

REPORT OF THE DIRECTOR

Plan No: 10/21/0371

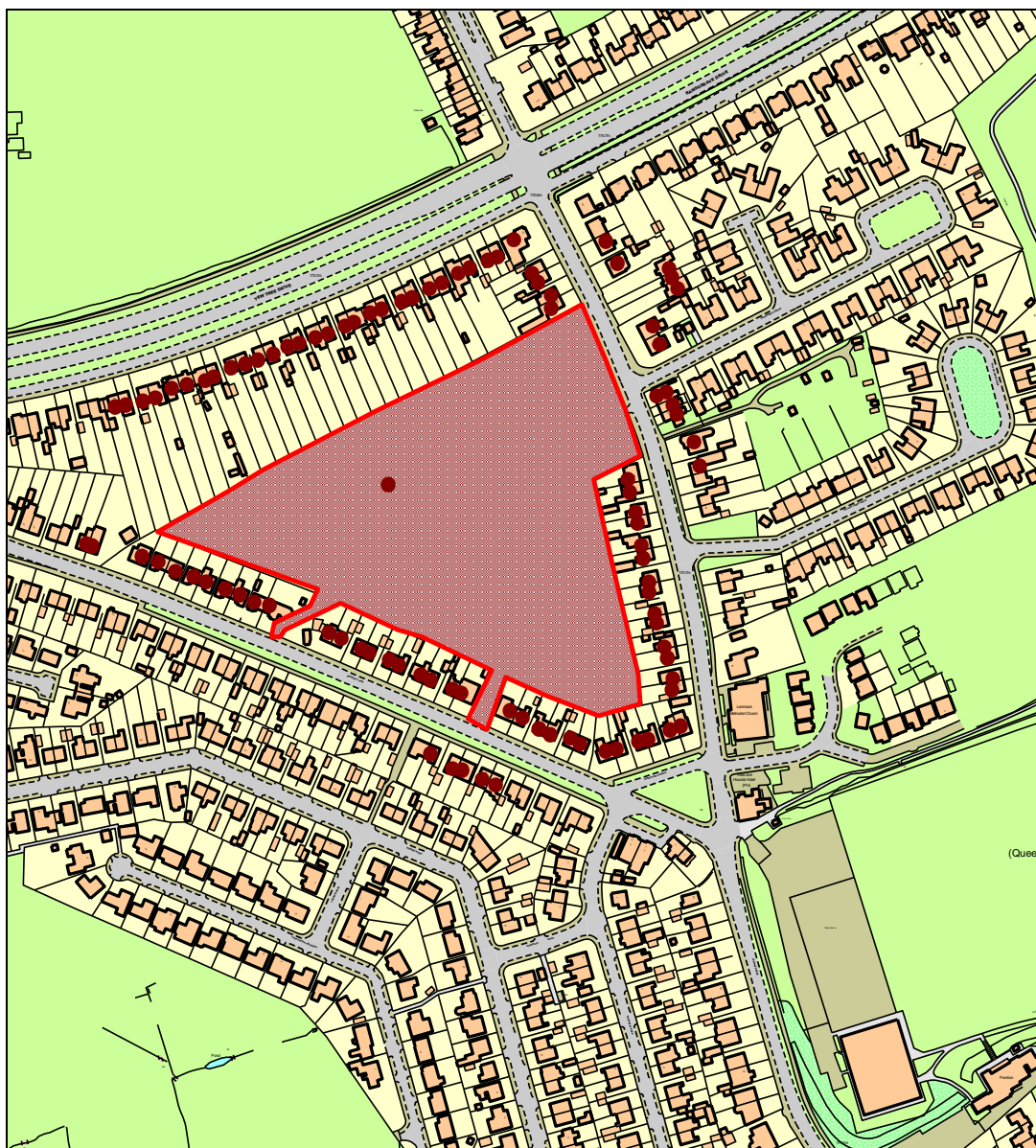
Proposed development: Various single-storey extensions to existing school to provide additional classroom facilities with service areas and provision of new car park area with access gained from Whinney Lane

Site address: Lammack Primary School, Lammack Road, Blackburn, BB1 8LH

Applicant: Blackburn with Darwen Borough Council

Ward: Billinge and Beardwood

**Councillor Julie Taylor
Councillor Tasleem Fazal
Councillor Jackie Flloyd**



1.0 SUMMARY OF RECOMMENDATION

- 1.1 The proposed development is recommended to be granted planning permission, subject to the conditions detailed in Section 5.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 This application is presented to the Planning and Highways Committee, in accordance with the Scheme of Delegation, and given the fact that Blackburn with Darwen Borough Council is the Applicant. Objections have been raised by numerous members of the public mostly on highways and parking grounds. A summary of the consultee responses received and public comments made is provided below, in Section 6.
- 2.2 The proposed development has been publicised through letters to residents of the nearest 95 adjacent properties. Site notices were also posted at the three site access points on 14th May 2021.
- 2.3 The Council's Development Plan supports new educational developments and associated works, provided they constitute sustainable development, and accord with the Development Plan.
- 2.4 The proposal will deliver additional educational facilities in the form of 12 new classrooms with service areas for an existing school. Wider works within the school grounds are also shown on the submitted plans including the provision of a new 30-space carpark accessed from Whinney Lane.
- 2.5 On balance, the proposal would be satisfactory from a technical point of view, with all issues having been addressed through the application process, or capable of being controlled or mitigated through appropriately worded planning conditions.
- 2.6 The key issues to be addressed in determining this application are;
- Establishing the principle for development;
 - Design and assessing visual amenity impacts;
 - Assessing the potential for residential amenity impacts;
 - Assessing the potential for highways impacts;
 - Ensuring the site has adequate parking to service the development;
 - Assessing the potential for ecological impacts;
 - Foul and surface water drainage considerations;
 - Assessing the potential for terrestrial contamination;
 - Measures to protect trees within the site; and,
 - Minimising the proposals impacts on air quality.

3.0 RATIONALE

3.1 Site and Surroundings

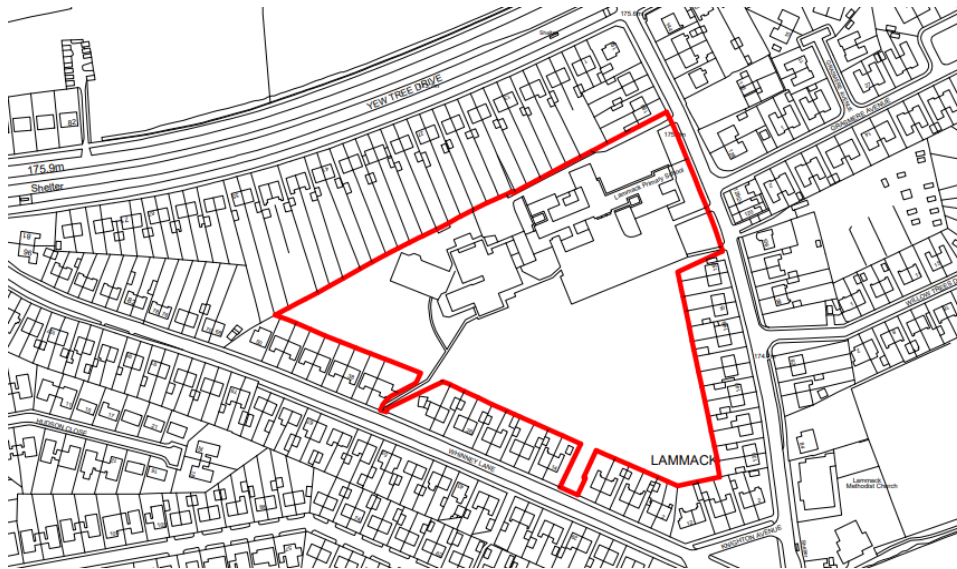
- 3.1.1 The application site is a state funded primary school located within the settlement of Blackburn. The site comprises of a large school building that has been subject to a range of enlargements and alterations over the years. Hard surface play areas, playing fields, service areas, and car parks are also found within the site. Dwellings surround the site to all sides that line Lammack Road, Whinney Lane and Yew Tree Drive.

Figure One – Satellite image of the site



- 3.1.2 The site covers an area of circa 7.4 acres with the plot tapering to the western edge. The primary access point is currently gained directly from Lammack Road, to the east of the school building. Two other access points are also found from Whinney Lane. The wider of those access points currently provides access for maintenance vehicles along with the third access point providing pedestrian access.

Figure Two – Location Plan showing the extent of the site and access points



3.2 Proposed Development

- 3.2.1 This planning application involves the erection of five separate extensions to the existing school building. Twelve additional classrooms would be provided together with service areas such as offices, meeting rooms, and a junior library. A number of internal reconfigurations are also shown on the submitted plans to accommodate the new facilities.
- 3.2.2 The reception part would have a footprint of circa 204 square meters and an inverted dual-pitch roof up to 4.2m in height. The year 1 part would have a footprint of circa 130 square meters and a mono-pitched roof up to 4.5m in height. The year 2 part would have a footprint of circa 118 square meters and a dual-pitched roof up to 6.6 m in height. The year 4 part would have a footprint of circa 530 square meters and a dual-pitched roof up to 6m in height. The year 6 part would have a footprint of circa 218 square meters and a dual-pitched roof up to 6.4m in height. Bricks and timber cladding would be applied to the elevations with rosemary tiles and felt to the roofs. White uPVC framed windows would be fitted throughout and the doors to be installed would have aluminium frames.

