

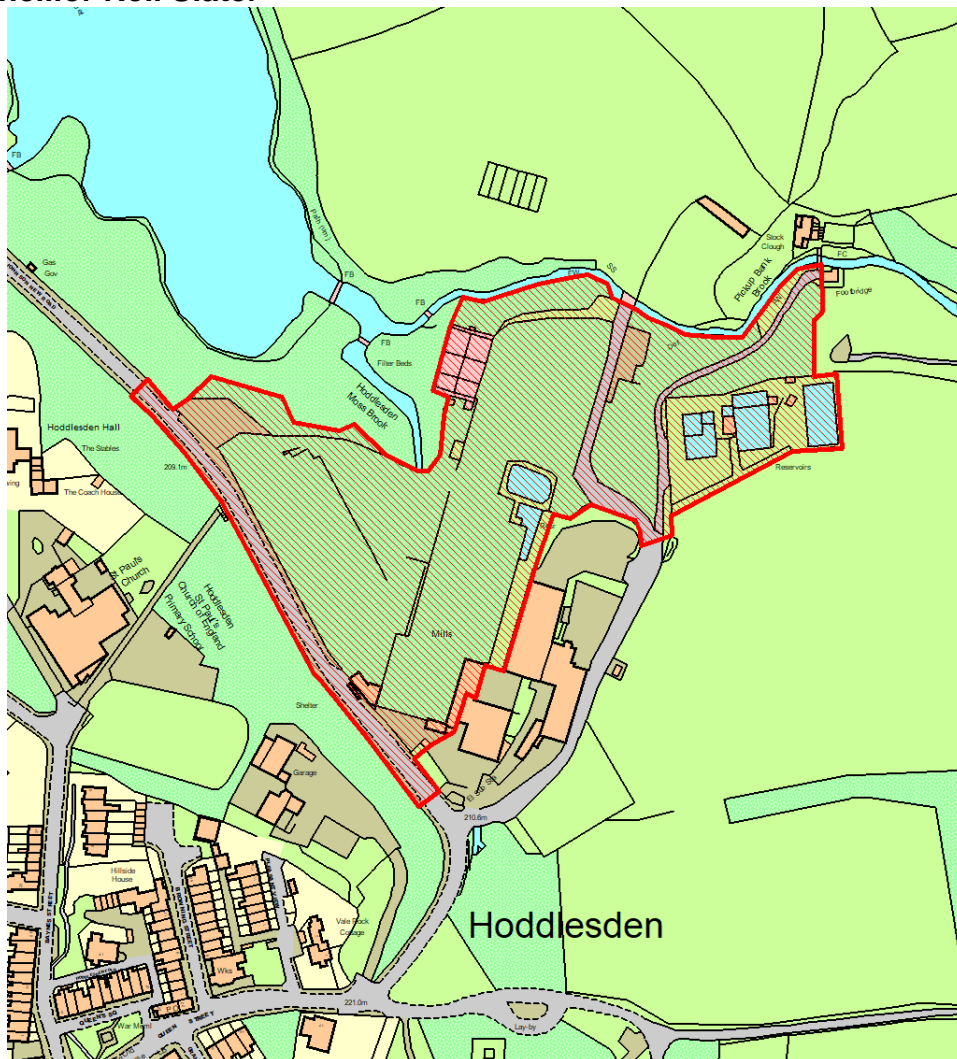
Proposed development: Reserved Matters Application for: Approval of the reserved matters for the appearance, landscaping, layout and scale for the erection of 72 residential units comprising 58 detached and semi-detached dwellings and 14 apartments' pursuant to application 10/21/0008.

**Site address:
Former Hoddlesden Mill
Johnson New Road
Hoddlesden**

Applicant: Kingswood Homes (UK) Ltd

Ward: West Pennine

**Councillor Julie Slater
Councillor Jean Rigby
Councillor Neil Slater**



1.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 1.1 This significant major planning application is submitted in the form of a Reserved Matters proposal for 72 residential units, relating to Appearance; Landscaping; Layout; and Scale. The application is pursuant to the grant of outline planning permission as part of a hybrid permission comprising:
 - a) full planning permission for demolition of buildings, remediation works including re-contouring of the site to form development platforms; and
 - b) outline planning permission with all matters reserved, except for means of vehicular access from Johnson New Road, for residential development comprising up to 79 new dwellings.
- 1.2 Assessment of the application establishes that the proposal will deliver a high quality bespoke housing development which will widen the choice of family housing in the Borough. It supports the Borough's planning strategy for housing growth as set out in the Core Strategy, through delivery of housing at a site for which the principle of housing led development is established via the site's inclusion in the Council's Brownfield Register. The proposal is also satisfactory from a technical point of view, with all issues having been addressed through the application, or capable of being controlled or mitigated through planning conditions.
- 1.3 Members are advised that the outline permission establishes the principle of housing led development at the site, for up to 79 dwellings with associated access arrangements off Johnson New Road. This application seeks permission for the remaining reserved matters, as listed above.
- 1.4 Conditions are attached to the outline permission pertaining to a range of technical matters which are set out at paragraph 4.2. Where necessary, these matters will be considered under separate discharge of condition applications, submitted at the appropriate time.

2.0 RATIONALE

2.1 Site and Surroundings

- 2.1.1 The application site (the site) relates to the former Hoddlesden Mill complex, located towards the north east village boundary of Hoddlesden, comprising an area of circa 2.92 hectare. The site has been vacant since 2003 when the former textiles production ceased. The mill was subject of a major fire in 2008 and the buildings on site were subsequently demolished in 2009. The Site received full planning permission in December 2015 for the development of 87 residential dwellings under planning application reference 10/10/0875.
- 2.1.2 The site is made up of three plateaus, supported by a number of existing retaining walls. It is accessed from the existing entrance position off Johnson New Road, to the south west.

- 2.1.3 The site is bounded to the north and east by a steep wooded embankment, with the culverted Hoddlesden Moss Brook running south to north at a lower level. Further north approximately 50 metres from the site boundary is a reservoir which sits at a lower level.
- 2.1.4 To the west of the site on the opposite side of Johnson New Road is a wooded embankment area that rises towards Hoddlesden Village. An existing pedestrian footpath is located along this frontage that links Johnson New Road to Baynes Street past St Paul's Primary School and Church. Further west lies the village of Hoddlesden.
- 2.1.5 To the north east and south of the site are open fields, together with Pickup Bank Brook and three small redundant reservoirs. Immediately to the south east are two existing industrial units, currently operating as Cooper Rigg Fabrication and Darwen Sawing Services. A Public Right of Way (PROW) enters the site from the industrial units to the east, the PROW then runs northwards through the Site towards the open countryside.
- 2.1.6 The site has significant level changes throughout with a series of retaining walls within the Site area. At its steepest section, existing levels range from circa 222m AOD in the eastern corner, to circa 198m AOD in the northern corner.
- 2.1.7 The Site is located 320m walking distance from the centre of Hoddlesden village, which benefits from a number of services and facilities which meets the day to day needs of local residents, including the Hoddlesden Deli and Village Store (incl. post office), the Hoddlesden Garage, The Ranken Arms Public House and the Hoddlesden Conservative Club.
- 2.1.8 There are two bus stops within 180m of the site entrance, along Johnson New Road. From here, residents can access Darwen Town Centre.
- 2.1.9 The following aerial image and location plan show the site in relation to its immediate surroundings:



Aerial image of the site (Design & Access Statement, Kingswood Homes, Jan 2022)



Site Location Plan (Kingswood Homes, October 2021).

- 2.2.1 The application follows pre-application discussions between the applicant and Council's Officers. These discussions have helped inform the design and technical aspects of the proposal, within the parameters of the outline permission.
- 2.2.2 The application is submitted in reserved matters form. It seeks approval of reserved matters for the appearance, landscaping, layout and scale for the erection of 72 residential units comprising 58 detached and semi-detached dwellings and 14 apartments' pursuant to application 10/21/0008.
- 2.2.3 The site layout indicates 72 new homes within the area subject to the grant of outline permission. Re-routing of the culvert is proposed, rather than repairs to the existing structure as proposed under the hybrid consent), as well as re-routing of the Public Right of Way (PROW) within the east of the Site. The proposed layout is shown below:



Proposed site layout (Design & Access Statement, Kingswood Homes, Jan 2022)

- 2.2.4 The layout includes an area within the north east corner of the site, included within the outline permission, and an area to the south east, not included within the outline permission which is indicated as an area proposed for future (residential) development. Members are advised that the current application is limited to the layout shown above. Any future application submitted for the

indicatively proposed areas will be treated on its own individual merit at that time.

2.2.5 Key aspects of the proposal can be summarised as follows:

- The layout is based around dwellings fronting Johnson New Road and the primary internal access road sweeping through the Site.
- A 3 storey apartment block is proposed to the south of the Site fronting onto Johnson New Road (Plots 43-56). Private communal areas will be provided to the side of the building.
- The proposed landscaping takes every opportunity to introduce high quality landscape features within the layout to enhance the ecology opportunities and the character of the development. This includes tree planting and hedgerows along the street frontages.
- A carefully designed use of materials references the heritage of the site.
- The site is constrained by challenging land levels. Proposed house types will minimise the scale of engineering works required, to ensure an appropriate transition of ridge heights across the site.
- Diversion of the Culvert:
Rather than repairing the structure of the culvert running through the Site as envisaged within the hybrid consent, Kingswood Homes proposes the redirection of the culvert through the Site which is a more effective and appropriate engineering solution. The proposed route of the culvert through the Site will align with the secondary internal access road.

2.2.6 The proposed housing mix schedule is set out below (Design & Access Statement, Kingswood Homes, Jan 2022):

House Type	Dwelling Type	Beds	Area	Storeys	Occurance
Apartment Type 1	Apartment	1	50 m ²	1	1
Apartment Type 2	Apartment	2	62 m ²	1	5
Apartment Type 3	Apartment	2	64 m ²	1	3
Apartment Type 4	Apartments	2	67 m ²	1	5
Byre 3M	Detached House	4	125 m ²	3	6
Byre 4	Detached House	4	135 m ²	2	5
Byre 5	Detached House	5	162 m ²	2	4
Dovecote 3	Detached House	4	146 m ²	3	5
Dovecote 4+	Detached House	4	133 m ²	3	2
Farmhouse 5	Detached House	5	164 m ²	2	1
Forge 4	Detached House	4	105 m ²	2	5
Forge 4 Reversed	Detached House	4	110 m ²	2	2
Haybarn 3	Detached House	3	109 m ²	2	4
Haybarn 4	Detached House	4	119 m ²	2	9
Thresher 3M	Detached Bungalow	3	125 m ²	2	3
Weaver 3	Semi-Detached House	3	87 m ²	2	2
Weaver 4	Detached House	4	151 m ²	2	10

Total Units = 72

- 2.2.7 Full details of the proposal are set out in the submitted drawings, as well as the Planning Support and Design and Access Statements.
- 2.2.8 Site remediation benefits from the grant of full planning permission under the original hybrid permission, subject to conditions set out a paragraph 4.2.

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 d 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 Requirements
- CS16 – Form and Design of New Development
- CS18 – The Borough's Landscapes
- CS19 – Green Infrastructure

3.3.4 Local Plan Part 2

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 16/9 – Housing Land Allocations (Gib Lane Development Site, Blackburn)
- Policy 18 – Housing Mix
- Policy 36 – Climate Change
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development
- Policy 41 – Landscape

3.4 Other Material Planning Considerations

- 3.4.1 Blackburn With Darwen Council Brownfield Register (2017)
- 3.4.2 Residential Design Guide Supplementary Planning Document (2015)

3.4.3 Green Infrastructure & Ecological Networks SPD (2015)

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 15: Conserving and enhancing the natural environment

The importance of making effective use of land to meet the need for homes is set out in The Framework at paragraphs 119 and 120c, thus:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land⁴⁷.

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

3.4.6 National Planning Policy Guidance (NPPG).

3.4.7 Local Plan Review

Blackburn with Darwen Borough Council is reviewing their current adopted local plan, specifically, the Core Strategy (adopted 2011) and the Site Allocations and Development Management Policies (adopted 2015). The Local Plan Review will lead to a new Local Plan to replace the existing adopted plans and will cover the period 2018 to 2037. Although an emerging document, it currently carries no weight on the decision making process.

3.5 **Assessment**

3.5.1 As aforementioned, assessment of this Reserved Matters application is limited the following matters:

- **Appearance:** Aspects of a building or place which affect the way it looks, including the exterior of the development.
- **Landscaping:** The improvement or protection of the amenities of the site and the surrounding area; this could include planting trees or hedges as a screen.
- **Layout:** Includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings, routes and open space outside the development.
- **Scale:** Includes information on the size of the development, including the height, width and length of each proposed building.

3.5.2 Appearance

Proposed building will feature a range of materials and finishes. Although the site lies within the settlement boundary of Hoddlesden, it is visually separated from the remainder of the village. Kingswood's Farmstead range of house types is proposed, in response to site's heritage and its rural fringe position and to provide a sense of integration with the defining village character traits of Hoddlesden. It is noteworthy that these house types are a successful range at the Green Hills development, on land to the West of Gib Lane, Blackburn, which occupies a comparative rural fringe position. Key design aspects of the house types are as follows:

- Dwellings will be constructed of a mix of red and grey brick, white render, reconstituted stone and timber and grey cladding.
- Dwellings fronting onto Johnson New Road will generally be constructed of reconstituted stone to create a strong visual connection with the stone faced vernacular of Hoddlesden Village Centre.
- The apartment building fronting onto Johnson New Road will be constructed of reconstituted stone but will include timber cladding and detailing on the lift shaft to provide an appearance of a chimney, likened to that of the former Hoddlesden Mill.

