

Proposed development: Full Planning Application: Demolition of existing dwelling and erection of 47no. dwellings, with associated access, landscaping and infrastructure.

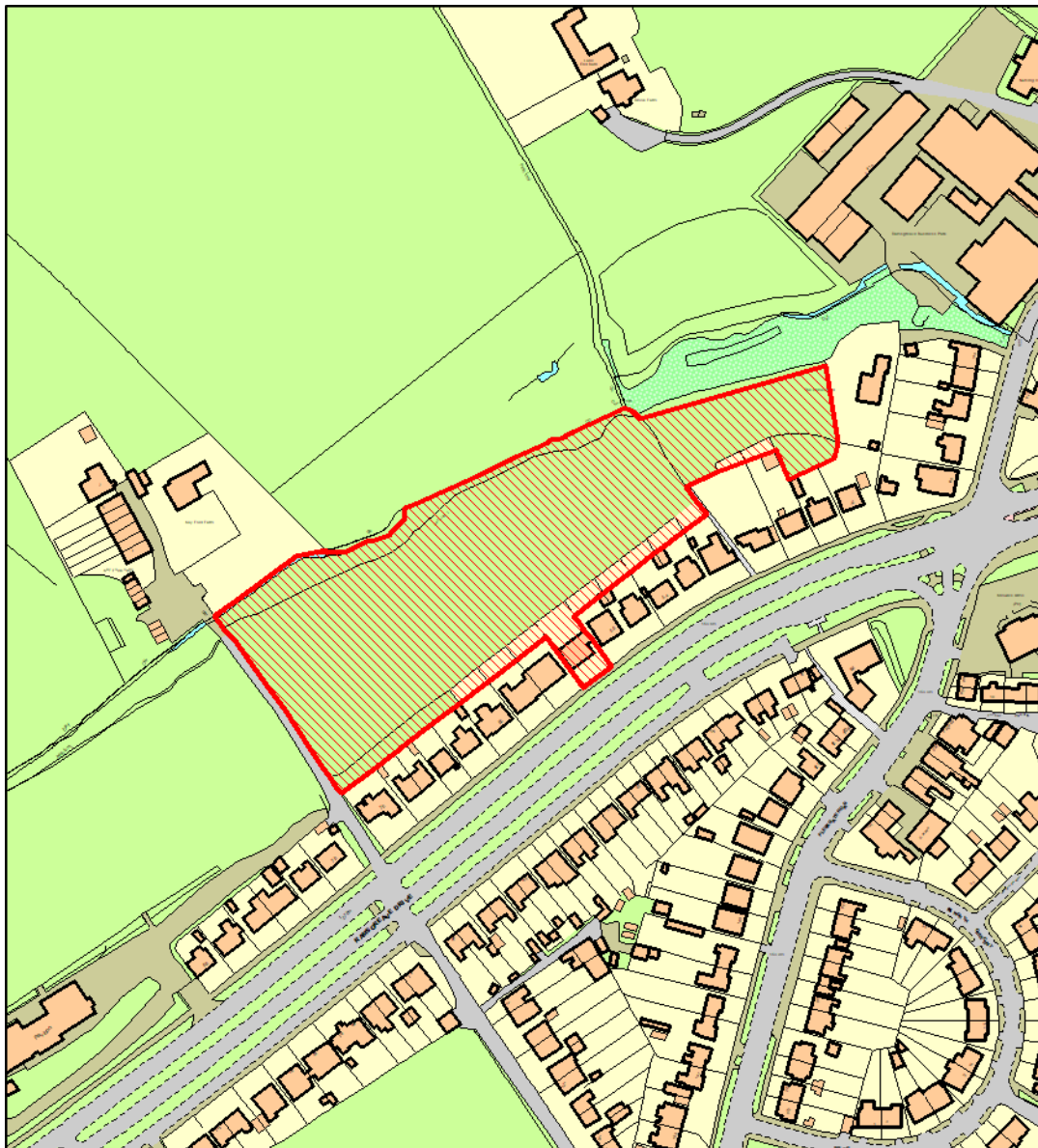
Site address:

**Land to the North of Ramsgreave Drive
Ramsgreave Drive
Blackburn
BB1 8NB**

Applicant: Applethwaite Homes Ltd

Ward: Roe Lee

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



1.0 SUMMARY OF RECOMMENDATION

- 1.1 APPROVE – Subject to a Section 106 Agreement of £312,922, relating to Off-site Green Infrastructure / Public Open Space provision / enhancement, education provision; off-site highway works; and conditions set out at paragraph 4.1.**

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1** The proposal is in the form of a full planning application. Its submission follows pre-application consultation undertaken between the applicant and the Council. It is considered that the final scheme responds appropriately to representations made during the pre-application process.
- 2.2** Detailed assessment of the application finds that the proposed development corresponds with the Council's overarching housing growth strategy, as set out in the Core Strategy and Local Plan Part 2. Delivery of a high quality housing development is assured, focussed on land that is allocated for housing, to the North of Ramsgreave Drive, Blackburn. Moreover, from a technical point of view, all issues have been addressed through the application or are capable of being controlled or mitigated through planning conditions and a Section 106 Agreement.

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1** The application site (the site) measures 1.77 hectares in area. It is located to the north of Blackburn, to the rear of residential properties to the north of Ramsgreave Drive and within the urban boundary.
- 3.1.2** Currently agricultural land, the site is allocated for housing led development as part of a wider allocation known as the North Blackburn Housing Site, covered by Policy 16/2 of the adopted Local Plan Part 2.
- 3.1.3** The wider locale is characterised by a mix of uses but is predominantly residential in nature. To the south and east lies residential and urban development beyond Ramsgreave Drive and Pleckgate Road (B6232). To the west of the site is the Ramsgreave Avenue access track, which leads directly to Kay Fold Farm, beyond which lies Blackburn Rugby Club. To the north of the site topography falls towards a stream, beyond which lies the open countryside. The site within its wider context is illustrated below:



Extracted from pwa planning Planning Statement, dated May 2021.

- 3.1.3 Access to the site is currently taken off Ramsgreave Avenue to the west which connects to Ramsgreave Drive (A6119), which is a major local routeway, serving as the main vehicular route to the north of Blackburn.
- 3.1.4 The site also benefits from strong links to public transport, with bus stops at Kay Fold Lodge, Knowles Arms, and Pleckgate Road all within 100m of the site, providing regular services to Blackburn town centre and Preston city centre, as well as other local centres and settlements.
- 3.1.5 Access to a wide range of local services and amenities is readily available, public houses, restaurants, a supermarket, multiple primary schools, a high school, and a Sixth Form College; all of which are within 1km walk of the site.
- 3.1.6 Two Public Rights of Way (PRoW) are present on site. The first of which runs along the northern boundary, with the second cutting through the site, connecting to Ramsgreave Drive.
- 3.1.7 The site is not subject to any landscape or heritage constraints. The nearest heritage asset is the Grade II listed Further Wilworth, approximately 180m south east of the site, separated by the highway networks and multiple residential properties.
- 3.1.8 The site lies wholly with Flood Zone 1, where the risk of flooding is at its lowest. There are no Tree Preservation Orders either on or in close proximity to the site, and there are no ecological designations, either locally or nationally, which affect the site.

3.2 Proposed Development

- 3.2.1 Full planning permission is sought for the demolition of a dwelling and erection of 47no. dwellings with associated access, landscaping and infrastructure, relating to land to the north of Ramsgreave Drive, Blackburn.

3.2.2 Access to the site is proposed off Ramsgreave Drive to the immediate south. To provide a suitable access, demolition of a single property will be needed at No.60 Ramsgreave Drive; this will facilitate the necessary space for the access, including appropriate visibility splays. The proposed layout is illustrated below:



Extracted from pwa planning Planning Statement, dated May 2021.

3.2.3 A mix of 3 - 4 bedroom detached and semi-detached dwellings are proposed to provide high quality family homes, which will be suitable for families in the area. The range of house types and materials aims to respond to the semi-rural character of the area. Typical street scenes are illustrated below:



Extracted from Design & Access Statement, Woodcraft Design.

3.2.4 In total, there will be 23no. three-bedroom dwellings and 24no. four-bedroom dwellings, with three different dwelling types provided for both the three and four-bedroom properties.

3.2.5 Public open space / landscaping is included within the site, with a particular focus towards the site boundaries.

ACCOMODATION SCHEDULE

Ref	House Type	Beds	Sq. Ft	No.	Total Beds	Total SqFt
Dal	Dalton	3	900	6	18	5400
Ry	Rydal	3	995	6	18	5970
Ken	Kentmere	4	1110	8	32	8880
Win	Winster	4	1197	9	36	10773
Rus	Rusland	4	1270	6	24	7620
New	Newton	3	794	12	36	9528
Grandtotal				47	164	48171

Statistics	
Gross Site Area in Metres	17711
Gross Site Area in Acres	4.38
Public open Space/Amenity in Metres	0
Public open Space/Amenity in Acres	0
Net Site Area in Metres	14204
Net Site Area in Acres	3.51
Net Site Area in Hectares	1.42
Undevelopable Area in Metres	3507
Undevelopable Area in Acres	0.87
Density (Sq.Ft per Acre)	13724
Net Density (Units Per Acre)	13
Net Density (Units Per Hectare)	33.09
Gross Density (Units Per Acre)	11
Gross Density (Units Per Hectare)	26.52

3.2.6 Proposed off-site highway works include changes to the existing central reserve along Ramsgreave Drive so that the carriageway provides an additional right turn capacity. A pelican crossing is also proposed off Ramsgreave Drive to provide safe pedestrian access to the site.

3.2.7 Full details are provided within the submitted drawings, supporting statements / assessments and House Type Range document.

3.3 Development Plan

3.3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise.

3.3.2 The Development Plan comprises the Core Strategy and adopted Local Plan Part 2 – Site Allocations and Development Management Policies. In determining the current proposal, the following are considered to be the most relevant policies:

3.3.3 Core Strategy

- CS1 – A Targeted Growth Strategy
- CS5 – Locations for New Housing

- CS6 – Housing Targets
- CS7 – Types of Housing
- CS8 – Affordable Housing Requirement
- CS15 – Ecological Assets
- CS16 – Form and Design of New Development
- CS18 – The Borough Landscapes
- CS19 – Green Infrastructure
- CS21 – Mitigation of Impacts / Planning Gain

3.3.4 Local Plan Part 2 (LLP2)

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 16/2 – Housing Land Allocations – North Blackburn Development Site
- Policy 18 – Housing Mix
- Policy 36 – Climate Change
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development
- Policy 41 – Landscape
- Policy 47 – The Effect of Development on Public Services

3.4 **Other Material Planning Considerations**

3.4.1 North Blackburn Masterplan

The North Blackburn Masterplan document was prepared in collaboration with landowners in response to Policy 16/2. It was adopted in March 2017. The masterplan area covers approximately 24 hectares in and is expected to deliver approximately 450 new homes, as set out in the Blackburn with Darwen Local Plan Part 2: Site Allocations and Development Management Policy. The site is included in the masterplan as part of 'West Wilworth'.

The Masterplan is a material consideration in the determination of this planning application. The document helps to provide a comprehensive guide of development across the whole site, including the coordination of development and the delivery of supporting infrastructure, as well as providing information and materials to ensure that developments will be completed to high standards of design, in terms of both layout and detailing. More specific details are found within Policy 16/2 discussed above.

3.4.2 Residential Design Guide Supplementary Planning Document (2015)

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

3.4.3 Green Infrastructure & Ecological Networks SPD (2015)

This document provides guidance in relation to maximising opportunities to improve existing green infrastructure and to create new green infrastructure and ecological networks.

3.4.4 Air Quality Planning Advisory Note

3.4.5 National Planning Policy Framework (The Framework) (2021)

Overall, The Framework aims to raise economic performance by ensuring the quantity, quality and mix of housing reflect that required, with an expectation to maintain a 5-year housing land supply. Quality design should be secured and environmental impacts minimised.

Areas of The Framework especially relevant to the proposal are as follows:

- Section 2: Achieving Sustainable Development
- Section 5: Delivering a sufficient supply of homes
- Section 6: Building a strong, competitive economy
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal erosion
- Section 15: Conserving and enhancing the natural environment

3.4.6 National Planning Policy Guidance (NPPG).

3.5 **Assessment**

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

- Principle of the development;
- Amenity impact;
- Environmental impact;
- Highways and access;
- Design and layout;

- Planning Gain / Section 106 contributions: Affordable Housing, GI and Education.

3.5.2 In the absence of any heritage constraints, demolition of No.60 Ramsgreave Drive is accepted.

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

3.5.4 Core Strategy Policy CS1 explains that the overall planning strategy for the Borough is one of 'Targeted Growth' and identifies a need for '*a limited number of small scale urban extensions*'.

3.5.5 Policy CS5 directs that the preferred location for new housing, where market conditions permit its delivery, will be the inner urban areas of Blackburn and Darwen.

3.5.6 Policy CS7 encourages the development of a full range of new housing over the life of the Core Strategy in order to widen the choice available in the local market.

