

Proposed development: Full Planning Application for Change of Use from HGV yard and garage to PHG Contracting Yard with associated workshop/store building and offices (Use Class B2/B8).

Site address:

**HGV Garage to the rear of Perseverance Mill, Industry Street
Darwen
BB3 3DQ**

Applicant: PHG Contracting Limited

Ward: Darwen East – Councillors Jane Oates; Roy Davies and Paul Browne



1.0 SUMMARY OF RECOMMENDATION

- 1.1 **APPROVE** – Subject to conditions as set out in paragraph 4.1 of this report.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1.1 This application is presented to the Committee in accordance with the Scheme of Delegation, Chair Referral Process, due to a Petition being received against the proposals, two other neighbour representations being received and Cllr Roy Davies objecting to the proposals.
- 2.1.1 The planning history for the site indicates that in 1990 retrospective planning permission was allowed by the Planning Inspectorate for the continued use of the building for the repair of commercial vehicles, including, the repair of HGV's which had been operating in excess of 20 years.
- 2.1.2 The proposed use is not too dissimilar. The size of the building and its inspection pit by its nature limits the number of large articulated lorries using the building to no more than one at any one time. There is obviously capability to accommodate smaller vehicles within the site, however, the number of vehicles would in no way cause significant harm to highway safety.
- 2.1.3 Given the building has been used for storage purposes only for the last couple of years, residents have experienced little noise or disturbance from this part of the site. Planning conditions requiring noise to be limited are therefore strongly recommended to reduce noise from the proposed uses, in the interests of the amenity of surrounding residents.
- 2.1.4 The Government seeks to support a *strong, responsive and competitive economy* and retaining one of the boroughs employers, employing 35 local people, is important to the boroughs economy. Subject to the recommended conditions, it is recommended that Members support the proposals.

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1 The application site relates to a Portal Frame building located within part of the rear yard area of Perseverance Mill, a substantial sized traditional mill located on the corner of Olive Lane and Cornfield Street. The building to which this application relates is accessed from Industry Street.

- 3.1.2 The building is surrounded by terraced properties on Olive Lane attached to the Mill to the North; properties on Newton Street to the East; residential dwellings exist on the opposite side of Industry Street, to the South, as does a property called Cornfield Cliffe, a home for the homeless run by the charity Nightsafe; and Olive Lane Recreation Ground bordering the West of the site.
- 3.1.3 Lord Street Children's Centre exists at the end Industry Street.
- 3.1.4 The application site is within the boroughs Inner Urban Boundary, as defined on the Proposals Map associated with the Blackburn with Darwen Local Plan Part 2. The Perseverance Mill site is an unallocated employment site.
- 3.1.5 The portal frame building, subject to this application, has a large inspection pit within it, indicating that large vehicles have previously been maintained within the building, which is also confirmed by the sites planning history.



