accepted by the Council's Head of Public Protection as being adequate for the initial site preparation, or 'up-filling' stage of the development. A condition requiring compliance with the CMP through that stage of development is therefore required. Given that additional issues may arise through the wider construction process, it is considered necessary to also require a CMP to be agreed for the construction phase
- 3.5.49 Further potential impacts of the development process arise from the potential for pile driving to be required as part of the construction process. Full details of foundation construction have not been presented and it is therefore recommended that a noise and vibration control condition be imposed; the wording of which can be altered to only make the condition relevant subject to the use of pile foundation construction.
- 3.5.50 Air quality: Due to the data collection at the master planning stage for the site it was considered to be unnecessary for a full Air Quality Impact Report to accompany the application. Instead it is considered appropriate to impose some minor mitigation measures relating to (i) the provision of external plug sockets to facilitate the use of electric vehicles (ii) maximum output levels from gas boilers within the development.
- 3.5.51 Contamination: The application has been supported by contaminated land desk study and site investigation reports. Additional information in relation to gas monitoring has also been provided during the

assessment of the application. The submissions indicate that the site is free from contamination. A position that has been agreed by the Council's Environmental Protection officers. Nonetheless, it has been requested that the standard 'unexpected land contamination' condition be applied, should the application be approved.

3.5.52 Subject to the controls and conditions detailed above, the Proposal is considered to meet the requirements of Policy 8 of the Local Plan

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

3.5.54 An extended phase 1 habitat survey and ecological scoping assessment informed the production of the masterplan. The current application is also supplemented by an Arboricultural Impact Assessment & Tree Survey and Preliminary Ecological Appraisal, both having been undertaken by Ascerta. The key findings include;

- There are no statutory protected sites within the vicinity that are likely to be influenced by the proposals
- The site comprises semi-improved grassland, bramble scrub, scattered trees, tall ruderal vegetation, running water and species poor hedgerows. Habitats present are relatively common throughout Lancashire.
- Some of these habitats will be lost to the proposals, although the hedgerow (H3) and the scattered trees will be retained. Improving the species diversity of hedgerow H3, together with new hedgerow planting along the brook, tree and native scrub planting and wildflower planting, will contribute towards mitigation for any loss of vegetated habitat.
- The trees on the site have been assessed as having negligible bat roost potential and no buildings are present within the development area. The site is assessed as providing low bat foraging and commuting habitat
- The site has only low potential to support protected or priority species, except for nesting birds

3.5.55 Greater Manchester Ecology Unit (GMEU) have fully appraised the submissions and conclude that the reports sufficiently provide a baseline and no further surveys are needed prior to the determination of the application. No objection to the proposal is offered, subject to the following matters being secured by suitably worded planning conditions;

- No vegetation removal between 1st March and 31st August, unless a qualified ecologist has confirmed absence of nesting birds
- No development to occur until a construction management plan (CMP) has been submitted and agreed. The CMP shall include; a) Risk assessment of potentially damaging construction activities; b)

Identification of a "biodiversity protection zone" along the watercourse; c) Details of measures to avoid any pollution of the watercourse; d) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and e) Use of protective fences, exclusion barriers and warning signs.

3.5.56 Members should note that a CMP has been subsequently provided in support of the application, which includes measures to protect the watercourse on the periphery of the site. GMEU conclude that the document is appropriate to meet the issues highlighted above. It is therefore now recommended that a condition is attached to require development is undertaken in accordance with the CMP. Subject to that and the other recommended conditions, the overall impact of the proposed development is considered to accord with the provisions of the adopted Masterplan and Policy 9 of Local Plan Part 2.

3.5.57 S106 Planning Obligations: Core Strategy Policy CS8 advises that all new residential development will be required to contribute towards the Borough's identified need for affordable housing; this being achieved through on-site provision, or through a financial contribution towards off-site delivery. The overall target for affordable housing is set at 20%

3.5.58 Local Plan Policy 12: Developer Contributions, which accords with the NPPF, indicates that where request for financial contributions are made the Council should be mindful of the total contribution liability incurred by developers. The application has been supported by a financial viability appraisal, which is based upon a set of assumptions that have been agreed between the Council and the applicants. The submission has been independently reviewed to ensure the findings are robust and impartial. It is agreed by both parties that a total financial contribution of £450,000 will be required. The monies are to be directed as follows;

- Education - towards the cost of providing, expanding or improving primary educational facilities within the North Blackburn area of the Borough - £200,000
- Highway works - contribution towards off-site highway improvements in North Blackburn area - £130,000
- Off site affordable housing provision - £120,000

3.5.59 The applicant has agreed to enter in to a s106 legal agreement to that effect. Members are advised that subject to that agreement the proposal fully accords with Policy CS8 of the Core Strategy and Policy 12 of the Local Plan Part 2

3.5.60 Summary:

This report assesses the full planning application for 63 dwellings on land to the north of Ramsgreave Drive, Blackburn. In considering the proposal a wide range of material considerations have been taken in to account.