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

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

3.5.9 Policy 16 allocates the land for housing development within the 15-year life of the Local Plan, subject to key development principles. This proposal represents residential development of part of a Housing Land Allocation, Site 16/2 – North Blackburn Development Site, Blackburn. The principle of housing at the site must be considered in the context of the housing allocation. The total size of the allocation is 28.8 hectares which will provide approximately 450 homes (this application is limited to 1.77 hectares and 47 homes). Key development considerations of the policy are:

1. *This site is to be brought forward in line with a masterplan to be produced covering the whole of the allocation. The masterplan must be agreed by the Council prior to the granting of planning permission for any part of the site.*
2. *The development should complement the existing residential areas as widening the existing range and choice of housing to meet local needs.*

3. *Development design – need for attractive scheme that is sympathetic to local area and character. The provision of a rural transition zone between the development and the wider rural landscape to the north, including the establishment of a robust boundary for the Green Belt through landscaping and planting.*
4. *The site currently occupied by Blackburn Rugby Union Football Club cannot be developed unless and until the Club has relocated within Blackburn with Darwen.*
5. *Allow for the retention and enhancement of the public right of way that runs around the edge of the site.*
6. *Be supported by a landscape and green infrastructure framework incorporating perimeter woodland planting and on-site open space incorporating formal and informal play. Utilising important key vistas into the adjoining open countryside, providing visual linkages to Mellor Ridge.*
7. *Be supported by detailed survey to consider the impact of proposed development on the ecological value of the site, including the brook to the northern boundary.*
8. *Provision of SuDS and the incorporation of measures to control surface water run-off, flood risk from the northern watercourses and the consequences of blockages in the culvert.*
9. *The number of access points on to the A6119 should be informed by a detailed traffic impact assessment to ensure the free flow of traffic and highway safety.*
10. *Make land available for a new primary school, if required, and suitable contribution towards its construction.*
11. *Contribution towards local highways improvements.*
12. *The separation distance between the site and the road is minimal and therefore the noise generated by road traffic may potentially be high.*
13. *Completion of appropriate ground investigation works to establish the extent of any ground contamination and whether any mitigation measures are required.*

3.5.10 These key matters are considered in detail under the relevant bespoke policies and Section 106 requirements later in this report. For the purpose of assessing the principle, the proposed development is considered consistent with the overarching requirements of the Masterplan.

3.5.11 Policy 18 further encourages a range of new housing to widen the choice of house types, with an emphasis on detached and semi-detached to be the principal element of the dwelling mix on any site that is capable of accommodating such housing, and where such housing would make a positive contribution to the character of the local area. The submitted layout and house types demonstrate a housing mix consistent with the Council's aspirations.

3.5.12 Policies CS21 and 12 require new development to contribute towards mitigating its impact on infrastructure and services, through a Section 106 planning obligation. The proposal secures financial contributions towards

highway improvements, Green Infrastructure and education provision, as set out at paragraph 4.1. Members are advised that an affordable housing contribution is not included; a position informed by independent audit of a Viability Assessment (VA) submitted by the applicant with the application. The VA evidenced that the development will not be viable if a contribution is sought. This is in accordance with Policy 7, which sets out:

Where a developer seeks to negotiate a reduction in standards that would normally apply to development on grounds of financial viability, the Council will require the developer to supply evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development.

3.5.13 Members are further advised that the outcome of the viability appraisal should be weighed against the economic, environmental and social benefits otherwise arising from delivery of the development. These include; a valued housing contribution and increased Council Tax receipts relating to a site allocated for housing led development and section 106 contributions otherwise secured. These positive material considerations are considered to outweigh the absence of an affordable housing contribution.

3.5.14 Accordingly, as a proposal delivering 47 homes of an appropriate mix on an allocated housing site, in accordance with the Masterplan principles and inclusive of mitigating s106 contributions, the principle of the development is found to be acceptable, in accordance with the provisions of the Development Plan and The Framework.

3.5.15 Amenity

Policy 8 requires development to contribute positively to the overall physical, social, environmental and economic character of the area. It is also required to secure a satisfactory level of amenity and safety is secured for surrounding uses and for occupants or users of the development itself; with reference to noise, vibration, odour, light, dust, other pollution or nuisance, privacy / overlooking, and the relationship between buildings

3.5.16 Relationship between buildings:

With reference to separation between proposed and existing dwellings adjacent to the site, the submitted layout demonstrates compliance with the Council's adopted *minimum* separation standards of 21m interface between primary windows and 13.5m between primary windows and blank elevations

3.5.17 Separation between proposed dwellings is broadly compliant with the adopted standards. Shortfalls do, however, exist between a number of plots. In this context, it should be recognised that the Residential Design Guide SPD, at Policy RES 2G, supports a relaxation of the adopted standards where an alternative approach is justified. As proposed-to-proposed interfaces and having regard to The Frameworks presumption in favour of sustainable development as well as the developments viability, such relaxation is considered justified in this instance.

3.5.18 Adequate external space is provided at each plot to serve the needs of householders.

3.5.19 Contaminated Land:

Phase 1 and 2 reports have been submitted with the application. They are yet to be reviewed. The Phase 2 report indicates the need for a ground remediation strategy which is yet to be submitted. It is, therefore, anticipated that the Council's standard contaminated land conditions will be applied to secure submission of any necessary additional site investigation and a remediation strategy. Public Protection's review of the information submitted to date will be represented in a subsequent update report.

3.5.20 Air Quality:

It is agreed with the applicant that electric vehicle charging points will be installed at each property, as an appropriate mitigation measure against air quality impacts of the development, in accordance with the Council's Planning Advisory Note on air quality. Details and implementation will be secured via condition.

3.5.21 Construction Phase:

A Demolition / Construction and Environmental Management Plan (DCEMP) will be secured via condition which will guard against significant adverse impacts arising during demolition and construction, including but not limited to control of noise, vibration, dust emissions and highway cleansing / wheels washing.

3.5.22 Limited construction hours of between 08:00 - 18:00 hours Monday to Friday and 09:00 - 13:00 on Saturdays will be secured via condition.

3.5.24 Accordingly, it is found that satisfactory levels of amenity and safety would be secured for existing and future residents. The development is also considered to contribute positively to the overall physical, social, environmental and economic character of the area, in accordance with the requirements of Policy 8, The Masterplan and The Framework.

3.5.25 Environment

Policy 9 requires that development will not have an unacceptable impact on environmental assets or interests, including but limited to climate change (including flood risk), green infrastructure, habitats, species, water quality and resources, trees and the efficient use of land.

3.5.26 A Flood Risk Assessment (FRA) and drainage strategy is submitted with the application, notwithstanding that the site lies entirely within Flood Zone 1 (low risk). Existing drainage within the site and the surrounds are public sewers, operated by United Utilities. Proposed drainage is via separate systems, with surface water discharging into the existing water body at the northern boundary of the site and foul water discharging into the existing combined sewer in Ramsgreave Drive via a pump station (located at the north west corner of the site). Privately maintained underground attenuation tanks are

proposed to store excess surface water, to cater for increased frequency of extreme rainfall events arising from climate change.

3.5.27 Although the drainage strategy proposed does not feature above ground SuDS, the evident site constraints and proposed alternative methodology is considered to accord with the principles of the drainage hierarchy and is accepted by United Utilities and BwD Drainage (as Lead Local Flood Authority). Notwithstanding this, United Utilities recommend application of their standard condition requiring submission of a foul and surface water drainage strategy, taking account of the FRA principles. Submission of a management and maintenance regime for the approved drainage strategy should also be secured via condition.

3.5.28 Although the site is within Flood Zone 1, localised 'at risk' zones are identified on a Surface Water Flooding Extent Plan. It is, however, accepted that no properties would be at risk of flooding, as the proposed layout appropriately responds to the natural topography of the site.

3.5.29 BwD Drainage recommend a condition to guard against pollution of the watercourse along the northern boundary during construction works. This measure will be included within the required DCEMP.

3.5.30 Ecology:

A preliminary Ecological Appraisal is submitted with the application which has been reviewed by the Council's ecology consultee.

3.5.31 No statutorily protected, notable or rare species, nor any designated sites of international, national, regional or local importance influence the site. Although presence of Amphibians, Birds, Badger, Bats, Brown Hare and Otter are known to the local area, there was no conclusive evidence of any specifically protected species regularly occurring on the site or the immediate surrounding areas which would be negatively affected by the development following the mitigation proposed.

3.5.32 The building proposed for demolition was assessed for its potential to support roosting bats. No bats or evidence of bats was found. The building was assessed as having low potential to support roosting bats, and as such a single activity survey was undertaken, when no bats were seen emerging from the building. Moreover, low levels of bat activity were recorded on a transect of the site.

No objection is offered on ecological grounds, subject to implementation of the following mitigation measures to be secured via condition:

- No building demolition, tree or vegetation clearance to take place between March – August, unless it can otherwise be demonstrated that no active bird nests are present;
- Submission of a precautionary working method statement to safeguard species during construction;

- Submission of an Invasive Species Method Statement for the treatment of Himalayan Balsom;
- Submission of a DCEMP to provide for an appropriate construction exclusion zone from the watercourse, to guard against pollution;
- Submission of details to demonstrate no negative impacts on the ecological status of the watercourse on the northern boundary of the site, arising from the drainage design for surface water; and
- Submission of landscape / biodiversity enhancement strategy.

3.5.33 Informatives advising of tree felling best practise in respect of bat roost protection will also be applied.

3.5.34 Trees:

No protected trees are located within or immediately adjacent to the site. An Arboricultural Impact Assessment (AIA) is submitted with the application which has been reviewed by the Council's Arboriculture Officer. A total of 30 items were surveyed, which comprises 21 individual trees, 6 groups, and 3 hedges. 8no. items were categorised as Class B, 20no. items were categorised as Class C, and 2no. were categorised as Class U. Overall, 7no. trees will be removed, all of which are either Class C or Class U. No objection is offered to the removal of these trees, which are accepted as low grade. Trees to be retained will be appropriately protected during construction phase, in accordance with methodology set out in the AIA. This will be secured via condition.

3.5.35 A detailed Landscaping Scheme supports the application. This includes planting of a range of native and non-native species across the site. The range of planting is considered adequate mitigation for tree loss. Implementation will be secured via condition, as will a maintenance and management plan for the site post construction, to ensure satisfactory appearance and biodiversity benefits are continuous. As noted above in the ecology comments, an additional biodiversity enhancement plan will also be secured via condition.

3.5.36 Accordingly, the environmental impact of the development is found to be acceptable and in accordance with the requirements of Policies 9 and 40, The Masterplan and The Framework

3.5.37 Highways / Access and Transport

Policy 10 requires that road safety and the safe and efficient and convenient movement of all highway users is not prejudiced and that appropriate provision is made for off street servicing and parking in accordance with the Council's adopted standards.

3.5.38 A Transport Assessment (TA) is submitted with the application which has been reviewed by the Council's Highways consultee, who is in agreement that the traffic impact of the proposal on the local highway network, in general, would not be excessive. The sites highly sustainable location is recognised in this context, with easy access to bus routes and a range of local amenities.

- 3.5.39 Vehicular access into the site is to be taken from Ramsgreave Drive. A newly created priority junction will serve the new development, which will include a right turn lane. A pedestrian crossing point over Ramsgreave Drive will also be provided. These works will be delivered in accordance with a S278 improvement scheme, at the developers cost, to be undertaken by the Local Highway Authority from design to implementation. Works will be secured via condition.
- 3.5.40 The internal road layout broadly conforms with the Councils requirements for adoption, in terms of carriageway and footway width. A swept path analysis within the TA confirms appropriate manoeuvrability for refuse vehicles. The extent of footway provision is considered, on balance, to be acceptable, when considered against the overall scale of the proposal.
- 3.5.41 The development proposes a mix of 3, 4 and 5 bed homes. Off-street parking is provided for every plot, which is broadly in accordance with the Council's adopted standards (including dimensions) of 2 spaces for 2 & 3 beds and 3 spaces for 4+ beds. Minor amendments in this regard have been secured following comments offered by the Council's Highways consultee.
- 3.5.42 With the exception of the Newton house type, all other house types propose a garage, either integral or detached. Dimensions are, however, below the benchmark standard of 3m x 6m. On balance, they are considered acceptable, taking account of the developments viability and precedent setting allowance of similar on other developments within the borough.
- 3.5.43 The applicant is currently addressing the need to introduce elements of street character to the layout, in accordance with the Manuel for Streets publication which advocates place making and creation of a family friendly environment. This is likely to be in the form of carriageway surface treatments to avoid uninterrupted lengths of hot rolled asphalt. Such details will be included in the update report.
- 3.5.44 The application considers the Public Rights of Way throughout the proposed development. Definitive footpath 23 Blackburn, to the north eastern edge of the site will require a temporary closure during construction works.
- 3.5.45 Footpath 126 Blackburn, is access to the properties at Kay Fold. Access must be retained throughout construction.
- 3.5.46 Footpath 19 Blackburn, to the northern edge of the site may be fenced out during the construction to allow public access from Kay fold or from footpath 24 at the side of house no.193 Pleckgate Road. If this is not possible footpath 19 will require a temporary closure during site works and construction. An advisory informative will be applied to the decision, in this regard.
- 3.5.47 Review of the TA confirms the need for a Section 106 highways contribution of £95,598, arising from the development. This will provide for toucan crossings at Lammack Road, Pleckgate Road and Whinney Lane;

improvements to Brownhill and Yew Tree Drive junctions; and sustainable transport measures.

3.5.48 Measures contained within a Framework Travel Plan submitted in support of the application will be secured via condition.

3.5.49 Submission of the above noted DCEMP will address highway impacts arising from construction, including wheel wash and road cleansing. Adherence will be secured via condition.

3.5.50 Accordingly, highway impacts arising from the development are found to be acceptable and in accordance with the requirements of Policy 10 and The Framework.

3.5.51 Design / Character and Appearance

Policy 11 requires a good standard of design and will be expected to enhance and reinforce the established character of the locality and demonstrate an understanding of the wider context towards making a positive contribution to the local area. This includes enhance and reinforcing the established character of a locality. Key aspects of character which must be taken into account are the following:

- i) Existing topography, buildings and landscape features and their integration into the development;
- ii) Layout and building orientation to make best use of existing connections, landmarks and views;
- iii) Building shapes, plot and block sizes, styles colours and materials that contribute to the character of streets and use these to complement character;
- iv) Height and building line of the established area;
- v) Relationship of the buildings to the street; and
- vi) Frontage treatment such as boundary walls.

3.5.52 A Design and Access Statement is submitted with application. This sets out key design principles of the development, following analysis of the surroundings, including specific character traits of existing built form, in response to policy and masterplan requirements.

3.5.53 The proposed sub-urban street pattern is a logical response to the site location and associated constraints. Proposed medium density range of housing is also consistent with the locale, including other housing development within the allocation.

3.5.54 The majority of houses along the southern boundary will present side on to existing properties on Ramsgreave Drive. Those at the access will present front on to the access road. All houses will be highway fronted, with houses along the northern boundary outward facing onto open countryside. A landscaped buffer is included along this boundary to provide a sense of transition into the countryside and communal space for the benefit of all future residents.