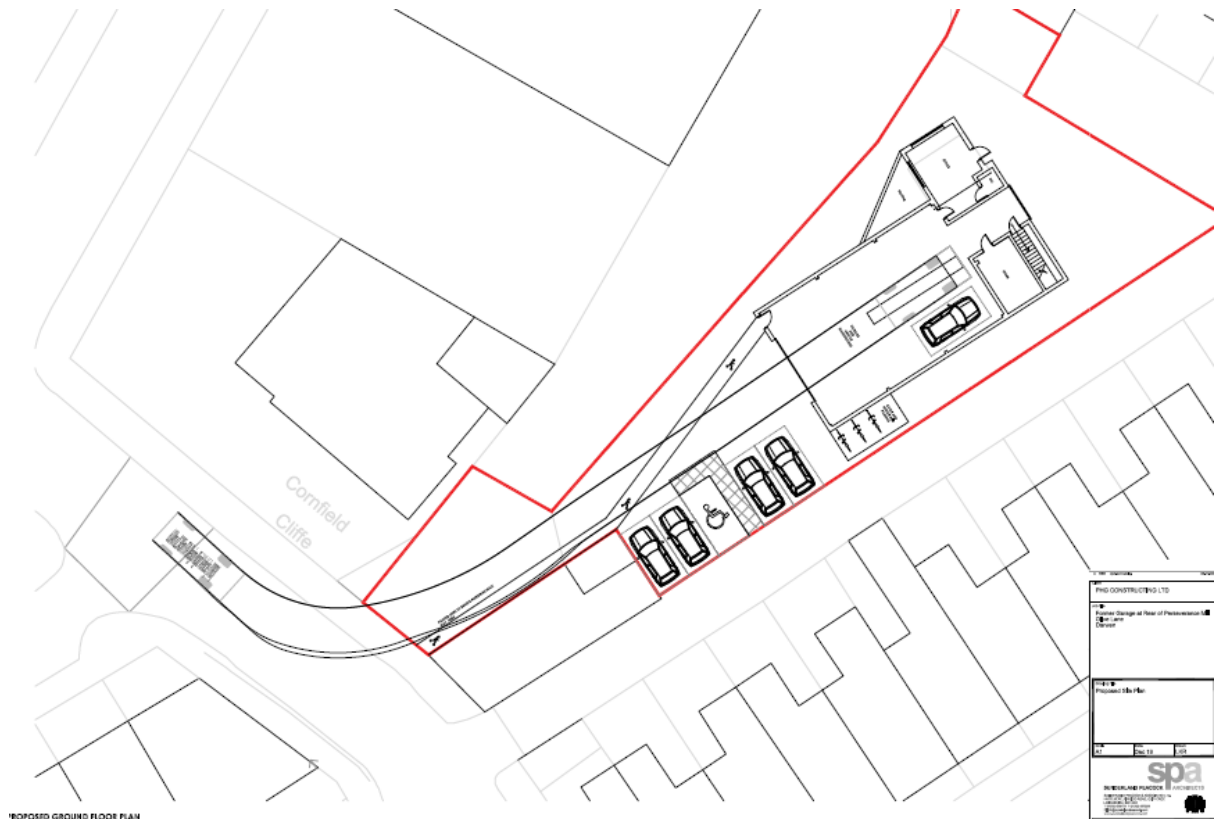
Site photo – entrance to application site – taken 20th February 2020



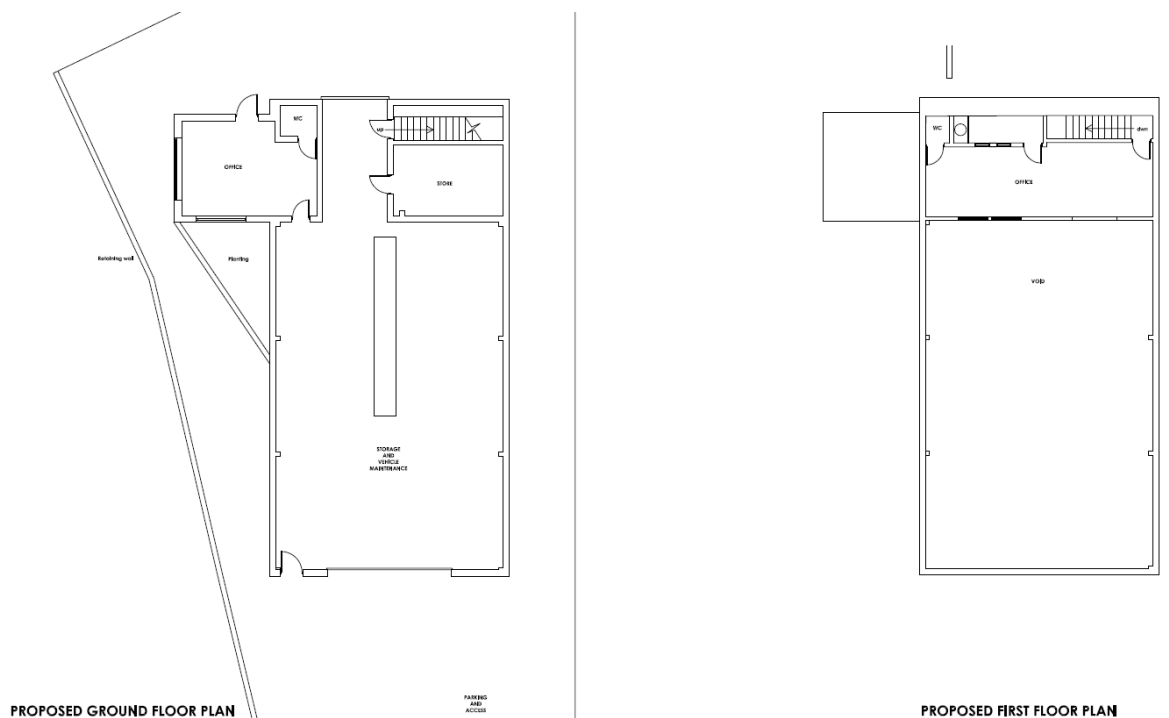
Site photo – of building and internal yard area – taken 20th February 2020.