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

4 RECOMMENDATION

4.1 Approve subject to:

- (i) **Delegated authority is given to the Head of Service for Growth and Development to approve planning permission subject to an agreement under Section 106 of the Town & Country Planning Act 1990, relating to the payment of a commuted sum of £450,000 towards: off-site highway improvements; contribution towards off-site affordable housing provision; and contribution towards education infrastructure in the North Blackburn locality.**

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

- (ii) Conditions which relate to the following matters:
- Commence within 3 years
 - Materials to be submitted prior to construction of any dwelling, agreed and implemented
 - Siting and appearance of boundary treatment submitted prior to construction of any dwelling, agreed and implemented.
 - Landscaping scheme, including play provision, to be agreed and implemented
 - Landscaping management and maintenance plan to be agreed and implemented
 - External lighting scheme to be agreed prior to construction of first dwelling
 - Visibility splays to be protected
 - Site preparation works in accordance with the submitted Construction Management Plan
 - Prior to construction of roads or dwellings, construction management plan to be agreed for that phase of works

- Drainage scheme to be submitted and implemented, including maintenance and management proposals
- Development not to be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details.
- Foul and surface water to be drained on separate systems
- Tree protection during construction
- Site clearance works outside bird nesting season, unless absence of nesting birds confirmed by suitable qualified ecologist
- Permitted development rights to be removed (Part 1, Classes A to E)
- Noise and vibration monitoring and control scheme to be agreed should pile driven foundations be required
- Unexpected contamination
- Provision of external car charging
- Maximum boiler emission levels
- 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 PLANNING HISTORY

- 5.1 No relevant planning history exists for the site.

6 CONSULTATIONS

6.1 Drainage Section

No objection subject to foul and surface water being drained on separate systems, detailed SuDs design being agreed, scheme for future management and maintenance of SuDS being agreed

6.2 Education Section

No comment

6.3 Environmental Services

No objections.

6.4 Public Protection

No objection subject to the following matters being controlled by planning condition

- Site preparation phase of development in accordance with the submitted Construction Management Plan
- Construction Management Plan to be agreed prior to construction of roads or dwellings

- Should pile driven foundations be required, a scheme for the monitoring and control of noise and vibration to be submitted, agreed and implemented.
- Site working hours to be limited to between 8am-6pm (Monday-Friday) and 9am-1pm on Saturdays. No works on Sundays or Bank Holidays.
- Provision of a dedicated electric vehicle charging point (external plug socket) at all dwellings
- Maximum boiler emissions.
- Unexpected contamination

6.5 Highways:

Capita Highways reviewed the submitted Transport Assessment and requested further supporting information in relation to; site accessibility by modes other than private motor cars, traffic impact analysis, accident analysis and the impact of construction traffic. Those issues adequately addressed by the Transport Technical Note received 14th May 2020

Additionally the following matters have been highlighted by the Council's Highway team;

- Parking should be in accordance with adopted standards (size and numbers)
- Vehicular access into the site is to be taken from Ramsgreave Drive. A newly created Priority junction will serve the new development with a right turn lane. These works would fall under a 278 improvement scheme, whereby all works would be undertaken by the Local Highway Authority from design to implementation at the developers cost.
- Confirmation of gradients to be provided on plan for both the access and throughout the site.
- Having examined the swept paths which were provided within the Transport Statement. There are concerns with some turning heads, which in our opinion struggle to support the turning manoeuvre...please request further amendment to turning head in front of plot 55 and outside plot 46/47 and finally outside plot 3.
- The scheme proposes pedestrian connectivity through the site to adjacent playing fields, schools etc, this is welcomed. To promote use of these paths consideration should be given to low level, softer lighting; please condition.

All matters adequately addressed thorough submission of amended site layout drawing

6.6 PROW Officer:

Footpaths 17 and 18 Blackburn, run through the northern and eastern edges of the site. This has clearly been noted and considered by the

applicant, with the PROW being incorporated in to landscaped areas within the site. The applicant will require a footpath diversion throughout the development period and this must be secured prior to works commencing.

6.7 Strategic Housing

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

6.8 Lancashire Constabulary

The submitted crime impact statement is formed based on local crime figures and trends. The security measures are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development. No objections, but recommended that the scheme should be developed to achieve 'Secured by Design' accreditation. Recommendations include:

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

6.9 Environment Agency

No comment

6.10 Greater Manchester Ecology Unit

No objection subject to the following conditions

- Development in accordance with the submitted construction management plan
- No vegetation removal March 1st to August 31st, unless absence of nesting birds confirmed by suitably qualified ecologist
- Landscaping to be agreed

6.11 United Utilities

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

6.12 Ribble Valley Borough Council

No objections nor observations to make in relation to the application.

6.13 Public Consultation

Public consultation has taken place, with 132 neighbouring premises being individually consulted by letter, site notices displayed and a press notice issued. In response, 28 letters of objection have been received, are shown within the summary of representations below.

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

8.0 DATE PREPARED: June 5th 2020

9.0 Summary of Representations

Objection – Marc Dunne, 166 Lammack Road. Rec 23.03.2020

Hello

this application for housing on this pocket of land is a very bad idea for the following reasons:-

1. The amount of new build estates in the area already - so you have the massive estate of yew tree drive, new estate behind hare and hounds and the new estate behind the ego restaurant at Roe Lee at the bottom of ramsgreave drive. there is too many houses here already, how do you know they will even sell with all the competition? with brexit and the numbers of people coming into the country going down the demand for expensive new housing will go down.
2. no primary schools- There is only one primary school (Lammack Primary) in the close vicinity that is already full and never has any spare places, so where are the kids of all the new families going to go? the other close ones such as st Gabriels, Holy Souls are also always full. The new big estate off yew tree drive and new estate at the back of the hare and hounds are not any where near done yet so there will be lots of families with kids on there too with no local school places. there needs to be another primary school built before any new houses!
3. no parks - Lammack is a massive residential area that has no parks and if your going to destroy more green space then where are my 4 kids going to play? the green field you are talking about building on is directly behind my house and my kids play in it all the time, we need parks not houses, our nearest park is corporation park and it is out of walking range so my kids love playing in the field.
4. wildlife - there is deer that live in that fields and we see them every morning, where will they go if you destroy their natural habitat?