Figure Three – Proposed floor plan showing the extent of the extensions

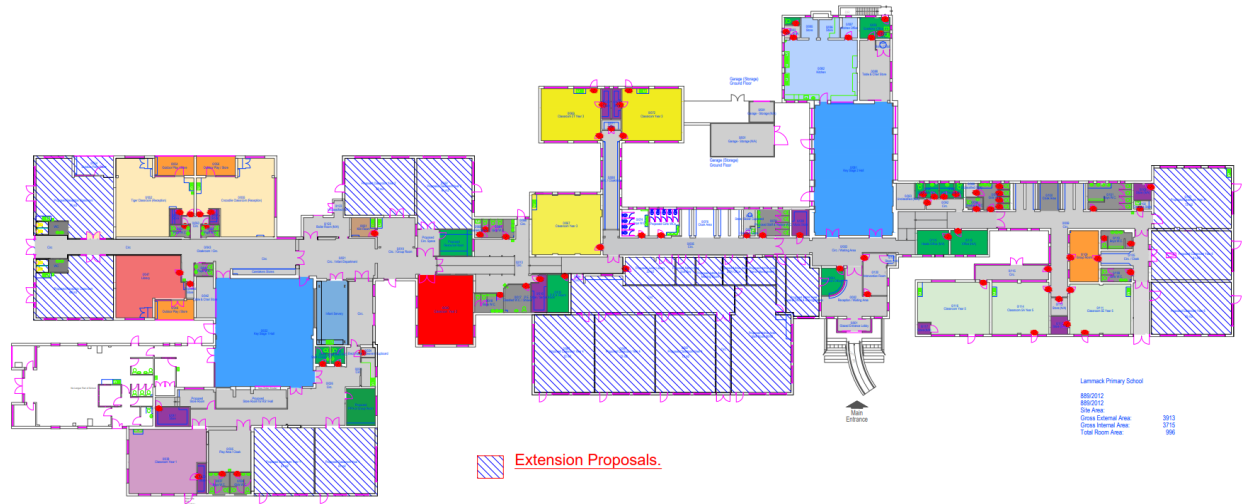
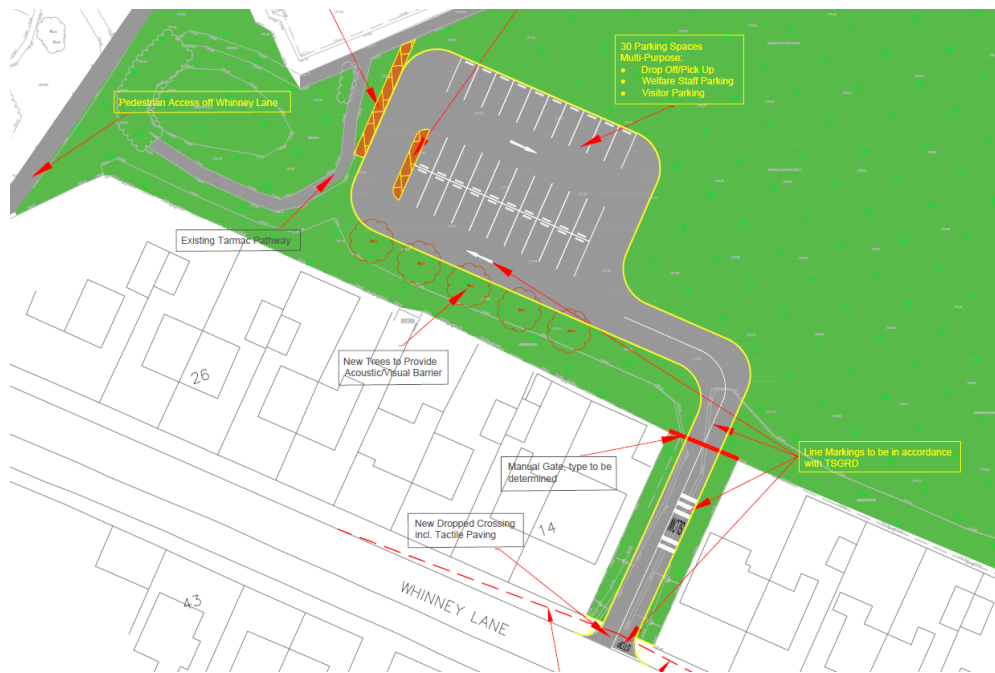


Figure Four – Proposed elevation plans for the year 4 part



3.2.3 A new carpark area is also proposed to the south of the school building to be used primarily as a drop off and pick up point for children. The area would provide an additional 30 parking spaces. Access would be gained via an existing access point from Whinney Lane with a one-way system utilised internally. A pedestrian walkway to the schoolyard is also shown on the submitted plans.

Figure Five – Proposed plan showing new drop off/pick up point and access arrangements



3.3 Case Officer Site Photos



3.4 Relevant Planning History

- 10/01/1011 – Erection of classroom extension – Approved with Conditions – February 2002.
- 10/04/0043 – Proposed new parents room to side of playing field – Approved with Conditions – March 2004.

- 10/07/0652 – Nursery Extension to existing school – Approved with Conditions – August 2007.
- 10/11/0377 – Demolition of existing ramp, brick piers and concrete roof and erection of new extension and ramp to incorporate new reception area, office and meeting room – Approved with Conditions – June 2011.

3.5 Development Plan

3.5.1 Core Strategy Part 1 (adopted January 2011)

- Policy CS11: Facilities and Services
- Policy CS23: Tackling Worklessness

3.5.2 Local Plan Part 2 (adopted December 2015):

- 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 36: Climate Change
- Policy 38: Green Infrastructure

3.5.3 BwD Parking Standards

4.0 **ASSESSMENT**

4.1 Principle of Development

- 4.1.1 The provision of new educational facilities is covered by Policy CS11. The range and quality of public services and facilities will be expanded and enhanced; in particular, as part of existing key public buildings/facilities. Further support for such forms of development is provided by Policy CS23. Measures should be put in place to maximise access to employment through the creation of expanded educational facilities.
- 4.1.2 The development is proposed for a site that has a historic educational use. The submitted Planning Statement confirms that an additional 160 school spaces would be created, thereby providing a valuable contribution to the primary school educational offers in the area. The proposed development therefore complies with the service distribution policies set out in the Core Strategy, in compliance with Policies CS11 and CS23.
- 4.1.3 Concerns have been raised in public comments regarding losses of green open space. The land to the south of the school building is covered by a Green Infrastructure allocation under Policy 38. When assessing partial losses of such land to development, Policy 9 should be taken into account. In such circumstances, the need or benefits arising from the development must

demonstrably outweigh the harm caused, and the harm must be mitigated or compensated for so far as is reasonable. Given the nature of the application there are some clear educational benefits to consider when assessing losses of Green Infrastructure land.

4.1.4 Only a small part of the school playing fields would be lost to additional parking provision, which is essential to facilitate additional school places. There is no available land within the site to offset the losses of Green Infrastructure land that would be caused. However, when the educational benefits of the proposal are weighed against that single issue, on balance, the losses of Green Infrastructure land that would be caused can be justified on this occasion, and compliance with Policy 38 is thus achieved. When those factors are considered, the principle of development is accepted.

4.1.5 In accordance with the presumption in favour of sustainable development detailed in the Framework, and Policy 7, development proposals should proceed without delay, unless impacts which significantly and demonstrably outweigh the benefits of the proposal are identified; subject to assessment of the following matters;

4.2 Design and Visual Amenity

4.2.1 In general terms, Policy 11 requires development proposals to represent a good standard of design through demonstrating an understanding of the sites wider context, and making a positive contribution to visual amenity. The site is a standalone element in the immediate street scene from an architectural perspective. In addition, and as detailed above in Section 3.4, a number of extensions and enlargements have been applied to the building over the years resulting in it taking on an irregular and ununiformed form.

4.2.2 As detailed above, dwellings predominantly surround the site to all sides. The massing of those surrounding buildings would to a certain extent conceal the proposal from the public domain. The most visible part from the perspective of Lammack Road would be the year 6 extension. A dual-pitched roof would be applied to that part ensuring a certain level of visual consistency is maintained with the host building. The remaining parts would only be visible from a limited number of public vantage points and their massing and form would not comprise the visual amenity of the wider locality to an adverse extent.

4.2.3 External construction materials are proposed throughout that would match the host building. A condition is recommended to control the quality and finish of those materials in the interests of visual amenity. A further condition is recommended involving the use of supplementary landscaping around the site for the same reason. Subject to compliance with those conditions, the proposed development would be acceptable in visual design terms, in accordance with Policy 11.

4.3 Residential Amenity

- 4.3.1 Policy 8 states that all development proposals should secure a satisfactory level of amenity for surrounding occupants in relation to light, noise, privacy, and general disruptions. Concerns have been raised in public comments in relation to the potential for adverse noise impacts and losses of privacy from additional use of the Whinney Lane access point.
- 4.3.2 Owing to ample separation, the massing of the proposed extensions would not appear overbearing or cause any unacceptable losses of light for the immediate neighbours. In relation to noise, the proposal has been assessed by BwD Public Protection and no specific concerns have been raised in that respect. It is acknowledged that increasing the capacity of the school would likely lead to additional noise emissions from the site, and that those impacts would be at their most noticeable immediately before and after school, and during break times.
- 4.3.3 That being said however, any additional noise impacts caused would be limited in their extent and confined to specific periods during the day. Any mitigation measures to offset those potential impacts would likely involve the installation of tall acoustic barriers that would greatly diminish the extent of play areas within the school alongside wider visual implications. The recommended landscaping condition will instruct the planting of vegetation between the proposed parking area and adjacent dwellings on Whinney Lane. Together with minimising light pollution from headlights, the use of supplementary landscaping in such a way would in-parts mitigate any noise impacts from cars using that part of the site.
- 4.3.4 A condition is recommended to control the logistics of the construction phase. The imposition of such a condition is mostly justified from a highway safety standpoint yet it would also assist in minimising noise and disruptions for the immediate neighbours from that phase. For those reasons, and subject to compliance with the attached conditions, the proposal would be acceptable in relation to noise.
- 4.3.5 In relation to privacy impacts, ample separation would be maintained between the adjacent dwellings to prevent any adverse privacy impacts from the proposed extensions. Any comings and goings associated with use of the Whinney Lane access point would not have an adverse impact on domestic privacy given the transient nature of such activity. The properties around that access point are in-parts enclosed to the side and rear by tall fencing. Moreover, the recommended landscaping condition will instruct the planting of vegetation on the site boundaries thereby further safeguarding the domestic privacy of the immediate neighbours, following development. A further condition is recommended to agree the scope of any required external lighting sources to prevent light pollution for neighbours. When those factors are considered, and subject to conditions, the proposed development would be acceptable in relation to residential amenity.

4.4 Highways and Parking

- 4.4.1 Policy 10 outlines a general requirement for development proposals to not prejudice road safety, or the safe and convenient movement of all highway users. Parking should also be provided in accordance with the BwD Parking Standards. A number of objections have been received in public comments on various highways grounds. Shortfalls in on-street parking locally, a need to ensure this development does not exacerbate existing highways problems, discrepancies with the technical reports submitted, and a need for traffic calming measures locally have all been cited as concerns.
- 4.4.2 A Transport Plan and Travel Assessment have both been submitted with the application. BwD Highways and BwD Transport Planning have closely reviewed those documents together with the scheme as a whole, in conjunction with Costain, an independent highways planning consultant. A number of initial concerns have been raised by consultees. In accordance with the BwD Parking Standards, 1 space per classroom/activity area must be provided, which would create a total requirement of less than 30 spaces to service the proposal and existing school.
- 4.4.3 An amended plan has been provided showing reconfigurations within the existing parking area. That area would have 45 spaces following those works together with 4 disabled bays. The spaces shown all conform with the required dimensions and details of vehicle tracking have also been provided confirming service vehicles can access their required areas when the carpark is at capacity. Adequate sightlines can also be provided and there are no changes proposed to the existing access point from Lammack Road.
- 4.4.4 Whilst it is acknowledged that every staff member at the school does not have a dedicated parking space, such matters are existing to the site. What should be assessed here is the extent at which this proposal would contribute to those existing problems. In order to alleviate existing parking issues in the local area a new parking area is proposed providing 30 spaces, creating a total of 79 spaces. Such a level of provision far exceeds the requirements of the BwD Parking Standards.
- 4.4.5 The extent and position of the new carpark area has been subject to robust pre-application discussions between multiple departments. Provision of the new parking area in addition to reconfigurations within the existing carpark is beyond adequate when the proposal is weighed against the BwD Parking Standards. The scheme is thus deemed to be acceptable in terms of car parking provision. A condition is recommended to ensure the new parking area is used only for the dropping off/picking up of children during certain times in order to prevent it being filled by staff during periods of peak parking requirements.
- 4.4.6 The promotion of green travel should also be considered when assessing parking requirements. Such matters form the crux of the comments made by BwD Transport Planning. In order to encourage such activity however adequate and visible cycle storage facilities must be in place. A condition is

thus recommended to further agree the scope of such facilities. The provision of motorcycle parking is also detailed in the recommended condition in order to further alleviate pressure on car parking spaces within the site. Subject to compliance with that condition, together with a further condition to ensure the new classrooms are not occupied until the new parking areas and cycle storage areas have been constructed and laid out in their entirety, the proposal would be acceptable in relation to parking provision as a whole.