3.2 Proposed Development

- 3.2.1 The applicant, PHG Contracting Limited was established in 1990 and carry out ground works for projects across the North West. They are a local employer in Blackburn with Darwen with 35 local staff who predominately carry out mainly ground construction works and with their plant kept on construction sites. Their company offices currently operate from a rented unit on Albert Street, Blackburn.
- 3.2.2 Planning permission is sought to use the portal frame building as the companies Headquarter offices with the mezzanine first floor to be used as the companies administrative offices. The site is to be occupied by four staff who will be office based running the remote aspect of the company. The remainder of the building is to involve low use basic plant maintenance and storage, as Plant machinery will be predominately on construction sites, as currently occurs.



Extract from submitted “proposed site plan”.



Extract from submitted “proposed floor plans”

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:

Core Strategy (2011)

- Policy CS1: A Targeted Growth Strategy
- Policy CS4: Protection and reuse of employment sites

3.3.2 Local Plan Part 2 (2015):

- Policy 1: The Urban Boundary
- Policy 2: Inner Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8: Development and People
- Policy 10: Accessibility and Transport

3.4 Other Material Planning Considerations

3.4.1 National Planning Policy Framework (NPPF) (2019)

3.4.2 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. In this regard Paragraph 8 of the NPPF states:

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

*a) **an economic objective**– to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) **a social objective**– to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to*

meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

*c) **an environmental objective**– to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”*

3.4.3 Paragraph 11 of the Framework explains that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay.

3.4.4 Other Relevant Legislation

- Human Rights Act 1998
- Natural Environment and Rural Communities (NERC) Act 2006 (any rural site)
- The Conservation of Habitats and Species Regulations 2010
- Localism Act
- Section 17 of the Crime and Disorder Act, 1998

4.0 **Assessment**

4.1.1 The main issues in this case are the impact of the new use on the amenities of neighbouring residents in terms of increased traffic, noise and disturbance.

Principle of Development

4.1.2 The Perseverance Mill site is a local employment site. The planning history for the site indicates a number of employment generating uses have operated from the building to which this application relates and within the wider site, including as a HGV repair garage.

4.1.3 The planning history for the site indicates that in 1990 retrospective permission was allowed by the Planning Inspectorate for the continued use of the building for the repair of commercial vehicles, including, the repair of HGV's and had been operating in excess of 20 years.

4.1.4 The Government seeks to support a *strong, responsive and competitive economy* and retaining one of the boroughs employers (35 local employees) is important to the well-being of the borough and its residents is welcomed.

- 4.1.5 According to the Council's Business Rates records, the building has been vacant for the last couple of years, as it has been utilised for storage purposes. The proposals will therefore reutilise an effectively vacant building and thus will retain an employment generating use in the borough.
- 4.1.6 The proposal to re-use the building for employment generating purposes is therefore acceptable in principle, subject to the impact on residential amenity and highway safety being satisfactory.