3.5.3 A comprehensive materials breakdown is included in the submitted Materials Matrix Mix.

3.5.4 Example house types, apartments, street scenes and external materials are shown below (Design & Access Statement, Kingswood Homes, Jan 2022):



Front Elevation (Johnson New Road)
1 : 100



Side 2 Elevation
1 : 100



Rear Elevation
1 : 100



Side 1 Elevation
1 : 100



Section A-A



Section B-B



Section C-C



1. Red/Brown Facing Brick
2. Facing Stone
3. Mid/Dark Grey Windows
4. White Render
5. Grey Brick
6. Mid/Dark Grey Rendered Canopies
7. Natural/Grey Timber Cladding

- 3.5.5 Areas of public open space are proposed to the north, as an appropriate response to the site transition into open countryside beyond.
- 3.5.6 A mix of informal and formal hedgerows, tree lined street and planted green space softens the built form and provides opportunities for bio-diversity net gain.
- 3.5.7 To maintain a softer, more rural vernacular, 'urban-style' boundary treatments have been kept to a minimum across the development. Local stone walls frame the entrance to the site and tie in with the existing walls along Johnson New Road whilst either stone or brick piers with close boarded fences are used where plot boundaries face the street. These are softened with planting to create a more rural aesthetic. Low level hedgerows to front garden boundaries soften the street-scape to provide a more rural, characterful vernacular.
- 3.5.8 The appearance of the development is found to be in accordance with Policies 9 and 11 of The Local Plan Part 2, the Residential Design Guide SPD, and The Framework.
- 3.5.9 Landscaping
A detailed landscape strategy is submitted with the application. As touched upon above, tree planting is proposed with the site wherever possible to ensure an appropriately integrated street scene, as well as areas of open space to the north of the site.
- 3.5.10 Landscaping seeks to embrace the existing woodland areas located along the site's northern and north-west boundaries by locating the dwellings so that the gardens are backing on to this aspect. This gives the new development its character whilst allowing residents to benefit of views across to Johnson's Reservoir and rolling countryside beyond.
- 3.5.11 The proposal incorporates pockets of green space which provide public amenity areas, a vegetative buffer from the street and permeable green links to the countryside. Low-level hedgerows line the front gardens along the primary route, along with structural tree planting to create a tree lined avenue which serves to soften the street edges and give a more rural and less urban character to the development.
- 3.5.12 Public amenity spaces will be planted with a mix of indigenous species including formal and informal planting such as structural shrubs and colourful wildflower, with the introduction of hedgerows which seek to increase biodiversity and create a buffer between the footpath and the street.
- 3.5.13 Front, off-street parking has been kept to a minimum where possible and parking is instead located to the side of each plot in order to minimise the impact of cars along the street scene and mitigate detracting from the site's rural character. Where front parking is unavoidable, a mix of formal and informal planting along with established tree-lined avenues seek to diminish

its effect on the street frontage and link the development into its surrounding woodland context.

3.5.14 Proposed planting schedules, including species and densities have been reviewed by the Council's Arboricultural Officer, who offers no objection, recognising an appropriate mix of native species. This includes 518sqm of woodland compensatory area that will complement and buffer the existing BHS. This area will also act to enhance the habitat connectivity around this part of the site by replacing the vertical brick wall lined settlement lagoons with woodland edge habitat characterised by Silver Birch (*Betula pendula*), Hazel (*Corylus avellana*), Ivy (*Hedera helix*), Spindle (*Euonymus europaeus*), Holly (*Ilex aquifolium*), Dog-rose (*Rosa canina*) and Guelder Rose (*Viburnum opulus*). An appropriate management and maintenance regime is also included. Implementation of all approved detail will be secured via conditions.

3.5.15 Emphasis that The Framework (July 2021) applies to tree planting, in the context of design and bio-diversity enhancement, should be acknowledged. The scope of planting proposed is considered to appropriately respond to the Frameworks requirements, considered against the overwhelming majority of the sites brownfield status and its inclusion on the Council's Brownfield Register, which affords permission in principle for housing led development.

3.5.16 An Arboricultural Impact Assessment (AIA) and Tree Survey were submitted with the hybrid application, including protection measures for retained trees. Compliance thereof is secured via condition attached to the outline permission.

3.5.17 Landscaping of the development is found to be in accordance with Policies 9, 11 and 40 of The Local Plan Part 2, the Residential Design Guide SPD, and The Framework.

3.5.18 Layout

The proposed layout is in response to a detailed analysis of the site and its constraints, as well as local context. The layout is shown above at paragraph 3.2.3.

3.5.19 The established point of access into the site drives the position of primary internal road, off which are secondary cul-de-sacs. A definable street hierarchy is proposed, aiding permeability and legibility. Contouring to the primary road provides street character, as well as traffic calming opportunities. Its 5.5m carriageway width with 2.2m footways either side is in accordance with the Council's adopted standards. Connecting, secondary roads will be 4.5m wide, with a footway on one side and service verge on the other. Appropriate vehicular and pedestrian routes are, therefore, achieved.

3.5.20 The single point of access is considered acceptable, considered against the significant site and constraints around ground levels and the existence of a restrictive covenant requiring retention of the stone wall fronting onto Johnson New Road.

3.5.21 In-curtilage parking is provided in the form of driveways to houses which is broadly in compliance with the following benchmark standards:

- 2 spaces for a 2/3 bed;
- 3 spaces for a 4+ bed;
- Driveway dimensions 5.5m x 2.4m per car space.

3.5.22 Proposed garages will be fully in accordance with the following benchmark standard:

- 3m x 6m per car space.

3.5.23 In curtilage parking for the apartments is recognised as sub-standard. For the thirteen two bed and single one bed apartment, a total of 14 spaces are proposed, against a benchmark standard of 27. This is recognised as a significant shortfall, to which the applicant offers the following (summary) response):

The only safe and practical location for parking spaces for the apartments is to the rear of the building accessed off the internal road. There isn't sufficient space to provide 26 car parking spaces for the 13 apartments, however we've considered this in further detail as requested and have a number of points to make. Firstly, there is considerable secure cycle parking provision adjacent to the apartment block to somewhat offset this shortfall in provision of car parking spaces and Darwen Train Station is just 1.6 miles – an 11 minute cycle from the site with 10 secure cycle storage spaces on the platform which will go some way to encouraging future occupants to take all opportunities to embrace sustainable modes of transport as envisaged within the NPPF. Secondly, we have undertaken engagement with estate agents for market feedback to establish the need for apartments in this location and the majority of responses identified that there would be demand from individuals looking to downsize, or small families- which generally have a single vehicle per family. Thirdly, we could look at the possibility of changing some of the 2 beds to 1 beds as a last resort.

3.5.24 Dialogue with the applicant is ongoing in this regard with a view to potentially agreeing an increase in the number of 1 bed apartments proposed to reduce the parking requirement. Outcome / recommendation of the parking assessment for the apartments will be included in a subsequent update report.

3.5.25 A submitted Swept Path Analysis and visibility splays drawing demonstrates the road networks ability to accommodate a 3 axle refuse vehicle and acceptable visibility.

3.5.26 The majority of in-curtilage parking is provided to the side of dwellings, thereby avoiding excessive hard surface / car dominated frontages and affording opportunity for additional green space.

3.5.27 The layout does not include provision of a turning head to the south east corner of the site between plots 41 and 42. It is, however, anticipated that this will be addressed under a future application covering the commercial land adjacent. Notwithstanding this, a turning area will be available within the apartment car park. Although this isn't positioned at the end of the street, there is only a single plot beyond proposed beyond this point which has space to turn within their driveway. Although not an optimum current circumstance, the layout in this regard is accepted, when weighed against the benefits of delivery, taking account of unit numbers to ensure viability of the development.

3.5.28 A secondary access for fire rescue is accepted as not feasible, due to land levels, general constraints and the existence of a restrictive private covenant. It should also be acknowledged that a secondary access would only be desirable rather than a policy requirement.

3.5.29 PROW (footpath 233) runs through the eastern portion of the site, from north to south, as indicated on the submitted site layout as a retained route. BwD PROW offer no objection. Any subsequent proposed diversion must, however, be subject to a modification order to have the route moved on the definitive map, with all costs to be met by the developer.

3.5.30 The submitted site layout confirms proposed footway improvements along the full frontage of Johnson Road, traffic calming and a pedestrian crossover of Johnson New Road.

3.5.31 Although a Construction and Environmental Management Plan has been submitted with this application and reviewed by the Council's Highways consultee, this is a requirement secured via conditions attached to the outline permission, as is construction of the Johnson New Road access. Final approval will, therefore, be through the condition discharge regime. Control over visibility splays is also secured via condition attached to the outline permission.

3.5.32 Support for the development is offered by the Council's Highways consultee, following a detailed review of the submission.

3.5.33 The layout amounts to a medium net density of 36 dwellings per hectare. Proposed dwellings are highway fronting. Interface distances (between proposed dwellings) is broadly compliant with the following adopted standards:

- 21m between facing habitable room windows;
- 13.5m between habitable room windows and non-habitable room windows / blank elevations;
- For each additional storey above 2 storeys or where land levels create an equivalent difference, an additional 3m separation will be required.

3.5.34 Shortfalls of these interface distances are, however, proposed between a number of proposed dwellings and between proposed and peripheral

commercial uses outside the south east corner of the site, resulting in a degree of policy conflict. Nonetheless, a relaxation of standards is considered justified in this instance, due to a quantum of units needed to address significant viability challenges arising from necessary ground remediation and land level inconsistencies. Densities across Hoddlesden Village are also recognised as comparable to that proposed. Moreover, the adopted SPD supports a relaxation in separation standards were justified.

3.5.35 As aforementioned, proposed housing mix is an appropriate response to the sites rural fringe location and the Council's aspiration for delivery of quality family housing.

3.5.36 The proposed apartments are appropriate in widening the choice of housing available to those seeking to downsize. Their position fronting Johnson New Road with car parking concealed to the rear, is suitable within the overall context.

3.5.37 It is accepted that opportunities for public open space within the site is limited, due to the site constraints and viability challenges. The layout does, however, incorporate areas of public space and connection to the surrounding areas. The area within the north east corner of the site which accommodates tanks as a legacy of the former industrial use, is absent of development and dedicated as open space, notwithstanding the possibility of a future application proposing development of this area, together with the existing commercial uses adjacent. Public open space is also proposed to the north west of the site, overlooking the reservoir and countryside beyond, and to the rear of the proposed apartments.

3.5.38 In response to the sites challenging topography, retaining structures are necessary, up to a maximum height of 4.4m but typically between 0.6m and 2.0m. Their position are indicated on a submitted preliminary site levels drawing. Additional structural and elevational detail will be secured via condition.

3.5.39 The Council's Ecology consultee has expressed some concern about proximity to the West Pennine Moors SSSI and encroachment into the Biological Heritage Site (BHS), at the northern edge of the site, where 3 plots are proposed. In response, the applicant's ecologist's justification includes the following:

SSSI:

The site lies 0.7 kilometres to the west of the West Pennine Moors Site of Special Scientific Interest (SSSI) (OS grid reference: SD 687 183) which is designated for its extensive mosaic of upland and upland-fringe habitats. The West Pennine Moors SSSI is of special interest for the following nationally important features that occur within and are supported by the wider habitat mosaic: blanket bogs; wet and dry heathlands; acid and lime-rich flushes; rush pastures and mire grasslands; acid grasslands; neutral hay meadows and pastures; wet and dry broadleaved woodlands and scrub; diverse assemblages of

upland moorland, in-bye and woodland breeding birds; breeding black-headed gulls (Chroicocephalus ridibundus), Mediterranean gulls (Larus melanocephalus) and grey herons (Ardea cinerea); and populations of Starry Lady's-mantle (Alchemilla acutiloba), Large-toothed Lady's-mantle (A. subcrenata) and Floating Water-plantain (Luronium natans).

The site lies within a Site of Special Scientific Interest (SSSI) Impact Risk Zone. The SSSI Impact Risk Zone requires the Local Planning Authority to consult with Natural England on likely risks from the following development categories (Ordnance Survey, 2020):

- *Pipelines, pylons and overhead cables. Any transport proposal including road, rail and by water (excluding routine maintenance). Airports, helipads and other aviation proposals.*
- *Wind turbines.*
- *Planning applications for quarries, including: new proposals, Review of Minerals Permissions, extensions, variations to conditions etc. Oil and gas exploration / extraction.*
- *Residential development of 100 units or more.*
- *Any residential development of 50 or more houses outside existing settlements / urban areas.*
- *Any industrial / agricultural development that could cause air pollution (including industrial processes, livestock and poultry units with floorspace greater than 500m², slurry lagoons greater than 200m² and manure stores greater than 250 tonnes.*
- *General combustion processes greater than 20 megawatt energy input. Including energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis / gasification, anaerobic digestion, sewage treatment works, other incineration / combustion.*
- *Landfill including inert landfill, non-hazardous landfill, hazardous landfill.*
- *Any composting proposal with more than 500 tonnes maximum annual operational throughput. Including open windrow composting, in vessel composting, anaerobic digestion, other waste management.*
- *Large infrastructure such as warehousing / industry where net additional gross internal floorspace is greater than 1,000m² or any development needing its own water supply."*

I have re-consulted MAGiC maps and the Impact Risk Zone on 10th February 2022 is the same as cited above.

As the proposals are on brownfield land and lie within the 'Village Development Boundary' I have assumed that the proposals do not meet the criteria as outlined above and BwD is not required to consult with Natural England in this instance.

BHS:

- *Encroachment of the developed site, particularly gardens, into the BHS;*
- *The absence of a buffer between the developed land and the BHS in some locations; and*
- *The absence of information in the Construction Environment Management Plan (CEMP) describing the measures to be applied to protect the BHS, particularly during construction.*

It is advised that, in accordance with The Mitigation Hierarchy (i.e. avoid, mitigate, compensate) all measures feasible have been applied to avoid encroachment of the developed land, including gardens, into the BHS. As illustrated on the Preliminary Site Levels (drawing 210952-EDGE-XX-XX-DR-C-001 Rev P02) prepared by Edge Consulting Engineers this has included the use of retaining walls up to a height of 4.4 metres (but typically between 0.6 metres and 2.0 metres), as needed, to minimise the land take and earthworks needed to practically built out this physically constrained site.

3.5.40 The site is confirmed as within the defined village boundary and included on the Brownfield Register. Moreover, the quantum of housing proposed and its position relative to the SSSI is within the above threshold criterion. Accordingly, it is accepted that Natural England are not a statutory consultee for the application. They have, however, been consulted in an advisory capacity and offer no objection.

3.5.41 With regard to the BHS; the sites inclusion within the village boundary and Brownfield Register is again relevant. The use of retaining structures to minimise land take and the extensive compensatory planting proposed, including around the entire margin of the BHS with native woodland species (new native scrub planting of at least 440sqm against loss of 329sqm) supports the proposed layout.

3.5.42 Applying the above context, this minor encroachment into the BHS is, considered, on balance, to be justified, when weighed against the economic, environmental and social benefits otherwise arising from redevelopment of the site. Natural England have fully assessed the submitted details. No objections have been raised as Natural England considers that the proposed development will not have significant adverse impacts on designated sites. With regards to the West Pennine Moors SSSI, based on the submitted plans, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified.