- 4.4.7 Visibility splay details have been provided for the access point from Whinney Lane. BwD Highways have reviewed those details and no concerns have been raised in that respect. The use of a gate on that access point is essential for safeguarding and security reasons. A condition is recommended to ensure informative signage is erected to prevent vehicles venturing down there by mistake. Such matters would not cause significant problems once local awareness has been gained regarding usage of the new access point.
- 4.4.8 In relation to traffic calming measures and the promotion of children using the highway in a safe manner, a number of measures have been advised by BwD Highways. Flashing signals, a crossing island, raised speed table markings, and a review of all existing Traffic Regulation Orders (TROs) have all been advised. A condition is recommended to ensure those measures are provided prior to the development being brought into use and they are all deemed necessary to optimise highway safety in the local area. In addition, a further condition is recommended to agree the logistics of the construction phase in order to minimise disruptions from that phase on the local highway network.
- 4.4.9 When those factors are considered, and subject to compliance with the recommended conditions in their entirety, the proposed development would be acceptable in relation to highway safety and parking provision, thereby according with Policy 10 and the BwD Parking Standards.

4.5 Ecological Considerations

- 4.5.1 Requirements within Policy 9 state that development proposals must avoid unacceptable impacts on environmental assets or interests, including habitats and species. A Bat Survey Report has been submitted with the application that includes sections on the protection of nesting birds. The assigned BwD Ecology Officer has reviewed the merits of the survey, and the scheme as a whole. The initial comments provided highlight a need for additional survey work, which is currently ongoing.
- 4.5.2 An ecological advice note has been submitted and a final dawn survey is scheduled for 9th July 2021. The assigned BwD Ecology Officer has advised that the findings of those surveys together with any measures of ecological mitigation must be provided before any final recommendations are made from them. Any further comments will be provided as part of a committee update report. In relation to nesting birds, an informative note is recommended to raise awareness to the legalities of removing trees during the bird breeding season. It should also be noted that there is no intention to remove any trees, as per the information provided.

4.6 Drainage

- 4.6.1 Within Policy 9, there are further requirements to ensure development proposals are not subject to an unacceptable risk of flooding, or adversely contribute to the risk of off-site flooding. Concerns have been raised in public comments regarding the potential for surface water drainage issues arising from the proposed new carpark.
- 4.6.2 The site is wholly within Flood Zone 1 and the risk of pluvial flooding is deemed to be negligible. That being said however, given that new roof space would be formed and new areas of hardstanding laid, any potential impacts in the way of surface water flooding from additional runoff should be duly controlled. BwD Drainage have raised no objections and I concur with their findings.
- 4.6.3 A condition has been advised by United Utilities to control surface water drainage in accordance with the hierarchy detailed in national planning guidance. A second condition has been advised to ensure foul and surface waters are drained on separate systems. Having discussed those conditions with the Agent, some potential concerns have been raised regarding the practicalities of separate drainage systems. Whilst such an approach can be readily applied to the proposed carpark, given that the existing school is currently drained via a combined sewer, drainage of the proposed extensions on separate systems may not be achievable.
- 4.6.4 A drainage condition is thus recommended that merges those advised by United Utilities together with a caveat regarding deliverability. Subject to compliance with that condition, the proposed development would be acceptable in relation to drainage.

4.7 Contamination

- 4.7.1 Within Policy 8, there are further requirements to ensure development proposals on previously developed land can be remediated to a standard that provides a safe environment for users of the development whilst also ensuring contamination is not displaced. In response to such requirements Phase 1 and Phase 2 contamination reports have been submitted. BwD Public Protection have closely reviewed the findings of those surveys yet a number of discrepancies have been raised in the data and findings presented.
- 4.7.2 Given that position, BwD Public Protection have recommended that all three standard contamination conditions should be added as a precautionary measure. Those comments have been forwarded to the Agent for consideration with their environmental consultant. Any changes in the conditions required to adequately mitigate against the potential impacts of contamination will be provided as part of a committee update report.

4.8 Arboricultural Considerations

- 4.8.1 Further requirements as part of Policy 9 state that development proposals should incorporate existing trees into the design and layout. As detailed above, there are no intentions to remove any existing trees yet there are some within the site that are worthy of preservation. The comments made by the assigned BwD Tree Officer suggest that the best of those specimens are found within the school playing fields. An Arboricultural Impact Assessment Overview has been submitted with the application.
- 4.8.2 Although that document does not contain a plan showing site-specific locations of any required tree protection fencing, a temporary protective fencing and ground protection specification note is detailed. The measures put forward within that note wholly accord with the relevant British Standards and they are deemed appropriate to protect the trees to be retained. A condition is recommended to ensure the development proceeds in accordance with those measures.
- 4.8.3 Moreover, the recommended landscaping condition includes a requirement to show the required locations of any tree protection measures. Subject to compliance with those conditions, the proposed development would be acceptable in relation to arboricultural considerations, and compliance with Policy 9 is thus achieved.

4.9 Air Quality

- 4.9.1 Policy 36 requires development proposals to minimise contributions to carbon emissions and climate change, both directly from the development and indirectly arising from factors such as travel to and from the development. Concerns have been raised in public comments in relation to air quality.
- 4.9.2 In response to such matters, BwD Public Protection have advised that electric vehicle charging points should be provided within the existing car park. A condition is recommended to ensure such measures are put in place prior to the development becoming operational. The recommended condition requesting cycle storage would also assist in improving air quality in the local area through promoting sustainable modes of travel. Subject to compliance with those conditions, the proposed development would be acceptable in relation to air quality, in accordance with Policy 36.

4.10 Wider Considerations

- 4.10.1 Concerns have been raised in public comments regarding antisocial behaviour locally and the fact the new access would potentially further open the site up to such issues. Policy 8 contains a specific section on reducing crime. Moreover, a number of recommendations are made in that respect from Lancashire Police. A condition is thus recommended to further agree the scope of such measures, where required.

4.10.2 Public comments have also cited concerns regarding the residents of Grasmere Avenue not receiving notification letters. However, that highway is not directly adjacent to the red edge of the site (see page 1). The residents on Lammack Road that stagger the junction of Grasmere Avenue were all notified. In addition, three site notices were erected around the site and nationally prescribed neighbour notification procedures have thus been duly followed.

4.11 Summary

4.11.1 This application involves the erection of various single-storey extensions to an existing school to provide additional classroom facilities with service areas. The provision of new 30-space carpark area with access gained from Whinney Lane also forms part of the proposal.

4.11.2 Subject to appropriate conditions, the proposed development would be acceptable on all the relevant planning grounds, in accordance with the policies and guidance notes detailed in Section 3.5.

4.11.3 Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. Subject to appropriate conditions, the proposal would be acceptable in principle, and in terms of design and visual amenity, residential amenity, highways and parking, ecological considerations, drainage, contamination, arboricultural considerations, air quality, and the wider considerations raised from public and consultee comments. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

5.0 **RECOMMENDATION:**

That delegated authority is given to the Strategic Director of Place to approve planning permission, subject to the following conditions. Case specific informatives are also recommended that raise awareness in relation to the protection of nesting birds and the requirements of any works as part of the public highway network.

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. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings: Location Plan (1:2500), School Proposals and Site Plan, Existing Ground Floor Plan, Reception Classroom – Extensions and Alterations, Year 1 Classroom – Extensions and Alterations, Year 4 Classroom – Extensions and Alterations (as existing), Year 4 Classroom – Extensions and Alterations (as

proposed), Year 6 Classroom – Extensions and Alterations, Year 6 Classroom – Extensions and Alterations 2, and LPS-HWAYS-001 – Revision D.

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

3. Prior to the commencement of any above ground works on site, details confirming the colours and finishes of all the external materials to be used in the construction of the development hereby approved shall have first been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed in strict accordance with the approved materials and details, unless otherwise agreed in writing.

REASON: To ensure a satisfactory form of development is achieved, in the interests of visual amenity, and to comply with the requirements of Policy 11 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

4. Prior to the commencement of any above ground works on site, a surface and foul water drainage scheme shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be exclusively limited to the following;
 - a) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). Any investigations undertaken shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - b) A restricted rate of discharge of surface water agreed with the Local Planning Authority, if it is agreed that infiltration is discounted by the investigations;
 - c) Details showing foul and surface waters being drained on separate systems, where achievable; and,
 - d) A timetable for implementation.

The submitted scheme shall be prepared fully in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In addition, the development hereby approved shall not be brought into use unless and until the agreed scheme has been implemented in its entirety.

REASON: To promote sustainable development, to manage the risk of flooding and pollution, and to comply with the requirements of Policy 9 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

5. Prior to the commencement of any above ground works on site, a detailed landscaping scheme shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be exclusively limited to the following;

- a) Details of proposals for supplementary landscaping around all aspects of the development;
- b) Details indicating the location, arrangement, species, sizes, specifications, numbers, and planting densities of all new planting; and,
- c) Details indicating the location and arrangement of any required tree protection measures for the trees to be retained within the site and on the site boundaries.

The approved scheme shall be implemented in its entirety within the first available planting season following the substantial completion of the development. Any tree/shrub or other planting that is lost, felled, removed, uprooted, dead, dying or diseased or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

REASON: To ensure that the development is adequately landscaped so as to integrate with its surroundings, in the interests of visual amenity and landscape quality, and to comply with Policy 11 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 6. The development hereby approved shall proceed in strict accordance with the tree protection measures detailed within the submitted document 'Arboricultural Impact Assessment Overview' and all the trees and shrubs to be retained within or directly adjacent to the application site boundary shall be protected using the measures detailed within that document.

REASON: In order to minimise damage to trees and shrubs within the site, in the interests of visual amenity, and to comply with the requirements of Policy 11 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 7. The new carpark proposed to the south of the school building as shown on the approved plan 'LPS-HWAYS-001 – Revision D' shall not be used for staff parking whatsoever between the hours of 8:00 – 10:00 and 14:00 – 16:00, Monday – Friday, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to ensure ample parking is provided to service the development during times of peak parking requirements, in the interests of highway safety, and to comply with Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 8. The development hereby approved shall not be brought into use unless and until, the parking areas as shown on the approved plan 'LPS-HWAYS-001 – Revision D' have been constructed, laid out and provided in their entirety, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to ensure ample parking is provided to service the development, in the interests of highway safety, and to comply with Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

9. No development shall commence on site unless and until, a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction phase, and it shall provide for, but not be exclusively limited to;
- a) The parking of vehicles of site operatives and visitors;
 - b) The loading and unloading of plant and materials;
 - c) The storage of plant and materials used in constructing the development;
 - d) Wheel washing facilities;
 - e) Measures to control the emission of dust and dirt from demolition and construction works;
 - f) Measures to control noise and vibrations from demolition and construction works;
 - g) A scheme for recycling/disposing of waste resulting from construction works;
 - h) Details of the type, position and height of any required external lighting;
 - i) Details of working hours;

The development shall thereafter proceed in strict accordance with all of the measures detailed within the submitted Construction Method Statement, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To control the logistics of the construction phase, in the interests of residential amenity and highway safety, and to comply with the requirements of Policies 8 and 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

10. Prior to their installation, details overviewing the types, positions and heights of any new external light sources to be incorporated as part of the development hereby approved, shall have first been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed in strict accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to minimise light pollution from the development, in the interests of residential amenity, and to comply with the requirements of Policy 8 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

11. No development shall commence on site unless and until, a Contamination Method Statement which sets out in detail the method, standards and timing for the investigation and subsequent remediation of any contamination, which may be present on site, has first been submitted to and approved in writing by the

Local Planning Authority. The submitted method statement shall detail the following;

- a) An investigation and assessment to identify the types, nature and extent of land contamination affecting the application site together with the risks to receptors and potential for migration within and beyond the site will be carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001) will be carried out and the method of reporting this to the Local Planning Authority;
- b) A comprehensive remediation scheme including an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination);
- c) Should any unexpected contamination requiring remediation be detected during construction phase, details should be provided together with any relevant import/export certificates if material is moved on and/or off site.