Parking and Highway Safety

- 4.1.7 The Portal Frame building to which this application relates is accessed from Industry Street, a two-way carriageway that provides access to the rear of properties on Olive Lane, a number of residential streets, a children's nursery and Lord Street Children's Centre.
- 4.1.8 The building is to be utilised for as a logistics headquarters and storage/maintenance unit for the company.
- 4.1.9 In considering this aspect 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. The objections received all raise concerns about the highway safety impacts of the proposals put forward.
- 4.1.10 Access and parking by vehicles will remain as existing off Industry Street with parking for staff and any construction vehicles on the application site.
- 4.1.11 Various measures have been taken in the locality to restrict the movement of vehicles through a number of the residential streets in the locality being one-way.
- 4.1.12 The supporting information accompanying the application provides the proposed vehicle strategy which indicates that vehicular movements will be minimal given that large equipment will be out on construction sites.
- 4.1.13 Having regard to the available floor area and the presence of the inspection pit the use of the building for HGV's is likely to restrict such vehicles to be one HGV at a time, or possible two 7.5 Tonne wagons. The throughput of vehicles is likely, in the Officer's opinion, to be mainly governed by the number, which can be accommodated within the building for repair. It is the view of Officers that the change of use is not likely to give rise to such a noticeable increase in the volume of traffic that residential amenity would be seriously harmed.

- 4.1.14 In terms of manoeuvrability within the site, a tracking route for larger vehicles, which was initially submitted, was deemed too severe. This has therefore been replaced with a revised parking layout and a highway safety narrative indicating that any vehicles entering the site will not exceed more than 7.5 Tonnes. Where vehicles in excess of 7.5 Tonnes do enter the site a Banksman will be used to manoeuvre vehicles in and out of the site. Given the suggested level of such movements is considered to be low, the Highway Authority consider this to be acceptable, as pedestrian safety will be safeguarded.
- 4.1.15 The parking layout submitted (refer to paragraph 3.2.2 above) shows that not all parking bays fully comply with the 6m manoeuvring space usually required, however, the Highway Authority considers that with slight adjustment this can be accommodated. To secure this, a condition for a car-parking layout to be submitted to and approved in writing by the Local Planning Authority, which is to be installed prior to the use proposed occurring, is recommended.
- 4.1.16 In order to encourage sustainable transport methods to the site, the Highways Authority has sought a safe Pedestrian Route in to the site, and for cycle and Powered Two-Wheel Vehicle (PTW) parking to be included on-site.
- 4.1.17 A pedestrian route is to be marked out on site, as per the submitted amended drawing to illustrate a safe route through site from the road for pedestrians. Members should note that the building will not be open to the general public and this route will only be used by users of the building.
- 4.1.18 The amended details also illustrate cycle and Powered Two-Wheel Vehicle (PTW) parking within the site. The Highway Authority considers that the location proposed for this is acceptable, however they request that the storage facility be covered and provides adequate security to encourage use of these transport methods and also to limit crime by ensuring bicycles and PTW vehicles can be stored securely.
- 4.1.19 Overall, based on the information submitted the highway safety impacts are not considered to be significantly harmful to justify the application be resisted on this ground. Subject to the conditions recommended by the Highway Authority, it is considered the proposals accord with the requirements of Policy 10 of the Blackburn with Darwen Local Plan Part 2.

Residential Amenity

4.1.20 Policy 8 requires development to contribute positively to the overall physical, social, environmental and economic character of the area, as well as securing satisfactory levels of amenity and safety for surrounding uses and for occupants or users of the development itself; with reference to noise, vibration, odour, light, dust, other pollution or nuisance, privacy / overlooking, and the relationship between buildings.

4.1.21 The residential amenity concerns raised are acknowledged. They must be assessed in context with the existing employment generating uses of Perseverance Mill, the established uses on the site, and the former authorised use of the building for the maintenance and inspection of vehicles.