5. Traffic - the roads are already in poor condition in the area as the council don't look after them properly so more traffic in the area will mean there is more potholes and more accidents on ramsgreave drive.

6. flooding - with the recent rain we had causing flooding on Lammack road and the brook at the bottom of the field flooding it will affect and potentially flood the houses on ramsgreave avenue next to the rugby club due to more surface run off water from the new houses. we are going to have more rain in the next ten years due to global warming

Objection – Paul Davenport, 158 Lammack Road. Rec 24.03.2020

I am writing to raise my issues with future planning behind my house

Ref 10/20/0265

I'm really disappointed that this application is even considered in being allowed due to the impact it will have on local nature as well as to destroy my current views ,, anyway the more annoying thing is that for the past 2 years we have had a family of deer in the back field living just a few meters behind my house in the brambles next to it ,, firstly when they came there was only 2,, we now have 4 and your more than welcome to come and watch them from my bedroom window as they can be seen every day Multiple times when feeding ,, surely we can't just up and out them,, I do believe I may even go to the local papers as well when all this corona dies down ,, we're expected to lose thousands and thousands of people so why build more houses ,, surely we should

Be embracing nature ,, many thanks

Paul Davenport

158 Lammack road

Objection – Mr S Mahmood, 162 Lammack Road. Rec 30.03.2020

Dear Martin Kenny

I write further to your two letters posted through my letter post, on both letters you failed to provide a planning application number but you mentioned that you need the application reference in all correspondence, name and address.

The council has failed in its duty to provide application reference on both letters regarding the development hence the letters posted are defective.

Regarding the development, there is a lack of infrastructure, schools, health centres, dentists, flood defences, volume of traffic etc which the council has failed to address.

Due to the coronavirus pandemic, the housing market has pushed values lower and analysts are predicting the collapse of the mortgage system.

The council should bear in mind the above and reject the application all together.

Yours Sincerely

Mr S Mahmood

Objection – Alicia Pinder, Unknown Address. Rec 30.03.2020

To building on Blackburn Rugby ground.

Lack of infrastructure to support

Objection – Dave & Christine Kelly, 149 Quebec Rd. Rec 30.03.2020

We wish to object to planning application 10/20/0265 registered on 18th March 2020.

There are far too many houses now around that area. The place is saturated and cannot take any more new houses.

Signed

Dave Kelly

Christine Kelly

Objection – Unknown Name, Unknown Address. Rec 30.03.2020

To whom it may concern:

I am a resident who resides at lammack road over seeing the land you wish to build on.i totally object to this project and would appreciate your full co operation regarding this matter.hopefully it can be resolved without using this land.

Thankyou..

Much appreciated.

Objection – Robert Tomlinson, Unknown Address. Rec 30.03.2020

We are objecting to the planning application on Blackburn rugby club-Robert Tomlinson

Objection – David and Sue Fisher, 226 Ramsgreave Drive. Rec 30.03.2020

Hi, We would wish to make the following objections to the above planning application. We object to the density of the housing build which is not in

keeping with the 'vision' which we were shown during the consultation period. The area is boggy and likely to be a flood risk and the council showed us plans which included a network of green paths and large ponds to act as giant sumps in any unusual rainfall. We also object as the plans indicate that the row of hawthorn trees behind the houses on Ramsgreave Drive will be cut down with no replacement hedgerows such as the council showed on their blueprint. This will result in loss of habitat for birds and small mammals.

Regards

David and Sue Fisher

Objection – Rachel Greenwood, 40 Burnley Road, Haggate, Burnley. Rec 30.03.2020

The parish council of Ramsgreave object to the planning application 10/20/0265 Blackburn Borough Council reference, 3/2020/0240 Ribble Valley Council reference.

The entire Blackburn North Housing plan is environmentally destructive by virtue of it being built on greenfield sites, as opposed to the extensive brownfield sites available within Blackburn. The Campaign for Rural England have demonstrated that all new housing stock could be accommodated on brownfield sites.

There has been a significant increase in traffic in the Ramsgreave area since the building started in this area. Adding yet more houses to the site will add considerably more traffic to Ramsgreave and surrounding areas leading to increased risk to pedestrians. It is inevitable that what were the quieter roads of Ramsgreave have become 'rat runs' for people living in these new developments, especially down Barker Lane, which is single lane in some places and already putting pedestrians at risk.

The site has well used public footpaths at its boundaries. The application states that these will be 'upgraded' and native species used as part of this upgrade. Given that the new houses will inevitably destroy habitat it is hoped

that this work surrounding the footpath is carried out to the highest specification and is inspected by BWD to ensure that these commitments are met. If these commitments are serious then the brook should be cleared of Himalayan Balsam and native marginal plants installed. The parish council request that the council makes it a condition that mature specimens of native species should have planted to screen the footpath from the houses.

Rachel Greenwood

Ramsgreave Parish Clerk.

Objection – Steven Jones, 6 Rowen Park. Rec 30.03.2020

Dear Sirs,

I write to object to the Planning Application for 145 Houses on the site of Blackburn Rugby Club - Ramsgreave Drive.

