

Proposed development: Full Planning Application for: Change of use of first floor from E(G)(i) Offices To F1(a) Educational Class Rooms (retrospective).

Site address:

**First Floor
49-51 Preston New Road
Blackburn
BB2 6AE**

Applicant: Unity Educational Trust (UET)

Ward: Wensley Fold

**Councillor David Harling
Councillor Sabahat Imtiaz
Councillor Quesir Mahmood**



1.0 SUMMARY OF RECOMMENDATION

1.1 APPROVE – Subject to conditions, as set out at paragraph 4.1.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 The proposal is in the form of a full planning application. It is reported to Committee due to receipt of a significant number of public comments, including representations of objection and support. This is in accordance with the Council's adopted Scheme of Delegation. A petition objecting to the proposal was reported to Committee on 20th January 2022. Two petitions of support have since been received which are appended at paragraph 9.0 (Public Consultations), as are all individual representations.
- 2.2 Detailed assessment of the application finds the proposed development to be, on balance, in accordance with the Development Plan and National Policy. Retention of an important community facility, offering cultural education and recreational services will be secured, with all issues having been addressed through the application or capable of being controlled or mitigated through application of planning conditions.

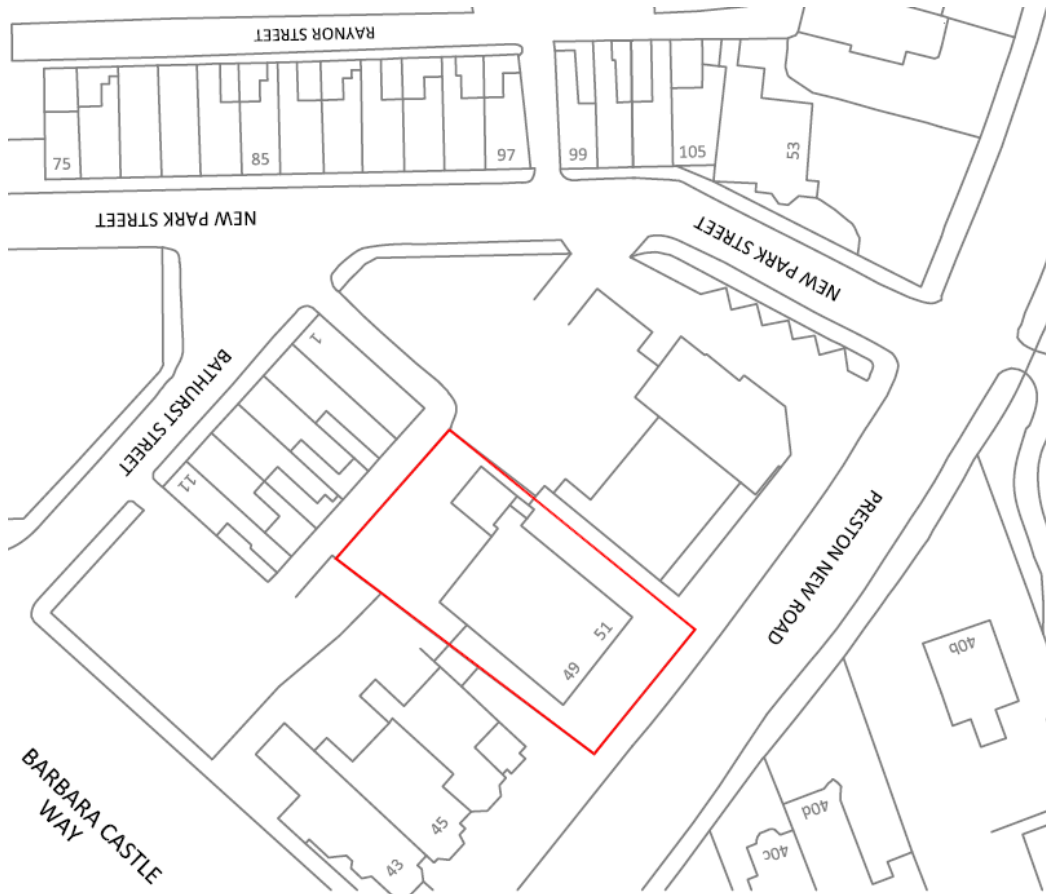
3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1 The application site (the site) is located on the first floor of Unity House, at 49-51 Preston New Road, Blackburn. The building is accessed from the Preston New Road frontage. In-curtilage parking is also available from this point, via a dropped kerb vehicle crossover. Primary parking as well as a drop-off and pick-up area is provided to the rear of the building, accessed from New Park Street. The remaining 3 floors of the building are occupied as offices by multiple users.
- 3.1.2 Whilst the site, as defined by the red edged, is limited to the building and its associated curtilage, including car parking areas to the front, side and rear, the communal car park adjacent, to the direct rear of Kaspas Desserts at Units 1 -2 Preston New Road, is detailed as car parking to serve the use.
- 3.1.3 The area is generally characterised by the presence of a range of commercial uses, along the Preston New Road corridor. New Park Street and Bathurst Street to the rear are predominantly residential streets.
- 3.1.4 Approximately 70m south-east of the application site, Preston New Road forms a four-arm signal-controlled crossroad junction with the A666, at the edge of the town centre.