4.1.22 It is considered that an employment generating use has been established on this site for many years – the earliest planning record indicates business and industrial type uses have operated on the site since the 1970's. However, Officers note that according to the Council's Business Rates records, the building has been used for storage purposes for the last couple of years. The reintroduction of a business use on the site may cause residents to experience a presence on site which is not currently there. Officers have carefully considered this and consider that the resultant impact of the proposed headquarters for the business with the associated maintenance of vehicles can be greatly reduced by conditioning the hours of use of the building to:

Monday to Friday: 08:00 to 18:00,
Saturday: 09:00 to 13:00,
Sundays & Bank Holidays no operation.

4.1.23 These hours can be secured by a suitable worded planning condition.

4.1.24 Noise issues can also be minimised by on-site operative plant, machinery or tools to be fitted with silencing equipment. In addition, what can be unreasonably disturbing, because of its tonal qualities, is the sound of reversing alarms fitted to mobile equipment operating on the site. This can again be controlled by planning conditions – please see the recommended conditions in paragraph 4.1 of this report/

4.1.25 Given that noise reduction measures and the more disturbing noise characteristics of reversing alarms can be controlled by planning conditions, and that operating hours would be limited to within a normal working day, it is considered that the occupants of surrounding houses would not be unreasonably disturbed by noise arising from activities associated with the proposed scheme.

4.1.26 Subject to the recommended conditions, it is considered that the proposals are acceptable and accord with the requirements of Local Plan Part 2, Policy 8.

5.0 RECOMMENDATION

5.1.1 Approve subject to the following recommended planning conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this planning permission.

REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Drawings List

Unless explicitly required by condition within this permission, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

REASON: For the avoidance of doubt and to clarify which plans are relevant to the permission.

3. The premises shall only be used for the purposes applied for and for no other use included within Class B2 or B8 of the Town and Country Planning Use Classes Order 1987 (as amended).

REASON: To safeguard the amenities of the adjoining premises and the area generally in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

4. The use of the premises in accordance with this permission shall be restricted to the hours between 08:00 to 18:00 on weekdays and 09:00 to 13:00 on Saturdays and there shall be no operation on Sundays or bank holidays.

REASON: The use of the premises outside these hours could prove injurious to the character of the area and in order to safeguard residential amenities, and to accord with Policies 8, 10 and 11 of the Blackburn with Darwen Local Plan Part 2 and the National Planning Policy Framework.

5. No vehicles exceeding 7.5 metres shall enter the site unless accompanied by Banksmen.

REASON: In the interests of the safety of all highway users, in accordance with Policy 10 of the Blackburn with Darwen Local Plan Part 2.

6. No plant, equipment and machinery including vehicles shall be operated on the site unless equipped with effective silencing equipment that has been installed and is maintained at all times in accordance with the manufacturer's, and/or supplier's instructions.

REASON: To limit the potential for noise generation during unsocial hours and to prevent nuisance arising in order to safeguard the amenity of the occupiers of surrounding residential properties in accordance with the requirements of Policy 8 of the Blackburn with Darwen Local Plan Part 2 and the National Planning Policy Framework.

7. No mobile plant vehicles shall be operated on the site other than those with a 'white noise' type of reversing warning alarm system, or an alternative system approved in writing by the Local Planning Authority. For the avoidance of doubt, this condition shall not apply to vehicles delivering waste to the site.

REASON: To limit the potential for noise generation and to prevent nuisance arising in order to safeguard the amenity of the occupiers of surrounding residential properties in accordance with the requirements of Policy 8 of the Blackburn with Darwen Local Plan Part 2 and the National Planning Policy Framework.

8. Prior to the mixed B2/B8 with ancillary Office use hereby approved being brought into use, a minimum of 3 cycle racks and 1 Powered Two Wheel Vehicle rack with appropriate signage shall be provided within the site, in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. The cycle and PTW racks shall thereafter be maintained in perpetuity with the development.

REASON: To provide facilities to optimise sustainable travel to the site, in accordance with Policy 10 of the Blackburn with Darwen Local Plan Part 2 and the National Planning Policy Framework.