- 3.5.43 Proximity of dwellings to the existing commercial uses adjacent at the south east corner of the site will be considered in the context of noise impacts via the condition discharge process. The applicant is required to submit a Noise and Commercial Sound Assessment to ensure no adverse noise impacts arise from the development. Any recommended mitigation identified will be the sole responsibility of the applicant, in order to safeguard the commercial uses.
- 3.5.44 It is proposed that the culverted section of Hoddlesden Brook which runs through the site from north to south will be re-routed, as a change to the intention at hybrid stage to carry out repairs to the existing structure. The intended diversion is indicated on the submitted site layout and schematic drainage layout. BwD Drainage, as Lead Local Flood Authority, offer no objection to the proposal, subject to compliance with the submitted detail via condition.
- 3.5.45 The layout in a general sense forms a cohesive and quality collection of semi-rural housing, with adequate provision of public open / amenity space and street character, when considered in the context of the challenging constraints of the site.
- 3.5.46 Apartment parking notwithstanding, the layout of the development is otherwise found, on balance, to be in accordance with Policies 8, 9, 10, 11 and 40 of The Local Plan Part 2, and The Framework.
- 3.5.47 Scale
The range or proposed houses types are set out above, at paragraph 3.2.6. They are predominantly two storey 3, 4 and 5 bed detached, with a pair of semi-detached, three bungalows, thirteen, 2 bed apartments and one 1 bed apartment. The apartment block draws upon the scale of the former Vernon Carus Mill which previously occupied the site. The proposal harnesses the site's topography so that whilst reaching four and a half storeys in total, the building appears as three and a half from its primary elevation on Johnson New Road to not detract from its contextual surroundings.
- 3.5.48 The range of house types provide for a varied yet proportionate street scape which responds to the changing land contours across the site. Examples are shown below (Design & Access Statement, Kingswood Homes, Jan 2022)





3.5.49 Proportionate and well-designed boundary treatments feature across the site, including robust brick and stone construction at key locations adjacent to communal areas.

3.5.50 The overall scale of the proposal is considered to respond appropriately to the sites to the rural fringe location, ensuring a sympathetic and proportionate development, influenced by the industrial and rural the character of the site and wider area. Extensive site wide planting across will further help assimilate the development into its surroundings.

3.5.51 The scale of the development is found to be in accordance with Policies 8, 9, 10, 11 and 40 of The Local Plan Part 2, and The Framework.

3.5.52 Section 106 obligations

Members are reminded of the outcome of a viability appraisal undertaken at outline application stage, which established no viability in the development if Section 106 contributions were to be sought. This outcome has been weighed against the economic, environmental and social benefits otherwise arising from delivery of the development. These include: A valued housing contribution involving a New Homes Bonus and increased Council Tax receipts; redevelopment of a brownfield site that has remained vacant for many years and which has been subject to failed attempts to be brought into use for residential development - a circumstance that serves to highlight the heavily constrained nature of the site; and resolution of a derelict site that has blighted the neighbourhood for many years.

3.5.53 Summary

This report assesses all material matters relevant to this reserved matters planning application for the former Hoddlesden Mill site at Johnson New Road, Hoddlesden. A significant number of public objections have been

received which are reproduced at paragraph 6.11. The main focus of the objections is impact on highway efficiency, public service infrastructure and the character of Huddlesden Village arising from the number of homes proposed. These issues are, however, outside of the scope of this reserved matters application. Instead, they were considered in detail at outline stage, when the principle of housing led development of up to 79 homes and all other associated material impacts were found to be acceptable, when considered against the significant benefits arising from the redevelopment of this brownfield site, notwithstanding significant viability challenges which evidently established that the development would be unviable if section 106 financial contributions were to be mandated.

In considering the proposal, all relevant material considerations relating to this application have been taken into account to inform a balanced recommendation that is considered to demonstrate compliance with the Local Development Plan as a whole and The Framework, in support of the Council's strategic growth objectives.

3.0 RECOMMENDATION

4.1 Approve:

Delegated authority is given to the Strategic Director of Place to approve planning permission, subject to the following conditions:

1. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposal received 17th January 2021 and drawings numbered: *to be added*.

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

2. The exterior of the buildings hereby approved shall be constructed in strict accordance with the submitted Materials Matrix received 17th January 2022.

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.

3. Prior to commencement of the development hereby approved, elevation, structural and technical specifications of proposed retaining walls within the site shall be submitted to and approved in writing by the Local Planning Authority. The walls shall be constructed in accordance with the approved details.

4. The development hereby approved shall be implemented in strict accordance with the Boundary Treatments Plan, numbered P2102_P2102_SP(90)10.

REASON: To safeguard residential amenity and to ensure the external appearance of development is acceptable, in accordance with Policies 8 and 11 of the adopted Blackburn with Darwen Borough Council Local Plan Part 2.

5. The development hereby approved shall be carried out in strict accordance with the submitted Arboricultural Impact Assessment, dated January 2022. 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.

6. The development hereby approved shall be carried out in strict accordance with the submitted 'Detailed Landscape Proposals' drawings, numbered c-2021-01 (sheet 1 of 2) and c-2021-02 (sheet 2 of 2). Planting Schedules for 'Cockridge', 'Witton Weavers' and 'Ridge Heights', received 25th October 2021. 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.

7. Prior to commencement of any above ground works, a hard landscaping plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved detail.

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.

8. 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. 3. 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.

9. Notwithstanding the submitted details, prior to occupation of the development hereby approved, a bat and bird nesting box scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved detail prior to occupation of the development and shall be so retained.

REASON: To compensate for loss of bird nesting habitat, in accordance with the requirements of Policies 9 and 40 of the Blackburn with Darwen Local Plan Part 2.

- 4.2 To re-iterate, assessment of this application has been undertaken in the context of the residential development of the site and access having previously been established by the outline planning permission. Members are advised of the following conditions attached to the hybrid permission (full and outline) which are required to be complied with and, in some cases, discharged at the appropriate time:

Full Permission:

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 5th January 2021 and drawings numbered: *to be added*.

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

3. 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.

4. Upon completion of remediation works and re-contouring of the site to provide development platforms, 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.

5. 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.

6. Demolition and remediation works 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.

7. Prior to the commencement of development (excluding demolition) for those elements approved in full and as part of the submission of the first reserved matter, for those elements approved in outline, 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 must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This

investigation shall include evidence of an assessment of ground conditions, the potential for infiltration of surface water in accordance with BRE365, a survey of existing drainage arrangements and the potential to discharge surface water to the highway drainage system;

(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s;

(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; and

(iv) Foul and surface water shall drain on separate systems within the site.

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.

Prior to occupation of the proposed development, the drainage schemes shall be completed 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.

8. No development shall commence (including any earthworks) until details of the means of ensuring the reservoir, spillway and associated structures are protected from damage, contamination, flooding and debris as a result of the development has been submitted to and approved by the Local Planning Authority in writing. The details shall include a risk assessment, outlining the potential impacts to the reservoir, spillway and associated structures from construction activities and the impacts post completion of the development and shall identify mitigation measures to protect and prevent any damage to the reservoir, spillway and associated structures both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details and shall be retained thereafter for the lifetime of the development.

REASON: In the interest of public health and to ensure protection of the public water supply, in accordance with Policies 8 and 9 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 from the Biological Heritage Site to prevent accidental incursion by machinery, dust and debris;

- identification of any existing drainage to watercourses and sealing (temporarily if there is an intention to utilise post development) prior to any earthworks;
- an appropriate 'stand-off' zone from all watercourses within the site;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- 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. Demolition works shall not in any circumstances commence unless the Local Planning Authority has been provided with either:

- a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2017, authorising the specified development to go ahead;
- Or
- b) A statement in writing from the relevant body (Natural England) to the effect that it does not consider that the development will require a licence. In these circumstances, a Method Statement should be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall be produced by a suitably qualified specialist and it shall demonstrate methodology preventing injury to bats (Wildlife & Countryside Act 1981).

REASON: In order to safeguard Bat habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

11. If the demolition hereby approved do not commence before 30th April 2022, buildings will be reassessed for bat roosting potential and the findings supplied to and agreed in writing by the LPA.

REASON: In order to safeguard Bat habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

12. Prior to commencement of earthworks, a Badger survey and of the site and within 30m of boundaries for badger setts shall be submitted to and approved in writing by the Local Planning Authority. Any recommended mitigation measures shall be carried out in strict accordance with the approved assessment.

REASON: In order to safeguard Badger, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

13. Prior to commencement of the development hereby approved, full details of mitigation for Barn Owl arising from demolition works, including the location of new nesting opportunities, in-line with the recommendations in the Ecological Survey and Assessment, ERAP ref. 2020-104 sections 5.5.4 – 5.5.9 shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard Barn Owl habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

14. No works to trees shall occur or demolition commence between the 1st March and 31st August in any year unless and until a detailed bird nest survey, undertaken by a suitably experienced ecologist, has been submitted to the Local Planning Authority in writing, confirming that no active bird nests are present.

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.

15. Prior to any earthworks or drawdown of pond 3, as referred to in the Ecological Survey and Assessment, ERAP ref. 2020-104, a Reasonable Avoidance Measures Method Statement for Amphibians (including Common Toad) shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard ecological assets / habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

16. Prior to the commencement of any works on site, a detailed Invasive Plant Species Survey of the site shall be carried out by a remediation / invasive species specialist. The results of this survey and any recommendations or mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Any recommended mitigation measures shall be carried out in strict accordance with the approved detail.

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.

17. The development shall be carried out in strict accordance with the submitted Arboricultural Impact Assessment and Method Statement, prepared by TBA Landscape Architects, dated November and December 2020 (Rev A). Specified tree protection measures shall be adhered to throughout the period of demolition and 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.

18. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure and safeguard the recording and inspection of matters of archaeological / historical importance associated with the site in accordance with Policy 39 of the Blackburn with Darwen Borough Local Plan Part 2.

Outline Permission

19. Details of the appearance, landscaping, layout and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.

REASON: Because the application is in outline only and no details have yet been furnished of the matters referred to in the Condition, these are reserved for subsequent approval by the Local Planning Authority.

20. Application for approval of the reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.

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

21. The development hereby permitted shall take place not later than 2 years from the date of approval of the last of the reserved matters to be approved.

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

22. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance

with the proposal received 5th January 2021 and drawings numbered: *to be added*.

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

23. Prior to commencement of the development hereby approved, a BS4142:2014 'Methods for Rating and Assessing Industrial and Commercial Sound' assessment shall be submitted to and approved in writing by the Local Planning Authority. Noise control measures must be recommended to achieve a satisfactory rating level at all residential premises. All approved control measures shall be implemented prior to occupation of the approved use and retained for the duration of the use.

REASON: To safeguard residential amenity standards for future occupants, in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

24. 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, as required by Condition 3 attached to the grant of full planning permission. 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.

25. 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.

26. Construction of the development 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.

27. Each dwelling shall have its own dedicated electric vehicle charging point. Each charging point will have a type 2 conductor and minimum rating of 3.7kW 16A. External points will be weatherproof and have an internal switch to disconnect electrical power.

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.

28. 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.

29. The construction of the development hereby permitted 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.

30. 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.

31. Prior to the commencement of development (excluding demolition) for those elements approved in full and as part of the submission of the first reserved matter, for those elements approved in outline, 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 must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions, the potential for infiltration of surface water in accordance with BRE365, a survey of existing drainage arrangements and the potential to discharge surface water to the highway drainage system;

(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s;

- (iii) The drainage strategy shall include details of the peak surface water runoff rate from the development for the 1 in 1 year rainfall event and the 1 in 100 year (+40% climate change allowance) rainfall event and shall demonstrate that the peak post-development runoff rate does not exceed the peak pre-development greenfield runoff rate for the same event
- (iv) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; and
- (v) Foul and surface water shall drain on separate systems within the site.

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.

Prior to occupation of the proposed development, the drainage schemes shall be completed 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.

32. No development shall commence until technical specification and construction details of necessary repair works to the culvert running through the site and associated localised tree pruning works, have been submitted to and approved in writing by the Local Planning Authority. Details must be in accordance with the recommendations in the Flood Risk Assessment. The remedial works shall be carried out in strict accordance with the approved details.

REASON: To promote sustainable drainage and to ensure a safe form of development to guard against flood risk and adverse impact on ecological assets, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

33. No development shall commence (including any earthworks) until details of the means of ensuring the reservoir, spillway and associated structures are protected from damage, contamination, flooding and debris as a result of the development has been submitted to and approved by the Local Planning Authority in writing. The details shall include a risk assessment, outlining the potential impacts to the reservoir, spillway and associated structures from construction activities and the impacts post completion of the development and shall identify mitigation measures to protect and prevent any damage to the reservoir, spillway and associated structures both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details and shall be retained thereafter for the lifetime of the development.

REASON: In the interest of public health and to ensure protection of the public water supply, in accordance with Policies 8 and 9 of the Blackburn with Darwen Borough Local Plan Part 2.

34. 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.

35. A Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority with a Reserved Matters application. The CEMP shall provide for the following:

- An appropriate 'stand-off' zone from Biological Heritage Site to prevent accidental incursion by machinery, dust and debris;
- identification of any existing drainage to watercourses and sealing (temporarily if there is an intention to utilise post development) prior to any earthworks;
- an appropriate 'stand-off' zone from all watercourses within the site;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- 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 watercourses 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.

36. Notwithstanding the submitted details, an updated Bat and Bat Roosts Survey shall be submitted to and approved in writing by the Local Planning Authority with a Reserved Matters application:

Any recommended mitigation measures shall be carried out in strict accordance with the approved assessment.

REASON: In order to safeguard Bat habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

37. An external lighting design strategy shall be submitted to and approved in writing by the Local Planning Authority with a Reserved Matters application. The strategy shall:

- Identify areas/features on site that are potentially sensitive to lighting for bats;
- show how and where external lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on bats is negligible;
- Specify frequency and duration of use.

All external lighting shall be installed in strict accordance with the approved detail.

REASON: In order to safeguard ecological assets including Bat habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

38. Notwithstanding the submitted details, an updated Badger Survey shall be submitted to and approved in writing by the Local Planning Authority with a Reserved Matters application:

Any recommended mitigation measures shall be carried out in strict accordance with the approved assessment.

REASON: In order to safeguard Badger habitat, in accordance with Policies 9 and 36 of the Blackburn with Darwen Borough Local Plan Part 2.

39. No works to trees shall occur between the 1st March and 31st August in any year unless and until a detailed bird nest survey, undertaken by a suitably

experienced ecologist, has been submitted to the Local Planning Authority in writing, confirming that no active bird nests are present.

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.

40. Prior to the commencement of any works on site, an updated Invasive Plant Species Survey of the site shall be carried out by a remediation / invasive species specialist. The results of this survey and any recommendations or mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Any recommended mitigation measures shall be carried out in strict accordance with the approved detail.

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.

41. The development shall be carried out in strict accordance with the submitted Arboricultural Impact Assessment and Method Statement, prepared by TBA Landscape Architects, dated November and December 2020 (Rev A). 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.

42. Prior to the occupation of any of the dwellings hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

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

43. Prior to the construction of any of the streets referred to in condition 42, full engineering, drainage, street lighting and construction 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 the requirements of Policies 8, 9 and 10 of the Blackburn with Darwen Borough Local Plan Part 2.