All the agreed remediation measures shall thereafter be carried out in strict accordance with the approved implementation timetable under the supervision of a geotechnical professional and they shall be completed fully in accordance with the agreed measures and timings, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the health of future occupiers of the site, prevent the displacement of pollution and any associated environmental impacts, and to comply with the requirements of Policies 8 and 9 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

12. Prior to first use of the development hereby approved, two copies of a comprehensive Validation Report shall be submitted to and approved in writing by the Local Planning Authority. The Validation Report shall demonstrate effective remediation in accordance with the agreed remediation scheme and any necessary supplementary information. All the installed remediation must be retained for the duration of the approved use, and where necessary, the Local Planning Authority should be periodically informed in writing of any ongoing monitoring and decisions based thereon.

REASON: To protect the health of future occupiers of the site, prevent the displacement of pollution and any associated environmental impacts, and to comply with the requirements of Policies 8 and 9 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

13. Should contamination be encountered unexpectedly during redevelopment of the site, all works should cease, and the Local Planning Authority should be immediately informed in writing. If unacceptable risks are identified, a remedial options appraisal and detailed remediation scheme should be presented, and

agreed in writing by the Local Planning Authority. The development shall thereafter proceed in strict accordance with the agreed details.

REASON: To protect the health of future occupiers of the site, prevent the displacement of pollution and any associated environmental impacts, and to comply with the requirements of Policies 8 and 9 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

14. Prior to their installation, a scheme detailing covered cycle storage provisions and motorcycle parking areas provided within the site shall have first been submitted to and agreed in writing by the Local Planning Authority. The development hereby approved shall not brought into use unless and until the agreed details have been implemented in their entirety, unless otherwise agreed in writing.

REASON: To ensure sustainable modes of travel to the site are optimised, in the interests of the capacity of the highway network, and to comply with the requirements of Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

15. Prior to the commencement of any above ground works on site, a highway safety management scheme shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be exclusively limited to the following;
- a) 20mph flashing signals at school drop off and pick up times;
 - b) Details of crossing island(s);
 - c) A review of existing Traffic Regulation Orders and road lining; and,
 - d) Raised speed table markings at the Whinney Lane access point.

The development hereby approved shall not brought into use unless and until the agreed details have been implemented in their entirety, unless otherwise agreed in writing.

REASON: In the interests of the safety and capacity of the highway network, and to comply with the requirements of Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

16. Prior to their installation, a scheme detailing electric vehicle charge points provided within the site shall have first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not brought into use unless and until the agreed details have been implemented in their entirety, unless otherwise agreed in writing.

REASON: To minimise the developments impacts on air quality, and to comply with the requirements of Policy 36 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

17. Prior to their installation, a scheme detailing signage on the Whinney Lane access point that raises attention to the purpose of that access point shall have first been submitted to and agreed in writing by the Local Planning Authority. The development hereby approved shall not brought into use unless and until the agreed details have been implemented in their entirety, unless otherwise agreed in writing.

REASON: To prevent vehicles inadvertently using the Whinney Lane access point, in the interests of highway safety, and to comply with the requirements of Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

18. Prior to their installation, a scheme detailing crime prevention measures to be applied within the site shall have first been submitted to and agreed in writing by the Local Planning Authority. The development hereby approved shall not brought into use unless and until the agreed details have been implemented in their entirety, unless otherwise agreed in writing.

REASON: To ensure measures are provided to reduce crime and improve community safety, and to comply with the requirements of Policy 8 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

Specific Informatives

1. The active nests of all wild birds are protected under the Wildlife & Countryside Act 1981 (As amended). An active nest is one being built, containing eggs or chicks, or on which fledged chicks are still dependent. All clearance, conversion and demolition work in association with the approved scheme shall be carried out outside of the bird nesting season which runs from March to September inclusive. If it is necessary for work to commence in the nesting season then a pre-commencement inspection of the vegetation and buildings for active bird nests should be carried out. If vegetation cannot be clearly seen to be clear of bird's nests then an experienced ecologist should be called in to carry out the check. Only if there are no active nests present should work be allowed to commence.
2. All existing street furniture including street lighting should be removed/disconnected at the applicants expense and relocated at locations to be agreed with by the relevant highways officer, (should they be required to do so). Construction method statement/demolition method statement is to be received this should include wheel washing. Contact to be made with our Structures Division prior to commencement of any works affecting retaining walls/structure adjacent to/abutting or within the adopted highway. Prior to any work commencing that affects the existing adopted highway contact to be made with the Local Highway Authorities office on Tel: 01254 273838 to undertake a condition survey. Any old entrances that are no longer required should be closed and reinstated back to full footway, at the developers expense.

6.0 CONSULTATIONS

- 6.1 BwD Highways – In summary, in principle we would support the application subject to the below matters being satisfactorily addressed.

(Parking) We have reviewed all the documentation received with the application. There is no clear mention of how many additional classrooms are being created. There is a statement referencing 15 additional spaces, please confirm this is correct, by requesting a list of the classrooms and additional teaching areas clearly referenced on a plan.

The existing parking provision within the curtilage is insufficient to support the existing staff number. The expansion of staff parking from 45 to 72 will not accommodate all staff within curtilage. It is to be noted that the parking standards is not based on provision of staff and providing parking for all, but on the number of classroom/teaching areas, which would set out that parking already exceeds the maximum allowance. It is acknowledged that staff parking monopolises on street parking due to lack of provision within curtilage. This should be addressed through the Travel plan, to review the Travel patterns of staff to assess and encourage alternative modes of transport. The orientation of the staff parking should all meet with the required 2.4 x 4.8m required bay size, together with the 6m manoeuvrability into and of the bays. No provision for cycle or motorcycle parking has been provided, please request this to be located near the entrance of the building, secure and covered.

There is an existing issue, that we felt would be exacerbated with the application and that is the drop off and pick up of children, which presently causes huge capacity and parking woes on the network. Through pre-app engagement, we have encouraged a drop off and pick up to relive some of the tension that the additional traffic created by the expansion, will create. A 30 space car park has been located within the site, to be accessed from Whinney Lane. This will be accessed between properties 12 and 14 Whinney Lane. As set out in the Transport Statement a clear strategy of how this will be managed is to be provided, to avoid this area being monopolised by staff.

(Access) There are no changes proposed to the access off Lammack Road. The new access to serve the drop off and pick area cites a barrier gate on the access road, this should be relocated to allow a turning area, should anyone inadvertently venture down there, this will then enable them to turn and exit safely out onto Whinney Lane. No details of sightlines have been received at the new Whinney Lane access, please request these for approval. The pedestrian access routes from both Whinney Lane and Lammack also remain.

(Servicing) No evidence of a swept path analysis to indicate the tracked route of service vehicles into, within and out of the site are offered. Please request further details as outlined in the Transport Statement analysis. We also

require confirmation of the type of delivery vehicles that would be visiting the site.

(Transport Assessment) The Transport Statement submitted in support of a proposed extension to Lammack Primary School (Ref: 10/21/0371) has been reviewed by Costain in line with planning practice guidance on Travel Plans, Transport Assessment and Statements. It is considered that the Transport Statement falls short of the requirements to make a recommendation and that further information should be provided by the applicant and/or their consultant. The further information requested includes:

- A detailed plan showing the current parking provision;
- A parking survey indicating existing typical usage levels within the current car park;
- Information to substantiate why 30 spaces is considered to be an appropriate level of provision for pick up / drop-off;
- Details of how the pick-up / drop off car park would be controlled to prevent it from becoming an overspill car park for teaching staff;
- Swept path analysis to demonstrate that service vehicles can enter and exit the site in a forward gear and make any manoeuvres required safely within the site;
- Details of any existing or proposed cycle/scooter parking for staff and /or pupils;
- A review of the likely pedestrian/cycle routes to and from the school within the identified catchment areas and in particular along the desire lines of Lammack Road and Whinney Lane to determine if the current provision of pedestrian facilities is adequate to provide safe routes to school;
- Consideration of routes between the school and the Weavers Wheel and how these could be improved where appropriate;
- Numerical information to support the on-street parking survey plans to compare parking demand to the available space on street at the various times of the day;
- A comparison of the trip generation calculations with the TRICS trip generation database;
- Confirmation that the LINSIG modelling for Junction 2 includes the service road;
- Further consideration of trip distribution to confirm the impact of the proposed development at the Four Lane Ends AQMA and further junction modelling where any impact is identified; and Consideration of more effective measures to support sustainable transport access to the school such as the provision of a controlled crossing points in a convenient locations on Lammack Road to serve the park and stride route from QEGS sports field car park and the schools wider catchment area

Other internal site layout issues identified from the site layout plan in Appendix B should also be addressed and include;

- The end bays of the section of parallel parking in the central parking area appear to be of insufficient length;
- The proposed extension closest to Lammack Road appears to have implications on the walkway from the car park to the school entrance. A DDA compliant route from the car park to the school entrance should be reinstated, or an alternative building access provided on the car park side of the building with disabled spaces repositioned as appropriate;
- No cycle, scooter parking indicated; and
- No visibility splays provided for the proposed new vehicular access from Whinney Lane.

(Offsite highway works) It is anticipated that following further review of the Transport Assessment, that a number of works or improvements may be required to the highway network. One which is clear and can be moved forward, is the need to facilitate Traffic Calming on Lammack Road, to take into account high speed, and also creating a safer schools environment. A S106 or Grampian condition should be secured to the approval to facilitate this.

(Update) We have received a further response to the matters outlined in our initial comments. All matters have been considered, there are some areas that require support in the form of conditions attached to the application, and others which require further response and work with internal departments.

Additional details are awaited from the Travel Consultant in relation to the following matters;

(Parking)

- Confirmation of existing parking levels
- Snap shot of parking levels for a week to understand need
- Narrative to support the drop off and pick up area
- Details on existing and proposed cycle/PTW parking for staff and or pupils
- Confirmation of all parking bays to meet with council required space dimensions and manoeuvring spaces
- Footway connection to ensure compliance with DDA requirements

(Access)

- Sightlines at all junctions
- Vehicle tracking of service vehicles within the site and entering and leaving the site

A response is provided below on each of the remaining issues arising from the assessment, which do not require further exploration. Works to address these issues have already been undertaken or are in the process of being carried out.