6.0 PLANNING HISTORY

- 6.1.1 The following table details the planning history for the application site:

Application Number	Development Description	Decision	Date
10/04/1264	Warehouse Extension	Withdrawn	12/03/2004
10/04/0045	Proposed Warehouse Extension to existing premises	Withdrawn	23/12/2004

10/02/0378	Proposed ramp to existing first floor car parking area	Approved	31 July 2002
10/00/0676	Demolition of existing buildings and erection of private dwellings	Approved	01/12/2000
10.90/0777	Change of use to general repair garage	Refused but Allowed on Appeal	22/08/1980
10.84/0295	Wholesale Cash and Carry	Refused	27/03/1984
10.80/1495	Change of Use from garage for Company Vehicles to Motor Vehicle Body Repair Shop	Refused	22/08/1980
10.77/1468	Illuminated flat box sign recessed over external wall on elevation to Cornfield Street	Refused	16/09/1977
10.77/1328	Construction of Canopy over office entrance on Olive Lane	Approved	02/09/1977
10.77/1209	Canopy over front entrance and signs on both fascias. 2 No. Illuminated signs on chimney	Refused	26/08/1977
E56	Unauthorised change of use to HGV Repair Garage	Granted on Appeal under application 10/90/0777	

7.0 CONSULTATIONS

Neighbour Consultations

7.1.1 23 individual letters were initially sent to local residents adjoining the application site. As a result of this initial public consultation, a Petition was received containing the name and addresses of 19 people. This Petition was reported to Members at the committee meeting held on the 18 June 2020 and is appended to this report for Members convenience at Section 8.

7.1.2 The petition received raised the following concerns:

- Highway safety concerns as a result of the increase the volume of traffic going to and from the site in a primarily residential area;

- The affected highway is heavily used by children walking to and from school, using the nursery, the Sure Start Centre and a play area;
- The increased traffic from the site and using the local shop will cause an increased risk to highway safety/ pedestrian safety;
- The proposals activity and increase in traffic will cause pollution; and,
- The proposals activity and increase in traffic will create additional noise during anti-social hours affecting quality of life.

7.1.3 Following assessment of the application by Officers, further information was sought concerning parking and manoeuvrability within the site and whether larger vehicles could safely enter and exit safely. On submission of the requested information, local residents and the respective Ward Councillors were re-consulted on the proposals.

7.1.4 Three representations have been received to this second round of consultation. Two representations are from local residents residing on Marsh Terrace and Newton Street. Cllr Roy Davies has also made representations. All three representations raise objections to the proposals which can be summarised as follows:

- Safety of children who pass the yard on their way to and from School and the nursery and the safety of elderly who use the road to access Olive Lane due to the increase in traffic close to the junction with Olive Lane.
- Concerns about congestion occurring due to the access of the site being restricted to single vehicular access and egress.
- Manoeuvrability concerns affecting the highway.
- Noise and nuisance from the workshop/ warehouse and associated yard area, affecting the amenity of neighbouring properties.
- Concerns about night time noise.

7.1.5 The above-mentioned representations are shown in full at Section 8 of this report.

Statutory and Local Consultees

7.1.6 Public Protection

Given the historic and previous use of the building and yard area we can raise no objections, subject to the following conditions being imposed to protect the amenity of neighbouring occupiers:

- A decent hours restriction (I'd recommend Monday to Friday: 08:00 to 18:00, Saturday: 09:00 to 13:00, Sundays & Bank Holidays no operation. The design and access statement says they will be working 8am until 6pm Monday to Saturday); and,
- A non-tonal white noise forklift reversing alarm condition (to reduce the impact of tonal revering beepers whilst vehicles are loaded / unloaded – see <https://www.youtube.com/watch?v=fkFdFP5ffRo> They cost about £35 to buy plus fitting if an old tonal is being replaced)

7.1.7 Highway Authority

The submission details have been reviewed.

The proposal received is for Change of use from HGV yard and garage to PHG Contracting Yard with associated workshop/store building and offices (Sui-Generis)

Parking

In accordance with the adopted parking standards, and based on the varying uses proposed, the car parking allowance associated with the proposal is 5 spaces. No details of any parking arrangements have been received, neither any details with regards cycle and PTW spaces. Provision for disabled bays should also be provided.