3.5.55 Proposed house types are of a two storey scale and appearance consistent with local family house types constructed and planned within the wider allocation. They are also proportionate to proposed plot sizes.

3.5.56 Proposed elevation materials are predominantly render and brick with art stone and brick soldier heads and cills detail also included. Tiles are proposed for roofs. Typical house types are illustrated below:



Extracted from Design & Access Statement, Woodcroft Design.

3.5.57 Notwithstanding the submitted information, submission of precise details of all external walling and roofing materials will be secured via condition

3.5.58 Proposed boundary treatments are timber panelled fencing between properties and robust brick walls to sensitive areas fronting public open spaces and at key vistas. Elevational detail will be secured via condition.

As noted above, the comprehensive site wide landscape scheme submitted with the application which will enhance the development and assist in its integration into the natural environment.

3.5.59 Overall, the design of the development is found to be in accordance with the requirements of Policy 11, The Masterplan and The Framework.

3.5.60 Planning Gain / Section 106 Financial Contributions

A financial contribution **£312,922** is secured, following agreement between the Council and the applicant, at pre-application stage. The contributions are towards provision of Green Infrastructure in the locality; provision of additional primary school places at Lammack Primary School; and off-site highway works / initiatives.

3.5.61 Section 106 payments are broken down as follows, payable on commencement of the development:

	Green Infrastructure	Education	Highways	Monitoring Fee	Total
6 months after commencement		£100,000		£1000	£101,000
12 months after commencement	£53, 000	£48,144		£1,011	£102,155
18 months after commencement	£13, 082		£95,598	£1,087	£109,767
Totals	£66, 082	£148,144	£95,598	£3,098	£312,922

3.5.62 Summary

This report assesses the full planning application for demolition of a dwelling and residential development of 47 dwellings, with associated access, landscaping and infrastructure, at a site allocated for housing led development. In considering the proposal, a wide range of material considerations have been taken into account. The assessment demonstrates that the planning decision must be made in the context of assessing the merits of the proposal balanced against any potential harm that may arise from its implementation. This report finds that the proposal meets the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, adopted North Blackburn Masterplan, Supplementary Planning Documents and the National Planning Policy Framework.

4.0 RECOMMENDATION

4.1 Approve subject to:

- (i) **Delegated authority is given to the Strategic Director of Place to approve planning permission, subject to an agreement under Section 106 of the Town & Country Planning Act 1990, relating to the payment of £312,922, including a monitoring fee of 3,098 (as set out at para 3.5.61).**

Should the Section 106 agreement not be completed within 6 months of the date of the planning application being received, the Strategic Director of Place will have delegated powers to refuse the application.

- (ii) The following conditions:

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

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

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposal received 16th June 2021 and with the following drawings / plans / information: (to be added).

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

3. Prior to commencement of above ground works hereby approved, and notwithstanding the submitted details, written and illustrative details of the external walling, roofing, window and door materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.

REASON: To ensure that the external appearance of the development is satisfactory; in accordance with Policy 11 of the Blackburn with Darwen Borough Local Plan Part 2 and the adopted Blackburn with Darwen Design Guide Supplementary Planning Document.

4. Prior to commencement of above ground works hereby approved, and notwithstanding the submitted details, elevational details of boundary treatment(s) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the precise height and construction materials of all boundaries. The approved scheme of boundary treatment(s) shall be implemented prior to first occupation of the development and retained thereafter.

REASON: To ensure that the external appearance of the development is satisfactory in accordance with Policy 11 of the adopted Blackburn with Darwen Borough Council Local Plan Part 2.

5. Prior to commencement of the development hereby approved, the developer must submit to the Local Planning Authority for written approval:

i) A comprehensive desk study report, including a preliminary conceptual site model (CSM) in text, plan and cross-section form. Where necessary, detailed proposals for subsequent site investigation should also be included, clearly based on the CSM.

ii) Findings of the approved site investigation work (where necessary), including an appropriate assessment of risks to both human health and the wider environment, from contaminants in, on or under the land (including ground gas). If unacceptable risks are identified, a remedial options appraisal and detailed remediation scheme should be presented, along with an updated CSM. No deviation shall be made from this scheme without the written agreement from the Local Planning Authority.

REASON: To ensure that all reasonable steps have been taken to identify contamination at the site and to prevent unacceptable levels of water pollution, in accordance with Policy 8 of the adopted Blackburn with Darwen Borough Council Local Plan Part 2.

6. Prior to occupation of the development hereby approved, 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 updated CSM. 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 ensure that all reasonable steps have been taken to identify contamination at the site, that the risks it presents have been appropriately assessed, and that the site can be made 'suitable for use', as such, does not pose a risk to future users of the site or the wider environment, in accordance with Policy 8 of the adopted Blackburn with Darwen Borough Council Local Plan Part 2.

7. Should contamination be encountered unexpectedly during redevelopment, all works should cease, and the LPA 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 LPA. No deviation shall be made from this scheme without the written express agreement of the LPA.

REASON: To protect the health of future occupiers of the site, in accordance with Policy 8 of the adopted Blackburn with Darwen Borough Council Local Plan Part 2.

8. Demolition and construction hereby approved shall only take place between the hours of 08:00 and 18:00 Monday to Friday, 09:00 to 13:00 on Saturdays and not at all on Sundays or Bank Holidays.

REASON: To protect the amenity of residents, in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

9. Prior to commencement of the development hereby approved, a Demolition Construction and Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall provide for the following:

- An appropriate 'stand-off' zone, including appropriate fencing or other means of obstruction, from the watercourse to prevent accidental incursion by machinery, dust, debris and other pollution;
- vibration management and mitigation;
- management of construction traffic;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in demolition and construction;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities, including a method statement outlining how the developer intends to use and manage the facility. The approved wheel wash shall be put in place at all vehicle access points onto the public highway when work commences and shall remain in operation throughout the period of development;
- measures to control the emission of dust and dirt during construction; and
- a scheme for recycling / disposing of waste resulting from demolition and construction works.

Construction shall proceed in strict accordance with the approved detail for the duration of the works.

REASON: In order to safeguard protected habitat; to avoid the deposit of debris into watercourse and onto the highway, in order to protect the amenity of the occupiers of the adjacent properties and in order to protect the visual amenities of the locality, in accordance with Policies 8, 9 and 10 of the Blackburn with Darwen Borough Local Plan Part 2.

10. Should pile driving works be required on site, prior to the commencements of those works, a programme for the monitoring of generated noise and vibration shall be submitted to and approved in writing by the Local Planning Authority. The programme shall specify the measurement locations and maximum permissible noise and vibration levels at each location. Noise and vibration levels shall not exceed the specified levels in the approved programme.

REASON: In order to safeguard neighbouring amenity, in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

11. Prior to commencement of the development hereby approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing provision of an electrical vehicle charging points for each dwelling. The approved scheme shall be implemented prior to first occupation of the development.

REASON: In the interests of air quality management and protection of health, in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

12. Gas fired domestic heating boilers shall not emit more than 40mgNO_x/kWh.

REASON: In the interests of improving air quality and to protect the health of resident, in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

13. Foul and surface water shall be drained on separate systems.

REASON: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with the requirements of Policy 9 of the Blackburn with Darwen Borough Local Plan Part 2.

14. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes shall be in accordance with the hierarchy of drainage options in the national planning practice guidance (or any replacement thereof) and the principles set out in the submitted Flood Risk Assessment and Drainage Strategy (Ref: 31418/LRD, Rev: 2, Dated: May 2021, prepared by Sutcliffe. The drainage schemes shall include:

- (i) A restricted rate of discharge of surface water agreed with the local planning authority;
- (ii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iii) Foul and surface water shall drain on separate systems;
- (iv) Details of how existing surface water flood risk will be managed and mitigated;
- (v) Details of the proposed foul water pumping arrangements; and
- (vi) A drainage management and maintenance plan which shall include as a minimum:
 - a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a management company; and
 - b. Arrangements for inspection and ongoing maintenance of all elements of the drainage systems to secure the operation of the drainage schemes throughout their lifetime.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewer either directly or indirectly. The approved drainage schemes shall be implemented in full prior to the occupation of the first dwelling, maintained and managed in accordance with the approved details, and retained thereafter for the lifetime of the development.

REASON: To promote sustainable development, to secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policies 9 and 36 of the adopted Blackburn with Darwen Borough Council Local Plan Part 2.

15. Prior to occupation of the development hereby approved, a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

REASON: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, in accordance with the requirements of Policy 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

16. No site clearance or demolition or construction works on site shall be carried out during the bird nesting season (March to August), unless the absence of nesting birds has been confirmed by further survey work or on-site inspections

REASON: To ensure the protection of nesting birds, in accordance with the requirements of Policies 9 and 40 of the Blackburn with Darwen Local Plan Part 2.

17. Prior to commencement of any on site works, a precautionary Working Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall set out how amphibians and hedgehogs are to be safeguarded during construction works, following the principles outlined in section 7.2.3 and 7.3.1 of the

submitted Preliminary Ecological Appraisal (envirotech, report v2, 22/04/2021). Working practices shall be in accordance with the approved detail throughout the duration of construction.

REASON: To provide appropriate mitigation against impact on amphibians and hedgehogs and their habitat, in accordance with the requirements of Policies 9 and 40 of the Blackburn with Darwen Local Plan Part 2.

18. Prior to commencement of any works on site, an Invasive Species Working Method Statement for the treatment and prevention of spread of Himalayan Balsam shall be submitted to and approved in writing by the Local Planning Authority. Treatment and prevention shall be in accordance with the approved methodology.

REASON: In order to protect ecology and biodiversity, in accordance with the requirements of Policies 9 and 40 of the Blackburn with Darwen Local Plan Part 2.

19. Prior to commencement of development hereby approved, a Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority detailing how the ecological status of watercourse on the northern boundary of the site will be safeguarded from the drainage impacts of surface water discharge from the site. Development shall be in strict accordance with the approved strategy.

REASON: To provide appropriate mitigation against ecological impacts arising from drainage, in accordance with the requirements of Policies 9 and 40 of the Blackburn with Darwen Local Plan Part 2.

20. The development shall be carried out in strict accordance with the submitted Arboricultural Impact Assessment and Method Statement, prepared by tba landscape architects, dated March 2021. Specified tree protection measures shall be adhered to throughout the period of construction.

REASON: Trees represent a public benefit by way of visual amenity and should therefore be protected at all times, in accordance with Policies 9 and 40 of the Blackburn with Darwen Borough Local Plan Part 2.

21. The development hereby approved shall be implemented in strict accordance with the 'Landscape Proposals' Plan 1 & 2, prepared by tba architects, dated March 2021 and numbered: 6494.03 and 6494 04. Planting shall be carried out during the first available planting season following completion of the works, and thereafter retained. Trees and shrubs dying or becoming diseased, removed, or being seriously damaged within five years of planting shall be replaced by trees and shrubs of similar size and species to those originally required to be planted during the first available planting season after the loss of the trees and / or shrubs.

REASON: To ensure that there is a well laid scheme of healthy trees and shrubs in the interests of visual amenity and biodiversity, in accordance with Policies 9, 11 and 40 of the Blackburn with Darwen Borough Local Plan Part 2.

22. Prior to the commencement of the development hereby approved, a comprehensive Habitat Creation / Biodiversity Enhancement Strategy and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be in accordance with the agreed details

REASON: In order to protect ecology and biodiversity in accordance with the requirements of Policies 9 and 40 of the Blackburn with Darwen Local Plan Part 2.

23. Prior to occupation of the development hereby approved, a Landscape Management and Maintenance Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall cover all landscaped areas of public open space and it shall detail a programme of works including scheduled frequencies of weeding and watering for the duration of the development, as well as replacement planting of dead diseased or damaged trees and shrubs within a five year period from the implementation of the approved landscape scheme referenced in condition no. 21. The strategy shall be implemented in accordance with the approved detail.

REASON: To ensure that there is a well maintained scheme of healthy trees and shrubs in the interests of amenity in accordance with Policies 9, 11 and 40 of the Blackburn with Darwen Borough Local Plan Part 2.

24. Prior to the construction of any of the streets, full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policy 10 of the Blackburn With Darwen Borough Local Plan Part 2.

25. Prior to the occupation of the development hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered

into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

REASON: To ensure that the estate streets serving the development are maintained to an acceptable standard in the interest of residential / highway safety in accordance with Policy 10 of the Blackburn With Darwen Borough Local Plan Part 2.

26. Prior to occupation of the development hereby approved, a scheme shall be submitted to and approved by the Local Planning Authority detailing the following off-site highway works:

- Provision of a priority all-movements junction at the site access from Ramsgreave Drive, including a break in the central reserve to facilitate right-turn manoeuvres into and out of the site, and a right turn lane into the site; and
- provision of a pedestrian crossing point across Ramsgreave Drive.

The approved scheme shall be implemented prior to occupation of the development.

27. Visibility splays shall not at any time be obstructed by any building, wall, fence, hedge, tree, shrub or other device exceeding a height not greater than 1 metre above the crown level of the adjacent highway.

REASON: To ensure the safe, efficient and convenient movement of all highway users, for the free flow of traffic, in accordance with Policies 10, 11 and 40 of the Blackburn with Darwen Borough Local Plan Part 2.

28. Measures contained within the submitted Framework Travel Plan, produced by Eric Wright Group, dated May 2021, shall be implemented upon occupation of the development hereby approved and be so retained unless otherwise agreed in writing by the Local Planning Authority.

REASON: To provide and promote sustainable transport measures and to minimise traffic flow, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

29. Garages hereby approved shall only be used for the purpose of parking domestic vehicles and / or domestic storage. They shall not be externally altered or converted into habitable room space until and unless planning permission has been granted.

REASON: In order to retain sufficient off street parking spaces, in the interests of highway safety and efficiency, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

30. Prior to commencement of the development hereby approved, corresponding floor plan and elevation drawings of the proposed pumping station shall be submitted to and approved in writing by the Local

Planning Authority. The development shall be carried out in accordance with the approved drawings.