- Details in connection with connective routes for footways/cycle/ptw identified some shortcomings to the networks in the immediate vicinity. Connection from the north and the new housing off Ramsgreave is poor at present. We have acquired a number of s016 funds to enable the authority to enhance these routes, works are ongoing with a feasibility study being prepared.
- A TRICS analysis has been undertaken to support the assessment. The comparison indicates the first principles approach adopted for the Transport Statement is potentially underestimating the trip generation potential of the existing school and the proposed extension significantly. It is however recognised that with the planned improvements at junction on Yew Tree Drive already undertaken together with other measures planned would, assist in mitigating some of the potential woes surrounding AQMA issues.
- Whilst the LINSIG modelling for junction2 did not include the service road, I have reviewed the requirements against the need to request further information or whether the service road junction requires an upgrade to VA or MOVA. I have liaised with our Traffic signal engineer, who has provided the following response - *It is proposed as part of the other S106 agreements that the signals at Lammack will be fully refurbished; the current junction operates wholly fixed time due to failure of the vehicle detection. With that, the service road will return to a "when demanded" operation rather than the present always demanded.*
- Further consideration of the Four Lane Ends junction was requested, as it was deemed that this had not been fully assessed. Both in response to the consultant and our own transport reviewer. I am able to confirm following engagement with our Traffic Signals Engineer that the junction at Four Lane Ends has undergone replacement of life expired traffic signal equipment, installation of compact MOVA and the introduction of all-round puffin pedestrian facilities. This has provide enhanced improvements to all moving traffic and including pedestrians, which was previously lacking.
- The Transport Statement suggested that the QEGS car park was being used for park and stride. Whilst encouraging, that they accept a Travel Plan condition should be attached to the permission, they do not agree to the needs of a crossing highlighted under our initial assessment. I have reviewed this with our Traffic team in terms of what mitigation works could be carried out to support the usage of car park away from the site, and also to provide safe crossing points on route to the school. They have highlighted a number of areas which would promote safety of children using the highway;
 - *20mph flashing signals at school drop off and pick up times*
 - *Crossing island*
 - *Review of existing TRO's and lining*
 - *Whinney Lane – highlighting of new drop off and pick up car park entrance using raised speed table markings*

- Location of the above are to be agreed at delivery stage, please attach a condition for a traffic/safety management plan to be agreed and delivered prior to occupation of the facilities.
- Controlling and managing the drop off and pick up area, so that it is available for its intended use. To ensure this is managed please could we attach a suitably worded condition.

To conclude, subject to a satisfactory response being received from Dave Wallbank (Transport Consultant) we are satisfied with the findings of all the assessments which have been undertaken, and would offer no further objections.

(Update) Further to the additional details received from Dave Wallbank, having reviewed the information, all matters to address the outstanding issues have been adequately responded to. We therefore offer no further objections to the application, and request all non-standard condition, together Construction Method statement and standard conditions/Informatives are attached to the approval.

- 6.2 BwD Public Protection – (Contaminated Land) The proposal is a sensitive end use so contamination does need to be considered. There does not appear to be a report submitted with the application. At a glance the site does not appear to have any concerning industrial history in the area but this needs to be assessed in the usual way. This can be conditioned using the standard contaminated land condition. A comprehensive desk study may be enough to conclude that the risk is low but this depends on the findings of the assessment. It is possible that previous assessments have been made of the area associated with other developments at the site. If anything already exists that has considered this in the past then let me know.

(Air Quality) A traffic assessment has been completed but there has been no consideration of air quality. We would refer the applicant to the air quality PAN. There is a simple method to characterise the site and this dictates the next steps, i.e. standard mitigation or further assessment. Additional info is requested here as an addendum to the traffic assessment. It would be beneficial to apply standard mitigation in the form of electric vehicle charging points. They may not be appropriate for the new parking area, as it seems to be mainly short-term parking, but two charging points (Type 2 connector, mode 3, min rating 7kW) in the staff parking area would be a positive contribution. Other options could also be considered, e.g. improvements to existing facilities for cycling / walking, or initiatives to promote cycling/walking/public transport/car sharing (these could count if there is a mechanism form making sure that they happen).

(Noise) Noise has been considered. It is an established school. If the application was for a single classroom increase then this would clearly not be an issue. The fact it is for a fairly large increase in numbers – i.e. 142 more kids does mean that there is likely to be some increase in noise levels in the area. What impact this will have against what is already an established and fairly large primary school is going to be difficult to gauge and quantify. An

acoustic report could have been requested but mitigation is likely to be limited to acoustic barriers which might not be suitable for other reasons. _On this basis, there are no objections on noise grounds.

(Update) No Phase 1 report has been provided. Since we disagree with the Phase 2 gas monitoring risk assessment, we would need to see the Phase 1 before we can send a complete response and allow them to respond. If the applicants are not specifically requesting no pre-commencement condition then we would recommend both the standard contaminated land conditions are attached. However, the submission of the Phase 1 and answers to the outstanding matters raised could make it possible to attach only the Validation Condition.

(Update) It is the understanding of this Department that an application has been submitted in relation to the above site, but has not yet been determined. As such, there is no contaminated land condition currently attached to the application. Therefore, the following comments are aimed at providing an overview of the type of information that would be required by BwD Public Protection in relation to contamination, should the contaminated land condition be attached. It does not pre-empt any planning decision, and must not be interpreted as such.

(Phase 1) The phase 1 CSM concludes that, due to the potential presence of made ground, soil samples should be taken. It also concludes the presence of ground gas sources is unlikely. Despite this, it goes on to recommend gas monitoring. As such, LK had no option but to follow the recommendations of the Phase 1 and complete gas monitoring.

(Phase 2) We are in agreement with the conclusions of the Phase 2 report that limited remediation may be required in a small area of the site where chemical exceedances were measured. At the time of the report writing it was not clear exactly how much soft landscaping was present and whether these would coincide with localised hotspots. If no cover system is used then back and side analysis of the excavated areas will need to be carried out. However, if a cover system is used it should be a minimum of 600mm in depth and any soil used analysed at the rates listed in Table 9.2.

(Ground Gas Risk Assessment) Some moderately elevated levels of CO₂ and flow were measured over the 3-month period. The report dismisses the flow rates as being the result of barometric pumping by rising water within the boreholes. It states that the high flow rates were concurrent with high water tables. However, looking at the full data set, high flows were also concurrent with low atmospheric pressure e.g. the highest flow of 14.5 L hr⁻¹ was measured at 993Mb. Whereas when pressure was above 1000Mb very little flow was measured.

As such, it is difficult to know how much of the measured flow was down to rising water tables and barometric pumping and how much was a result of low atmospheric pressure. After discounting these higher flows as being due to the piston effect Table 6.5 then calculates GSVs for each borehole separately

using the maximum gas concentration and flow separately for each borehole. CIRIA 665 does suggest using the maximum gas concentration and maximum flow for the dataset, rather than individual boreholes to calculate a worst case scenario GSV. If this is done with the full dataset the GSV is: $7.5/100 * 14.5 = 1.09$

According to Table 8.5 of C665 a GSV of 1.09 translate to a Characteristic Situation of CS3. However, this does seem rather excessive in this situation and, as it stands, we would prefer to see basic gas protection measures (CS2) installed due to the uncertainties in the dataset. Unfortunately, as it stands, we cannot agree with the Phase 2 conclusions that no gas protection measures at all are required.

As such, were this application to be successful without further additional information as requested above, we would recommend both of Blackburn's standard contaminated land conditions are attached to any resulting Decision Notice. In addition, if any unexpected contamination requiring remediation is detected during construction please, details should be included together with any relevant import/export certificates, if material is moved on and off site.

We would take this opportunity to reiterate that the responsibility for the safe development of the site rests with the developer. Actions or omissions on their part may lead to liability being incurred under Part IIA. Those providing expert advice to developers should be aware of the future reliance that may be placed on it

- 6.3 BwD Transport Planning – It is recommended that Lammack School make contact with the Council's Community Safety Officer to conduct an Active Travel Survey when conducting the planned Travel to work survey to understand obstacles and barriers. Lammack school to liaise with Council Project Officers coordinating the Capability Fund – Council officers will engage with the School once Capability Funding has been issued (June 2021). To work with Capability Fund (Council Project Officers) to look at Area School based Travel Planning opportunities with immediate schools (both Primary and Secondary) in the North Blackburn area to devise a cohesive approach to activities, buy-in and messaging to support and encourage more sustainable accessibility to schools, realising the bigger impact on inconsiderate parking and idling of vehicles. To work with the Capability Fund Council Project Officers to support access to the school through walking and cycling and to promote increased levels of physical activity through walking and cycling for everyday journeys. I would encourage Lammack School as part of their Travel Plan to consider the new shared cycle and walking lane proposed for Yew Tree Drive, to engage in the consultation process, engaging with Parents and staff and as part of the Travel Plan Action Plan, to promote the route once approved and installed.
- 6.4 BwD Ecology (GMEU) A preliminary roost assessment of the buildings was undertaken in December 2020, by a suitable experienced ecologist (Bat Survey Report, Bowland Ecology December 2020). The survey involved an internal and external examination of the building (where access was possible)

to look for bats or evidence of bats, following best practice methodology. The building was judged to have low-moderate potential for roosting bats, and this, coupled with the lack of access to internal and external areas of the roof space, means that two bat activity surveys have been recommended to support this application.

(Recommendations) The application should not be determined in the absence of the additional bat survey data recommended within the bat survey report. This should be undertaken by a suitably qualified ecologist and follow best practice methodology. Any further survey work and mitigation that is required will be determined by the outcome of the bat activity work. This is because bats and their roost are legally protected, and their presence or otherwise is a material consideration when determining a planning application. The use of a condition to secure survey work should only be applied in exceptional circumstances. Buildings and trees can support breeding birds, and the active nests of all wild birds are legally protected. Work (building demolition, site and vegetation/tree clearance) should be timed to avoid the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated that no active nests are present.

(Update) Having reviewed the new ecology document, it is noted that one more dawn survey is scheduled for 9th July, which will need to be completed and submitted before comments on this application can be made. As at least one bat roost has been recorded adequate mitigation will also need to be submitted with the application to outline how the favourable conservation status of the species will be maintained.

6.5 BwD Drainage – No objections.

6.6 United Utilities – It is the applicant's responsibility to investigate the possibility of any United Utilities' asset potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development. Should this application be approved, conditions should be added to control surface water discharge and ensure foul and surface waters are drained on separate systems.

6.7 BwD Tree Officer – In principle, there are no objections to the proposals, however, it appears that the Arb Consultants have submitted two very similar documents with information missing. A plan showing where the tree protective fencing is to be located should be provided. The school is proposing works at the front where there are nice trees in grassed areas that will need to be protected with fencing. The documents submitted; 'Arb Impact Assessment Overview' and 'Arb Constraints Appraisal' show the Root Protection Areas (RPA's) of trees and talk about what fencing is to be used yet no plan is provided.

6.8 BwD Growth Team – Good to hear that this application has been submitted – the school extension has been brought about using Section 106 funding from the major developments in the area (Persimmon at Roe Lee, Wainhomes at Yew Tree Drive and McDermott Homes at Ramsgreave Drive). It will meet the

identified needs for primary school places arising from the housing growth. No objections.

6.9 BwD Property Services – No objections.

6.10 Lancashire Police – A number of security comments and recommendations have been made in order to keep people safe and feeling safe and to prevent crime and disorder, in accordance with Section 17 of the Crime and Disorder Act 1998 (as amended by the Police and Justice Act 2006).

6.11 Ward Cllrs

(More?)

6.12 Summary of Public Responses

- Losses of green open space would be caused;
- Further noise will be generated from additional pupils;
- Losses of privacy may be caused;
- Additional on-street parking demands will be caused;
- 30 additional parking spaces isn't enough to service the development;
- Use of the new parking area is not clear;
- Traffic surveys have been conducted when the school was closed;
- The access from Whinney Lane is dangerous;
- Vehicles speed in the local area;
- The local roads are already congested;
- Traffic calming measures would be required;
- Travel by foot and cycles should be further encouraged;
- Surface water drainage implications may arise from the parking area;
- Additional air pollution will be caused;
- The site will be opened up and antisocial behaviour may occur when the school is closed;
- Residents on Grasmere Avenue have not be notified;

7.0 CONTACT OFFICER: Christian Barton – Planning Officer

8.0 DATE PREPARED: 02nd July 2021

9.0 SUMMARY OF REPRESENTATIONS

Objection – Gary Fish, Resident of Lammack. Rec – 20/04/2021

This school is already too big for a residential area parking already a major problem along with grid locked traffic. My house is meters away from school and the noise from the school during the day is unbelievable can't sit in garden have to keep all windows and doors closed. You will ignore any objections and this will still go ahead as always with Blackburn council

Objection – Dave & Christine Kelly, Quebec Road, Blackburn. Rec – 05/05/2021

Myself and my husband wish to lodge a complaint to the above planning.
The problem of dropping off children and parking illegally on yellow lines has been a major concern for years now. Increasing the size of the school by 50% would make the situation impossible. The need for street calming facilities would be essential due to what will be a huge increase in traffic, no doubt using Quebec Rd as a short cut.