Access

Vehicular access is confirmed to remain as existing, off Industry Street.

No details of safe pedestrian access from the highways to the site have been provided.

Servicing

No details setting the need for service delivery visiting the site are offered in the submission received. This should include frequency of visits, type of vehicles, and swept path showing them entering, turning and leaving the site in a safe manner in forward gear.

To conclude, in principle we would offer no objections, but require the above matters to be addressed satisfactorily, before we can fully support the proposal

Please note: Prior to the commencement of any works that affect or adjoin the adopted highway – contact is to be made with the local highway authority officer Simon Littler on Mob: 07766 578007

Please attach standards conditions/Informatives: Highways 4, 10, 11, 15 and 17

Saf –6th March 2020

Additional details received 3rd August 2020

On examination of the additional details received, I am still concerned with the site operations.

- The tracking that has been sent through is not practical, the movements are too severe, and appear to impact upon the car parking spaces to be provided;
- There is no confirmation on the frequency of movement, or what the largest vehicle visiting the site would be;
- As the use involves repairing of vehicles, we would assume there would a waiting area for vehicle's waiting to be repaired, this should be annotated on the plan;
- No pedestrian passage as requested has been provided;
- The location of cycle parking is proposed to the rear of the property with no direct surveillance or accessibility into the site, these should be relocated closer to the front entrance;
- The cycle spaces should be covered and secure, please request further details;
- No details of PTW spaces has been offered; and,
- All parking bays should have 6m manoeuvrability into and out of the space. The layout of the car parking does not conform to this.

Saf – 7th August 2020

Further details received 9th October 2020

Further to the issues outstanding, I respond as follows:

- Vehicle manoeuvre has been shown; narrative accompanying this indicates that the vehicle coming to site will be a 7.5t vehicle. The manoeuvring will be assisted by a banksman when leaving the site, this is acceptable.

- I note from the statement received, that the largest vehicle to the site will be 7.5T. Please condition this.
- No clear detail on frequency of movement has been offered, however it is understood from the narrative that they will be low movement, and the deliveries to the site will be minimal – This is acceptable.
- Responses to the location of the cycle and PTW has been considered, although still not ideal this is acceptable, I would however request that a condition is attached to support coverage and security details to be submitted for approval
- The parking bays do not all comply with the 6m manoeuvrability, however with slight adjustment I am of the opinion that this can be accommodated, please condition for car parking layout to be submitted for approval

To conclude, on the information submitted, I would offer no further objections to the application

Saf- 5th November 2020

8.0 Summary of representations

Objection – Cllr Roy Davies, Darwen East Ward Rec 16.10.2020

Hi, I strongly object to this planning application for a number reasons, and do agree with the observations in the planning application, but would also like to give reasons for my objections.

1/ This application is at the side of Cornfield Cliffe, an establishment run by Night Safe that has at any one time 6 to 8 homeless young people living there.

2/ The position of the Garage is right at the end a number of Terraced houses.

3/ Lord street nursery is less than 30 yards away.

4/ Footfall in this area from the terraced houses mentioned is a lot with parents and children attending Lord street nursery, Saint James school, Sudell road school, and Olive Lane park is less than 10 yards away.

5/ As mentioned in the report the manoeuvrability is bad in the area, (one of the reasons that the last occupier left).

6/ There is no on street parking, for cars waiting to be repaired to wait.

7/ If this garage also provides a service that picks up broken down vehicles, there is also a problem with these vehicles going into the garage for repair at all times Day/night.

8/ What are the times that this operation will be allowed to open?

Objection – Cllr Roy Davies, Darwen East Ward Rec 07.10.2020

Hi I strongly object to this application for a number of reasons 1/ This is a built up area of terraced housing. 2/ The pavements lead in one way to the children's centre on Lord street.

3/ The paths used one of the other direction are used for parents to take the children to both Saint James nursery on Winterton road and James primary school.