44. Prior to commencement of the development hereby approved, full engineering, construction and boundary treatment detail of the access hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The access shall be implemented in strict accordance with the approved detail.

REASON: In the interest of highway safety and to ensure a satisfactory appearance to the highways infrastructure serving the approved development, in accordance with the requirements of Policies 8, 9 and 10 of the Blackburn with Darwen Borough Local Plan Part 2.

45. 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 Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

4 PLANNING HISTORY

5.1 10/21/0008 – Hybrid planning application for:

- a) full planning permission for demolition of buildings, remediation works including re-contouring of the site to form development platforms; and
- b) outline planning permission with all matters reserved, except for means of vehicular access from Johnson New Road, for residential development comprising up to 79 new dwellings.

Approved in September 2021.

- 5.2 10/10/0875 – Full planning application for 87 residential dwellings together with associated infrastructure. Approved in December 2015 – now expired.**
- 5.3 10/06/0225 – Outline planning application for a mixed use development including residential, employment, sheltered housing, community facility, access and landscaping. Approved in August 2007 - now expired.**
- 5.4 10/07/0707 – Full planning application for the provision of on-site open space - Withdrawn.**
- 5.5 10/08/0245 – Planning application for mixed use development comprising 94 dwellings, community facility, employment uses with associated landscaping, foul pumping station, access and ancillary works – Withdrawn.**

6.0 CONSULTATIONS

6.1 Public Protection

The following recommendations are covered by conditions applied to the Outline permission.

With reference to the above application, I recommend that the following condition(s), informative(s) and/or comment(s) be included if planning permission is granted:

Comment:: 'Agents of Change' (Ref NPPF 2019, Paragraph 182 & 183)

I am concerned that the extant use classes of the adjoining commercial/industrial premises will be unreasonably restricted by the proposed residential premises, particularly Cooper Rigg Ltd (CRL). It should be recognized that CRL relocated to their current premises because they were causing a statutory noise nuisance, under the Environmental Protection Act 1990 (EPA), at their former premises in Darwen. It should also be noted that the EPA includes a defence of 'Best Practicable Means' (BPM) which allows businesses to continue to cause a statutory noise nuisance as long as they have used BPM to minimise the nuisance suffered by those affected. Planning legislation has no such defence, it is the primary legislation available to Councils to prevent noise nuisance loss of amenity before developments are approved.

Comment: Industrial/Commercial Noise Control Condition

I understand that the industrial/commercial condition imposed in respect of 10/21/0008 cannot be applied pre-determination for this reserved matters application. It should be appreciated that, if the only suitable & sufficient noise control scheme requires the inclusion of a buffer zone, the site layout of residential premises will have to be amended accordingly.

With reference to the above application, I recommend that the following condition(s) & informative(s) be included if planning permission is granted:

Condition: Traffic Noise Loss of Amenity

Prior to the commencement of the development a traffic noise control scheme shall be submitted to the Local Planning Authority (LPA) for written approval. The scheme must be agreed, in writing, by the LPA and all noise control measures implemented before commencement of the approved use and retained for the duration of the use.

Reason: To ensure an acceptable standard of residential amenity.

NB: Ventilation Scheme

The Environmental Protection Service cannot assess or validate the suitability of habitable room ventilation system(s) proposed for this development.

NB: Traffic Noise Control Measures

Any necessary control measures may require alterations to proposed boundary treatments and dwelling glazing/proposed ventilation.

Air Quality:

Condition – Electric vehicle charging at houses

Each house with a parking space or garage will have its own dedicated electric vehicle charging point. Each charging point 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.

Condition - Electric vehicle charging for apartments

Dedicated electric vehicle charging points shall be provided for at least 10% of parking bays each with weatherproof external points with an internal switch to disconnect electrical power. All other parking spaces will be provided with passive wiring to allow future charging point connection with a minimum rating of 3.7kW 16A.

Reason: In accordance with Paragraph 110 of the National Planning Policy Framework and the Council's Air Quality Advisory Note.

Recommended Condition – Gas Fired Domestic heating Boilers

Any gas fired boiler installed at the development to heat a dwelling shall not emit more than 40mg NO_x/kWh.

Reason: In accordance with the Council's Air Quality Advisory Note and the Principles of Good Practice in the EPUK & IAQM guidance Planning for Air Quality.

Construction/Demolition 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.

Dust Control: The submitted 'Construction Environment Management Plan:

Former Hoddlesden Mill' (January 2022) dust control measures shall be implemented throughout both demolition and construction works at the development site.

Reason: To minimise loss of amenity at 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 (Construction/Demolition Phase)

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.

6.2 Drainage (BwD – Lead Local Flood Authority)

No objection.

6.3 BwD Arboricultural Officer

No objection.

6.4 Environment Agency

Environment Agency position

We have no objection to this reserved matters application, however we note that the culvert is not being removed as we were originally advised and there are no additional documents to date addressing the prior contamination on the site.

Culverted watercourse – advice to LPA

The watercourse on the site is designated an ordinary watercourse and as such the poor condition of the culvert is a matter for the Lead Local Flood Authority to address.

We therefore refer you to our previous response dated 01 March 2021, to the discharge of conditions application for this site, your reference 10/21/0008. Our response outlines the issues still outstanding regarding the remediation of the site.

6.5 Ecology (GMEU)

Thank you for consulting the GMEU on the amended site layout, CEMP and ecological information.

Proximity to West Pennine Moors SSSI

With regards my recommendation that Natural England be consulted, this still applies. However, I take on board ERAP's point that the guidelines do not require consultation if you regard this development as falling within an existing urban area as the threshold is 100 houses. The threshold being 50 houses for rural areas.

Loss of BHS

Detailed clarification has been provided on the level of impact to the BHS, which I welcome. This has confirmed that just over 0.1ha of the BHS will be lost which it is argued is unavoidable. I acknowledge that by using retaining walls they have reduced the impact on the BHS. However I am still unclear why it is unavoidable, though I assume the developer would argue financial viability as they could simply remove the houses that encroach in to the BHS, some of which plots 1, 2, 3 and 22 appear, if I am reading the plans correctly, to be outside village development boundary.

ERAP have also provide useful information on what habitats will be lost and details on mitigation through 0.044ha woodland creation on land adjacent the BHS. 0.0329ha of woodland will be lost within the BHS. Other habitats lost are scrub, ruderal habitats and bare ground. They note that additional planting will occur around the boundary of the site, though these areas appear to fall within parts of the BHS that will not be developed. It is not clear whether these are enhancements or due to further loss of the BHS during the construction phase that will be replanted. (I would also note that spindle is not locally native and should not be included within the planting plan, particularly within a BHS.).

The detailed information supplied therefore appears to:

- indicate a probable loss of biodiversity contrary to the NPPF;
- fails to answer my concern regarding narrowing the corridor along the Brook as the mitigation that is being provided is away from the Brook and;
- indicate further impacts to the BHS during construction that will be replanted.

Therefore, whilst welcoming the information, I still do not fully understand why the impact on the BHS is necessary and I am still not convinced that adequate mitigation is being provided for habitat losses, particularly if the additional planting within the BHS is due to damage during construction followed by restoration.

Bats and External Lighting

I welcome the additional information. This confirms my opinion that the external lighting will have no negative impact on bats.

Barn Owl

Additional information has been provided. A bespoke barn owl tower is to be constructed. Subject to the detail that will follow as part of condition 13 of the full application no further information is required at this time.

Contributing to and Enhancing the Natural Environment

As noted above, further clarification is still in my opinion required to demonstrate adequate mitigation will be provided for loss of habitats on the site. I would suggest that if they believe adequate mitigation is being provided they apply the defra metric v3 to the habitats lost and gained. There is land to the east that appears to have no

development or landscaping that would provide adequate land to provide such mitigation.

The information provided on species mitigation is more than adequate and no further information required.

CEMP

Ecological issues have been covered in the CEMP, an ecological clerk of works appointed and I note that site compounds are located well away from the BHS boundary though adjacent to the culverted watercourse, so capping of any existing drainage should occur prior to site compound set up. Clarification is recommended on the exact location of protective fencing and I recommend silt fencing is placed along the base of any physical fencing when in close proximity to either of the Brooks. These details could however be conditioned.

6.6 Canal & Rivers Trust

No comment offered.

6.7 BwD Highways

Access/Layout

Vehicular access to the site is obtained from Johnson New Road, which is the one of the main routes into and out of the village. The residential properties proposed are to be served off one access, with the exception of the frontage properties which will be accesses off individual drives. It is recommended that an additional access to serve the site is considered, the need to ensure that there is an alternative emergency access should the one and only vehicle access becomes blocked. There is no firm guidance supporting this, but is advocated as good practice The Fire authorities we understand adopts a less numbers driven approach, and assess the site based on a risk assessment. In order to support your proposals, we request this be considered.

The internal roads layout provided is designed as a 5.5m carriageway and 2 2.0m footways either side. The connecting roads off the main access road are designed at 4.5m wide, there is an indication that these are to be supported by a footway on one side and service verge on the other. We would support this, as the development should support safe pedestrian passage throughout the site.

There is a concern that the road which will serve plots 31 and 41, will not have a turning head under this current application. I understand one will be provided under phase 2. However we need to safeguard the current position and a turning head should provide at the end of the road, please request amendment is offered.

No vehicle and pedestrian sightlines have been received. Please could we seek this for approval for both the junction and all drives?

Having announced that the internal roads layout was lacking in references to Manual for Streets at the outline stage, I still do not see any evidence of this being incorporated.

- The road layout has been designed pre manual of streets, no opportunity to soften the appearance of the hard landscaping has been introduced, it is our opinion that this can be explored further
- No gradient details of the site are offered, please seek confirmation

Confirmation is required on whether the streets will be presented for adoption.

Are there any retaining structure supporting the highway, if they are then approvals need to be sought prior to any works commencing. Please condition if required.

We have received a swept path of a 2 axle refuse vehicle. This needs to be re-run with a 3 axle refuse vehicle. Please seek further details

Parking

We have reviewed the parking, in accordance with the adopted parking standards. The requirements are;

- 2-3 bed – 2 car spaces and 2 secure cycle spaces per dwelling
- 4 bed – 3 car spaces and 2 secure cycle spaces

Having reviewed the drawings received, the scheme appear to deliver on the required number for the houses.

The parking requirement for the apartments is:

- 1 space per 1 bed apartment
- 2 spaces per 2-3 bed apartment

14 - 2bed apartments are proposed. This would generate an allowance of 28 spaces. On the details received one 1 space has been provided per apartment, this is considerably lower than the standards would suggest. I am concerned this would have a negative impact upon the immediate area, as owners of the premises will report to park on street on the internal road, and on Johnson New Road. We request further consideration to this matter.

We would request confirmation that the garages supporting the parking provision are 3m x 6m.

Please confirm.

Off-Site Highway Works

Through the assessment of the design and documentation received an outline stage, there were a number of issues that are required to assist the development, the trips to and from the site for vehicles mode, and exploring and building upon the sustainability levels of the site, was recognised.

The works sought were

- Improvement of footway along the full frontage of the site on Johnson New Road, this is to include associated lighting and drainage works where necessary
- Traffic calming measures to include speed reduction along Johnson New Road
- Improvement of pedestrian linkages into the village and crossing over Johnson New Road, allowing access to wider sustainable modes of transport, and accessibility to the village and beyond

- Placement of a junction table at the access point (on Johnson New Road) to alert motorists to a main junction - and thus heightening the importance of new access/ junction
 - Improved bus stop facilities on Johnson New Road (shelter, access, kerb etc.)
- All elements of the off-site highway works are to be secured under a Grampian condition; scheme to be submitted for approval and works to be carried out prior to the occupation of dwellings on the site.

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)
- 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 585009
- The new highways will be the subject of a Section 38 agreement to construct and adopt the roads and footways
- Any old entrances that are no longer required, should be reinstated back to full footway at the developers expense
- Footways around the periphery of the site, are to be made good, upto modern adoptable standards, this include street lighting, lining and any associated works.

In principle we are supportive of the scheme, there are however a number of outstanding matters that require further consideration. Please request a response and additional information required.

Additional details received 28th Feb 2022

We have reviewed the details received.

We would offer the following comments:

Access/Layout:

- A minor alteration is required to highway design and this a footway is required to the front of plots 22-27 (this can be managed through technical approval) no amendment is necessary, just acknowledgment.
- Sightlines have been offered. We request that condition 2 and 3 are attached to ensure splays are kept unhindered for perpetuity
- There is a concern that the road which will serve plots 31 and 41, will not have a turning head. The response received to this is not adequate. The arrangement shown for turning of vehicles, is to utilise the entrance to the car

park serving the apartments. This inadequate as this would impact on movement and parking associated with properties. A tuning head should be provided, please seek further details.

- The points made in addressing the request for inferences towards Manual for Street characteristics, in our opinion still does not go far enough. The introduction of a table junction in the centre of the site, is insufficient, there is no character or softening of the streets
- Swept path received shows encroachment into parking bays for plot 21 to undertake the turn, this require further amendment and adjustment. The vehicle travelling down the access roads serving plots 27-29, cannot turn, this is unsatisfactory and should have a tuning space/head. If none is to be provided, then an adequate bin collection point at the entrance of the road should be provided, off the highway.
- The widening of bends has not been considered sufficiently.

Parking

- We are still of the opinion that the parking to support the apartment is inadequate and would have an adverse impact upon the highway and safety of the network and highway users. We would maintain that the parking levels be increased, or alternatively we are happy to support the units reverting to 1bed only.

The **construction method statement** received has been reviewed.

Further work is required before the methodology presented is acceptable.

- The development will require a formal wheel washing system, and not just a karcher pressure washer. The initial start on site will inevitably have significant movement of material, with this in mind and also recent experience of site management at developments through the borough, a formal mechanical system will be required, please request further details.
- Details of the location of this system and how the water runoff and mud deposits will be collected and disposed of, is also required to be submitted.
- All operative parking should be maintained within the site at all times. At no point should vehicles be parked on Johnson New Road. Please confirm.

Aside from the above, please attach all matters outlined under; off site highway works, other/ standard conditions & Informatives, as they are all still applicable.

6.8 BwD Public Rights of Way

Although the incorporated plans in the submitted application make reference to the public right of way being retained through the site, the route of the public right of way seems to differ from what we have recorded on the definitive map. This seems to be apparent on the section of Public footpath 233 Darwen where it heads North East towards Stockclough Cottage.

If the developer intends to alter the route of this footpath they must first apply for a modification order to have the line moved on the definitive map. All costs for this

must be met by the developer. This application form can be obtained from BWDBC website or directly from:
Public.rightofway@blackburn.gov.uk

Whilst site preparation and construction is underway the developer needs to apply for a temporary closure for the footpath if the public are going to be at any risk during this period.