Objection – Christine Kelly, Quebec Road, Blackburn. Rec – 05/05/2021

Good afternoon,
Could you please tell me why contractors heavy duty traffic and school coaches are using Quebec Rd constantly now ?. It would appear that they might be using it as a shortcut instead of using Lammack Rd and Yew Tree Drive which I understood they had to use.

Objection – Mrs Cheryl Rouse, 23 Hudson Close, Lammack. Rec – 10/05/2021

Blackburn Lancashire BB2 7DQ 10/05/2021 FAO: Martin Kelly, Christian Barton, & Gavin Prescott Growth & Development Dept Blackburn with Darwen Borough Council Town Hall Blackburn Lancashire BB1 7DY Dear Sirs, I wish to raise my concerns about the proposed new entrance off Whinney Lane leading to an internal car park in the school grounds. For many years the Lammack part of the Billinge & Beardwood ward has had to battle with the following concerns: 1. Absence of road safety initiatives from the council, school and parents. 2. Illegal parking. 3. Blocking of driveways. 4. Lack of respect for residents from parents. 5. Congestion. Since the establishment of the Lammack Association in 2018, the chair took positive steps to engage and unite the community with the school. Lammack Association became the driving force behind building relations and broke down the barriers in communication between the community and the school. As a result, the school Head proposed various alternate solutions to alleviate the issues raised by the community, and still continues to try and tackle them. However, the concerns highlighted above are still very much a daily occurrence where residents are having to tolerate unnecessary confrontation. There is a fear that these situations will only heighten if the extension plans do not take into consideration the residents of Lammack. Due to the rise in population and new housing developments in the area we appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community. Please find below a summary of comments from the Design & Assessment, Transport Statement, and Travel Plan for consideration. Summary of Comments: We feel it is our responsibility to raise our concerns in relation to the lack of confidence in the actions documented within the extension plan. For numerous years the community has emphasised health and safety and parking worries, however they have been overlooked by the Local Authority and the School. Only recently due to the Lammack Association has the school began to collaborate with and develop positive relations. It is gravely concerning that it requires the proposal of a school extension for all relevant bodies to want to strategically play an active role in addressing issues that the Lammack ward have highlighted over a period of time. 1. The residents of Lammack require

assurance from the school and the planning committee that there is a designated pick up and drop off point that accommodates the demand of parent vehicles. At the moment the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The new redesign of the existing staff carpark has 41 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed. The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop off and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents. Furthermore, we can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected. 2. The findings and overall conclusions made in the 'Transport Statement' and 'Travel Plan' report states that the surveys were conducted between February 2020 and September 2020. A large proportion of the surveys took place during the Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences. Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a 'normal' day not reflected. 3. There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel and traffic concerns. There is a great deal of expectation from this role, some of the initiatives put forward have previously been trialled and promoted with very minimum results. The community has always tried to play an active role in engaging with the school and over the years and have tried to provide alternate solutions such as the utilising the fields for parking (which are now part of the proposal), unfortunately the suggestions were not seen as viable, they were disregarded by the school. This was on the agenda in 2018 during a Lammack Resident Meeting with Kate Holland and deemed unviable due to water drainage issues of the grounds. Labour Councillor Jackie Floyd had a strong attempt at promoting walking and cycling to school in 2019 with minimum results. 4. The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November 2018 and communication sent to parents and families via the weekly school newsletter. Hardly ever used by parents who are taking their children to school [5](#). It is rather unfair that one of the highly impacted streets, Grasmere Avenue, has been eliminated from the consultation altogether and we strongly believe that they should have their voice heard. Similar problems occur around Quebec Road/Vancouver Crescent 6. Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences. A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with and consulting the residents who are often left to deal with the brunt of inconsiderate parents. The manner in which cars are being parked obscures visibility of the road, resulting in pedestrians and children endangering their lives by having to lean onto the road. The access point for the proposed new car park off Whinney Lane will constitute an additional, considerable hazard for visibility of moving traffic along Whinney Lane. 7. The report states there is a 'school crossing' sign present on Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic. Prior to any agreement of the proposed plan, the factual accuracy of these bold statements made in the supporting documents need to be evidenced by the School and planning committee. Yours sincerely,

Cheryl Rouse 10/05/2021

Objection – Michael Snape, 96 Whinney Lane, Blackburn & Sandra Snape, 96 Whinney Lane, Blackburn & Alfred Green, 3 Grasmere Avenue, Blackburn. Rec – 10/05/2021

With reference to proposed extensions and parking arrangements at the above school, please find comments as a concerned resident of Whinney Lane in the Billinge and Beardwood ward.

I have the following concerns:

1. Congestion on Whinney Lane, Lammack Road, Grasmere Avenue, etc.
2. There will only be access and exit via Whinney Lane, already a very busy road at all times day and night, being used by many drivers as a main route into and out of the town centre from the northern end of Blackburn and the dual carriage way. Also, a major route to access other local schools and colleges in the area.
3. There is no mention of how the new parking will impact on the security and safety of the school children and staff and how it will be managed.
4. The proposal represents a large reduction in open green space around the school, which goes against the council's green space policy.
5. Locates polluting vehicles behind resident's garden areas, which are currently relatively pollution free.
6. This proposal moves polluting vehicles much closer to the school buildings and environment, thereby directly impacting on the children.
7. At a time when all over the UK councils and schools are enforcing Clean Air policies around schools and immediate roads Blackburn Council propose to move polluting traffic into the school grounds!

Due to the rise in population and erection of housing developments I appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community and safety and health of the children attending the school.

At the moment the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The redesign of the existing staff carpark has 42 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed).

The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop of and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents.

Furthermore, I can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected. There is no mention of this in the proposal.

The findings and overall conclusions made in the 'Transport Statement' and 'Travel Plan' report states that the surveys were conducted between February 2020 and September 2020. A large proportion of the surveys took place during the first Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences. Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a 'normal' day not reflected.

There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel and traffic concerns. There is a great deal of expectation from this role, some of the initiatives put forward have previously been trialled and promoted with very minimum results. Labour Councillor Jackie Floyd made a strong attempt at promoting walking and cycling to school in 2019 with minimum success.

The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November 2018 and communication sent to parents and families via the weekly school newsletter and is still much underutilised.

Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences. A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with and consulting the residents who are often left to deal with the brunt of inconsiderate parents.

The report states there is 'school crossing' sign present on the Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic.

Prior to any agreement of the proposed plan, the factual accuracy of the statements made in the supporting documents need to be evidenced by the School and planning committee.

Objection - Alfred Green, 3 Grasmere Avenue, Blackburn. Rec – 10/05/2021

My name is Alf green of Grasmere Avenue i do not think 30 car spaces is going to address the problem of parking around the school a increase of 140 pupils will bring a lot more cars we already have a big problem that is been going on for years can we have a look at this example residents only better yellow lines and signs

Objection Mr Robert Andrew Eccles, 14 Whinney Lane, Blackburn. Rec – 10/05/2021

Dear sir,

On viewing the proposed planning application at Lammack primary school. Lammack road Blackburn bb1 8lh , I have several concerns.

My property will be adjacent to the proposed access road to the new carpark and drop off point accessed off Whinney lane.

When Forrest construction carried out the last large extension to the western side of the school approximately 13 years ago , the entire spoil and arising from excavations were deposited along the back of all the houses on whinney lane from number 14 up to number 30. Consequently as my house is the lowest on this stretch I have been left with a bund wall approximately 600mm higher than what the original field level was, this has had the effect of forming a moat at the rear and side of my property and due to the fact that most if not all of the gardens slope towards the field this has had the effect of forcing water to flow down and congregate at the rear and side of my property and has caused my garden to suffer flooding in winter and during other periods of heavy rainfall. Whilst I appreciate that water will always make its way to a lower level the fact that all this spoil was deposited as it was has not helped matters and I have had to incur a large expense in raising the level of my garden to try and combat this flooding effect, so one concern regarding the new proposed road and carpark is where the proposed run off of surface water is going to end up (are there going to be any deans gulleys feeding into a proper drainage system which links to mains drainage)

As regards the access road itself I'm concerned that my property is going to have not only a busy road at the front of it but also be surrounded on another two sides by a busy road. The very fact that this road leads to a carpark and an intended carpark and drop off point will cause me a loss of privacy and is worrying in so much as there is a potential for a minimum of an extra 568 traffic movements per day on the numbers provided by psa design Ltd , this is not making any allowance for any of the existing pupils parents using the same facility, I feel that this number of traffic movements alone is an accident waiting to happen on a road that

already suffers serious congestion and lack of responsible parking at school times, which has lead in the past to frayed tempers, bad language and aggressive acts both towards residents and other parents by parents at school drop off and pickup times.

Another point of concern is the potential loss to myself and other residents of on street parking as I assume there will have to be double yellow lines , zigzag lines or some other parking restrictions put into force around the proposed junction which already has extremely bad sight lines looking up the road towards the west with the brow of a hill. The fact that the school is relinquishing their duty to maintain the boundary at its existing point by removing the gate some 30 metres up the proposed access road is also a cause for concern to me as I feel that this is an open invitation for antisocial behaviour by people driving and parking up their vehicles at any time of day or night, drinking alcohol, smoking cannabis, breathing nitrous oxide canisters and disposing of takeaway food cartons, not to mention any noise pollution at night is also a concern, surely the gate would be better staying where it is currently situated with some form of security fencing at either side and being locked at night would both help with school security and at least relieve this issue. I also wonder if any consideration has been given to perhaps providing speed bumps or some other traffic calming measures on the approach to the proposed access and if the already extensive frontage of the school on lammack road could not be put to better use by the implementation of a pickup and drop off point lay by etc being placed there, as there is a large stone boundary wall already erected that could form a boundary to such a pickup and drop off point similar to the one provided at st Mary's college on shear brow which has relieved to a large degree the similar problems that where suffered there. I hope my observations and concerns maybe helpful in the forward planning of the proposed facilities and I would like to make myself available for any onsite visits if you would like anymore information /explanation from me regarding the above matters . I look forward to your reply in due course

Objection – Minhaz Moosa, 8 Whinney Lane, Blackburn. Rec – 10/05/2021

Dear Sirs,

Following your letter dated 19/04/21 with reference to proposed extensions at the above-named property, please find comments as concerned residents of the Lammack ward.

For many years, the Lammack ward has had to battle with the following concerns:

Absence of road safety initiatives from the council, school, and parents.
Illegal parking.
Blocking of driveways.
Lack of respect for residents from parents.
Congestion.

Since the establishment of the Lammack Association in 2018, the chair took positive steps to engage and unite the community with the school. Lammack Association became the driving force behind building relations and broke down the barriers in communication between the community and the school. As a result, the school Head proposed various alternate solutions to alleviate the issues raised by the community and continues to try and tackle them.

However, the concerns highlighted above are still very much a daily occurrence where residents are having to tolerate unnecessary confrontation. There is a fear that these situations will only heighten if the extension plans do not take into consideration the residents of Lammack.