REASON: To ensure that the external appearance of the development is satisfactory; in accordance with Policy 11 of the Blackburn with Darwen Borough Local Plan Part 2 and the adopted Blackburn with Darwen Design Guide Supplementary Planning Document.

5.0 PLANNING HISTORY

5.1 No planning history exists for the site. The following applications relate

10/17/0578: Residential Development comprising 272 homes, public open space, landscaping, drainage, associated highway works, infrastructure and engineering works and demolition of existing garages. Land off Yew Tree Drive and Whinney Lane, Blackburn. Approved by P & H Committee, 8th May 2018.

6.0 CONSULTATIONS

6.1 Drainage (BwD – Lead Local Flood Authority)

No objection, subject to conditions:

No above grounds works to take place until a scheme for the protection of the watercourse during construction works has been agreed and implemented.

No above ground works to take place until a foul and surface water drainage scheme has agreed and implemented.

Prior to occupation a drainage maintenance and management scheme to be agreed and implemented.

6.2 BwD Environmental Services

Turning, reversing and gen access for the refuse collection vehicles would be the concern here, esp for plots 4, 5 and 6 where I cant see if there is enough room to reverse. These houses may have to drag their bins to the 'main' road (top/bottom of the close).

6.3 BwD Public Protection

No objection:

Contaminated Land

No response offered to date.

Condition – Air Quality Standard Mitigation for Houses

The following mitigation measures shall be implemented prior to the commencement of the approved use:

- a. There shall be one electric vehicle charging point at each house with a garage or driveway. An appropriate charging point for a single dwelling will have a Type 2 connector and a minimum rating of 3.7kW 16A. External points will be weatherproof and have an internal switch to disconnect electrical power.
- b. Gas fired domestic heating boilers shall not emit more than 40mg NOx/kWh

REASON: In accordance with Policy 36 of the Blackburn with Darwen Borough Local Plan Part 2 and Paragraph 110 of the National Planning Policy Framework 2019, which states that developments should be designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. This implements the requirements of Council's Air Quality PAN and the Principles of Good Practice in the EPUK & IAQM guidance Planning for Air Quality. These are readily achievable mitigation measures that reflect current good practice and help to reduce the cumulative impact of current and future developments.

Demolition/Construction Phase Control Conditions

Condition – Hours of Site Works

There shall be no site operations on any Sunday or Bank Holiday nor on any other day except between the following times:

Monday to Friday 08:00 – 18:00 hours

Saturday 09:00 - 13:00 hours

Any variation of the above hours restriction must be approved in writing by the Planning Authority.

Reason

To ensure appropriate hours of site work to minimise noise during the construction phase.

Condition – Dust Control

The commencement of the development shall not take place until there has been submitted to and approved in writing by the Planning Authority a scheme employing the best practicable means for the suppression of dust during the period of demolition/construction. The approved measures in the scheme shall be employed throughout this period of development unless any variation has been approved in writing by the Planning Authority.

Reason

To ensure that satisfactory measures are in place to alleviate any dust & dirt impact at adjacent residential premises.

Noise & Vibration Control

The following condition is recommended if pile driving works are required on site.

Condition

The commencement of the development shall not take place until there has been submitted to and approved in writing by the Planning Authority a programme for the monitoring of noise & vibration generated during demolition & construction works. The programme shall specify the measurement locations and maximum permissible noise & vibration levels at each location. At each location, noise & vibration levels shall not exceed the specified levels in the approved programme unless otherwise approved in writing by the Planning Authority or in an emergency.

Reason

To minimise noise/vibration disturbance at adjacent residential premises.

Floodlighting Control (Demolition/Construction Phase)

The following condition is recommended if security floodlighting is required on site.

Condition

A floodlighting scheme shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The floodlights shall be installed in accordance with the agreed scheme and retained for the duration of the works.

Reason

To minimise potential loss of amenity due to intrusive light pollution affecting residents living in the vicinity.

Informative:

When assessing potential loss of amenity the Local Authority shall make reference to the lighting levels provided in 'Guidance Notes for the Reduction of Obtrusive Light' GN01 produced by The Institution of Lighting Professionals, available at:

<https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2020/>

NB: The proposed development is within an E2: Low District Brightness Area.

Informative - Construction/Demolition Noise

All activities associated with the construction/demolition works shall be carried out in accordance with British Standard 5228: Code of Practice for Noise & Vibration Control on Construction & Open Sites – Parts 1 and 2.

Informative – Asbestos Control

The application site demolition works must not cause a public health risk arising from any asbestos containing materials at the site. Full compliance with the Control of Asbestos Regulations 2012 and British Standard (BS) 6187:2011 'Code of practice for full and partial demolition' is essential.

6.4 BwD Highways

No objection:

Parking

The scheme received is for 23 3bed and 24 4 bed, In accordance with adopted parking standards, the following allowances should be met:

- 2 space for a 2/3bed
- 3 spaces for a 4/5bed

Each parking space on the driveway should be 5.5m in length to accommodate a parked vehicle within the curtilage without overhanging the footway, adjustment is necessary are to be made to ensure these are compliant.

With the exception of the Newton house type, all other house types propose a garage whether it's integral or detached within the boundary curtilage. However no clear details are provided as to the space dimensions within these garages. These should be 3m x 6m to accommodate a vehicle, please request further details confirming this, if they do not comply, then adequate provision should be made within curtilage to accommodate the third space for the 4bed properties, and similar ensure provision is adequate for up to 2 spaces for the Dalton (who have detached garages) on the drive.

Access/Layout

Vehicular access into the site is to be taken from Ramsgreave Drive. A newly created Priority junction will serve the new development, which should be accompanied by a right turn lane. These works would fall under a 278 improvement scheme, whereby all works would be undertaken by the Local Highway Authority from design to implementation at the developers cost. Please attach a Grampian condition to the site access and access road.

The internal layout of the roads is generally 5.5m wide with 2m footways either sides of the carriageway. The secondary roads off the main connector road, are all drawn as access roads, with a 2m service verge rather than a footway, we would encourage the use of footways over service, to ensure pedestrians are safeguarded.

The following matters also require further consideration:

- The streets should have some inferences to Manual for Streets; the present layout does not make reference to this. Consideration to this should be given to create character and streets more harmonious to family living.
- Confirmation of gradients to be provided on plan for both the access and throughout the site, is to be received for approval.
- Having examined the swept paths which were provided within the Transport Statement. There are concerns with some turning heads, which in our opinion struggle to support the turning manoeuvre...please request further amendment in line with matters set out in the TS analysis
- No details of site access/egress sightlines have been provided, nor any details with regards to individual drives and accesses. (For which both pedestrian and vehicle sightlines would be applicable).
- We would request that connections are made available from the site to the PROW to promote permeability

Transport Assessment

The Transport Statement has been assessed; the recommendations make a request for further work.

S106 Contribution in accordance with the approved masterplan is to be provided

Other

Construction method statement would be required to support the development – no details are received, please request information or condition for submission.

Matters also to be considered are:

- 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)
- Any old entrances no longer required will require closing and formally reinstating back to full footway.
- 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.

To conclude, in principle we would offer no objections, subject to the above matters being addressed satisfactorily.

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

Please attach standards conditions/Informatives: Highways 1, 2, 3, 5, 6, 7, 8, 9, 90, 10, 11, 13, 14, 15 and 17

Addendum:

The alterations offered to plot 37 is welcomed.

The additional parking for plot 13 to the rear is not ideal, but we can accept

This levees 34, 36 and 40. Nos 34 & 26 and still quite close together, however in this instance ii am prepared to accept in order to move the application forward.

Apologies but I should have highlighted that the statement below had not been considered from our initial comments and remains outstanding.

The streets should have some inferences to Manual for Streets; the present layout does not make reference to this. Consideration to this should be given to create character and streets more harmonious to family living

Also please could we request confirmation from the developers that they agree to the ped refuge upgrade as requested (to be included in the off-site highway works – Grampian condition).

PROW

The application has flagged up the rights of way throughout the proposed development. Footpath 23 Blackburn to the north eastern side of the plot will require a temporary closure during the site works.

Footpath 126 Blackburn is access to the properties at Kay Fold which will require its access retained throughout the construction.

Footpath 19 Blackburn on the northern side of the plot may possibly be able to be fenced out during the construction to allow the public to access it from Kay fold or from footpath 24 at the side of house no.193 Pleckgate road. If this is not possible footpath 19 will also require a temporary closure during site works and construction.

The majority of Footpath 23 and footpath 19 have formerly been through open fields, any change of surface will first require approval from the Highway Authority.

Both temporary closure forms and change of surface application forms can be sought from the BWDBC website or from Public.rightofway@blackburn.gov.uk

Travel Plan

Comments are structured as they appear in the Framework Travel Plan and referenced where appropriate by heading and paragraph.

Cycling

I would note here that consideration should be made to the sites access junction on development. As part of Governments 'Gear Change' Strategy, new infrastructure guidance LTN 1/20 has been developed to shape all future cycling and walking infrastructure design. Adhering to LTN 1/20 will ensure all facilities are delivered to the correct standards.

2.11 To ensure the current BWDBC cycle parking standards are adopted (August 2014) summarised below;

- 1 bedroom: 1 car space per dwelling plus 1 secure cycle space per dwelling.
- 2-3 bedrooms: 2 car spaces and 2 secure cycle spaces per dwelling.
- 4+ bedrooms: 3 car spaces and 2 secure cycle spaces per dwelling.

Public Transport Bus

Although the Framework Travel Plan states a 'feasible' level of public transport is available, I would state that the bus services available are limited to say the least in both their range and frequencies and do not represent a particularly high

level/standard of bus accessibility considering the large scale development being undertaken in this area and indeed of a built-up urban area. I would note that an improvement to bus services and frequencies would significantly improve the sites development accessibility. In regards to facilities and standard of facilities improvement could be made. It is worth noting that Blackburn with Darwen Borough Council are currently developing a Bus Service Improvement Plan (BSIP) as part of National Bus Strategy 'Bus Back Better' with proposals to improve bus coverage, frequencies and potentially facilities.

Public Transport Rail

It would be encouraged that local footways and cycle ways are used to access Ramsgreave and Wilpshire Station. Parking is very limited at this station with 6 free spaces available at its entrance. More recently an additional 8 spaces namely 'Community' parking spaces have been allocated at the back of the Co-op store for commuters at Ramsgreave and Wilpshire station. The station has recently benefitted from improved artwork delivered through Community Rail Lancashire.

3 Management Measures

I would suggest that the Travel Plan Coordinator keeps in regular contact with Melanie Taylor, Senior Transport Planner for Blackburn with Darwen Borough Council. The following developments will influence what measures are delivered, what opportunities are to become available and how the movement of cycling and walking and public transport may change and indeed advance.

Revenue Capability Funding (2021/2022) - Initially this is a 1 year funding stream, however possibility to be multi-year however certainty will come after 2021 spending review. The behavioural change initiatives to be delivered through this funding will be aligned to capital cycling and walking investment primarily delivered through previous Active Travel Fund Projects, but historical capital investment projects such as the Weavers Wheel. The location of this development will benefit from the Tranche 2 Active Travel fund Project that will see Yew Tree Drive have a consistent shared cycle way and footway, taking cyclists off the highway. The behavioural change initiatives aligned will work with local businesses, communities and local schools including Lammack primary school.

Bus service Improvement Plans (BSIP's) – Blackburn with Darwen Borough Council on 25th June 2021 gave approval to proceed with the development of an Enhanced Partnership working with local operators to improve local bus services. Timeframes to develop an associated Bus Service Improvement Plan (BSIP are fast paced with a BSIP having to be written and in place by end of October 2021, with a functioning Enhanced Partnership by April 2022.

Local Cycling and Walking Plans – There are currently two LCWIP's in development, the East Lancashire and Blackburn with Darwen. Both LCWIP's will look at developing a connected strategic network of cycling and walking routes delivered over a short, medium and long term.

Action Plan

To reflect the above and note that the TPC should have regular catch up meetings with Blackburn with Darwen Borough Council as this may affect the content of the full travel plan, particularly the revenue behavioural change initiatives.

6.5 BwD Arboriculture Officer

No objection:

In terms of tree loss and impact on trees, the applicant has submitted a detailed AIA that correctly grades the trees in accordance with the BS 5837 and it that appears that the small amount of trees to be removed are all low grade. There is a also Method Statement included in the AIA that correctly points out how the trees to be retained are to be adequately protected, therefore, I have no objection to the proposals.

6.6 United Utilities

No objection

Multi-Functional Sustainable Drainage

We are disappointed to note that this allocated site includes no multi-functional sustainable drainage. In this regard, Section 2.4 of the Masterplan for North Blackburn Development Site includes a specific section on Sustainable Urban Drainage. It states:

'4. Sustainable Urban Drainage (SuDs)

The developer will be required to ensure that sufficient greenspace is provided for an above ground SuDs scheme that complies with the current national standards for Sustainable Drainage Systems.

The preliminary assessment of surface water storage requirements including estimated storage volumes and areas (m2) was referenced in Section 1.7.3 Site considerations – Flood risk constraints and drainage considerations.

The illustrative masterplan has taken these requirements into account and has provided sufficient greenspace roadside and along the northern corridor, on both the west and east land parcels of the development site to provide above ground water attenuation storage in the form of SuD's. This excludes the 8m buffer from the watercourse generally required by the Environment Agency for access for maintenance.

Developers will need to ensure that sufficient space is allowed for SuDs features as an integral part of individual scheme detailing. Due consideration must be given also to operation and maintenance requirements.

Developers are additionally encouraged to consider complementary measures for reducing surface water runoff including the use of permeable surface materials, encouraging the use of water butts, incorporating water harvesting for domestic uses (e.g. toilet flushing) and delivering roof water to planters.'

Paragraph 165 of the National Planning Policy Framework is also clear that major developments should incorporate sustainable drainage systems and where possible these systems should provide multi-functional benefits.

We therefore encourage the council and the applicant to give further consideration to the incorporation of multi-functional sustainable drainage in the design of the proposed development.