The initial closure lasts for six months and can be extended after this. The cost for the temporary closure process and any subsequent extensions again needs to be met by the developer and the relevant forms can be obtained from the BWDBC website or directly from public.rightofway@blackburn.gov.uk

If the developer intends to change the surface of this public footpath they must seek prior approval from the Highways Authority for this work. There is no charge for this application and a form can be obtained from:
Public.rightofway@blackburn.gov.uk

If the developer doesn't need to temporarily close the public right of way, please add Highways 11 to this application.

6.9 Lancashire Constabulary

No objection subject to Secured by Design Homes 2016' principles.

6.10 Natural England comments received 7th March 2022:

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.

West Pennine Moors Site of Special Scientific Interest (SSSI)

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

Additional Information

Natural England is currently undertaking some research into potential impacts from recreational disturbance on the West Pennine Moors SSSI. Due to the close proximity of the proposal to nearby Hoddlesden Moss and Pick Up Bank, relatively quiet areas of the SSSI, increases in disturbance could have a significant effect on ground nesting birds. We advise the developer is made aware of the close proximity of the proposal to the SSSI and impacts recreational disturbance can cause.

Should the proposal change, please consult us again.

6.11 Public Consultation

Public consultation has taken place, with 74 letters posted to the local community on 19th January 2022. Site notices were also displayed and a press notice was published 14th February 2022. In response, 63 objections and 1 general comment were received (see Summary of Representations).

7.0 **CONTACT OFFICER: Nick Blackledge – [Principal Planner].**

8.0 **DATE PREPARED: 7th March 2022.**

9.0 **SUMMARY OF REPRESENTATIONS**

Objection – Steve Hartley, Britannia House, Junction Street, Darwen, BB3 3RB. Received 21/01/2022.

Hi nick,

I think I should make a formal objection to the plans submitted.

Kingswood Homes are aware of the access which is required for agricultural purposes, but unfortunately they have disregarded this as it is not shown.

Objection – Lisa Cooper, BB3 3PU. Received 26/01/2022.

I wish to raise an objection to the planning submitted for the above site.

I believe this amount of housing will have a negative impact on both the residents of the village and the countryside.

Though I am a resident of Darwen, my son and his family live in the village of Hoddlesden. I am horrified that this beautiful village my two year old granddaughter is growing up in will be unrecognisable. Not to mention the fact that the village school cannot accommodate this influx.

Objection – Mr Ulvarez, 25 Chapman Road, Darwen, BB3 3LU. Received 26/01/2022.

We would like to lodge an objection on the proposal of building over 100 homes on the plot near Hoddlesden.

We moved here just over a year ago and the reason we chose Hoddlesden was due to the small village community and all the beautiful surrounding area.

The village and school are not built to cope with such a large influx of people neither are the roads built for having large amounts of traffic. We believe the development would have a negative impact on all the wildlife and surrounding scenery, as well as the infrastructure of the village as a whole.

Objection A J Brooks, 13 Browning Street, Darwen, BB3 3NE. Received 26/01/2022.

I would like to add my objection to the proposed planning of 72 residential buildings at the former Hoddlesden Mill, Johnson New Road, Hoddlesden. Apparently there is to be a phase 2 which will add another 28 dwellings. Absolutely unacceptable when as of October 2020 there were 2717 empty houses across Blackburn with Darwen, and still over a 1000 as of April 2021.

I currently live in a semi rural village community, surrounded by beautiful countryside, with all the amenities we need. Your proposal would change this dynamic instantly.

We do not have the infrastructure to support the increase in volume of traffic, which in turn would exacerbate pollution and noise. There is no plan for vehicular access to this proposal, the current amount of vehicles in and transitting through the village is unacceptable/unsustainable, villagers are already struggling to park safely outside, or in some cases near to their own properties.

Not only this, the development is going to have a negative impact on the Lodge and surrounding countryside, we need social housing not 4 bedroom luxury dwellings and apartments.

This is a conservation area, my home is Grade 2 listed, and you seem to think that by throwing in another 100 houses, probably 200 vehicles, as most households have 2 cars, over loading our excellent primary school, and creating a possible commuter corridor is beneficial.

I completely disagree, Blackburn with Darwen council should be solving the housing issues by utilising existing properties not destroy village communities for the sake of money making property deals.

Objection – Abbie-Leigh Wallace, Bailey Wallace, Jason Wallace, Kym Haworth, BB3 3LT. Received 26/01/2022

This email is for the attention of Nick Blackledge. I would like to raise numerous objections to the Hoddlesden Mill Development on behalf of my household (BB3 3LT).

Objection – Jane Coughlin, BB3 3LU. Received 26/01/2022.

I am contacting you, again, to oppose the above planning application at Hoddlesden Mill. A total of 100 houses in 2 phases is ludicrous for a small rural area like Hoddlesden. My grounds for objection are:

1. The infrastructure cannot support this level of development.

- Long Hey Lane leading over Pickup Bank is a small, on the whole, single track, rural road not designed for heavy usage, in fact, it is in need of total repair now.
- Johnston New Road is another small rural road, which cannot support an increase in traffic, let alone the disruption the construction vehicles would cause.
- 100 houses = at least 100 cars!

- A lack of reliable, affordable public transport in the area means people are forced to use their cars.
- Unfortunately, this area is already used as a rat run from 5am till 6pm and onwards, this development would only make this situation worse.

2. The school would not be able to support an increase in students. It is all well and good saying that the developer may build another classroom (as proposed elsewhere in Darwen), but who will pay to maintain and staff that classroom for 20 + years? Not the developer.

3. The land itself : This area was previously used in the chemical industry, how contaminated in the land? Wouldn't it need to be cleaned? A walk around the lodge, shows that chemicals are seeping out of the land.

4. Demand for local GP's, dentists and at the hospital - has this been factored into the plan?

5. Negative impact on local wildlife in the area. The area has over the years been taken over by nature - this should be encouraged.

6. A development of this size will have a negative impact on the surrounding scenery of the area, around the lodge and Yate and Pickup Bank. It would change forever the feel and appearance of Hoddlesden, one of the few remaining villages in the area.

7. Darwen had already got 6 active building sites, 1 on Cranberry Lane, 2 on Pole Lane, 1 on Tower View and at least 1 on Ellison Fold/Bailey Field, and 1 behind The Rankin Pub in Hoddlesden. This level of development, added to the Blackburn developments, must meet the council's quota for new housing.

8. See no 7 - there is already a development in Hoddlesden of 14 "executive" properties, in an area with limited access i.e. Graham St, Sydney St and Albert St. Which also impacts on the all the issues raised here.

8. I realise that the council are keen to lure in buyers from Bolton and North Manchester to the area by providing "executive housing" - this is not the area for that .

I hope my concerns are taken into consideration.

I realise that there is a need for "affordable" first time housing and also sheltered housing in Hoddlesden. Many years ago a smaller development ,on the Hoddlesden Mill site, which focused on children wishing to stay in Hoddlesden being able to buy their first home, along side sheltered housing flats, again in the main for the elderly of Hoddlesden who wished to downsize. If the council are keen to develop the area and thus increase their council tax income in this way, perhaps they need to look at a similar low rise, local people first, scheme. Julie Slater was the I councillor at the time.

Objection – Hannah Margaret Marsden, BB3 3NT. Received 26/01/2022.

I am emailing to object to the planned development of over 100 houses on the Hoddlesden Mill site.

This amount of construction and added housing will severely affect the infrastructure of Hoddlesden. From the population of the schools to the inevitably high volume of traffic this amount of extra housing will create. Hoddlesden is a beautiful area with the reservoir creating such a wonderful home for all different wildlife, which will no doubt be devastated by the affects of the construction works and then in future the people living on what used to be rural land.

Objection – Geoff Young. Received 26/01/2022.

I am writing to object about the development of Hoddlesden mill because of the number of people these houses will bring with them. Not to mention the cars, and their works vehicles they will undoubtedly house. My neighbour has four vehicles only three drivers vehicles between them. That's just one dwelling. This is not an exception this is the norm. The village school is too small, the roads are already too congested. There are horses that canter through the village each day. There is quite literally too much traffic now with nowhere to park. So, there is a possibility of another four hundred extra vehicles from dwellings plus, visiting cars, far too many. The people who use the pub and the club will drive to them instead of walking. Therefore the village will be gridlocked when, drinking, taking the children to school etc..

Objection – Dean McCluskey, 2 Hargreaves Street, Hoddlesden, BB3 3NB. Received 26/01/2022.

I am writing to you to record my strong opposition to the development reference 10/22/0064. I live at 2 Hargreaves Street and know the area very well having lived here for over 20years. I, like all Hoddlesden residents I have spoken to, also raised an objection to the last public outreach in 2020 for this development.

The scale of the proposed development is significantly out of proportion to Hoddlesden village and would irreversibly destroy the rural village setting. The development (and certainly the scale of the current proposals) simply cannot be accommodated with the current infrastructure of Hoddlesden, both in terms of roads and education.

The corner bend of Johnson New Road (near to the Cooper Rigg entrance) frequently has road traffic accidents and near misses. The surrounding roads are already noticeably busier due to the extent of house building in the area and people using nearby Pick Up bank as a commuters 'rat run'. I know there have been numerous complaints over the past 6months concerning Hoddlesden and Pick Up Bank being used as a cut through for commuters resulting in roads being grid locked and walls edging onto the roads being damaged by HGVs and other careless drivers. Adding dozens of new houses will only make this problem more commonplace.

Hoddlesden Primary School (St Paul's) is already oversubscribed and whilst the village as a whole agree it must stay in its current location, the school cannot be expected to accommodate such an expansion to the local population.

I also have reservations about the impact this development will have on wildlife in the area. We are fortunate to frequently see a wide variety of animals and birds in the woods surrounding Hoddlesden Mill, I expect any potential development to make significant provisions to protect the local wildlife.

Let me be clear, Hoddlesden does not support this development and I trust this objection will be taken seriously.

Objection – Mrs Karen & Mr Stephen Moran, 1 Meadow Head Cottages, Long Hey Lane, Pickup Bank, Darwen, BB3 3QD. Received 26/01/2022.

I am sending this email regarding the building of houses for phase 1 and 2 at Hoddlesdon Mill.

Both myself and my partner live at 1 Meadow Head Cottage and strongly object to any construction works to be able to go ahead in this small village.

This would impact strongly on the school and the road traffic is already very heavy, not to mention the impact on the beautiful scenery around the lodge and surrounding areas. The traffic would not be good for the environment and the animals that are currently are this area.

The increase of traffic would also have a major impact on many cyclists and walkers around.

Objection – Sheila Dewhurst, BB3 3RD. Received 26/01/2022.

I as a resident of the village of Hoddlesden object to the amount of houses planned on the sight of the mill. We are already blighted with the amount of cars parked on our close on a daily basis. This amount of extra houses would be detrimental to the village

Objection – Sarah Louise Douglas, BB3 3NE. Received 26/01/2022.

I write to raise my objection to the proposed development on the hoddlesden mill site. I moved to hoddlesden as it is a nice rural and quiet area, so many new homes would absolutely change that. Hoddlesden is a small community and I personally feel the development will impact us greatly as stated the village cannot support the number of new potential residents and it would be a major problem where road traffic is concerned causing unnecessary congestion among other issues. The village would be no more. The area of hoddlesden is one of stunning rural countryside a beauty this development WILL most definitely ruin. Can we not keep any of our countryside!

Objection – Amy Dutton, 45 O'er The Bridge, Hoddlesden, BB3 3NL. Received 27/01/2022.

I am writing to state my opposition to the proposed development of Hoddlesden Mill.

I firmly believe that additional housing on this plot would cause damaging changes to the heart of the village; its infrastructure would change immeasurably and we would lose vital green land that is so precious.

Plans to promote natural wildlife reserves or woodland spaces would be gratefully received, and could benefit the community in numerous, even profitable, ways if handled sensitively.

Objection – Paul Blake, 45 O'er The Bridge, Hoddlesden, BB3 3NL. Received 27/01/2022.

For the attention of Nick Blackledge, I am writing to state my opposition for the development of Hoddlesden mill.

Everywhere I look, there's new housing developments being built. Why put another eyesore in a beautiful village like Hoddlesden ?

Not to mention the the amount of extra traffic and pollution.

Please listen to the actual residents of this village.

Objection Wendy Dewhurst. Received 27/01/2022

I would like to put my objection in regarding the 100 houses to be built in Hoddlesden.

- 1 : Extra traffic in such a small village.
- 2 : School could not take extra pupils.
- 3 : Nowhere for children to play.
- 4 : Total infrastructure of Hoddlesden could not stand this amount of houses.

Surely the planned building of the new school at Blacksnape would be better built on the Mill, and houses built up near plying fields.

Objection – Suzanne Slater, 40 Glenshiels Avenue, Hoddlesden, BB3 3LS. Received 27/01/2022.

As a resident of Hoddlesden, I have only just received information regarding the proposal for the site at Hoddlesden Mill.

I wish to put forward my objection of this proposed development with immediate effect.

Hoddlesden has for many many years been known for its own individuality of being a small village with beautiful countryside, one of the many reasons I chose to purchase my house and reside here.

The village will not be able to sustain such a vast increase in a new development of houses. Firstly the school is already over-subscribed and this would put pressure on the residents already living in the village with children who will want to apply for a school place.

The main critical objection to the proposal is quite simply the increase of road traffic and accessibility to the site. The route through waterside is already a danger route and the road is far too narrow to cope with the demand, this also has an impact on the residents of Waterside.

Hoddlesden Road leading up to the mini roundabout at Blacksnape has already had an increase in traffic due to the development on Pole Lane and this is of course only going to increase with the new development further down.

I trust that my objection be put forward and considered.

Objection – Adrian & Marianne Sutcliffe, BB3 3LS. Received 27/01/2022.

_Good Afternoon

As local residents and parents my wife and I would like our objections noted in regards to the plans (reference provided above) of more than 100 houses/flats being built in our little village.

This kind of increase in the number of homes in the area would heavily impact on road traffic and air quality. We have already witnessed an increasing number of vehicles travelling to and through the village area following the granting of other planning permissions on other developments in the surrounding area, This is already doing damage to our already unfit and pot hole ridden roads in and out of the village and town.

Furthermore the local infrastructure such as the village school and town doctors surgery wouldn't be able to cope with the demands put on them with this increase of residents on top of the large increase already being put on them following the other developments nearby.

I would also point out that the homes being built wouldnt be in keeping with the village. We also have to raise the issues of density and possible over-development of the site as well as the adverse impact which the proposed development might have on the character of the village and on the residential amenity of neighbours.

We think the development looks ugly, it is over-bearing, out-of-scale and out of character in terms of its appearance compared with existing development in the vicinity. The wildlife and scenery would also be negatively impacted upon.

See sense and reject this proposal of yet more unneeded development in this village not to mention this town.