My Objection is based on the following reasons;

1. There are already major building programmes in the area, namely Whinney Lane and behind the Hare and Hounds, which are still to be completed and therefore will have a significant impact on the areas facilities and infrastructure, the impact of which is unknown and will not be known for some time.

2. The infrastructure in the Lammack Beardwood area is already stretched as follows

a. The schools in the area are already full and stretched. 145 additional houses with the average of 2 children per house equals almost a further 300 children who will need to have school places, over and above 500 from the Whinney Lane and Hare and Hounds Developments. In particular Lammack Junior school where traffic already comes to a standstill at the start and end of the school day due to the parents cars stopping outside the school and on the adjacent estates.

b. There is only one Doctors Surgery in the area which is already busy.

c. The main Dual Carriage way was designed to keep traffic flowing, there is already a new junction planned, and this development will also need a junction, these junction without traffic control will cause a severe impact on traffic safety and potential serious injury to vehicle occupants. The average of

2 cars per household equals almost a further 300 cars on top of the 500 from the Whinney Lane and Hare and Hounds Developments.

3. Finally we have already lost the Old Blackburnians Football Club and also Lammack Juniors Football Club, this development will lose Blackburn Rugby Club to the area. Where are the children going to go for out of school sport and fitness activities. Sport and Fitness are essential development requirements for developing children which need to be considered before just building further houses. In addition these facilities offer meeting places for parents and families which are essential for keeping communities connected.

Regards

Steven Jones

Objection – Andrew Reed, Unknown Address. Rec 06.04.2020

Dear Mr Kenny,

I write to voice our concerns about the above mentioned planning application, as myself and my wife and son are residents on Lammack Road.

I understand from a report published by Eddisons Transport Planning and Design that Landway Properties Ltd. intend to use access onto the site from Lammack Road in order to address the differences in levels on the site. This will take around six months at the start of the construction process. According to the report this will require 80 vehicles per day, for 10 hours each day, and they will be large tipper vehicles.

We strongly object to the use of Lammack Road for this purpose, and for such a prolonged length of time. The reasons for our objection are as follows:

1. The road is a bus route and has public transport and school buses using it, so this is likely to cause obstructions and hold ups and it is almost inevitable that accidents will occur.
2. The junction of Lammack Road with Ramsgreave Drive is already a notorious accident blackspot with several serious accidents occurring there each year, and the addition of so many heavy, slow moving vehicles to this area is likely to increase the number of accidents and could result in fatalities.
3. The constant noise, dust and disruption to daily life continuing for hours and months at a time could result in the deterioration of our mental health.
4. This part of Lammack Road is far too narrow to cope with such huge vehicles, and, having watched a similar process happening at the back of our

house where a new housing estate is being constructed, I am fully aware that they are very large vehicles and they arrive and depart constantly throughout the day.

5. This part of Lammack Road is often used as a 'rat run' if there is any hold up at the Brownhill Road junction, or at peak times. Any additional large vehicles would add to an already overused narrow road and compromise safety and the ability of householders close by to even leave their houses.

We feel that it would be much safer and healthier for the residents along this part of Lammack Road if the access used for the trucks were to be from Ramsgreave Drive.

I trust you will take our concerns into consideration before allowing this to happen right outside our door.

Yours sincerely

Andrew Reed

Objection – Steve Toase, 34 Whinney Lane. Rec 06.04.2020

Hello

I am writing to object to building plans application No 19/29/0265

I'm am writing to object against yet another building project in the Lammack area. There are 3 currently under construction, of which none are completed or filled and another is been planned.

There is no provision in place to tackle the ever increasing flow of traffic, speeding, illegal parking etc etc. Constant complains from residents are ignored and yet more is been planned. There is no provision for schooling or local amenities in the area which are at full capacity.

Furnbank nursery I'm lead to believe is increasing its intake which will add to even more traffic conversion in the area, again no provision is been made for this.

Yet again more green fields are been build on rather than infilling or building on derelict sites, Greenbank and the old mill building, the old Newman's site on Garden Street and the land off Campbell street all prime building sites.

Can I please get conformation that my objection has been received and logged.

Steve Toase

Objection – Michael & Karen Lavin, 251a Lammack Road. Rec 07.04.2020

I would like to make the following comments regarding the above planning application.

You ask for comments, but in particular, the proposed temporary access to the site from Lammack Road has already had the tree T1 felled. Surely this should happen if agreed and not before. This proposed access will cause untold grief to the people living on Lammack Road with regards to noise, dust and more environmentally important, the exhaust fumes from the 80 vehicles queueing to get in and out of the site. Lammack Road is not a very wide road, but you seem to have included the service road in the photos, which gives a slanted view of things. The parking near to the proposed access is already restricted and this will only add to the problem. The plans show the permanent access to the development to be off Ramsgreave Drive. Surely a more common sense approach would be to begin the development by constructing the access in the place where it will eventually be. I realise that Ramsgreave Drive is a dual carriageway, but the plans show that there would be room for a slip road. I'm sure it's all down to cost, but whose. Obviously the people of Lammack Road.

Michael and Karen Lavin

Objection – Lesley Yates, 251 Lammack Road. Rec 07.04.2020

3.3.2 The internal layout of the site will be designed to provide linkages between the site and the existing footway and footpath infrastructure.

3.4 Servicing

3.4.1 In order to demonstrate that the site can be adequately serviced, a swept path analysis for a refuse vehicle has been undertaken, as shown in Plan 4.