4/On both sides are used for young children to go to Sudell primary, and to Aldridge Academy.

The last time this property was in use was for a car repair shop, which was opened day and night regardless of restriction put in place by the council.

The entrance of the left hand side of the Mill which is used most days causes all traffic in the area to stop the streets in and around the mill are very narrow and not built for heavy goods. Roy

Objection – Mrs Agnes Walsh, 23 Marsh Terrace, Darwen Rec 23.10.2020

I refer to your letter of 15th October advising of an amendment to the above application.

The amendment does nothing to address the concerns of myself and other local residents about the detrimental impact the proposals will have on the safety and quality of life in the external area surrounding the yard.

If the Planning Officer would like to visit the area and inspect the narrow streets in the immediate vicinity of the yard the adverse effects of the proposals would be apparent. If the Planning Officer would like to speak to local residents about their concerns, I would be happy to meet him or her.

Among our concerns is that there is already only limited parking space available in the surrounding streets which is not enough for the existing residents' cars. Bringing more vehicles to the area for servicing and repair will add to the problem. The planning application does not address the question of where the vehicles being repaired will be parked.

Additional traffic will create a danger of accidents for the local children who pass the yard on their way to and from school. There has already been a near miss with one child recently. Elderly people also pass the yard and will not be as nimble in dodging moving vans. The vehicle tracking on the amendment seems to suggest that vehicles exiting the yard will use the same route as those entering. This will lead to congestion on the street outside the yard and the possibility of collisions.

Apart from the increase in traffic and risk of accidents the activities in the yard and workshop will create noise and nuisance spoiling the local resident's quality of life.

Having spoken to many of my neighbours, I am confident that the majority of local residents are totally opposed to the planning application.

Objection – Hannah Borealis, 39 Newton Street Rec 19.10.2020

I am a resident at 39 Newton Street.

We have received a letter with regards to the planning application to change HGV yard and garage to PHG Contracting yard.

Please see below my comments on this change:

Firstly, I would just like to state that we are really unhappy about this and do not want for it to happen. We have young children who's bedroom is located on the back of the house and is susceptible to noise from that particular area.

If there were to be vehicles in and out of the yard throughout the night this would more than likely keep them awake, which would then affect both me and my partner and I am not willing for that to happen. They are at school and nursery in the morning and me and my partner also work full time.

Secondly, we use the road daily to access their school and our work. If this road was to become busy or congested this would then result in my children being late for school and myself and my partner being late for work. Again, I am not willing to let that happen.

I hope you can understand and appreciate my concerns regarding this matter.

Objection- Petition – Number of Residents Rec 07.10.2020

I refer to your letter of 7th February.

I wish to register my objection to the planning application in the strongest terms.

In my opinion the proposed change of use will add to the volume of traffic in a primarily residential area. The road on which the premises are located is heavily used by children walking to and from school and the additional traffic using the proposed shop and workshop will present a risk of accidents. There are also a nursery and a Sure Start Centre nearby and children regularly pass by on their way to the play area.

In addition, there is a large number of elderly residents whose normal daily life will be disrupted by additional traffic and workshop noise.

The activities proposed and the additional traffic will cause pollution and create additional noise during anti-social hours affecting the quality of life in this area.

**Objection to Planning Application reference 10/19/1229 re HGV
Garage to the rear of Perseverance Mill**

We, the undersigned residents, object to the planning application for a change of use from HGV yard and garage to PHG Contracting Yard with associated workshop/store building and offices.

Name Signature

ALWAYS WALKER

ERIN FINN

Addas KHAN

Sariah Khan

STEVEN MCBRIDE

WINNIE GEDDES

TODONNELL

TONY DUFF

JEANELLE CORRELL

T. CABY

D. COLEMAN

T. GORMAN

J. MARSHALL

TONER

J. MEADOWCROFT

C. S. HULLING

S. WILSON

T. HENRIKSEN

C. HUGHES

9.0 CONTACT OFFICER: Claire Booth MRTPI, Senior Planning Officer

10.0 DATE PREPARED: 06 November 2020