Maybe look into the two sites yet to break ground or the other five unfinished and unsold developments nearby for a hint that no more development is needed, all seven of these sites are within a few hundred metres of this proposed site, the development is smothering our village, town and small infrastructure.

See sense please.

Objection – Wendy Whalley, 18 Glencoe Avenue, Hoddlesden, BB3 3LW. Received 27/01/2022.

I am writing having heard about the proposal to build around 100 new homes next to Johnson's reservoir, Hoddlesden.

We moved into the area 6 years ago, because of the quiet rural location and feel that the village community will be lost as result of the proposed building of all these new homes.

Most families have more than one car/vehicle and so the increased number in the small village will have a devastating impact not only on the local environment, but we feel that the narrow and windy roads are insufficient to deal with the extra traffic.

We appreciate that the land requires development, but this amount of housing will spoil the village community, not to mention the impact on local services/schools etc.

The reservoir is an area much appreciated by villagers and local nature lovers particularly for fishing and dog walking. We feel that the introduction of additional houses would reduce the amount of green spaces and spoil the scenery.

Is there no option to reduce the number of new homes built? Are there no other areas that could be used for this purpose so that we can retain the beautiful surroundings which our village enjoys?

Again, we fully appreciate the need for new homes across the country, but we have too few real villages in this part of Lancashire and feel this would be the end of ours.

Objection – David Eastham. Received 27/01/2022.

We as a household of Hoddlesden object to the development of the Hoddlesden Mill Site.

Objection – Steve Thomas, 27 Glencoe Avenue, Hoddlesden, BB3 3LW. Received 27/01/2022.

I wish to raise an objection to the proposed development of Hoddlesden Mill.

I must object on the grounds that too many new homes would change the village beyond reason, and the infrastructure we have cannot support this number of new residents.

The impact on St. Paul's school and the amount of new traffic, not to mention the negative impact on the beautiful scenery around the lodge and surrounding area would be detrimental to the community.

I therefore ask that this development be refused and the views of the residents that actually live here be taken into account.

Objection – Dean Robinson, BB3 3NP. Received 27/01/2022.

I am emailing to raise an objection to the development of Hoddlesden Mill. Such a large quantity of houses would ruin a small local village not to mention ruining the countryside and scenery surrounding it. There is also the issue of infrastructure which I don't believe has been addressed as I do not believe the current roads would be able to cope with the additional traffic let alone the impact on the local school.

Objection – HJ Thomas, 27 Glencoe Avenue, Hoddlesden. Received 27/01/2022.

I wish to raise an objection to the proposed development of Hoddlesden Mill.

I object on the grounds that too many new homes would change the village beyond reason and the infrastructure we have cannot support this number of new residents.

The impact on St Paul's school and the amount of new traffic, not to mention the negative impact on the beautiful scenery around the lodge and surrounding area, would be detrimental to the community.

I therefore ask that this development be refused and the views of the residents that live here be taken into account.

Objection – Wendy & Andrew Whalley, BB3 3LW. Received 27/01/2022.

I am writing having heard about the proposal to build around 100 new homes next to Johnson's reservoir, Hoddlesden.

We moved into the area 6 years ago, because of the quiet rural location and feel that the village community will be lost as result of the proposed building of all these new homes.

Most families have more than one car/vehicle and so the increased number in the small village will have a devastating impact not only on the local environment, but we feel that the narrow and windy roads are insufficient to deal with the extra traffic.

We appreciate that the land requires development, but this amount of housing will spoil the village community, not to mention the impact on local services/schools etc.

The reservoir is an area much appreciated by villagers and local nature lovers particularly for fishing and dog walking. We feel that the introduction of additional houses would reduce the amount of green spaces and spoil the scenery.

Is there no option to reduce the number of new homes built? Are there no other areas that could be used for this purpose so that we can retain the beautiful surroundings which our village enjoys?

Again, we fully appreciate the need for new homes across the country, but we have too few real villages in this part of Lancashire and feel this would be the end of ours.

Objection – Roger Bowker, Stand Farm, Hoddlesden, BB3 3QS. Received 28/01/2022.

We wish to state to you our job opposition to the proposed development of the Hoddlesden Mill site.

While I believe that the site needs to be developed the number of properties proposed by the applicants is far and away to many not only for the area in question but also for the position which put together I believe will be detrimental to our village.

The position of the development with the number of properties being proposed is immediately adjacent to a very sharp bend on a hill and is directly opposite an exit from the village school.

Hoddlesden has a good mix of properties in most price ranges and I feel that the extremely large number being proposed on the site considering its actual size are being aimed at the buy to let market.

The idea that some of the properties are being developed for older people who may want to downsize is in my opinion an effort by the developers to cover their real plans, as I stated earlier this site is at the bottom of a very steep hill and moving down there would isolate elderly people as the only village shop is at the top of the hill and public transport is at best sporadic.

Another relevant point is the lack of school places at St Paul's C of E primary. A development of this size would only be a detriment to the village and would create a carbuncle totally out of sync with the natural organic development of the village.

Objection – Claire Rott, BB3 3PD. Received 28/01/2022.

I wish to object to the Hoddlesden Mill Development on the grounds that it would change the infrastructure of the village which would not support the massive increase in traffic. It would also impact on the unspoilt scenery.

Objection – Leah Hart, 6 St Paul's Terrace, Hoddlesden, BB3 3NP. Received 28/01/2022.

I am writing as a resident of the Hoddlesden area to dispute the upcoming development of houses next to Johnson's Reservoir.

This site has had the opportunity to return to nature in recent years, and it is an absolute travesty it is due in be turned into houses. I know from personal experience that this site supports an ecosystem with many species, including bats and owls, and I am also aware of Blackburn with Darwen's plan to increase green infrastructure to support the goal of becoming carbon neutral by 2030. Therefore, turning this site into a nature reserve should be considered and would not only support this target but support local environmental sustainability. Green spaces have more value than new houses by providing many ecosystem services, including human health, mental health and wellbeing.

There is no end to green infrastructure being turned into soulless boxes at the expense of nature, purely for financial gain - which must stop. We are the ones who have the power to put all other species and nature before ourselves.

One hundred houses built on this site would increase light, air and sound pollution significantly, with urban garden fertilisers quite easily reaching the reservoir, further disturbing the ecosystem and poisoning local water (even more than it already is).

From a people's perspective, our peaceful and green area means everything to us, and the village just can't support such a large influx of people. Traffic would increase significantly, and there would be a huge impact on the school.

The community object to this development and want to preserve this beautiful slice of nature, and it would be greatly appreciated if our voices were heard.

Objection – Mr JW Heaton, 55 Carus Avenue, Hoddlesden, BB3 3LN. Received 28/01/2022.

Re above reference and Hoddlesden Mill development.

I wish to object to this proposal on the grounds:

There is no infrastructure changes planned for Road improvements for safety

There is no planned development of the Village school to take the likelihood of an increase in students

There is no proposal to increase alternative green transport links eg Buses (now 3 per day, none after 6pm) none at weekend) Cycle lanes have not been incorporated into the plans.

There will be no added Doctors or Dentist surgeries planned for the increased population the nearest being Darwen which is already struggling to meet its current patient needs.

The village of Hoddlesden is losing its identity which has been maintained for the past 50 years now with the developments of Housing to Pole Lane and Marsh House Lane are within touching distance of the Village. This new development will stretch the village Boundary into Waterside and Yate and Pickup Bank these villages losing their unique identities in the process.

Woodland and natural habitats for animals will be lost which will increase pressure on the remaining countryside In their search for food and dwelling.

In an age when we are told trees are the earths salvation we think nothing of ripping up trees and natural beauty to create executive housing NOT affordable housing built on brownfield sites which there are many in the Blackburn with Darwen Borough.

Objection – Dale Waddington, 2 Gleneagles Avenue, Hoddlesden, BB3 3LP. Received 28/01/2022.

Re. Proposed development of Hoddlesden Mill. Application No. 10/22/0064

As a concerned resident of Hoddlesden I would like to object to this proposed development on the main ground that these additional new dwellings would have detrimental effect upon the village of Hoddlesden.

Main concerns include:

- Massive increased volume in traffic along the very narrow Johnson New Road and towards Grane Road via Pickup Bank.
 - Eg. 100 dwellings x 2 working adults = an additional 200 vehicles twice a day commuting.
 - Increased risk of accident through Pickup Bank which in many places is a single track road.
- In 2011 the population of Hoddlesden was 1,239 (source Wikipedia). 100 new dwellings at say an average of two persons per dwelling would increase the village population by approximately 16%. Is this really an acceptable increase for a small village community?
- Additional volume of traffic past the main access route to St. Pauls School increasing the risk of an accident involving a child.
- Permanent destruction of the overall aesthetic appearance of the Village and in particular the detrimental visual impact adjacent to Johnsons Reservoir.

Please apply this letter as a formal objection to the application and in addition could you please keep me informed of the planning progress and decision by the council.

Objection – Callum Duxbury, 5 Earls Drive, Hoddlesden, BB3 3RD. Received 28/01/2022.

Hello,

I am writing to you with regards to the proposed housing development at Hoddlesden Mill next to Johnson's reservoir.

I would like to lodge my objection to this development as I feel it will negatively impact the surrounding area, too many

new houses would change the village beyond reason, the infrastructure we have cannot support the additional number

of people. I feel this will directly impact the local school, road traffic and not to mention the scenery around the lodge

and surrounding area.

Local residents are in agreement that this amount of new housing would instantly have a negative effect on the dynamic of our village,

and I would like to state that I object to this development (REF: 10/22/0064).

Objection – Warren Gillen, 22 St Paul’s Terrace, Hoddlesden, BB3 3NP. Received 28/01/2022.

Please accept this email as my planning objection to the housing scheme planned for Hoddlesden Mill.

I am sure it doesn’t need spelling out to you, as you’re a “town planner”, what effect such a big development will have on such a small village:

My simple maths:

100 plus, Homes = 200 plus Cars = 500 Plus people!

Into: 1 small capacity A road, in & out! - 1 over subscribed school! - No leisure facilities

It just does not work!!

This is on top of the climate impact such a development will have on such things as, Air pollution, local flooding, plus the overall debasement of the beautiful scenery and wildlife of the lodge, which at present attracts some rare migrating water birds during the autumn season.

I hope you will not be bullied by developers promising councils low impact considerate developments, when all they want to do is cash in on the profits being generated in the current climate of the housing market.

Objection – Elizabeth Farrington, 21 Clifton Terrace, Hoddlesden, BB3 3NR. Received 28/01/2022.

I wish to register an objection to the proposed housing development at Hoddlesden Mill on the grounds that it would change Hoddlesden beyond reason from this quiet village.

One hundred new households will make Johnstone New Road even more dangerous for pedestrians as the pavement simply ends at Clifton Terrace and St Paul's Terrace. Adding to the road traffic with over one hundred additional households would exacerbate this situation.

The water pipes burst frequently along our section of road. Consequently, our water supply often has to be turned off, sometimes for prolonged periods in order to effect repairs to the pipes. The infrastructure struggles to support the people who already live here.

The beautiful countryside of Hoddlesden will also be adversely affected by the proposed development. There will also be the prolonged noise pollution caused by building.

Objection – Millie Clarke, BB3 3LU. Received 28/01/2022.

I am writing in respect of the planning on the mill site in Hoddlesden. I feel that the number of houses that are proposed are far too many for the existing surrounding roads, especially on long hay lane when in many places it is a signal road access way.

I also feel it would cause disruption to the existing wildlife that I regularly watch including deers which are seen quite often due to the lack of human activity.

As all my children attend St Paul's Primary I walk to school as there is already no parking availability in the area as the school is already over subscribed. Adding more houses, more cars and more school admissions will overwhelm the area and local population.

I don't disagree the site does need some kind of attention and I feel would benefit from some kind of development including a habitat for wildlife to make it more environmentally friendly. There is also development passed and set to start for houses in the area already in the near future. I feel the amount of houses is too much of a stretch for a small village with few/narrow roads.

Objection – Heather Brown, 10 Sydney Street, Hoddlesden, BB3 3LZ. Received 28/01/2022.

I wish to object strongly to the proposed development at Hoddlesden Mill .

My concerns are

1 - pressure on existing infrastructure, the school etc . There is no provision for extra classes .

2 - impact on the local environment. Places like the reservoir and the Millennium green will suffer from increased footfall . As a local volunteer I know this will result in more litter and more work needed on footpaths .

3 - my main objection is to do with TRAFFIC .

Two of the roads are single lane - Pickup Bank and Johnson New road , which is lined with parked cars through Waterside village . It is already a well used route to the Roman road and can be difficult to pass other vehicles in the daytime .

Pickup Bank is another well used route to the Grane road by traffic heading for the M66 Eastbound and the M65 junction 5 .

These routes are on sat navs and can already become blocked by large vehicles.

An extra 100 cars will add unacceptably to the problem.

The other route away from the site goes through Hoddlesden village itself . I live in the centre of the village and the traffic can already be a problem as people using the two 'rat runs' mentioned earlier go through the village at speed . Imagine more than 100 new vehicles travelling through the village with parked cars and children and old people crossing . I am very dismayed by this prospect .

The other very important consideration for me as an asthma sufferer is air quality for residents of Hoddlesden village .
More vehicles, more emissions.

There is little or no public transport for this area , it seems to me that a development of houses where the residents would be compelled to use private vehicles is in contravention of the government's own undertakings re COP 26 .

4 - Environmental concerns

What provision is there for low energy features ? Solar panels , heat pumps etc . These houses will be there for 50 + years they should be built accordingly . Not just another development of ordinary energy hungry houses .

I hope you will take local and global concerns into consideration. As the planning officer you have a responsibility to the community and our future . Not to destroy our local and wider environment and quality of life .

Objection – Michelle Rose. Received 28/01/2022.

FAO Nick Blackledge
Hoddlesden Mill
Planning objection

Objection – Lynne Gillen, BB3 3NP. Received 28/01/2022.

I would like to register my objections to the housing development on the Hoddlesden Mill site. It is currently an eyesore and would welcome some development, however the proposal for 100 houses would be unfeasible for such a small village and the existing infrastructure.

Please let me know if you need any further information.

Objection – Simon Kaminski, BB3 3LU. Received 31/01/2022.

I wish to lodge my objection to the plans to develop houses next to Johnson's reservoir. As a village resident I feel that the extra populus will have a negative impact on the school, local infrastructure, wildlife and traffic. This is a small farming village and should remain so for the benefit of the community.

Objection – Graham Pollitt, BB3 3PD. Received 31/01/2022.

I am writing this email to raise an objection to the planned development at Hoddlesden Mill.

I live in nearby Waterside and already Johnson New Road is heavily used road.

Building more houses would only make the road even busier.

Please could you add my objection to your list.

Objection Peter & Georgina Isherwood, 51 Glenshields Avenue, Hoddlesden. Received 31/01/2022.