3.4.2 The plan demonstrates that refuse vehicles can enter the site, turn around and exit in a forward gear, thus ensuring there is no detrimental impact to the adjoining highway network.

3.4.1 The vehicular access arrangements are therefore considered to be acceptable for the purposes of these proposals.

3.5 Construction Traffic

3.5.1 During pre-application discussions comments were raised regarding the impact of Construction Traffic during the re-profiling stage of the construction.

3.5.2 Given the level differences between the site and Yew Tree Drive, it is proposed that an temporary access will be provided into the site off Lammack Road to the west of the application site. Information provided by the applicant indicates that the re-profiling of the site will take around 6 months at the start of the construction process.

3.5.3 Based on experience of other development sites, it is anticipated that there will be 80 vehicles per day (40 Inbound and 40 outbound movements) operating a 10 hour day, this equates to 8 2-way movements per hour. These vehicles will be large tipper vehicles.

Dear Martin,

I would like raise my concerns regarding the planning application as referenced above.

- Firstly there are two construction sites nearby which concern me regarding school places and GPs.

- The dual carriage way ie: Ramsgreave Drive is a fast road and has several accidents on it, adding a further junction causes me great concern.
- I find it quite upsetting that we can't have a residents association meeting to discuss our concerns due to the current lock down situation.
- I find it hard to believe that these plans are going ahead, where in the Government policy does it state that this is essential work?????????????????

I live at 251 Lammack Road- the house opposite the proposed access road for construction work.

On-going work at the rear of my property is causing disruption not only dust from dumping huge amounts of soil and hardcore, but the noise pollution of the vehicles coming and going.

As a shift worker for Royal Blackburn Hospital, the daily vehicle movements would be very disruptive and make it very difficult for me to sleep between shifts.

Not only will this have a negative impact on me as an individual, it will affect many other residents. Parking on Lammack Road can be troublesome at the best of times. The road is already quite narrow with people parking outside their homes. To have 40 large tipper vehicles coming up and down the road will cause further obstruction- not to mention the risk of damage to residents cars.

My address is directly opposite the proposed access road. My car would therefore be at the turning point for all these large vehicles accessing the site.

That being said, I may struggle to park near my home if plans do go ahead. I live alone and finish work late evenings sometimes 11pm having to park away from my home makes me feel quite vulnerable.

Please accept this email as my strong opposition to this planning application.

Regards,

Lesley Yates

Objection – Joyce Whittaker, 239 Lammack Road. Rec 08.04.2020

5/4/11

239 Lammack Rd
Blackburn BB1 8LJ

Martin Kenny
Growth & Development Dept
Blackburn Council
Town Hall
BB1 7D7

Dear Sir,
Re: 10/20/0265
Land off Ramsgrove Drive

It is obvious you are writing to me!
I strongly object to this planning application.
Not only are you destroying all our green belt
you now wish to destroy the peace in our
homes.

I have received information, in black & white,
that into the site off Lammack Road there
will be 80 large tipper vehicles operating
a 10 hour day! The road is already
congested, as you are well aware of, with
residents cars. All these dirty workmen will
bring COVID19.

The greed of the town hall is disgusting.
I hope the housing market doesn't recover
and the houses at the back of our
cottages and the local area don't sell.
Yours faithfully

Objection – Matthew Heap, 202 Ramsgreave Drive. Rec 08.04.2020

I have received a letter informing me that planning reference 10/20/0265 The Construction of 63 dwellings and associated infrastructure land off the back of Ramgreave Drive (Directly behind my property)

This i wish to appeal against due to the closeness of my property which i have lived in for many years. This is due to the below Issues i have on this construction.

- Major disruption to the local roads which i have already seen with the building of houses further down the road.

- Increasing demand of Local area with no new schools, shops opening to help the influx of persons living the area.

- Increasing traffic in an already fast pace road. (If it went ahead a major reduction in speed and increased speed monitoring areas will be needed)

- Major Noise Pollution. (From both the building and residue noise from the new 63 dwellings when all occupied)

- Major Visual Pollution.

- Loss of Establish head rows directly behind my property which houses a number of the same nesting pairs of birds which will effect the peace and natural wildlife in the area. (a variety of birds are using these tree including Robins, Collard Dove, Wood Pidgeon, Blackburn, Starling, Magpie, Coal tit, Green Finch, House Sparrow and Wren All of which i have seen my garden/ hedgerows or are nesting near by)

- The Field is also home to a number of deer, rabbits and other wildlife. Meaning the the natural wildlife in the area will have thier habitat destroyed and will be force to look elsewhere to live. which i will miss greatly. Instead of wildlife and nature my views from my property will be urban areas which is what i wanted to escape from and my reason for living in this area for green spaces and wildlife.

- Loss of green spaces and views of the surrounding area are major issues for myself and other residents will also have the same feeling. (The main reason i moved to this area from the city and towns for the piece, quiet and views and usage of green spaces the view of Ramsgreave Hill and surround area is a major attraction of these existing properties which will be destroyed with this massive infrastructure.)

- Loss of privacy in my garden as it will be overlooked by the new builds.
- Increased anxiety and struggle with families mental health.
- Loss of value of my property (As the main appeal of the property is its views and location)
- Loss of natural sunlight that enters my property the evening and at Sundown.

I would appreciate if you would consider this as an appeal against this building based on the above.

Please feel to call me and discuss if required I would appreciate it if you could email me back to confirm you have received this and keep me up to date with any progress of this application.

Many Thanks

Objection – Steve Jenkinson, 237 Lammack Road. Rec 09.04.2020

Hi

I have received a letter from you about the above application.