Due to the rise in population and erection of housing developments we appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community.

Please find below a summary of comments from the Design & Assessment, Transport Statement, and Travel Plan for consideration.



Summary of Comments:

We feel it is our responsibility to raise our concerns in relation to the lack of confidence in the actions documented within the extension plan. For numerous years, the community has emphasised health and safety and parking worries, however they have been overlooked by the Local Authority and the School.

Only recently due to the Lammack Association has the school began to collaborate with and develop positive relations. It is gravely concerning that it requires the proposal of a school extension for all relevant bodies to want to strategically play an active role in addressing issues that the Lammack ward have highlighted over a period.

1.The residents of Lammack require assurance from the school and the planning committee that there is a designated pick up and drop off point that accommodates the demand of parent vehicles.

Now the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The new redesign of the existing staff carpark has 41 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed.

The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop of and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents.

Furthermore, we can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected.

2.The findings and overall conclusions made in the 'Transport Statement' and 'Travel Plan' report states that the surveys were conducted between February 2020 and September 2020. A large proportion of the surveys took place during the Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences.

Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a 'normal' day not reflected.

3. There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel, and traffic concerns. There is a great deal of expectation from this role, some of the

initiatives put forward have previously been trialled and promoted with very minimum results.

The community has always tried to play an active role in engaging with the school and over the years have tried to provide alternate solutions such as the utilising the fields for parking (which are now part of the proposal), unfortunately the suggestions were not seen as viable, they were disregarded by the school. This was on the agenda in 2018 during a Lammack Resident Meeting with Kate Holland and deemed unviable due to water drainage issues of the grounds.

Labour Councillor Jackie Floyd had a strong attempt at promoting walking and cycling to school in 2019 with minimum output.

4. The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November 2018 and communication sent to parents and families via the weekly school newsletter.

5. It is rather unfair that one of the highly impacted streets, Grasmere Avenue, has been eliminated from the consultation altogether and we strongly believe that they should have their voice heard.

6. Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences.

A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with, and consulting the residents who are often left to deal with the brunt of inconsiderate parents.

The way cars are being parked obscures visibility of the road, resulting in pedestrians and children endangering their lives by having to lean onto the road.

7. The report states there is 'school crossing' sign present on the Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic.

Prior to any agreement of the proposed plan, the factual accuracy of these bold statements made in the supporting documents need to be evidenced by the School and planning committee.

Objection Halima Rawat, 23 Whinney Lane, Blackburn & Uzma Fatakiya, 82 Whinney Lane, Blackburn & Farzana Fatakiya, 16 Whinney Lane, Blackburn & Rabia Patel, 31 Whinney Lane, Blackburn & Eliel M Aldred, 20 Whinney Lane, Blackburn. Rec – 11/05/2021

Ref: 10/21/0371

Dear Sirs,

Following your letter dated 19/04/21 with reference to proposed extensions at the above named property, please find comments as concerned residents of the Lammack ward.

For many years the Lammack ward has had to battle with the following concerns:

1. Absence of road safety initiatives from the council, school and parents.
2. Illegal parking.
3. Blocking of driveways.
4. Lack of respect for residents from parents.
5. Congestion.

Since the establishment of the Lammack Association in [2018](#), the chair took positive steps to engage and unite the community with the school. Lammack Association became the driving force behind building relations and broke down the barriers in communication between the community and the school. As a result, the school Head proposed various alternate solutions to alleviate the issues raised by the community, and still continues to try and tackle them.

However, the concerns highlighted above are still very much a daily occurrence where residents are having to tolerate unnecessary confrontation. There is a fear that these situations will only heighten if the extension plans do not take into consideration the residents of Lammack.

Due to the rise in population and erection of housing developments we appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community.

Please find below a summary of comments from the Design & Assessment, Transport Statement, and Travel Plan for consideration.

Summary of Comments:

We feel it is our responsibility to raise our concerns in relation to the lack of confidence in the actions documented within the extension plan. For numerous years the community has emphasised health and safety and parking worries, however they have been overlooked by the Local Authority and the School.

Only recently due to the Lammack Association has the school began to collaborate with and develop positive relations. It is gravely concerning that it requires the proposal of a school extension for all relevant bodies to want to strategically play an active role in addressing issues that the Lammack ward have highlighted over a period of time.

1. The residents of Lammack require assurance from the school and the planning committee that there is a designated pick up and drop off point that accommodates the demand of parent vehicles.

Futhermore the new car park will not cause congestion on Whinney Lane, as cars wait to turn in to and exit the car park.

At the moment the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The new redesign of the existing staff carpark has 41 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed).

The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop of and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents.

Furthermore, we can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected.

2.The findings and overall conclusions made in the ‘Transport Statement’ and ‘Travel Plan’ report states that the surveys were conducted between February [2020](#) and September [2020](#). A large proportion of the surveys took place during the Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences.

Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a ‘normal’ day not reflected.

3.There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel and traffic concerns. There is a great deal of expectation from this role, some of the initiatives put forward have previously been trialled and promoted with very minimum results.

The community has always tried to play an active role in engaging with the school and over the years and have tried to provide alternate solutions such as the utilising the fields for parking (which are now part of the proposal), unfortunately the suggestions were not seen as viable, they were disregarded by the school. This was on the agenda in [2018](#) during a Lammack Resident Meeting with Kate Holland and deemed unviable due to water drainage issues of the grounds.

Labour Councillor Jackie Floyd had a strong attempt at promoting walking and cycling to school in [2019](#) with minimum output.

4.The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November [2018](#) and communication sent to parents and families via the weekly school newsletter.

[5.It](#) is rather unfair that one the highly impacted streets, Grasmere Avenue, has been eliminated from the consultation altogether and we strongly believe that they should have their voice heard.

Also residents on Whinney Lane, where the new car park will be situated should also be consulted as they will struggle to get in and out of their drives if there is a backlog of cars, wanting to get into the car park and also exit.It will have a big impact on their lives.

There should be a one way system where the cars could enter from Whinney Lane and exit onto Lammack road. This could possibly eliminate congestion on Whinney Lane and also provide safety for the children using the new entrance.

6.Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences.

A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with and consulting the residents who are often left to deal with the brunt of inconsiderate parents.

The manner in which cars are being parked obscures visibility of the road, resulting in pedestrians and children endangering their lives by having to lean onto the road.

7. The report states there is 'school crossing' sign present on the Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic.

Prior to any agreement of the proposed plan, the factual accuracy of these bold statements made in the supporting documents need to be evidenced by the School and planning committee.

Objection Fahad Hussain, 12 Whinney Lane, Blackburn. Rec – 11/05/2021

Hi Gavin,

We have received your letter recently and I wanted to reach out to with some comments/concerns I have around the proposed work.

We currently live at 12 Whinney Lane and there will be a road built to the side of our house, with a gate at the top. One concern I have is the road will be open all night which will attract loiterers at strange hours. I believe the parking will also be impacted directly outside or house which is going to cause us significant issues.

Would there be an option to have the gate at the entrance of the road on Whinney Lane rather than the top of the road?

Objection – Ahmed Issa Munshi, 130 Lammack Road, Blackburn & Ayaz Vali, 132 Lammack Road, Blackburn & 134 Lammack Road, Blackburn. Rec – 11/05/2021

Dear Sirs,

Following your letter dated 19/04/21 with reference to proposed extensions at the above named property, please find comments as concerned residents of the Lammack ward.

For many years the Lammack ward has had to battle with the following concerns:

1. Absence of road safety initiatives from the council, school and parents.
2. Illegal parking.
3. Blocking of driveways.
4. Lack of respect for residents from parents.
5. Congestion.

Since the establishment of the Lammack Association in 2018, the chair took positive steps to engage and unite the community with the school. Lammack Association became the driving force behind building relations and broke down the barriers in communication between the community and the school. As a result, the school Head proposed various alternate solutions to alleviate the issues raised by the community, and still continues to try and tackle them.

However, the concerns highlighted above are still very much a daily occurrence where residents are having to tolerate unnecessary confrontation. There is a fear that these situations will only heighten if the extension plans do not take into consideration the residents of Lammack.

Due to the rise in population and erection of housing developments we appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community.

The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop off and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents.

Furthermore, we can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected.

2.The findings and overall conclusions made in the 'Transport Statement' and 'Travel Plan' report states that the surveys were conducted between February 2020 and September 2020. A large proportion of the surveys took place during the Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences.

Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a 'normal' day not reflected.

3.There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel and traffic concerns. There is a great deal of expectation from this role, some of the initiatives put forward have previously been trialled and promoted with very minimum results.

The community has always tried to play an active role in engaging with the school and over the years and have tried to provide alternate solutions such as the utilising the fields for parking (which are now part of the proposal), unfortunately the suggestions were not seen as viable, they were disregarded by the school. This was on the agenda in 2018 during a Lammack Resident Meeting with Kate Holland and deemed unviable due to water drainage issues of the grounds.

Please find below a summary of comments from the Design & Assessment, Transport Statement, and Travel Plan for consideration.

Summary of Comments:

We feel it is our responsibility to raise our concerns in relation to the lack of confidence in the actions documented within the extension plan. For numerous years the community has emphasised health and safety and parking worries, however they have been overlooked by the Local Authority and the School.

Only recently due to the Lammack Association has the school began to collaborate with and develop positive relations. It is gravely concerning that it requires the proposal of a school extension for all relevant bodies to want to strategically play an active role in addressing issues that the Lammack ward have highlighted over a period of time.

1.The residents of Lammack require assurance from the school and the planning committee that there is a designated pick up and drop off point that accommodates the demand of parent vehicles.

At the moment the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The new redesign of the existing staff carpark has 41 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed.

Labour Councillor Jackie Floyd had a strong attempt at promoting walking and cycling to school in 2019 with minimum output.

4.The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November 2018 and communication sent to parents and families via the weekly school newsletter.

5.It is rather unfair that one the highly impacted streets, Grasmere Avenue, has been eliminated from the consultation altogether and we strongly believe that they should have their voice heard.

6.Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences.

A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with and consulting the residents who are often left to deal with the brunt of inconsiderate parents.

The manner in which cars are being parked obscures visibility of the road, resulting in pedestrians and children endangering their lives by having to lean onto the road.

7.The report states there is 'school crossing' sign present on the Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic.

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Objection – Halima Rawat, 23 Whinney Lane, Blackburn. Rec – 20/05/2021

Following your letter dated 19/04/21 with reference to proposed extensions at the above named property, please find comments as concerned residents of the Lammack ward.

For many years the Lammack ward has had to battle with the following concerns:

1. Absence of road safety initiatives from the council, school and parents.
2. Illegal parking.
3. Blocking of driveways.
4. Lack of respect for residents from parents.
5. Congestion.

Since the establishment of the Lammack Association in [2018](#), the chair took positive steps to engage and unite the community with the school. Lammack Association became the driving force behind building relations and broke down the barriers in communication between the community and the school. As a result, the school Head proposed various alternate solutions to alleviate the issues raised by the community, and still continues to try and tackle them.

However, the concerns highlighted above are still very much a daily occurrence where residents are having to tolerate unnecessary confrontation. There is a fear that these situations will only heighten if the extension plans do not take into consideration the residents of Lammack.

Due to the rise in population and erection of housing developments we appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community.

Please find below a summary of comments from the Design & Assessment, Transport Statement, and Travel Plan for consideration.