Ref: 10/22/0064

We are concerned about the large amount of houses that are planned at Hoddlesden Mill.

This will result in excess of 200 people using the local roads that are completely inadequate to take the increased traffic.

Objection – Chloe McCluskey, 2 Hargreaves Street, Hoddlesden, BB3 3NB

I am writing to voice my objection to the planned development at Hoddlesden mill. I am a Hoddlesden resident and agree that the land at the mill could be put to better use. However, I completely disagree with the planned number of houses as it currently stands. The developers clearly have their eyes set on hefty profit rather than a sustainable, environmentally considered local village project. I would urge planners to reconsider the allowance of so many properties.

Johnson New Road is notoriously bad for people speeding. Having a primary school on one side of the road and a housing development on the other sounds like a recipe for disaster. The site is also within a stones throw of Johnson reservoir, where the paths are small and would be easily overwhelmed by the increased footfall from more than 70 houses. Local roads, including those at Pickup bank are also far too small to support the increased number of vehicles that over 70 houses would bring. I cannot understand the thought process behind such a large development being considered appropriate for a village of Hoddlesdens size and infrastructure.

Please reconsider the plans as they currently stand.

Objection – Mr & Mrs D Buck, BB3 3NP. Received 31/01/2022.

Further to receiving the above notice regarding the proposal of over a 100 houses next to Johnson's Reservoir, we feel we have no other option than to object to the above planning.

As a community too many new properties would vastly change the Village beyond reason. As such we do not have the infrastructure or means to support the number of people or vehicles. It would have a huge negative impact especially so close to the school.

Also the school does not have the facilities, staff or means to support such a huge influx of potential families thus impacting the learning and development of existing children.

The impact on the surrounding area is huge, taking away beautiful scenery around the lodge and surrounding area.

Whilst we appreciate more housing is necessary, this is NOT the place to do it!

Objection – Mr & Mrs Chappell, BB3 3QD. Received 31/01/2022.

We are writing to voice our objection and concern regarding the recent planning approval for the above mentioned site.

Firstly can you please confirm how many houses have actually been granted for planning permission? Some reports state 74 then an additional 28 on stage 2 - when was stage 2 passed? A document from September 2021 states UPTO 79!! Please can you clarify this.

We cannot understand how the council can justify such a development. We already have building work ongoing behind the Ranken, another site at Victoria Buildings, also Lower Eccleshill and not to mention the development on Baileys field.

Has any consideration been taken into account on the impact building so many houses would have on Hoddlesden village and the lovely countryside that surrounds it? Certainly the infrastructure cannot sustain this amount of houses. The school has been oversubscribed for quite some time. The roads - in particular Pickup Bank cannot cope with more passing through traffic and are already in a bad state of repair. Bin collections were removed from out lying areas due to cost - why introduce more houses and bins.

The impact on our countryside and wildlife is very much a concern to us. There are a number of badger setts in the area, barn owls and bats. Has a report been done to ensure that these are protected? Furthermore the site in question is classed as 'contaminated' due to its previous use. How does this impact the environment/pollution when the building work starts? The council surely has a duty to protect and preserve such a lovely village, wildlife and surrounding area, not turn it into a town or worse.

We would be grateful if you would clarify the above as soon as possible.

Objection – Lindsay Bottomley, BB3 3RD. Received 31/01/2022.

I'd like to raise an objection to the above referenced development.

I live in the area and the School is already over subscribed with a big waiting list. I haven't even been able to get my own child into the school which i live 2 minutes away from. I have to travel 1 hour per day to take/pick up my youngest child to another school.

To build so many houses on this new site and not consider extending the school at the same time is too much.

Objection – Eleanor Carter, 6 Kings Drive, Hoddlesden, BB3 3RD. Received 31/01/2022.

I wish to raise an objection to the above project.

As a resident of Hoddlesden I cannot object too strongly on the building of so many houses in such a small village community. My husband and I moved here from Manchester to escape the town environment and feel this project would destroy the beautiful village community we moved to.

As residents on Kings Drive we cannot stress enough the impact of so many more children attending St Paul's Church of England Primary School will have on our neighborhood.

Already the amount of cars, during school drop off and pick up times, in our Drive and all the surrounding streets is difficult to say the least.

Objection – Tomas Rybar, Holker Barn, Long Hey Lane, Hoddlesden, BB3 3QD. Received 31/01/2022.

We have just been recently informed about this planning permission in Hoddlesden ref 10/22/0064, we knew that there are going to be a few houses built.

But I think we have been misinformed regarding the numbers of the houses that are going to be built in the area. Now we got the information that there are going to be a couple phases to the building works and only in the first phase there are going to be 74 houses built and 28 to come in phase two. All these along with 14 houses built behind Ranken arms!

It's nice for developers to build plenty of houses in a lucrative area and make profit, but has anyone ever thought how big an impact this will have on village and residents?

Village and environment will completely change during the building process and when it's all done. Roads through Hoddlesden and Waterside aren't built for heavy traffic. There is often a problem for bus or bin vagon squeeze through due to amount of parked cars. What about the supply chain for new builds?

And the amount of cars, deliveries etc. coming with new residents later on!

What about reservoir and nature on its own? all will change to brick and tarmac everywhere around. This massive project will radically disturb and change wildlife and it's never going to be the same.

We live on property where public footpaths cross and I'm very worried about the impact on our privacy and safety. In the past 12 months we had a few incidents in front of our gate with big trucks. There is a 7.5 ton limit but drivers are ignoring it and I believe there will be much more with the amount of deliveries required to the building site.

And I can go on and on with possible complications and disruptions to our lives.

We're not against building houses and transforming a very sad looking area to nice estate but we believe less than half of new builds would be enough. I believe we are not alone who moved here for nice peaceful countryside life and this development will take it away from us.

Objection – Georgie Moorhouse, BB3 3QD. Received 31/01/2022.

This email is to object the new proposal for the new housing estate in Hoddlesden. I believe this development is too large for this area for several reasons.

1. The location will have a major environmental impact to the surrounding area and local farmers. As the fields shown on the development are used as access to move animals across the land.

2. I strongly believe that St. Pauls primary school will not have the capacity to allow for extra students which may be brought to the area especially with the new developments happening elsewhere within the area.

3. Long hey lane leading to Johnson's new road is also in a poor state and already not wide enough for the current traffic on the road before introducing more cars / vans.

In order for this development to not create such a negative impact to Hoddlesden I strongly believe that it should be considered for the number of houses on the proposed plans to be lowered by at least 40% to minimise the issues raised above causing a major impact to this village.

Objection – Heather Metcalfe, BB3 3LS. Received 31/01/2022.

Please NOnot another mess in the village. We already have a site mess off Albert Street. A planning permission which should never have been granted considering the difficulties and lack of safe access. The site now lies derelict and far from finished - what an eyesore!!!

I believe the builder has now applying to have many of the conditions of the build removed - how ridiculous! What is the point of putting in conditions and then removing them??

Please we've got to live here....think again, we are a village and want to stay a village, we have neither the infrastructure nor the school to cope with this number of houses. The site has big safety issues reference poisons left from it's original mill site use. Please don't leave us with another building cock-up!

Objection – Neil & Margaret Mayoh, 10 Earls Drive, Hoddlesden, BB3 3RD. Received 31/01/2022.

Att. Of Nick Blackledge. Ref. 10/22/0064 Hoddlesden Mill Dear Mr Blackledge, We are Mr and Mrs D.N. Mayoh and live at 10 Earls Drive, Hoddlesden. BB3 3RD. We would both like to strongly object to the planning of houses on Hoddlesden Mill. We already have congestion problems in the village, especially at school times, and the thought of all the proposed houses fills us with dread. Have you really thought about the impact this will have on our village life?? Maybe the Council is only concerned with the extra revenue this will bring. We really think it's time you thought about people instead of your pockets.

Objection – Robert Barnes-Hudson, 28 St Paul's Terrace, Hoddlesden, BB3 3NP. Received 31/01/2022.

I understand that there is a plan to build over 100 houses on the old mill site in Hoddlesden.

I believe that if this goes through it will cause untold stress on the community here. There just isn't the infrastructure to support such a development.

We have one road through the village and the traffic is already heavy enough and the state of the road isn't the best now. The part of the road that comes from Eccleshill to Waterside is particularly poor.

Not only that, but the stress of the lorries etc... that will be required to complete the development will cause upheaval and disrepair beyond belief on the one road we have as a main thoroughfare.

The village hasn't the necessary amenities to cope with the 3-400 extra residents that the development would bring. No buses, only a tiny shop, no facilities for youngsters and only a small primary school. This village would be changed beyond recognition with this development and only the developers will benefit.

There's also the youths the extra housing would bring. There's nothing for them to do in the village and I believe that they would be hanging around the war memorial at the centre of the village, drinking, smoking god only knows what and generally causing a nuisance and disturbance in this peaceful place.

All in all, the only reason this will go ahead is for people, who won't have to put up with the disruption (during or after), to make a massive profit.

Objection – Jennifer Kay, BB3 3LS. Received 31/01/2022.

Please consider this email my objection the the proposed plans to develop next to Johnson's reservoir, ref as stated above.

As a village resident I'd like to object on the grounds that this development would change the village, bringing in too many cars causing infrastructure issues. This would also have a major impact to the local wildlife

Objection – Jennifer Dobson, 5 Glencoe Avenue, Hoddlesden, BB3 3LW. Received 01/02/2022.

As a resident of hoddlesden village I would like to object to the building of 74 houses plus a further 28 on the second phase for the hoddlesden mill site
I feel it would be detrimental to the whole village
If built there would be far too much traffic for this very small village, plus our small school, the children have always been very safe going into school and on the way home plus's the elderly going to the shops and community centre

Objection – Letizia Blaschi. Received 01/02/2022.

I am writing to express my concerns over the intention to build on the old Carus site. Hoddlesden is a small village which cannot take any further houses. The road running through Hoddlesden is already a busy road which currently has motorists speeding up and down it as it is without adding to this.

Also, the disruption which will be caused by the builders and wagons coming through Hoddlesden and the constant digging up of the roads which always comes with new builds and in such close proximity to the school is a concern.

The new estate will put huge pressure on the school which could find children already living in Hoddlesden missing out on school places at St. Paul's because of the number of young families which would no doubt be buying these properties.

The current residents of Hoddlesden have paid more than the average price for a property to be in a quiet and peaceful village which would no longer be the case should this development go ahead. We already have issues with bored teens in the village without the need for more.

I do not believe it would be a good idea for this build to go ahead and I hope you will take mine and other residents worries into consideration before making any decisions.

Objection – Mrs F A Fawcett, The Dog House, 21 Chapman Road, Hoddlesden, BB3 3LU. Received 02/02/2022.

To whom it may concern. BB3 3LU

I am writing to strongly object to the proposed building of an extra 28 houses bringing the total to 100 plus on the carus mill site. We are a small village not a town which Blackburn with Darwen Council seem to think we are. The school could not possibly accommodate the extra numbers of children. The traffic coming out onto Johnsons New Rd would be dangerously near blowing. Parents drop their children at the bottom of the steps and pick up in the afternoon. Many parents work these days and there is no room to park on Baynes St or Dukes Drive. I have lived and worked in the village for forty three years and could now be classed as a villager. There is building work in progress at the top of Sydney Street. Please turn down this planning application.

Yours sincerely

Objection – Dave Ashworth, BB3 3LS. Received 02/02/2022.

I would like to register my objection for the development of the old mill ground into a site for new homes.

My reasons for this are:

Increased traffic through the village which has very little deterrent for speeding drivers at the best of times especially approaching the zebra crossing coming down Hoddlesden Rd into the village.

The congestion it would cause up and down Pick Up Bank with increased traffic to the Graine Road which has very limited passing places and is at most a single lane.

Increased air pollution additional traffic.

Expanding the boundaries of the village beyond what is necessary and taking away rural areas and impacting on the habitat of the wildlife in and around the reservoir and fields.

Objection – P Cooper, 16 Waterside Terrace, BB3 3PD. Received 02/02/2022.

Re the planning application for the former Hoddlesden Mill.

Hoddlesden is a small village community. The proposals for development must therefore be restricted in size and aesthetics to maintain the character, ecology and community of the area.

There should be due diligence to the Council's key objectives on climate change policy which are to: Use resources sustainably so as not to add to the burden of climate change emissions in Blackburn with Darwen or elsewhere. New builds contributes to increase in emissions, therefore it needs to be constrained and proportionate.

The aim to align policy to climate change mitigation and adaptation objectives to create sustainable places where people want to live, work and visit and capture the benefits to health and the economy from the move to a climate friendly borough. It is contradictory to promote a rural area which is diminished by excess building, as this is contrary to being climate friendly. Moving to a climate friendly borough promotes areas where people can enjoy green open natural spaces as this is more beneficial to mental and physical health and the economy.

To make and facilitate the transition to cleaner, greener fuels and more active travel, is not achieved by an undue increased building. As this area has poor roads and a minimal public transport system. this will cause more car activity and pollution.

To uphold the storage of carbon by naturally by increasing tree cover, protecting soils and enhancing natural habitats. These are a features and character of the immediate and wider area, which need to be retained. Adjoining the site is Carus lodge and surrounding green area which should be preserved and protected, in line with council policies and help achieve this objective.

To provide the basis for change we must aim for wider understanding of the climate emergency and stronger partnerships and networks, which can be utilized in this case by not overburdening the area with excess housing, but keep it proportionate.

Infrastructure pressure from too many houses will create issues not only affect the village of Hoddlesden. Extra traffic will increase pressure and pollution on Johnson road and consequently the of villages of Waterside and Eccleshill, which already have safety concerns, including no pavement for pedestrians . There will be additional pressure on the junction of Johnson road with Roman road, plus the roads into Darwen.

Additional infrastructure concerns also include undue pressure on the school of St Paul's which is at capacity, as are local healthcare providers, including G.P.s and the Royal Blackburn Hospital.

The sewage system is known to be unable to take increased capacity; this therefore needs assessment and upgrade.

I strongly urge you to take the concerns of the local residents into your decision, to uphold and retain the character of the area and the community, preserve the local environment, and ecology, and fully evaluate the increased pressure on the infrastructure.

Objection – Julie Royds, 6 Earls Drive, Hoddlesden, BB3 3RD. Received 02/02/2022.

I wish to object to the proposed development of Hoddlesden Mill. Over 100 houses on the site is far too many for a small village which does not have the infrastructure to cope with such a massive change. The local school is already full and traffic has increased substantially with people using pickup bank as a cut through. The mill site needs to be developed and would make an excellent site for new housing just not the quantity proposed.

Objection – Linda Ashworth, BB3 3LS. Received 02/02/2022.

I would like to register my objection for the development of the old mill ground into a site for new homes.

My reasons for this are:

Increased traffic through the village which has very little deterrent for speeding drivers at the best of times especially approaching the zebra crossing coming down Hoddlesden Rd into the village.