I would like to strongly object to this being approved as it will impact directly on us as a family and road users of Lammack Road / Barker Lane.

There is already considerable noise from the Wain Homes building work directly behind our house and this increased markedly over the last 3 weeks when 40/50 lorry loads a day were delivering to the new entrance created on Yew Tree Drive.

Having building work both behind and the road in front of the house being used as a building site entrance will create intolerable noise and impact on our quality of life.

I would also question the safety of a high quality of large vehicles using Lammack Road / Barker Lane as a site entrance. Most cars are currently parked on the pavement and the road is still narrow. I do not park my car on the pavement and it impossible for 2 cars to pass my car, one vehicle has to stop and let the other(s) go to enable traffic to move freely. One can only imagine how difficult it would be if ever was to park on the road - undoubtedly there will be traffic queues back onto the main road at busy times. As well as this if cars were to park on both sides of the road a large lorry would not be able to access the proposed site entrance - potentially being forced to use Barker Lane.

Have Ribble Valley Council been advised of this application and the potential impact on its residents using Lammack Road / Barker Lane? Please can you respond by return on this point as if they are not aware I would like to inform them.

Finally the 3 days of lorry traffic on Yew Tree Drive damaged the road surface (see my previous email to Martin) there is no doubt that Lammack Road with the proposed traffic will be ripped to shreds causing it to be unsafe for cyclists who would be travelling at 20/30 mph when they hit the bottom of Barker Lane and start to climb Lammack Road. Residue from the broken up road would also be flung against parked cars (and potentially people) causing damage.

Thanks

Objection – Mr D Hilliard, 139 Ramsgreave Drive. Rec 10.04.2020

Dear Sir and to all whom it may concern,

After speaking to a legal colleague, I was advised that the best course of action would be to write this letter of objection and send it to you via email as stated in your letter.

Therefore, I wish to object to the proposal and the plans to build on the land of Ramsgreave Drive, Blackburn. (Ref 10/20/0265) The reasons for my objection are as follows:

I firmly believe that building houses on and developing the proposed area of land will have a serious and detrimental effect on the local wildlife and environment. Currently there are many species of bird that nest and feed on the land. I regularly see a Barn Owl hunting in the evening and early morning, along with a Tawny Owl later on at night time and Kestrels hover over the field routinely during the day, catching mice and voles throughout the year. Redwing and Fieldfares (winter migrants) feed on the hawthorn berries that surround the field in the winter time. Lapwing nest in the field in spring and summer and I believe also that a Curlew uses the field to nest as I have seen it feeding there several times. Starlings use the field to find the insect larva ('leather jackets') to feed their young that nest in the eaves of my house. Orange Tip butterflies lay their eggs and feed on the Lady's Smock flowers that grow in the field. Deer also use the field and I think that a very important issue here is to point out that the field in question is used as a connective corridor between the land behind leading up to Higher Ramsgreave and the land opposite on the other side of the duel carriage way.

I'm sure if a survey was carried out more species would be identified, but I have only named a few that I know for definite, that feed and breed on that area of land. All of these bird species mentioned are protected and are currently listed as in decline by the experts, especially the Starlings which have declined in number by more than 80% since the 1970s. The main reasons that we know of for the decline of species is that of habitat loss and if this land is built on then here too the species mentioned will directly be affected and no doubt suffer further decline and will probably disappear from the area.

Now none of this matters unless someone actually cares, someone who can see the importance of the natural environment, the benefits it brings and the essential connectiveness of the natural world that we are all so dependent on. I find that very sadly the people with the authority to make those decisions, the planners and developers, very rarely if ever share that view and seem always ready to listen, but then to carry on with the development, which of course to them is of prime importance. It is only one more piece of land and one more field, what could it matter in the grand scheme of things. This is only one more letter and those are only a few birds and animals, 'so what'! What does it matter?

Well those species that are in so much decline and that are so beneficial to the health and wellbeing to the natural world and therefore to us, cannot speak out for themselves. The people that understand the natural world and that have spent a lifetime studying it and documenting it would tell you the same. We need nature and slowly piece by piece it is disappearing. So yes, it may only be one more field and a few houses, but it will have an everlasting effect on the local ecology. Every developer and planner around the world possibly thinks the same way, but added together, you end up in the world we have today. You see many small pieces, as you know add up (pennies make pounds) and bit by bit the natural world and all its wildlife has slowly been decimated and destroyed, to the point where many important species around the world are at risk and have become endangered. This is just one more example.

I would like to give you some examples of what I mean and although no doubt I could write a book about this topic I will mention just a few. Before the new Pleckgate High School was constructed, the grass fields at the rear of the old school were inhabited by several pairs of Reed Buntings and the Kestrel also hunted over the fields. The football pitches, which are still in existence, used to have a pair of Lapwings nesting every year. However, where the school was, was turned into a car park and the long grassy fields behind became the new school buildings. The contractors changed and the football fields are now cut by large industrial size tractor mowers, who care little about what is on the field and basically mow everything, including any plastic bottles or drinks cans

that have been left lying around. It previously was cut by a smaller size mower and a man who seemed aware of the nests and actually mowed around them. So now the reed buntings have gone, the kestrel no longer hunts there and the lapwings stand no chance of ever nesting. Additionally, there was a small section of wild meadow to one side, near the cricket club, that used to be full of wildflowers. This was removed to build a temporary road and to provide access for the many HGV lorries that were needed to bring in all the bulk materials. After completion the road was covered and the land returned, but the area was seeded with grasses and the wildflowers have gone. I think this seeding was supposed to be a mitigating feature and was planned all along to return the meadow to its original state, but it hasn't and I feel that mitigating actions are rarely checked to assess if they have proved suitable and sufficient.