Summary of Comments:

We feel it is our responsibility to raise our concerns in relation to the lack of confidence in the actions documented within the extension plan. For numerous years the community has emphasised health and safety and parking worries, however they have been overlooked by the Local Authority and the School.

Only recently due to the Lammack Association has the school began to collaborate with and develop positive relations. It is gravely concerning that it requires the proposal of a school extension for all relevant bodies to want to strategically play an active role in addressing issues that the Lammack ward have highlighted over a period of time.

1. The residents of Lammack require assurance from the school and the planning committee that there is a designated pick up and drop off point that accommodates the demand of parent vehicles.

Furthermore the new car park will cause congestion on Whinney Lane, as cars wait to turn in to and exit the car park.

At the moment the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The new redesign of the existing staff carpark has 41 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed).

The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop of and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents.

Furthermore, we can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected.

2. The findings and overall conclusions made in the 'Transport Statement' and 'Travel Plan' report states that the surveys were conducted between February [2020](#) and September [2020](#). A large proportion of the surveys took place during the Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences.

Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a 'normal' day not reflected.

3. There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel and traffic concerns. There is a great deal of expectation from this role, some of the initiatives put forward have previously been trialled and promoted with very minimum results.

The community has always tried to play an active role in engaging with the school and over the years and have tried to provide alternate solutions such as the utilising the fields for parking (which are now part of the proposal), unfortunately the suggestions were not seen as viable, they were disregarded by the school. This was on the agenda in [2018](#) during a Lammack Resident Meeting with Kate Holland and deemed unviable due to water drainage issues of the grounds.

Labour Councillor Jackie Floyd had a strong attempt at promoting walking and cycling to school in [2019](#) with minimum output.

4. The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November [2018](#) and communication sent to parents and families via the weekly school newsletter.

[5.](#) It is rather unfair that one of the highly impacted streets, Grasmere Avenue, has been eliminated from the consultation altogether and we strongly believe that they should have their voice heard.

Also residents on Whinney Lane, where the new car park will be situated should also be consulted as they will struggle to get in and out of their drives if there is a backlog of cars, wanting to get into the car park and also exit. It will have a big impact on their lives.

There should be a one way system whereby the cars could enter from Whinney Lane and exit onto Lammack road. This could possibly eliminate congestion on Whinney Lane and also provide safety for the children using the new entrance.

6. Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences.

A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with and consulting the residents who are often left to deal with the brunt of inconsiderate parents.

The manner in which cars are being parked obscures visibility of the road, resulting in pedestrians and children endangering their lives by having to lean onto the road.

7. The report states there is 'school crossing' sign present on the Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic.

Prior to any agreement of the proposed plan, the factual accuracy of these bold statements made in the supporting documents need to be evidenced by the School and planning committee

Objection – B Rouse, 23 Hudson Close, Blackburn. Rec – 21/05/2021

Dear Sirs,

With reference to proposed extensions and parking arrangements at the above school, please find comments as a concerned resident of Whinney Lane in the Billinge and Beardwood ward.

I have the following concerns:

1. Congestion on Whinney Lane, Lammack Road, Grasmere Avenue, etc.
2. There will only be access and exit via Whinney Lane, already a very busy road at all times day and night, being used by many drivers as a main route into and out of the town centre from the northern end of Blackburn and the dual carriage way. Also, a major route to access other local schools and colleges in the area.
3. There is no mention of how the new parking will impact on the security and safety of the school children and staff and how it will be managed.
4. The proposal represents a large reduction in open green space around the school, which goes against the council's green space policy.
5. Locates polluting vehicles behind resident's garden areas, which are currently relatively pollution free.
6. This proposal moves polluting vehicles much closer to the school buildings and environment, thereby directly impacting on the children.
7. At a time when all over the UK councils and schools are enforcing Clean Air policies around schools and immediate roads Blackburn Council propose to move polluting traffic into the school grounds!
8. There is also parking for the school available on the QEGS car park adjacent to the Hare and Hounds public house. This offer of parking is ignored by parents who prefer to park on the roadside and ignore traffic regulations. This I fear will be replicated on Whinney Lane morning and evening. Parked cars refuse to switch their engines off, causing excess pollution, endangering the health of vulnerable children.

Due to the rise in population and erection of housing developments I appreciate that there is a need for schools to expand, nonetheless this should not be at the cost or disregard to the community and safety and health of the children attending the school.

At the moment the existing staff carpark currently has 45 parking spaces for the current 80 employed staff. The new redesign of the existing staff carpark has 42 parking spaces plus 4 disabled bays which increases the capacity to 46 for the current 80 employed staff plus another 23 new staff - (benefit of ONE additional parking bay for an additional 23 staff on top of the 80-current employed. The proposed new carpark accessed via Whinney Lane will accommodate 30 parking spaces for a multipurpose use including drop of and pick up, welfare staff parking and visitor parking. It is not clear in the planning documentation provided what proportion of parking will be occupied by staff and what proportion will be left for parents.

Furthermore, I can only speculate that previous suggestions from the community and reasons provided by the school for not being able to utilise the grassland for parking due to drainage issues, will be corrected. There is no mention of this in the proposal.

The findings and overall conclusions made in the 'Transport Statement' and 'Travel Plan' report states that the surveys were conducted between February 2020 and September 2020. A large proportion of the surveys took place during the first Covid-19 national lockdown and therefore do not represent a true accuracy of realistic occurrences. Factors such as staggered start and finish times will have impacted the traffic survey reports and a representation of a 'normal' day not reflected.

There is a proposal to recruit a TP Co-ordinator to resolve all the health and safety, travel and traffic concerns. There is a great deal of expectation from this role, some of the initiatives put forward have previously been trialled and promoted with very minimum results. Labour Councillor Jackie Floyd made a strong attempt at promoting walking and cycling to school in 2019 with minimum success.

The planning proposal emphasises on the use and arrangement of the QEGS car park to support proposed plans. However, this agreement has been in place since November 2018 and communication sent to parents and families via the weekly school newsletter and is still much underutilised.

Although the report does refer to incidence and accidents, a true reflection and accounts of near misses can only be demonstrated by conducting open ended surveys of residents who have experienced or witnessed near danger incidences. A true measure of the impact on the community can only be represented by having substantive dialogues, engaging with and consulting the residents who are often left to deal with the brunt of inconsiderate parents.

The report states there is 'school crossing' sign present on the Lammack Road and the school has procedures in place to ensure the safety of children at the start and end of the school day. There has been no crossing assistant in place for the past 3 to 4 years. There are also no staff present at the beginning or at end of the school day, this was also the case prior to the Covid-19 pandemic.

Prior to any agreement of the proposed plan, the factual accuracy of the statements made in the supporting documents need to be evidenced by the School and planning committee.

Objection – Michael Bancroft, 26 Montreal Road, Blackburn. Rec – 26/05/2021

I have read with considerable concern this planning application.

Substantially to increase the size of the school will increase proportionately the traffic along Whinney Lane and Lammack Road. Both these areas are already congested at the times when children are taken to school and later taken home.

The new access road from Whinney Lane is especially dangerous. Vehicles leaving the school grounds will do so blind. There will be vehicles parked on Whinney Lane immediately adjacent to the access road and any vehicle leaving the school grounds will have to drive out and just hope no vehicle is travelling along Whinney Lane. Accidents will be inevitable.

There is throughout the country an awareness of the health dangers of motor vehicle emissions. It is barely believable that any authority would actually plan to bring vehicles into the school grounds and deliberately thereby bring a serious health hazard onto the school site. This plan must be abandoned.

This is not to mention the health risk to those living on Whinney Lane in houses which are adjacent to the proposed access road and car park.

In view of the housing developments in the area which the Authority sanctioned there is obviously a need for educational provision. There cannot be at the expense of the health of the school children and local residents.

It is disappointing that there is reference to 'Transport Statement' and 'Travel Plan' reports that are based on surveys conducted between February 2020 and September 2020. It is obvious that since the school was not operating fully at that time the data is irrelevant. One wonders why it was included.

The planning proposal refers to the QEGS car park. Despite much publicity and great work by Councillor Jackie Floyd this remains a facility which parents will not use.

There is much to rethink in the plan. I hope that will be done with real concern for the health and safety of the children and residents.

Comment – Steve Toase, 34 Whinney Lane, Blackburn. Rec – 21/04/2021

Dear

Councillors

I'm wondering how we can get traffic calming measures like the humps on Lammack Rd installed on Whinney Lane.

Following the implementation on Lammack they have drastically reduced speeding on that road however there is still an issue on Whinney Lane. Although it has had a small impact for Whinney lane as it's reduced the "circuit racers" often cars speed up due to having to slow down on Lammack, almost making up for lost time.

After observing traffic for some time I feel that speed humps (coming off Lammack Rd) just past the end Knighton rd / Quebec Rd would stop them speeding up the hill. Some towards the top just before school (between No 34 and 32) and again half way down towards St Lawrence would all but resolve the problems.

With the expansion to Lammack primary and the new builds we are seeing and going to see an even bigger increase in traffic on Whinney lane and therefor will need some measures putting in place.

If you could please advice if there are any plans in place or as mentioned how I can go about having this looked into I would greatly appreciate it.

On a second note regarding the extension to the school and proposed entrance from Whinney lane. I'm not sure the drop off point will be sufficient for the amount of pupils due to attend the school. Looking at the plans it looks like a proper drop off point so cars can pull in needs to be incorporated in with the parking. Additionally, knowing how hectic it can be at school time (and how inconsiderate drivers can be) would it be worth considering having a left turn only when exiting the new car park/drop off? This may keep traffic flowing as cars won't be trying to exit crossing traffic. I will send these comments to planning but wanted to raise this with you as ward councillors.

Comment – Steve Toase, 34 Whinney Lane, Blackburn. Rec – 13/05/2021

Hello

I would like to make a couple of comments on the above application plans for Lammack School.

Could I please request an email acknowledgment that this has been received.

Firstly: the proposed drop off point and car park doesn't seem to have a substantial enough "drop off point" where cars can pull in to drop off pupils. If it's not suitable parents won't bother pulling in and instead just drop off on Whinney lane increasing the current problems with congestion and blocking drives ect.

Secondly: access back onto a Whinney Lane from the new car park / drop off may be worth considering as a "left turn only" to save cars pulling across on coming traffic and potential congestion issues. Either this or potentially access from Whinney lane and exit onto Lammack road.

Thirdly: speed restriction also need implementing as have been done on Lammack road. Regularly cars are witnessed speeding in excess of 50mph over Whinney lane.

The plans are a great idea to meet the needs of the current numbers of pupils, staff and parents but I don't feel they will be significant enough to deal with the increase. With the new housing estates at both ends of Whinney lane we are seeing an greater increase in traffic flow and speeding at all times of day and night. With this in mind I feel theses options are worth considering.

Comment – Brian Yates, 33 Whinney Lane, Blackburn. Rec – 04/06/2021

I wish to comment on the new entrance to Lammack Primary School for the drop off zone and the increase of traffic in an already congested area.

The current proposal for access to a drop off/pick up parking area would create traffic problems with vehicles entering and leaving the school through one entrance.

A further traffic problem would be that vehicles coming up Whinney Lane would have difficulty turning right into the school because of the traffic coming down Whinney Lane turning left into the school. This would create a traffic jam both ways.

Whinney Lane is already congested with residents parked cars throughout the day and it is also used as a shortcut for vehicles travelling from Lammack Road to the dual carriageway to avoid the traffic lights at the junction of Ramsgreave Drive. In addition residents would not be able to get out of their drives because of the volume of traffic at busy times.

I hope you will take into account the points I have raised.