The congestion it would cause up and down Pickup Bank with increased traffic to the Grane Road which has very limited passing places and is at most a single lane.

Increased air pollution additional traffic.

Expanding the boundaries of the village beyond what is necessary and taking away rural areas and impacting on the habitat of the wildlife in and around the reservoir and fields.

Insufficient infrastructure both in Hoddlesden & Darwen to cope with the increased population i.e. schools, doctors, police etc.

Objection – Dawn Summerfield, Luddington Hall Farm, Johnson Road, Darwen. Received 07/02/2022.

I am writing to object to the proposed planning application at Hoddlesden mill. The proposal to build 74 houses and then a further 28 houses on phase two, would instantly change the dynamic of the village and would change the village beyond reason. Also the infrastructure is not build to support this number of people, it would impact the sewage works, the school and especially the roads for the number of cars this would have and the amount of traffic on the surrounding country lanes. It would have a negative impact on the country side and the beautiful area around.

Please do not grant this proposal.

Objection - Mark Summerfield. Received 07/02/2022.

I am writing to object to the proposed planning application on the former Carus site. I understand that with the two phases of development there are over a hundred houses planned for construction.

The additional loading on local infrastructure, roads and schools will result in an unsustainable loss of quality of life for the residents of Hoddlesden and the surrounding areas. Whilst it is understandable that the village is a desirable area to live in, continued overdevelopment risks losing the very character that makes it so special.

With this in mind I ask the planning office to turn down the application.

Objection – Mrs Jill O’Shaughnessy, 2 Meadowhead Cottage, Long Hey Lane, Pickup Bank, BB3 3QD. Received 07/02/2022.

Thank you for your recent letter informing me of yet another planning application for: Reserved matters application – Approval of the reserved matters for the appearance, layout, scale and landscape for the erection of 72 residential units comprising 58 detached and semi-detached dwellings and 14 appartements pursuant to application 10/21/008

I wish to lodge a strong objection to this planning application and detail the reasons for your due consideration.

Hoddlesden and surrounding Pickup Bank are small village communities, and this major scheme of house building will destroy the village and surrounding area beyond reason. The infrastructure alone cannot support this influx of people and the unbelievable number of vehicles that will inevitably come with them.

You state in this application this is for a development of 72 residential properties but in the application details Kingswood Homes (UK) Ltd openly admit they are actively seeking further land form ‘Allandor’ and ‘Cooper Rig’ and if they receive planning permission this will further compound the issues I have raised totalling over 100 new properties in this village.

1. Ecological survey:

I note from the planning application that the Ecological survey was conducted via Desktop survey back in 2020.

It is important that this work be brought up to date, many species in the area benefitted from the reduction in traffic, both vehicle and human during the pandemic and it is neither appropriate nor feasible to think the situation remains the same 18 months on. My property backs onto the site and I can report increased sightings of both bats and owls in the last 12 months.

As a matter of course the survey, and I suggest in person, is repeated before any planning permission is even considered.

2. Traffic:

There is no mention of the increase in traffic across the whole surrounding area and this was a serious matter at the first planning application with many objections, that appears to have been dismissed by the council. In the original submission there was a transport survey but

the extent of any impact an increase of some 200 extra vehicles on our country roads will have has never been modelled or fully investigated.

The 2021 Transport report looked at the impact of the site and the subsequent impact of extra vehicles but no mention of Long Hey Lane. The report merely stated the junction between Johnson New Road and Long Hey Lane may need altering. How divisive of Kingswood Homes (UK) Ltd to offer to widen this junction and pour yet more vehicles into Pickup Bank, this alone shows an utter lack of consideration past the revenue this company will generate from building houses on the site.

As the report only looked at the suitability of Junction 3 to cope with extra traffic, I suggest this is a serious oversight. Why have Darwen Council not requested an adequate review of all surrounding roads? The report researched into Marsh House Lane, a wide well surface road with speed reducing measures, but not Long Hey Lane, this oversight must be rectified, and the risk properly assessed. You have made no attempt to analyse traffic numbers or excessive speeds on Long Hey Lane to date never mind the impact of a significant increase in vehicles in the village as a result of this development. I find it a damning indictment that as my Council you have paid absolutely no attention to the impact of further increased traffic on the road. If you do go ahead and grant this appalling development permission then the amount of trade traffic, large vans and I am quite sure heavy trucks, whilst banned from the road, will use this route making life even more miserable for Pickup Bank residents, there is nothing in Kingswood's documents to prevent this from happening. The transport survey has in no way assessed the resultant extra 150-200 vehicles to be generated by the 79 new homes adding significant impact to our already crowded lanes, especially Long Hey Lane.

I wish to enlighten you of the situation today on Long Hey Lane so you can put this into context of the devastating impact this development on the Hoddlesden mill site will have.

Pickup Bank is Hamlet and a large number of residents own and regularly ride horses on the lane. Residents have chosen to live in this beautiful Lancashire countryside for the simple reason it should be a peaceful and tranquil place to live.

I have lived in Pickup Bank for nearly 23 years and have witnessed first-hand the exponential growth in traffic using the lane as a "rabbit run" to access both Grane Road and Lower Darwen. There are significant pinch points in the day 0700-0900 and 1600-1900hrs when the lane often becomes impassable, due to both the sheer volume of traffic and the appalling driving when people either do not know how to navigate the many single passing places on the lane or choose not to show that courtesy.

In the evening rush in particular it is commonplace to see traffic jammed all the way from one end of the lane to another. It mainly falls to local residents to deal with shifting traffic and at the worst times this becomes a job for the police. These regular traffic jams effectively lock Pickup Bank residents in and indeed out of their own homes sometimes for hours.

Due to volume of current traffic the state of the road is of serious concern and should make the Council realise there is already too much traffic for this area to cope with. The whole of the lane is a series of potholes, not only is this a danger to walkers, horse riders but also the

many cyclists who use the road. Even without this planned development there is a serious need to relay the road service, filling a few potholes will not suffice.

Whilst I have provided an honest account of the volume of traffic there is another serious issue at times when the road is less busy with drivers speeding in excess of 50-60+ m.p.h. The road has blind bends and single passing areas and there is a regular screech of brakes outside my property as cars meet head to head. The danger to other drivers, cyclists, horse riders and pedestrians is significant and there is NO pedestrian, equestrian or cycle infrastructure to provide this safety on Long Hey Lane and you now want to worsen this situation!

With reference to the planned development I need to see the plans for how traffic control will be assured. How will you reduce traffic speed on Long Hey Lane, this needs to be 20mph. What signage will there be for single lane passing places and what measures will be put in place to actively deter vehicles from using the lane as a cut through.

The negative impact on this beautiful area of Lancashire and the heritage of our countryside is something I will fight strongly to protect.

I hereby lodge my objection on the grounds that too many houses would change the village and surrounding area beyond reason, and the infrastructure we have cannot support this number of people – for instance the impact on the school, the road traffic, not to mention the negative impact on the beautiful scenery around the lodge and surrounding area.

Objection – Cliff Peacock. Received 07/02/2022.

I would like to object to the above. The Village of Hoddlesden does not have the infrastructure to support the proposed development of 100 houses at Johnson's Reservoir. At present, the existing amenities include a corner shop, and there is nothing else. The shop has its own problems with cars constantly double parking outside the shop, making it dangerous to cross on foot. Our small village has limited parking space, so it struggles to accommodate its existing residents' needs, who are without garages and therefore rely on on-street parking, which can be difficult with, e.g. visitors to the pub add to existing capacity which do however, accommodate at the moment.

In addition to the above proposed new development, a dozen unfinished houses are just behind Sydney street. During the build for Sydney, street access and egress were not controlled. The Sydney street development was previously allotments and a nice green space that has been replaced with a giant mound of overgrown rubble and half-finished houses abandoned for two years. I mention this in relation to the new proposal, which is ten times the size and therefore has the capacity to disrupt the community even more

This is not Nimbyism, but an example of a build anywhere and everywhere approach without due consideration for existing residents or the required infrastructure to support a growing population. There is only one school in the village which would not have the capacity to accept more primary pupils. In addition, there are no local dentists or doctors surgeries. The current through road that leads up to pickup bank already struggles with a high density of traffic dangerously clustering on the corner of Johnson New road and Long Hey Lane (that leads to Hoddlesden Road). There is also a

large volume of fly-tipping, which would only increase. Please help us keep our village safe and liveable.

Objection – Miss C Thompson. Received 09/02/2022.

Please accept this email as my Objection to the planning/building of the housing development at The Mill site in Hoddlesden.

Hoddlesden is one of the most beautiful, idyllic villages in the North West with beautiful, untouched scenery and is not a built up area and it should NEVER be a built up area. Please do not allow this building to go ahead!

Where will all the wildlife go?

Where will all the children play out?

Where will all the litter go?

Where will all the pollution effect?

How will the roads manage with the extra cars?

What about the horses who go hacking on the roads? Making it very unsafe for them and their riders?

What about pickup bank? That road is already dangerous with the amount of passing traffic so you would be willing to make that busier, thus making it more dangerous, causing more accidents?

Walking is good for everyone's mental health, where will we walk when it's full of housing estates?

I grew up in and around Hoddlesden and I know my family members who have since passed would be turning in their grave at what the construction companies are planning just to line their expensive pockets with more money. They do not care about the town, the wildlife, livestock, public, homeowners, children; all they care about is how expensive they can make the houses, how many expensive holidays they can go on this year, how many Michelin star meals they can afford while the rest of us are worrying about how to keep the gas and electricity on to keep our babies warm and fed with the current price rises.

Please please please do not allow them to take over our beautiful village!

Objection Mrs Catherine Olney-Falzon, Hoddlesden Hall, Baynes Street, Hoddlesden. Received 10/02/2022.

Re: Planning application reference 10/22/0064

Name: Mrs Catherine Olney-Falzon

Address: Hoddlesden Hall, Baynes Street, Hoddlesden, Nr Darwen, Lancs, BB3 3NH

Site

The amended proposed site layout shows an extended site boundary. Whilst this doesn't suggest additional buildings on it at this time, it raises concerns that an annexe has been added through the

process which will allow for further development in future. As such, as it stands it currently gives the impression that this area is being prepared for further development at a later stage. This is a concerning suggestion as planning has already been approved for 72 households which is a huge additional to very small rural village community. Furthermore, this impression is further supported by the statement which confirms that this is 'in pre-application' stage.

When cross referenced with the tree removal plan it suggests there is intended to widescale protected tree clearance for something that as yet has not been approved. This is exceptionally concerning and seems to be at complete odds with the nature of tree protection orders. Owners of protected trees must not carry out, or cause or permit the carrying out of, any of the prohibited activities without the consent. However here removing huge swathes of protected tree area is clearly not a concern. Furthermore, the local planning policy to conserve green belt land as this is identified on the BwD application page seems not to be a concern.

I am pleased to note the intention to plant trees to provide a more sympathetic frontage, and request that it is a condition that they are established trees to be more sympathetic to the environment and also to offset some of the impact on the environment of the carbon nature of the development itself and the addition of 72 households. Furthermore we need additional detail and commitments to extent of this.

However, in itself at this point in time, there does not seem to be adequate consideration given for screening of the development in terms of the actual impact of building the properties and also screening for the proposed street lighting in a rural area such as this.

Scale

The planning statement clearly lays out the intention to develop the site using large houses similar to those at the Kingswood Homes' Green Hills developments in Feniscowles.

Looking at the plan I can see the proposal for a three storey apartment block (four from the rear) fronting onto Johnson New Rd. There are additionally instances of Byre 3M, Dovecote 3 and Dovecote 4+ which are all three storey properties. In total there are 13 occurrences of these across the site. Whilst a number are towards the rear of the development and as such will be more sympathetic to the environment the apartment block, plots 4,33-39 and 65 will be at odds with the local environment and a heritage site.

Layout

The planning statement indicates the plan is to divert the culvert. This is extremely concerning. This is an area of high risk of flooding which has been identified elsewhere with the documents. Culverts are prone to blockage in any event. To further add the possibility of a diversion to this does not seem to be properly risk assessed, and leads to the possibility of further environmental damage.

Furthermore changes of this nature have knock on effects for local wildlife and I have not seen adequate assurances through the supporting material that this has been anticipated and allowed for.

Additionally whilst I have seen anticipation of how roads within the proposal will support the development, I can see no anticipation on how this will work with the current infrastructure. Roads in this area are already single line of traffic in the mornings due to residents needs to be able to park near their homes. I can see no anticipation how the local infrastructure will be supported to accommodate the additional level of traffic outlined from these proposals.

Objection – Jayne & David Smith, Lower Scholes Farm, Pickup Bank, Darwen. Received 15/02/2022.

I understand there is planning for a total of 100 houses to be built on the above site, in 2 phases. Whilst I agree the site does need something doing with it, I do not agree that this is in our community's best interest and that you are not giving that due consideration.

Hoddlesden is a small village and as such cannot support such a big increase on our roads, at our school and around our beautiful green land. It will totally spoil the village.

As a resident of pickup bank for many years, indeed my husband was born on the farm where we live 58 years ago, we feel you must listen to what our community has to say. I know many residents will be writing to you on this matter, and surely you must stop and listen to what we have to say.

Why can't the area be used in another way. A nature reserve, a park, somewhere nice for people to visit. There is a new development at the old Wellybobs site not too far away...isn't that enough!?

I await with interest your reply and urge you to listen to long-standing residents of this beautiful village.

Comment – Sandra Gray, 9 Browning Street, Hoddlesden, BB3 3NE. Received 31/01/2022.

I want to reiterate my statement in my application to you on 1 February 2021 when planning permission for remediation works was being considered from BXB. Firstly, residents of Hoddlesden will be pleased to see that the derelict land on the above site is under consideration for development. However, 74 houses is far too many and I am told there will be a phase 2 of a further 28 properties (is this correct?)

- 1 There should be a community consultation before the permission is granted.
Our community needs an input to this development.
- 2 The properties should be in keeping with the history and character of Hoddlesden village which is in Green Belt and in close proximity to a conservation area. The design of the properties should be high-end which would mean fewer properties than suggested.
- 3 There are many older residents in the village who would welcome bungalow-style properties or even sheltered accommodation. If these were available they could sell their existing properties which would become available for sale. This would allow them to stay in their community.
- 4 Hoddlesden village is isolated with one shop and a public house. No public transport other than Travel Assist which is very infrequent.

- 5 The primary school is over-subscribed and there are no suitable play areas for children.
 - 6 Traffic assessment – During construction access must be maintained along Johnson New Road and Long Hey Lane. Long Hey Lane is already being used as a “Rat Run” causing damage to stone walls and the ground is constantly being damaged by heavy vehicles.
 - 7 Environment – This area is riddled with mines from previous years. It is also a flood plain. I could not find an environmental report.
-