All I have ever know is the gradual demise of the natural world and it has mostly taken place within my lifetime, within the last 50 years. I admit that while we need houses to live in and there is nothing wrong with progress when done in the right way, is it really essential that we do so much damage to the wildlife and ecology in the process. Whether we are filling the world / oceans with plastics or cutting down forests to grow crops, everyone involved thinks it doesn't matter, because it is only their little bit. Just one more plastic bottle in the sea won't matter and a few more acres of forest won't make a difference, will it? Every action adds up and like I have stated the people that are able to make the real difference, the policy makers, planners, designers and developers seem to care little about the damage done, possibly because they don't see the lasting cumulative effects, until it's too late. Surely the time comes when enough is enough and we need to begin to take greater care of the natural world, putting it as a priority rather than just a consideration.

The wildlife doesn't have a voice and in writing this short letter I have attempted to give it one. So, I would like to implore you and ask, please do not build on the land on Ramsgreave Drive, (that your letter refers to,) just for once, please give the wildlife a chance, for the sake of all our futures and for the sake of the natural world. All life is connected.

Finally, I would like to close by quoting from a recent article and a statement made by Sir David Attenborough regarding the changes that he has seen take place in his lifetime and mans affect on this world, ever so normally impartial, he felt that he had to speak out.

"If you have seen what I have, you cannot remain silent. You have to speak out, to bear witness. What we have done to this planet during my lifetime is a crime and future generations will view it as that. In the end, I am certain of one thing. This is not just about saving our planet; it is about saving ourselves."

Yours faithfully,

D Hilliard

Objection – Mark & Lisa Cooke, 139 Ramsgreave Drive. Rec 10.04.2020

Dear Sir,

I am writing this email in regards to the planning application 10/20/0265.

Firstly I must say that we are extremely disappointed at the way the information provided to us regarding the planning application as we first received a letter which states 82 houses are to be built and then another letter stating that 63 houses are to be built and once we actually looked on the government website this also gave a different figure ?

Also I have been informed that work is set to commence in April (this was before construction stopped due to Covid-19) which leads me to think that the decision has already been made before the planning application has been passed and any concerns or dialogue with the local community have actually been done.

We would also like to formally put in writing to yourselves that we are completely against the re development at the side and rear of our property as we now do not think that the infrastructure is there for further development made on brown belt site. Aside from the impact this is going to have on nature around us it is also going to have a severe impact on the local community. There is already an extremely large development currently under way at the opposite land to our house which is going to lead to major traffic issues on an already dangerous dual carriageway and yet the prospect of even more houses being built is frightening. If upon completion of the two developments I am bemused to think we're the children of the people who purchase the property's are going to be schooled as there is currently not enough spaces for the local community already.

I have looked at the planning application online and we are also extremely concerned about the proposed site entrance which is literally metres from our house (we live at 168 Lammack road). Lammack road and barker lane in my opinion is already an accident waiting to happen due the lack of speed restrictions in place and are fearful every night with the speed that some people come up and down at, this will only increase the dangers once the development starts and the proposed site entrance is littered with wagons on a daily basis. I also have reservations about the number of wagons coming and going from the development as to what impact that this will have on our property with regards the foundations, surely the ground at the side of our

house cannot take such traffic on a daily basis. Also could you please clarify who owns the land at the side of our property and how this was actually acquired as we believe the land at the back where the houses are being built actually starts at the back of my property not at the side of the property which is being proposed at the site entrance.

Also finally, if the development goes ahead and the land at the side of our house it could lead to severe health problems for myself as I am clinically diagnosed with cluster headaches and should building work and traffic be going only only a few feet from my property during my bouts could lead to severe problems for myself.

Thank you for taking time to read our reservations and look forward to hearing back in due course

Mark & Lisa

Objection – Ashab Patel, 160 Lammack Road. Rec 13.04.2020

Dear Martin Kenny,

Hope you well and keeping safe.

I have received two letters, not sure if both are separate or one precedes another, for this email I will assume they are both separate letters for same application. If so that make combined total of house to be built to 145.

This giant township and urban crawl is completely not needed, the sheer number of homes being built in just one area is staggering, building of whinny lane, off lammack road behind hare and hounds pub, building near brown hill round about all that traffic will have a huge impact on a very small area. I feel that all the council care about is the revenue it will generate for council but it have a huge negative effect on the residents in this area which the council seem to have a complete disregard for.

How is this area going to manage with this increase in volume of traffic, vehicular traffic place for schools, gp, dentist, huge effect on environment.

And future more in light of current global crisis it feels like I don't not know how council can carry on as business as usual, although this might have been sent before the crisis started but now I think its time council needs to pause this have good look at it once we all can have a open and appropriate discussion as I cannot see how that can be had under current circumstances. With social distance and ban of public gathering I feel council are trying to use this as an opportunity to pass this through from back door and if that's the

case it would be a travesty I seriously hope you pause and re start this when every one can have open discussion and appropriate meeting can take place.

Also the developer plan to use Lammack road to build the township there will be minimum of 80 trucks on a currently very tight street this will be a complete nightmare of every single person on this street, this application has already been rubber stamped I feel but under no circumstances can you allow lammack road to be used at the detriment to local residents, and access road needs to be built first from yew tree drive and lammack road should not be used even for one truck.