Surface Water Flood Risk – Request for Additional Information Prior to Determination

We note the submitted flood risk assessment identifies surface water flood risk along the western and north western boundary. The flood risk assessment states:

‘The proposed development is cognisant of the potential for flooding from surface water and the proposed layout, development levels and surface water management strategy mitigate the potential.’

Noting that there is no information on the proposed ground levels at this location and given the location of a proposed pumping station adjacent to this boundary and within an area at risk of surface water flooding, we request that the applicant confirms how surface water flood risk will be managed in this area to ensure risk to the proposed pumping station and dwellings is managed from any existing overland flow routes. We request that this information is provided prior to determination. In consideration of this matter, the applicant should ensure there is no increase in surface waterflood risk to existing off-site properties.

Proximity to Existing Rising Main

We request that the applicant confirms the exact location of the existing rising main that sits adjacent to the western boundary through site-specific investigations. We request confirmation that a 6 metre access strip (three metres either side of the centre line of the sewer) has been achieved given the location of proposed dwellings close to this boundary. If the necessary clearance cannot be achieved, the applicant will need to consider a modification of the site layout or a diversion of the affected public sewer.

Foul Water Drainage Strategy

We would be grateful if the applicant can contact our Drainage Engineer to discuss the foul water drainage strategy in more detail. The applicant should note that there have been incidents of sewer flooding in the wider area in the past. We would like to agree the specific point of connection noting that there is more than one public sewer at the front of the site. United Utilities notes that this site is part of a wider allocation for development and therefore we would also like to further consider pumping station arrangements and whether there is any opportunity to consider a pumping station strategy as part of any adjoining development proposals that may exist.

It is our recommendation that the above matters are addressed prior to determination, however, if you are minded to determine this application in advance of receipt of this information we would request that you attach the following condition to any permission you may grant.

Foul and surface Water Drainage Condition

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to an approved in writing by the Local Planning Authority. The drainage schemes shall be in accordance with the hierarchy of drainage options in the national planning practice guidance (or any replacement thereof) and the principles set out in the submitted Flood Risk Assessment and Drainage Strategy (Ref: 31418/LRD, Rev: 2, Dated: May 2021, prepared by Sutcliffe. The drainage schemes shall include:

- (i) A restricted rate of discharge of surface water agreed with the local planning authority;*
- (ii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;*
- (iii) Foul and surface water shall drain on separate systems;*
- (iv) Details of how existing surface water flood risk will be managed and mitigated;*
- (v) Details of the proposed foul water pumping arrangements; and*
- (vi) A drainage management and maintenance plan which shall include as a minimum:*
 - a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a management company; and*
 - b. Arrangements for inspection and ongoing maintenance of all elements of the drainage systems to secure the operation of the drainage schemes throughout their lifetime.*

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewer either directly or indirectly.

The approved drainage schemes shall be implemented in full prior to the occupation of the first dwelling, maintained and managed in accordance with the approved details, and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development. This is reflected in our above-recommended condition. We recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and

maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

Addendum:

Whilst we understand that there is no legal easement within your land or associated with the rising main, under building regulations no development should incur within 3m of a pressurised sewer. As a result, it is incumbent on yourself to identify the location of the rising main as the public records are indicative only. Whilst this matter lies outside of planning, it is vital that you identify the location of the rising main and the proximity of the proposed properties/pumping station to it otherwise you are at risk of not getting building control sign off and should any damage be incurred on the rising main itself as a result of development you would be liable.

Other than the above points we are happy that the other queries have now been answered.

You have also contacted us on this matter with the target of getting this brought before planning committee in the near future. We have no further planning comments and recommend that our current pre-commencement conditions remain.

6.7 Ecology – GMEU

No objection:

Bats

The building proposed for demolition was assessed for their potential to support roosting bats as well as to look for bats or evidence of roosting bats (such as droppings). No bats or evidence of bats was found. The building was assessed as having as having low potential to support roosting bats, and as such 1 activity survey was undertaken. This was undertaken in April 2021, which is outside the optimal season to detect maternity roosts, but is in the accepted window to detect transitional roosts and the survey did detect some bat activity in the wider sites, therefore I will accept that sufficient survey effort has been undertaken in this instance. No bats were seen emerging from the buildings, and low levels of bat activity were recorded on a transect of the site.

None of the trees proposed to be felled had any features which would be likely to support roosting bats, although some were of a suitable

Prior to development commencing, any tree proposed for removal should be re-inspected for bat roost potential. Any trees with category 2 potential should be felled under a method statement approved by the LPA, and any with category 1 or 1* will required survey work, in line with best practice guidelines.

The lighting plan for the scheme must be designed in line with best practice guidelines (e.g. <https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting>) and must demonstrate no negative impacts of light spill on nocturnal animals.

Other measures recommended in the remaining comments, relating to no night working and the landscaping for example, should be sufficient to also safeguard bats.

We would advise that a precautionary informative is recommended to make the applicant aware of the laws which are in place to protect certain species, such as roosting bats and nesting birds. Should they find or suspect any such protected species on the site during the development, work should cease and the LPA should be contacted for further advice.

Nesting Birds

Buildings and the trees and scrub on the site are suitable to support nesting birds. The active nests of all wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended). The proximity of the site to the residential houses and the disturbance due to the public footpaths through the site, reduces the likelihood of ground nesting birds being present.

Therefore we would advise that no building demolition, tree or vegetation clearance or ground clearance should take place between March – August (inclusive) unless it can otherwise be demonstrated that no active bird nests are present.

Other Protected Species

No evidence of other protected species such as badger, otter and water vole were recorded as part of the ecology survey. The risk of great crested newts being present on the site is also unlikely given the distance of the nearest suitable water body to the site. There is a possibility of other amphibian species being present on the site however and also species such as hedgehogs.

Therefore we advise that a precautionary working method statement is secured for the works to safeguard species such as amphibians and hedgehogs, following the principles outlined in section 7.2.3 and 7.3.1. If at any time protected species are discovered or suspected as being present on the site, work should cease immediately and the LPA/Ecologist should be contacted.

Invasive Species

Although not noted in the ecology report (probably due to the time of year of the surveys) I detected Himalayan balsam (listed on Schedule 9 of the Wildlife and Countryside Act, 1981 (as amended) along the water course and also starting to grow in small areas within the development site.

We would therefore advise that a condition is used to secure a method statement for the treatment and prevention of spread of Himalayan balsam to be submitted to the LPA for approval prior to the development commencing.

Water Course

The EU Water Framework Directive requires environmental objectives be set for all surface and ground waters to enable them to achieve good status or potential for heavily modified water bodies by a defined date. One objective is to prevent further deterioration which can include changes to flow pattern, width and depth of channel, sediment availability/transport and ecology and biology. In this instance, I do not think that a full water framework directive assessment is necessarily required, however there are risks during construction of temporary negative impacts from pollution spillage, debris and dust entering the watercourse.

This can be resolved through a Construction and Environment Management Plan (CEMP) or a standalone condition worded to ensure no development, site clearance, earth moving or works to the Brook shall take place, or material or machinery brought on site until a method statement to protect the watercourse from accidental spillages, dust and debris has been supplied to and agreed by the LPA. All measure will be implemented and maintained for the duration of the construction period in accordance with the approved details.

Furthermore details of the suggested buffer zone between the brook and the development should be secured and demonstrate enhancements for the river corridor/biodiversity.

Post development there is a risk of increased surface water entering the watercourse and increased levels of pollution. The flood risk assessment indicates the surface water from the site is likely to be discharged into the Brook.

I would advise that as part of the detailed drainage design for surface water, it must be demonstrated that there will be no negative impacts on the ecological status/potential as defined under the water framework directive of the brook on the northern boundary of the site. This shall be submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with the agreed scheme.

Contributing to and Enhancing the Natural Environment

Paragraph 175d of the NPPF states that planning authorities should apply the following principles...."opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature".

Bird and bat features should be incorporated into the new buildings (see the ecology reports for examples) and the use of appropriate locally native species in the landscaping should also be adopted. Securing a buffer of semi-natural habitats along the brook corridor (as per above recommendations) would also contribute.

In addition the ecology report highlights the potential for drainage schemes to be used to provide aquatic habitat and the flood risk assessment identified that the site was suitable for creation of features such as swales and ponds. I am not aware of the details of these features having been submitted as part of the scheme, but the inclusion of such features should be considered given the biodiversity benefits as well as flood risk benefits that would be delivered.

I would recommend that a condition is used to secure a Biodiversity Enhancement Strategy for the scheme, accommodating the above points, and wider measures for the site. A condition should be used to secure appropriate management for these features

6.8 BwD Education

No response offered.

6.9 Environment Agency

No response offered. Any response received will be reported in the update report.

6.10 Ribble Valley BC – response received 15th October 2021:

RIBBLE VALLEY BOROUGH COUNCIL				Ribble Valley Borough Council <small>www.ribblevalley.gov.uk</small>
Officer:	Adam Birkett	Tel:	01200 414571	Council Offices
Email:	Adam.birkett@ribblevalley.gov.uk			Church Walk
Our Ref:	3/2021/0976			Clitheroe
Your Ref:	10/21/0636			Lancashire BB7 2RA
Date:	15/10/21			Tel: 01200 425111
				Fax: 01200 414487
				DX: 15157

CONSULTATION ON BLACKBURN WITH DARWEN COUNCIL APPLICATION NUMBER 10/21/0636 FOR THE ERECTION OF 47 NEW DWELLINGS WITH ASSOCIATED ACCESS, LANDSCAPING AND INFRASTRUCTURE.

Dear Sir/Madam,

With reference to the above application and your consultation, I wish to advise you that the Local Planning Authority wishes to raise no objections in relation to the application.

The authority would like to however draw your attention to the location of the proposal in that it directly bounds land that benefits from an EN1 designation (Green Belt) as designated in the Ribble Valley Core Strategy.

Thank you for giving us the opportunity to comment on the proposal.

6.11 Ramsgreave Parish Council – comments received 16th July 2021:

Object to the proposed development – the objections are summarised as the following: [full representation refer to Section 9]

- Loss of greenfield site;
- Increased traffic concerns;
- The application site has well used public footpaths at its boundaries;

- The eastern edge of the development is very intrusive to the existing property on Pleckgate Road;
- Number of houses appropriate – so close to existing buildings and for the size of the application site;

6.12 Lancs Constabulary

No response offered.

6.13 Public consultation has taken place, with letters posted to the local community on 25th June 2021. Site notices were also displayed and a press notice published 13th July 2021. In response, 18 objections were received (see Summary of Representations).

7.0 CONTACT OFFICER: Nick Blackledge – [Senior Planner]

8.0 DATE PREPARED: 4th November 2021

9.0 SUMMARY OF REPRESENTATIONS

Objection – Mr A Mistry & Ms S Mukadam, Received 12.10.2021

Re: Planning application of 10/21/0636

Dear Mr Kenny,

I am writing to inform you of my concerns regarding the above planning application. These include the following:

- The introduction of yet another access point onto the dual carriageway will increase the risk of accidents. School children at risk due to speed limit. Already dangerous with the number of people driving recklessly and turning the car around in the turns in the road.
- Lack of provision for the community e.g. schools, GP surgeries
- Increased risk of flooding due to loss of green belt land, already a concern in this area and further upstream
- As a parent I am concerned at the lack of open space for children to enjoy the outdoors, something that has proved vital during the lockdown which was promoted by the Prime Minister.
- Increased CO2 emissions by demolition of an existing home

Yours Sincerely,

Abdullah Mistry and Safia Mukadam

Objection – Mr & Mrs Mukadam, 58 Ramsgreave Drive, Blackburn, Received 07.10.2021

Re: Planning Application 10/21/0636

Dear Mr Kenny,

Further to my previous letter regarding my concerns I feel that none of the points raised have been dealt with by the applicant's recent resubmissions. I will try to list some of my concerns below as well as go into more detail within my letter. This is not exhaustive list of my issues that I & my fellow neighbour have, but it does need dealing with along from any objections raised by them separately.

- 1) Demolition of a perfectly habitable bungalow.
- 2) Dangerous and unnecessary road through the above demolition.
- 3) Risk to the existing dwellings either side of the new proposed road from vibration and noise.
- 4) Additional pedestrian risk by introduction of the proposed new road.
- 5) The risk from yet another road connecting to an already very busy dual carriageway.
- 6) Loss of pleasure, peace & value to existing property adjacent to proposed new road.

- 7) The close proximity of the new proposed housing to that of my home and others.
- 8) Flooding risk of an already flooded plane.
- 9) Loss of wildlife and greenbelt land.

I am writing to you in the strongest possible terms regarding my concerns with the planning application reference as above.

I require a response to my consternation for each of the following:

The demolition of No 60 Ramsgreave Drive, which is a perfectly habitable property, is in line with the character of Ramsgreave Drive. Demolition of this property is senseless and shameful since it is a potential property which can house a family comfortably.

The proposed new road will be situated right next to my property. I believe this to be totally unfair, as I purchased my home knowing that there was no traffic route adjacent to it. I abhor the fact that the proposed road has been forced upon my family and myself, as I did not purchase a home with a road running next to my home.

This has therefore been forced upon me unfairly and unjustly, resulting in personal stress which is impacting my mental health. I am willing to provide medical records should the need arise.

The Human Rights Act (Article 1) allows me to enjoy my property peacefully. I believe these new builds and the proposed road will be a negative imposition of this basic human right.

The intended road will be a risk to my grandchildren who visit us regularly. The road will therefore be exposure of increased risk to them and to the children of our neighbourhood.

The additional road and the planned houses will cause noise disruption from construction traffic and traffic in general after construction. There will be an increase in traffic as there will be seven junctions within a mile from Whinney Lane to Pleckgate Road. Therefore, in terms of basic logic, would it not be more suited to use the current entry onto the private road as a means of access?

The increased flood risk further upstream is of great concern to me as well, as multiple new build houses can affect the land in my garden and cause waterlogging. Has this been taken into consideration and what are the measures you intend to overcome this?

I am also very concerned that the new builds behind my property will be built too close to my house. The major reason for purchasing my house was for the view of the green belt behind it. My views of natural beauty are now eroding my dream of looking forward to the natural scenery every morning.

Another major concern will be a direct loss of wildlife and green belt land, which most certainly is not in conformance with what the current government is promoting, especially after the COVID pandemic.

I require your response to all what I have stated above.

Furthermore, I am also very perturbed that there has not been adequate communication from the Council regarding this planning application. It seems as there is very little regard for the concerns of local residents by the Council. I often wonder whether the target of building new homes overrides the concerns of the local residents.

There are concerns from myself and local residents that the new builds will not be in keeping with the character of current bungalows. In addition to this, I strongly object to the intrusion of my privacy as the new builds will have direct views of my home and back garden especially as they are double story builds.

I require you, Mr Kenny, to make it publicly known and to myself, what measures and provisions are intended to overcome vibrations, noise and increased initial construction traffic (and that which ensues). Moreso, who will be measuring and monitoring this?

New street lighting will also cause light pollution, especially my bedroom, and this will negatively affect me. My bedroom is at the back of my house and I chose this strategically because there currently is no lighting in place.

Finally, I wish to make a request for a meeting between the Council and local residents to allay and alleviate any concerns that are put forward to you directly.

I await your response to all what I have stated above, including a public meeting as requested.

Yours faithfully

Mukhtar Mukadam

Objection – Marie Howard, Received 07.10.2021

Both myself and my husband would would like to formally **OBJECT** to this application. The entrance to this new housing estate will be more or less directly opposite our house on Ramsgreave Drive and due to the **ON MASS** building of new housing estates leading off Ramsgreave Drive in the last year it is becoming dangerous and congested.

Due to these new estates that have sprung up, there are now **29 points that cars can turn on or off Ramsgreave Drive from Brownhill roundabout to Whinney Lane**

BUT this is NOT INCLUDING the estate that is still being built above Blackburn Rugby Club or any of those turn off or cut throughs that will be required.

This will bring the total points that traffic can leave and rejoin the dual carriageway to **34. THIS IS RIDICULOUS AND AN ACCIDENT WAITING TO HAPPEN.**

You need to consider the affects on Congestion, Pollution and the stress this puts on the water supplies at the local reservoir.

***** There has already been a pedestrian run over so far and the affects it is having on the residents in the area is now impacting. *****

The congestion in the mornings has now tripled if not quadrupled and things are now getting out of hand.

This is **BEFORE** the houses have been completed on the Estate currently being built above the Rugby Club.

You also need to consider the fact that there are going to be **ALL these cars turning on and off a busy dual carriageway with speed limit 50 miles an hour.**

EVEN if you lower it to **40** it still means that drivers will have someone right up their back bumper of their car going at that speed, whilst trying to take one of the many turn offs.

This matter will get worse with this new proposed Estate. The entrance/exit to this planned NEW site opposite my home will only be about 150 yards below the current layby and cut through leading from my side of the dual carriageway.

It is also between 2 bungalows which people live in. How **DANGEROUS IT THAT!!!**

ENOUGH IS ENOUGH.

Blackburn with Darwen need to STOP GRABBING MONEY and consider the impact all this is going to have on the surrounding area, traffic, resources and the residents.

PLEASE STOP, STOP, STOP AND REFUSE THIS APPLICATION.

I would also like to know when this is going to committee please.

Kind regards

Marie Howard

Objection – Miss K Harrop, 44 Ramsgreave Drive, Blackburn, Received 19.07.2021

Dear Mr Markin Kenny,
Your Ref: 10/21/0636.
PLANNING APPLICATION NEAR OR ADJOINING
MY PROPERTY ON LAND NORTH OF
RAMSGREAVE DRIVE, BLACKBURN BB1 8NS

I refer to your letter dated
25th June, 2021 and "THANK-YOU" for
paper work you sent following my
request.

Having viewed the plans and
vision which appeared in the

²
Telegraph I wish to submit
the items which are of great
concern.

1) The Road, Ramsgreave Drive
is a great issue. There are
already 6 roads coming onto
a very, very busy fast carriage way,
two of the roads are cross junctions

to the estate will be entry and exit - single road onto the dual carriage way. Ramsgrave Drive speed limit was to be reduced to 40mph - this has not been actioned, so cars use the area as a noisy race track going through lights on Red., VERY GOOD FOR ACCIDENTS
2). Plans show proposed 47 houses to be built, this will mean

3).

47 cars - if not more as most households have more than one vehicle, this will make a difference to the traffic volume.

3). The flood plain will be affected. Silv is already coming down the stream causing blockage and flooding with pollution.

We experience flooding at the traffic lights at Blackgate/Ramsgrave and further down at Brownhill Traffic lights

4) Gradually all Green Belt Areas are being lost - this affects people's health - no where to walk and release stress, Mental Health being a concern to Society.
At present there is abundance of wild life - Squirrels, Fox, Frogs and a variety of Bird life - this will go.

5) Local ~~s~~ schools and Doctor surgeries are lacking, this will become worse. A small amount of amenities are available, but No parking. - This should be considered.

I feel the points I have highlighted are constructive from one who has lived in the area for 44 years.

Yours faithfully,

Objection – Rachel Greenwood, 40 Burnley Road, Haggate, Burnley (Ramsgreave Parish Council)
(Received 16.07.2021)

With reference to 10/21/0636, please can you acknowledge this email, thank you.

Following consultation with members of Ramsgreave Parish Council the following concerns and objections were raised :-

- The loss of green field site, the land is deemed of 'low ecological value' by the surveyor report, the entire Blackburn North Housing plan is environmentally destructive by virtue of it being built on greenfield sites, as opposed to the extensive brownfield sites available within Blackburn, especially the town centre. Building further into the boundaries has created a classic doughnut effect of a deserted town centre.
- Increased traffic concerns, there has been a significant increase in traffic in the Ramsgreave area since the building started in this area. Adding yet more

houses to the site will add considerably more traffic to Ramsgreave and surrounding areas leading to increased risk to pedestrians. The quieter roads of Ramsgreave have become 'rat runs' for people living in these new developments.

- The site has well used public footpaths at its boundaries. These paths should be screened from the development with native species. The PROWs should also be kept open during the building work. The other sites in this area have closed PROWs for many months forcing walkers onto the main roads, there is no reason why this should be necessary, the PROWs should be safely fenced off.
- The eastern edge of this development is very intrusive to the existing property on Pleckgate Road (crossed by the PROW). These houses should be resituated so that their gardens back onto this existing garden, not the side of the new house.
- Concerns regarding if the number of houses is appropriate so close to existing buildings and for the size of the plot.

Rachel Greenwood

Ramsgreave Parish Clerk.

c/o 40 Burnley Road, Haggate, Burnley, BB10 2JJ

Objection – Jonathan Wignall, 62 Ramsgreave Drive, Blackburn, Received 16.07.2021

Dear Sirs

Re: Planning Application – Demolition of existing dwelling and erection of 47 no. dwellings, with associated access, landscaping and infrastructure

At

Land to the North of Ramsgreave Drive

Ramsgreave Drive

Blackburn

BB1 8NB (“the Development”)

We refer to your letter dated 25 June 2021 notifying us of the planning application 10/21/0636.

Having examined the plans we wish to object strongly to the Development for the following reasons:

1. We note that our neighbouring property, 60 Ramsgreave Drive, is to be demolished to create the access to the Development. Firstly, this causes us great concern as to the preservation of our own property walls during the demolition and construction of the access road. Secondly, once the Development is complete this will lead to massively increased noise and disruption as most households now own 2 or more cars and therefore, with the Development consisting of 47 dwellings, upwards of 100 vehicles will be using this access road on a daily basis.
2. We further note that the access road is to be constructed directly off Ramsgreave Drive. This road is already

extremely busy with a speed limit of 50 mph and the junction of the new access road with Ramsgreave Drive is extremely tight, therefore forcing vehicles turning onto the access road to slow almost to a stop. In addition, any vehicles leaving the Development have to accelerate quickly to enter the flow of traffic and potentially have to brake hard immediately to stop at the traffic lights a few hundred yards further down. We fear that this junction would quickly become an accident blackspot.

3. We also believe that the Development will have a detrimental effect on the amenities in the local area, amenities that are already being stretched beyond their capacity by all the existing housing developments that have been approved and are being constructed in the area. We are not aware of any plans to increase the provisions in the local area for schools, doctors, dentists etc to cater for all the increased residents for the schemes already approved, let alone increasing this further.

4. Looking at the proposed plans we also note that the boundary fence of the Development that is adjacent to our property is only approximately 6-7m from the rear of our house wall. This means that instead of the views of open countryside we currently enjoy, we will be staring at a 6ft high timber fence.

5. We are also of the opinion that, given all of the above, this Development will have a huge detrimental effect on the market value of our property if and when we bring it to market.

We would be grateful if the Council would take our objections into consideration when deciding the application.

Yours faithfully

Jonathan Wignall

Objection – Rachael Thomson & Richard Curtis, Received 16.07.2021

Dear Mr Kenny

We write in respect of the above planning application, and our comments on the proposed application are as follows:

General Comments

We recognise the requirement to build new residential properties within Blackburn with Darwin, and the targets set for the council to meet, and are not opposed to the development in principle. We would contend, however, that there are much more suitable sites within the borough for development, which do not involve developing more green land. There are an abundance of brownfield sites within the borough which we believe could be considered for development before the site proposed.

Public Footpaths

A key concern for this development in particular is the availability of safe, off-road, routes for dog walking. At present, the site is a safe space for dogs, and is a heavily used footpath. Should this development be approved, and work commence shortly thereafter, the safety of this footpath could be called into question. Previously, it was possible to walk the length of Ramsgreave Drive on these public footpaths, away from traffic. Given the current developments in progress, this is not possible, and it is concerning that the development of this land at the same time would remove all the provision of off-road walking routes.

Additionally, on a current development further along Ramsgreave Drive, the footpath which remains up the field has been poorly maintained during the development, leading to unsafe and boggy ground during winter, which has subsequently dried into unstable ground during the summer due to the effect of the heavy machinery used.

We therefore request that construction does not commence on this site (should planning permission be granted) until other developments have been completed. This would allow for safe spaces for walkers and dog walkers to be maintained.

Traffic and access to existing properties

Ramsgreave Drive is a reasonably busy road and, especially in the mornings, traffic can build up along the road. At other times, despite the presence of speed cameras, this can become akin to a drag strip, with cars often speeding up and down into the early hours. The addition of construction traffic, and more local traffic to the development, is a concern for the safety of local residents.

The access road to the properties at Kay Fold Lodge and Kay Fold Farm is a single track accessed from Ramsgreave Drive. Whilst surveys were taking place in advance of planning being submitted, machinery was brought onsite via this track; however this completely blocked access to the properties. We understand that 60 Ramsgreave Drive is to be demolished as part of this development, and therefore ask that this would be completed first, to give an access to the site, which therefore does not impact the Kay Fold properties.

Pump Room

Considering the plans submitted, there appears to be provision to construct a "pump room" in the north west corner of the land (nearest to the properties at Kay Fold Lodge & Kay Fold Farm). We have concerns over the noise levels of the infrastructure, and odours emitted from the pump room, especially considering the existing properties close to the development. There would appear to be other areas of the site, where a pump room might be constructed, away from existing and new properties, and therefore the impact of its presence would be limited.

Finish of Properties

The North Blackburn development masterplan noted that any properties built would be done so with the local area, and the position at the edge of Blackburn merging into the countryside in mind. The submitted plans suggest that the properties would be constructed and finished in redbrick. This would not seem to complement the local environment. Although a stone finish might be more appropriate for the area, we acknowledge that this would likely not be cost effective for the developer. A stone-effect render, or something similar, would soften the impact of the development, and would meet the council's objectives of transitioning from town to countryside.

Borders of Development

The submitted plans note that the borders of the development will be marked with a timber fence. Considering the above, and the wish to have the development compliant the local environment. As such, it may be more appropriate for hedgerows to be planted in addition to the timber fence boundary (e.g. on Ramsgreave Avenue & behind the properties on Ramsgreave Drive). This may go some way to offsetting the impact of the development of green space, and be more visually appealing to other local residents.

We would like to reiterate that we are not opposed to the plans submitted in principle, and would welcome the engagement of the developers with the local residents to ensure that all affected parties are considered, particularly relating to the above.

Kind regards

Rachael Thomson & Richard Curtis

Objection – Russell Clayton, 55 Ramsgreave Drive, Blackburn, Received 16.07.2021

Dear Martin Kenny

The Proposal of demolition and building of 47 dwellings, We find as residents absolutely ridiculous and absurd, As usual, it is pure greed and a lack of concern for both the damage to the environment, the greenbelt land, and the infrastructure around this area.

You have already built on 32 acres of land on Yew tree and Whinney lane which consists of 389 houses another 67 being built by the rugby club, .another 70 built what use to be Old blacks playing fields, and a further 152 houses between Holy Souls and St Gabriels and Know you want to add another 47

This is absolutely Lunacy, where all the kids go to school as they are pushed to the limit and so are the GP surgeries?

talking about transport all the houses have been built for two Cars per household, this will increase to another 1200 cars,(INCREASE OF EMISSIONS) as there is only one Bus route which takes you 40mins just to get you into Blackburn town centre ?

Parking around here and Pleckgate Road is ridiculous I can't believe the traffic and that nobody has been killed yet whether being an infant or an adult.

Ramsgreave Drive is used as a racing track but the Police don't wish to know, we residents witness this 5 or 6 times a day ! this particularly grieves me as I am a Health And Safety Consultant.

I know the Council has to meet its Annual housing criteria, but surely there are lots of other places/land you can build ie Thwaites Brewery in Town, superb for Social Housing, Land available near EU Group HQ also at Whitebirk roundabout.

Don't you think you have grabbed enough land around this area to build and spoil the landscape as well ??? you need to come and speak with the residents around here and I am sure you will get some home truths.