I seriously hope the council seriously looks at current national circumstance, lack of mortgages as from nationwide bank announcement and economic shut down also as the resident while observing social distancing and ban on public gathering you ought to put a pause to this and full application me opened when times are appropriate.

Thank you

Ashab Patel

DATE 6/11/2020

Dear Mr. Kenny

I write to object regarding the proposed Planning Application for construction site entrance off Lammack Road as in section 3.5 in the Transport Assessment. The proposed plans are totally ludicrous and permission should be refused due to the following points/ facts:-

- 1- The road is just not wide enough especially when parked cars belonging to residents are legally left on the road side. Local buses are in operation which causes problems and just 2 cars trying to pass each other causes regular congestion.... never mind tipper waggons in the mix.
- 2- Noise, Vibration, Dust, road damage and general accidents will be detrimental with regards to the mental health, general welfare and safety to the Lammack Road residents.
- 3- All residents living on the left hand side going down Lammack Rd would find them selves totally trapped between Wainhomes large development and 80 tipper waggons at 32 ton. every day for 10 hrs per day for approx.

P.T.O

6 months +. Absolutely unbearable and intolerable for all local residents.

5. It should be noted that Wainhomes can build the site infrastructure whilst only using access off Yew Tree Drive so why can't McDermott Homes do the same or even gain access to their proposed site using the Rugby club entrance so that no disruption is created on Hammark Road.

Finally, McDermott's plans are unbelievable and totally unacceptable

Objection – Yvonne Stephens, 234 Ramsgreave Drive. Rec 17.04.2020

Dear Sir,

I am writing regarding the proposed planning application for 63 dwellings at 'Land off Ramsgreave Drive'

This is going to cause detrimental damage to the area on lots of counts:

Traffic

Noise

Wildlife etc

When people bought their homes they did so with the knowledge that it was Green Belt land.

My late husband and I fought a planning application many years ago, which was taken to our local MP, Rt Hon Jack Straw at the time. This again was going to affect our home.

In this instance, common sense prevailed and it went to the D.O.E.

This is not going to be welcome for our pleasant landscape and the most worrying aspect is the financial loss to the value of our homes. This is an absurd proposal.

I reject this proposal most vehemently.

Yours faithfully

Objection – Rachel Greenwood, 40 Burnley Road, Haggate, Burnley. Rec 20.04.2020

Please can I add these 3 additional comments to Ramsgreave Parish Councils concerns re this planning application.

1. Has a full planning needs survey been undertaken showing that 3 and 4 bedroom properties are needed?
2. Has a full environmental survey been undertaken with provision to support the otters at this location.
3. Concern regarding only one access road were raised that if parking on the road was to take place near the exit / entrance would this leave enough room for emergency service / utilises service vehicles to pass

Objection – David and Sue Fisher, 226 Ramsgreave Drive. Rec 20.05.2020

Dear Sir, I would like to object to the above planning application on the grounds that cutting down the hawthorn trees running parallel and at 90 degrees to Ramsgreave Drive will seriously affect nesting birds and other wildlife in the area (hedgehogs, roe deer, voles etc.). This is a nesting area for a variety of birds including starlings and house sparrows whose numbers have seriously declined and are at risk. It will also reduce numbers of blue tits, great tits, coal tits, long tailed tits, gold finches, wood pigeons, collared doves, magpies and jackdaws and birds of prey regularly seen hunting over the field (kestrel, sparrow hawk and barn owl. Putting up a few nest boxes will not mitigate this since cutting down the hawthorns will take away the food source of caterpillars, aphids and other insects which the birds need to feed their young.

Yours faithfully,

Objection – T.Shafi, 196 Ramsgreave Drive. Rec 02.06.2020

Dear Martin Kenny

I apologise for the late reply as I have been a key worker in this pandemic and not had a chance to send my objection.

After consulting with a planning consultant there are a number of concerns relating to the planning application adjacent to my property being 196 Ramsgreave Drive.

1. The plans do not reflect my property side and rear extension which has windows facing the field on the side elevation.

2. The property proximity of the Windsor house is very close with no gap left on the side making the house garden directly side by side.

This also would cause loss of light to our property which is having 6 windows on the side elevation.

3. Noise would be another big issue with the mass development.

4. Traffic already is heavy on this dual carriageway and having a development of 63 additional houses would not make it any better especially having Only one access from the Dual carriageway for the entire development.

5. All properties directly behind and side will be Overlooking into our property which we will cause loss of privacy.

6. The 272 development on yew tree drive is already causing huge noise and dust issues to the residents.

I hope the above concerns are taken seriously and the developers are advised accordingly.

I strongly object to this application and if need being we shall Instruct our solicitor to apply for a Judicial Review.

Kind Regards

Objection – Lesley Yates, 251 Lammack Road. Rec 05.06.2020

I'm absolutely appalled with Blackburn planning dept,I live at 251 Lammack Road and have come home tonight from a 13hr shift at Blackburn hospital to find a notice pinned to a post opposite my house informing me that you have approved for construction vehicles to use access to the field beside Blackburn Rugby Club.

This access is directly opposite my living room, not only do I have to put up with contractors on the field out the back of my house I now have to endure it front and back!!!! I am furious to say the least my house and car is constantly full of dust and the noise is horrendous SIX DAYS A WEEK !!!!!

You haven't even had the decency to inform me my post.....

Lesley Yates