Look Forward to hearing from you

Kindest regards

Russell Clayton

Objection – Kathryn Berzins, Received 15.07.2021

This continued permitted development on greenfield site is enormously destructive to the wildlife that live there. I walk these paths all the time (before BWD closed half of them to cover it in concrete) and the variety of species I see has obviously been totally disregarded by the reports supporting this ecological vandalism. I see nothing in this application to recompense for the destruction it will cause.

Objection – D J Steele, Kay Fold Barn, Kay Fold Lodge, Blackburn, Received 15.07.2021

FAO Gavin Prescott, Planning Manager
Re: Planning reference: 10/21/0636

Dear Mr Prescott,

With reference to the above plan, I would like to register my concern at the inappropriate nature of the proposed development.

To help you understand my concerns, I'd like to take some quotes from your 'masterplan' for the development north of Ramsgreave Drive.

- ... the site sits along the boundary between the urban and rural edge, this strategic position means it is influenced by and needs to respect both aspects.
- A number of farmsteads sit very close to the northern boundary of the site. These are clearly rural features which influence this northern edge.
- Four distinct characters are suggested, some being more urban, whilst others taking their cues from the rural characteristics to the north.
- Housing delivered on the site will be expected to contribute towards the creation of a green leafy neighbourhood with generous private gardens to dwellings.
- Density should vary throughout the site with lowest densities toward the countryside edge and highest closest to existing urban areas
- Privacy distances to existing dwellings are respected.

In the original masterplan, the area of development was named 'West Wilworth' and was defined as 'informal in nature, with large detached and semi-detached properties arranged around shared courtyard spaces and the landscape corridor'. The character guidance informed that the area 'will reflect the rural surroundings with an informal layout of clusters of dwellings', and that 'the green corridor will form a dominant feature within this area'. It also proposed that 'hedges should be the dominant boundary feature' and that there was 'scope for stone fronted dwellings facing the green corridor'.

The principles to be adopted were illustrated in Figure 35 below.



Even though, obviously, I would prefer no building on this land, I accept that houses are needed and think that the council's stated aims to ensure that building is done empathetically is a responsible position to take.

However, the proposed development represents, at best, complete ignorance of the council's ambitions for the development or, at worst, complete disregard for them.

It is clear from the plan that the proposed development does not respect the style of the existing housing on Ramsgreave Drive that it will sit behind, let alone the rural development that it will also adjoin. The proposed plot size for each house is about half that of the already cramped housing on Ramsgreave Drive, and the house footprint in every case is less than that of the existing housing.

I sincerely hope that the council won't be coerced into squandering a prime development spot such as this on such a mediocre development.

In order to realign the development with the council's stated philosophy, I would urge that the council require the following changes to the proposed development.

- That the density and ambience of the development be aligned with the high ambition the council articulated in its masterplan, rather than the cramped and unsympathetic approach proposed.
- That the developer be required to maintain the rural feel of the approach to Kay Fold Farm, already identified by the council as important. Potentially, this could be achieved by the erection of stone walling between the Kay Fold Lodge track and the development and ensuring that house elevations do not encroach closely to the access track.
- That the conditions of development ensure that the Kay Fold Lodge track may not be used as access to the site. The track has been entirely maintained at the expense of the residents of Kay Fold Lodge and is only lightly tarmacked to support domestic traffic. It is not suitable for

heavy construction vehicles. In addition, the portion of track closest to Ramsgreave Drive is unmade and would suffer significant and rapid deterioration if subjected to heavy traffic.

In conclusion, I would like to point out that there are already sufficient developments in Blackburn that deliver the type of high-density accommodation proposed in this application. The real opportunity for this piece of land is to create a more open, spacious and high-quality development as envisaged in the council's original masterplan, rather than to dump a high-density urban development onto this site, thereby destroying its unique rural aspect.

I hope and trust that the council's ambitions for this land have not been abandoned and that the council will re-iterate its principles and require the developer to submit a proposal aimed at enhancing the area, rather than just maximising revenues with no regard for the surroundings or for the potential new owners', or their prospective neighbours', quality of life.

Yours sincerely,

Objection – Mr & Mrs Mukadam, 58 Ramsgreave, Drive, Blackburn, Received 15.07.2021

Dear Mr Kenny,

I am writing to you in the strongest possible terms regarding my concerns with the planning application reference as above.

I require a response to my consternation for each of the following:

The demolition of No 60 Ramsgreave Drive , which is a perfectly habitable property, is in line with the character of Ramsgreave Drive. Demolition of this property is senseless as it is shameful since it is a potential property which can house a family comfortably.

The proposed new road will be situated right next to my property. I believe this to be totally unfair, as I purchased my home knowing that there was no traffic route adjacent to it. I abhor the fact that the proposed road has been forced upon my family and myself, as I did not purchase a home with a road running next to my home.

This has therefore been forced upon me unfairly and unjustly, resulting in personal stress which is impacting my mental health. I am willing to provide medical records should the need arise.

The Human Rights Act (Article 1) allows me to to enjoy my property peacefully . I believe these new builds and the proposed road will be a negative imposition of this basic human right.

The intended road will be a risk to my grandchildren who visit us regularly. The road will therefore be exposure of increased risk to them and to the children of our neighbourhood.

The additional road and the planned houses will cause noise disruption from construction traffic and traffic in general after construction. There will be an increase in traffic as there will be seven junctions within a mile from Whinney Lane to Pleckgate Road. Therefore, in terms of basic logic, would it not be more suited to use the current entry onto the private road as a means of access ?

The increased flood risk further upstream is of great concern to me as well, as multiple new build houses can affect the land in my garden and cause waterlogging. Has this been taken into consideration and what are the measures you intend to overcome this ?

I am also very concerned that the new builds behind my property will be built too close to my house. The major reason for purchasing my house was for the view of the green belt behind it. My views of natural beauty are now eroding my dream of looking forward to the natural scenery every morning.

Another major concern will be a direct loss of wildlife and green belt land, which most certainly is not in conformance with what the current government is promoting, especially after the COVID pandemic.

I require your response to all what I have stated above.

Furthermore, I am also very perturbed that there has not been adequate communication from the Council regarding this planning application. It seems as there is very little regard for the concerns of local residents by the Council. I often wonder whether the target of building new homes overrides the concerns of the local residents.

There are concerns from myself and local residents that the new builds will not be in keeping with the character of current bungalows. In addition to this, I strongly object to the intrusion of my privacy as the new builds will have direct views of my home and back garden.

I require you, Mr Kenny, to make it publicly known and to myself, what measures and provisions are intended to overcome vibrations, noise and increased initial construction traffic (and that which ensues). More so, who will be measuring and monitoring this ?

New street lighting will also cause light pollution, especially my bedroom, and this will negatively affect me. My bedroom is at the back of my house and I chose this strategically because there currently is no lighting in place.

Finally, I make request herewith for a meeting between the Council and local residents to allay and alleviate any concerns that are put forward to you directly.

I await your response to all what I have stated above, including a public meeting as requested.

Yours faithfully

Objection – Mr & Ms Mukadam, 42 Ramsgreave Drive, Blackburn, Received 15.07.2021

Dear Mr Kenny,

I am writing to inform you of my concerns regarding the above planning application. These include the following:

The introduction of yet another access point onto the dual carriageway that will increase the risk of accidents especially as currently many people drive above the current speed limit and there have been many accidents particularly near these entry/exit points. This is something I have personally experienced and if you require additional information regarding this, I can provide further details.

There is an increased risk to the safety of children as many children walk on the dual carriageway to get to school and many drivers turn fast around corners. The current speed limit and lack of speed cameras current increase the risk posed.

There is a lack of provision for the community e.g. existing schools and GP surgeries being oversubscribed already.

There is an increased risk of flooding due to loss of the green belt land which is already a concern in this area and further upstream. At the bottom of Pleckgate road we are already suffering from flooding from the stream that runs nearby so the additional houses will just increase this problem or spread it further. With the addition of several new houses in a small space of time we are concerned that the risk of flooding has not been evaluated fully, and assumptions based on calculations are being made. Our garden is often waterlogged after heavy downpour and the presence of a house directly behind us can further contribute to this problem.

Another concern with the proposed two storey new build is that there will be intrusion of privacy as the rest of the area is comprised on bungalows.

As parents to young children I am concerned at the lack of open space for children to enjoy the outdoors; my children enjoy walking across the path where the proposed housing site is and over this last year with COVID, it has affected everyone's mental health. Open spaces have been proved to be vital during the lockdown which was also promoted by the Prime Minister.

I also would like a meeting between yourselves and the community to address all our concerns as the possibility of new homes directly behind our houses has caused us all substantial stress and concern.

Yours Sincerely,

Abdullah Mistry and Safia Mukadam

Objection – Paul Parkinson, Received 12.07.2021

Please find attached my comments and objections against Planning Application 10/21/0636.

Please let me know if this application is going to Committee, and the date of the Committee Meeting. Could you tell me where I can find a copy of the Request Form that is required to speak at the meeting, or simply send me a copy by return email.

If you have any queries, please do not hesitate to contact me by email.

The attachments are:

Explanation of Objections.

Map A showing Flood Zone and location of Photographs 1-5.

Photographs 1-5

Kind Regards

Paul Parkinson

Response to Notice under Article 13 of the Town and Country Planning (Development Management Procedure)(England) Order 2015.

Ref: Planning Application 10/21/0636

Development of Land to the North of Ramsgreave Drive.

I object to the development of this land for the reasons below.

Specific issues impacting directly on The Homestead, Pleckgate Road.

1. Proximity of buildings / ROL / Noise

- The development adjoins land at the Homestead. There is a proposed two storey dwelling within 13 metres of the Homestead. There is no information about the height of this house, but it is anticipated it will be in the order of 9-10 metres. Our house is also about 1 metre lower than the garden level, which will make the height difference 10 – 11 metres. Has this been taken into account by the developer with regard to loss of light, caused by overlooking adjacent property.

We would not accept any raising of the land which would increase the height of adjacent property beyond the design height expected at the current land level and position on the current plans.

Any windows overlooking the Homestead should be 'obscured glass'.

If there is any opportunity to move the property backwards a few metres, that would help.

Removal of the tall trees at the rear of the proposed adjacent properties, would go some way to compensate for loss of light at the Homestead caused by these properties, as well as adding benefit to the proposed development.

- The proposed house next to the Homestead is in clear line of site of the Junction on Pleckgate Road / Ramsgreave Dr., and will receive traffic noise from here. Our concern is that this will be reflected back to the Homestead, causing sound reverberation and frequency change. We would like some professional assurance that this would not occur, and any measures the developer would do to mitigate this.
- Planning permission for the Homestead in 1991 was for a bungalow. Detailed planning allowed for a dormer bungalow as long as the height was restricted. This involved lowering the house and redesigning the roof at some extra cost. We would expect the same controls over adjacent dwellings as were expected of us when we built the Homestead.

2. BT telephone pole

- The Homestead is served by BT telephone pole, which is located to the rear corner of the proposed adjacent property. We would expect this to be retained and not interfered with.

Objections relevant to the whole development

1. Flooding of Seven Acres Brook (aka Whinney Bk) and subsequent receiving watercourses.

- Seven Acres Brook drains land from Whinney Lane down to Pleckgate Road, from where it enter culvert. This was all greenfield prior to current development at Whinney Lane and Adjacent to Blackburn Rugby Club. When fully developed these two sites will drain surface water completely to Seven Acres Brook. At this point in time the impact of this drainage is

unknown, and any further development of land draining to Seven Acres Brook should be delayed until these sites have been developed. This will allow time for flow predictions to be compared to actual flows and subsequent assessment of potential flooding events.

- There is no detail on the type of Flow Attenuation to be used by this development to protect the catchment from flooding. Predictions from Catchment and Drainage Modelling are simply that, and carry with it a degree of uncertainty.
- There are cottages alongside Seven acres Brook on Pleckgate Road, which have flooded in the past to a depth of several feet, which shows the vulnerability at this location. A vulnerability that could be life threatening. The Government Website 'Flood Map for Planning', clearly identifies this location as Flood Zone 3. See Map A attached.
- The outfall from culvert is just beyond the railway line that connects Blackburn to Clitheroe. This is located in an area of woodland called Fern Bank. The culvert exit is barely 3 feet wide, being an arched structure. If this culvert surcharges, any pressure in this system could compromise the railway foundations, and further upstream affect land supporting a main potable water aqueduct. Photos attached show this structure, and other Flood related issues.
- Seven Acres Brook continues under Whalley New Road which is a known flooding risk. This has been identified by the Environment Agency, 'Land between Roe Lee Mills and Pleckgate Road/ Ramsgreave Drive', as being in Flood Zone 2/3.
- In addition the recent development to the south of Ramsgreave Drive (Allocation 16/3 App. No. 10/18/0895) also drains to this watercourse along Whalley New Road in the Roe Lee Area. This is an additional input to the catchment, and additional contribution to flooding in this area. Indeed comments from the Environment Agency to 'Local Plan Part 2: Site Allocation and Development Management Policies', (March 2014), indicate that Blackburn with Darwen BC underestimated the flood risk to that particular site. Although this is not associated with the current application, it must be seen as part of the overall picture of flood risk in the area, and should not be ignored.
- Taking into account the very real danger of flooding and impact on people, and infrastructure, it makes sense to delay any further development that will add to this.

2. Water Quality.

- Already the two developments mentioned above are causing pollution of Seven Acres Brook by silt. This has already resulted in silt accumulations in the brook along its length down to Pleckgate Road. This having already happened in open watercourse, will almost certainly have happened in the culverts downstream, further reducing the capacity of this culvert. This can only increase the likelihood of a flooding event.
- Seven Acres Brook is a small watercourse, previously of Good quality. It has little ability to absorb periodic pollution which occurs from housing developments. Surface water

contaminated by oil, vehicle washing and other household activities will put further pressure on a watercourse that used to attract a variety of wildlife.

- Because of the silt in the bed of the stream, there is little chance of it supporting the quality of flora / fauna it had in the past. It is the stated aim of Blackburn with Darwen BC to maintain and enhance the environment for local residents. The problems of intermittent pollution will not be transient, and lack of grassland to treat and attenuate periodic pollution will lead to a deterioration that will be permanent. Environment Agency and UK River Water Quality Objectives aim to improve watercourses to achieve a GOOD status. Our concern is that this will not be achieved and maintained.

3. Amenity

- From Whinney Lane to Pleckgate Road, local residents have lost an open space, which has increased in use during the Pandemic. The well documented connection with open spaces and Mental Health have resulted in a re-evaluation of the benefit of open space to the public. This development will remove one of the last local open spaces available to residents that want to exercise locally alongside Seven Acres Brook. Development of this site goes against the stated aims of Blackburn with Darwen BC Local Area Plans to protect the ecological value and encourage open spaces for the public.

4. Right of Light.

- The properties that surround the proposed development are older than 20yrs, and as such will have acquired this Right under Section 3 of the Prescription Act 1832. Development of this site will reduce the enjoyment of this Right.
- Human Rights Act. Protocol 1, Article 1. Protection of Property. This allows a person the right to enjoy their property peacefully. Properties surrounding the proposed development have enjoyed the Right of Light for many years. This enjoyment will be lost in varying degrees because of the proposed two storey dwellings intended for the proposed development. It is our view that this is a fundamental Right, which cannot be overridden by any Covenant to the contrary.

5. Infrastructure: Health / Education / Traffic.

- The proposed development will bring into the area several hundred new people on top of those who will live in the two other developments currently underway alongside Seven Acres Brook. This will put pressure on existing schools, GP's and traffic movement. No account seems to have been made of these, even though local residents were given assurances by Blackburn with Darwen BC. that provisions would be made to deal with this.
- Traffic on Ramsgreave Drive has always been heavy, especially at peak times. The current speed limit is 50 mph, which already makes this a dangerous road. The addition of traffic from the proposed development will make a bad situation worse, especially when considering the traffic created by other developments currently underway on Ramsgreave Drive. A speed limit of 30 mph would be more in line with traffic movement and Public Safety.

In Summary, we object to this development (10/21/0636) on the grounds of the above details and facts.

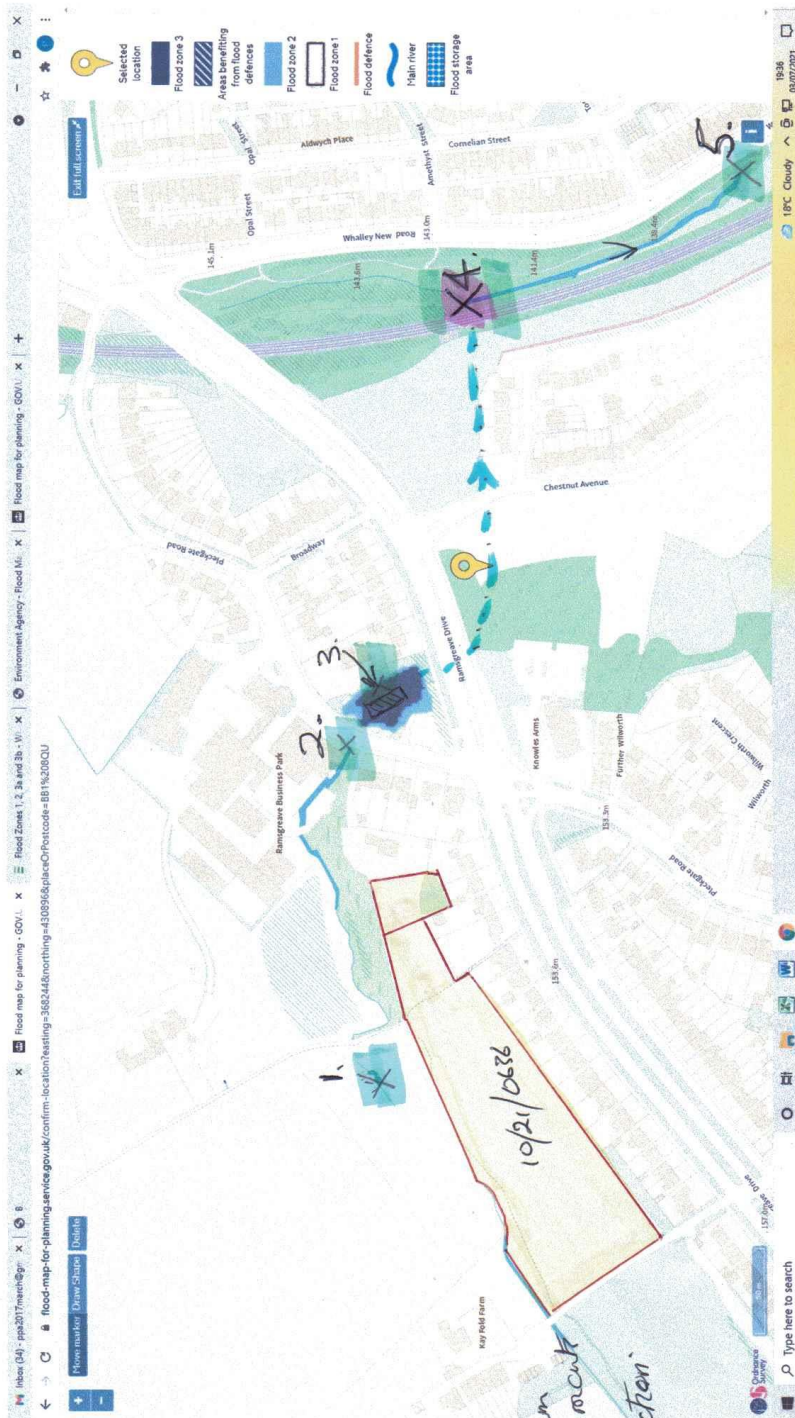
Attached map and photos.:

A. Flood map showing proximity of Flood Zone 3. (The hatched area in the dark blue Flood Zone 3 is the approximate location of two cottages on Pleckgate Road.)

B. Photos of Seven Acres Brook showing culverts and high flow situations. (1 to 5), See location on Map A above.

- 1. Flooding in farmers field alongside proposed development. (15.05.13).**
- 2. Culvert entrance u/s of Pleckgate Road. (15.03.13) Note water height against trash screen.**
- 3. Cottages d/s of Pleckgate Road. (15.05.13) Note water almost entering building.**
- 4. Culvert exit from under railway line. (23.02.14) Note diameter of culvert at widest is less than 3 feet.**
- 5. Trash screen at entrance to culvert under Whalley New Road.(23.02.14). Note small size of culvert opening.**

MAP A.



Upstream
Development
Under
Construction



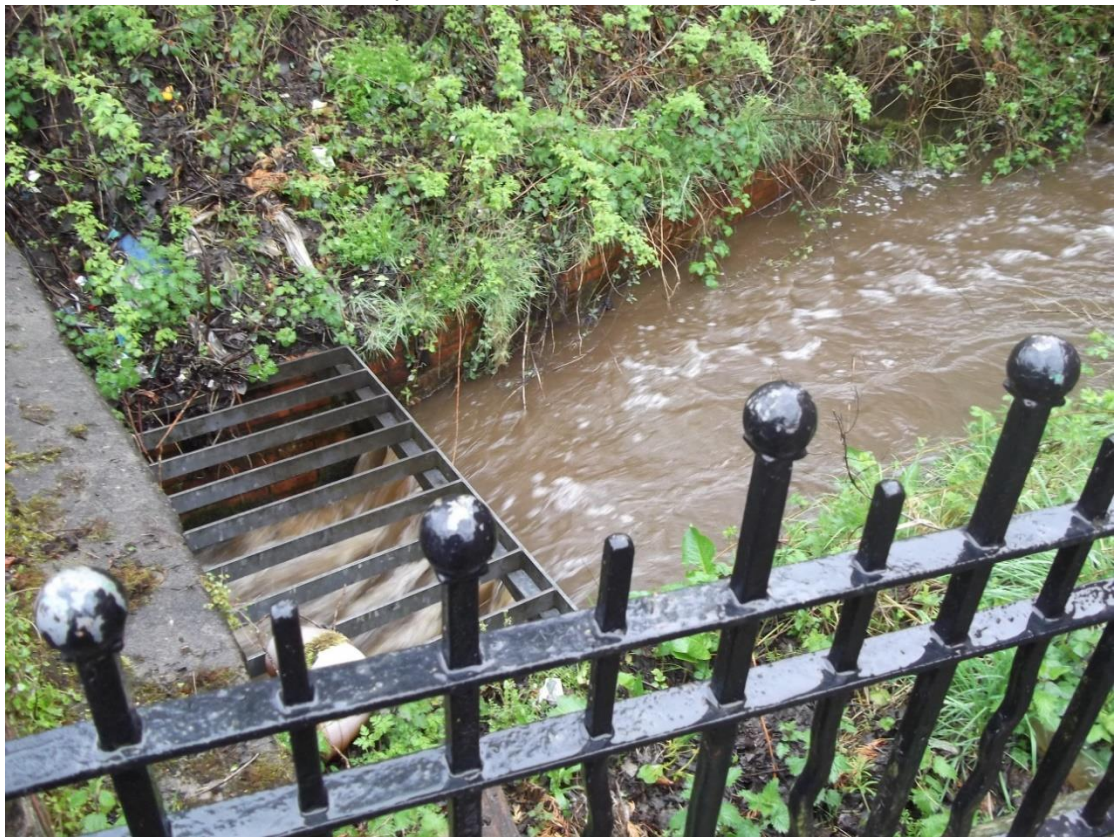
Proposed Development:
Surface Water Outfall
Downstream of Railway line



Culverted
Watercourse.
Attach photographs
Nos 1 to 5. (See Attachment)



1. Seven Acres Brook / Whinney Brook at field culvert u/s of Pleckgate Road 15.05.13



2. Culvert Entrance u/s Pleckgate Road. 15.05.13 (note culvert almost topped)



3. Cottages adjacent Seven Acres Bk / Whinney Bk. 15.05.13



4. Seven Acres Bk. / Winney Bk issue from under railway. [23.02.14](Note diam. <3ft)



5. Seven Acres Bk / Whinney Bk at entrance to culvert under Whalley New Road.[23.02.14]
(Note lack of maintenance).

Objection – Mr Feroze, 78 Ramsgreave, Drive, Received 12.07.2021

Dear Martin.. I object to the planning for houses, not safe entrance from main road site entrance chosen.. busy public path, lot of disabled people use the path, dangerous having traffic passing onto busy main road,, lot of near misses and accidents around the area,,,, i need to understand how it's possible to use a site entrance close to houses,, quality of life will be disturbed,,, dirt and fumes from site,, not good... the whole area on my side is upset and will protest...thank you so much for giving me the opportunity to express my position..
Mr Feroze

Mrs J. D. Walmsley
84 Ramsgreave Drive
Blackburn
Lancs. BB1 8NB

Dear Sir.

LAND NORTH OF RAMSGREAVE DRIVE.

REF: - 10/21/0636

I strongly object to houses being built on this small field. I cherish the view I have over this field & beyond. To be blocked by houses. The fields by Yew Tree Drive & Ramsgreave Drive have been destroyed by houses. We do not need more people or cars in this Area. To demolish this lovely bungalow is disgusting. Leave the field, Nature - Cows - Sheep - Deer - Barn Owls.

I know this note will not make the slightest bit of difference, it will still go ahead, but I feel better for objecting.

Leave our Green Fields alone.

Yours faithfully
J. Walmsley.

Objection – C Wilson, 68 Ramsgreave Drive, Blackburn, Received 06.07.2021

Dear Martin Kelly (or Kenny)

So another 47 households will be spilling out onto
one of the busiest dual carriage ways in Blackburn
being Ramsgreave Drive !!

Already there are massive developments that are currently
being erected around ,Whinney Lane Blackburn & the
development by the Knowles Arms as was.

This new application will bring another 150 cars approx. to
the area which is near an already busy crossroads.

I could go on but like all developments now on the outskirts
of Blackburn they are all probably rubber stamped & no
consideration is given to residents who have lived in their
current properties for over 25years & planning councillors don't
really understand they are killing the heritage & green fields of
a once proud place in Blackburn.

If you look outside your town Hall office window if you have one
you should know what I mean as the town Centre is as embarrassing
as all these new developments that are now happening .

Here's Hoping
C. Wilson c/o

68 Ramsgreave Drive

Blackburn

Bb18NB

Objection – Nino & Sylvia, Resident of Ramsgreave Drive, Blackburn, Received 06.07.2021

Dear Martin Kenny,

I am writing this letter today to express my concerns around the planning application letter received
to the north of Ramsgreave Drive. This refers to reference Code - 10/21/0636.

Myself and my wife, Sylvia Durovic, have lived at the Ramsgreave property in excess of 45 years and in the last couple of weeks, have received some very upsetting news about the development that will be taking place behind our property. We feel devalued as long standing residents. Losing our security, privacy, tranquility and peace of mind. As we are now going to be facing fencing and stone walls, that will be very close to our property. We feel this is a big development, aiming to fit 47 houses on such a small piece of land.

The disruption on the Ramsgreave Drive dual carriageway over the last two years has already been a huge disruption to our everyday life. Therefore, to hear that there is now going to be more demolition taking place at 60 Ramsgreave Drive for the residency access road brings great sadness to my family and our community. This is only going to add more frustration to us and effect the comfort of me and my wife. I passionately believe that there are lots of other places around Blackburn that would benefit from housing development and would cause considerably less disruption.

I would very much appreciate a response and some further reassurance that this is going to benefit the local community, as at the moment I do not see this at all.

Thanks,

Nino & Sylvia

Objection – Mr & Mrs Livesey, 66 Ramsgreave Drive, Received 05.07.2021

Ref - 10/21/0636.

Dear Mr Kenny.

In connection to the above planning application I would like to state at the outset, we are not objecting to the development and understand the need for houses to be built. Our only issue is the very close proximity of the nearest proposed building to our boundary.

We hope you will agree that a house so close to our bungalow would severely impact on the amenity of our property.

Our main concerns are as follows.
The reduction of natural light,
Shadowing and the dwarfing of
our single storey property by
a two storey house that would
stretch across the majority
of our garden's width

Regards

Mr & Mrs Livesey