3.1.5 The site benefits from its sustainable location, with bus services available along Preston New Road which provide regular services to various locations within Blackburn and to Preston.

3.1.6 The site is identified edged red on the location plan below (Core Architectural Studio, Nov 2021) and the case officers site photographs, which also include the additional car parking to the side / rear of the building.

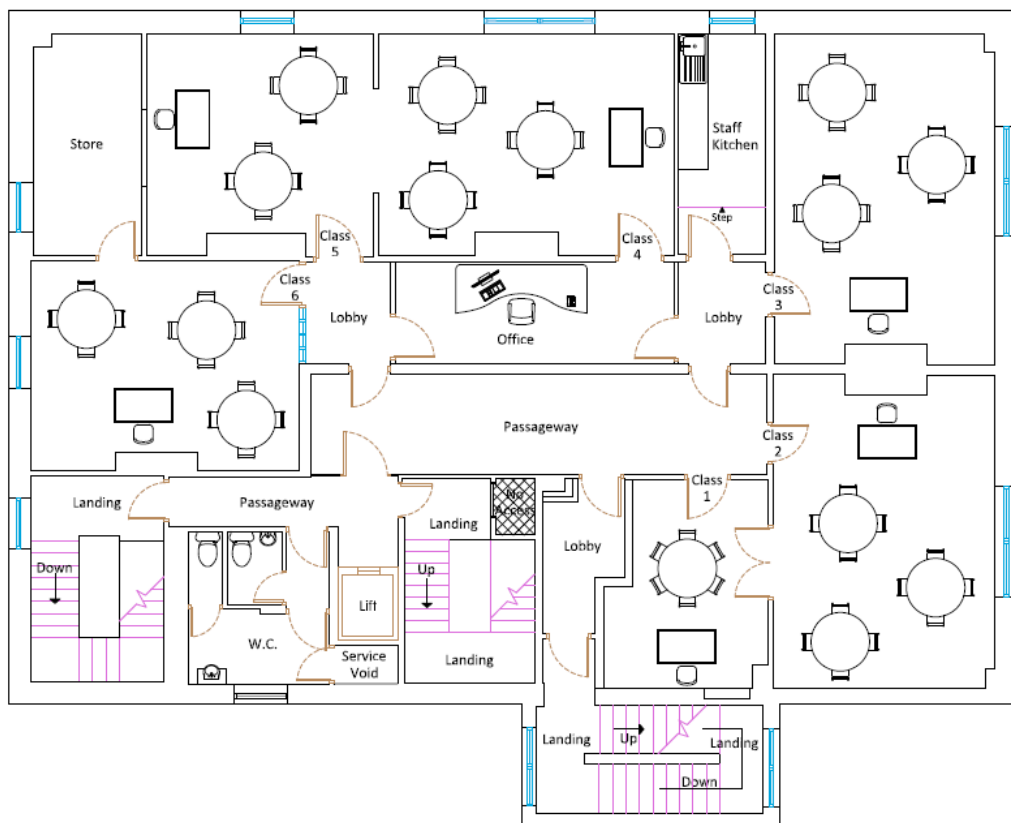




3.2 Proposed Development

3.2.1 Retrospective full planning permission is sought for change of use of the first floor of 'Unity House', at 49 – 51 Preston New Road, from Use Class E(g)(i) Offices to Use Class F1(a) Children's Educational Class Rooms, as set out in the submitted drawings.

3.2.2 The gross internal area (GIA) of the development is 277.3sq.m, which is unchanged from the previous, lawful office space (show below - Core Architectural Services, Nov 2021). The education classrooms have retained their previous internal layout. No external alterations to the building are proposed.



3.2.3 The use operates from 16:45 - 19:20 Monday to Friday, with class times concluding at 19:15. UET (the applicant) seek to accommodate up to 91 pupils per day, with 6 members of staff.

3.2.4 UET was launched three years ago and has operated from the premises since 2019. Their supporting statement sets out their mission as:

To enrich the lives of young individuals with shared Islamic and British values based upon mutual love and respect which extends beyond the madrassah and into the wider community, with a particular focus on mutual respect and tolerance;

to produce confident, grounded individuals who are passionate about their faith and committed to making a difference to the society they live in;

to create an ethos that values each child for who they are and provide a happy and purposeful learning environment in accordance with the teachings of Qu'ran and Sunnah. This will be achieved through building and maintaining a positive relationship between the children, parents / guardians, Unity Educational Trust representatives and the wider community;

to educate young Muslims growing up in modern Britain. This includes Tajwid, conversational Arabic lessons and Islamic Studies; covering practical elements of faith as well as providing a safe space for open and transparent dialogue about typically taboo subjects; and

to offer weekly recreational activities, including looking after the environment, food banks, litter picking, supporting the elderly, sport participation, and bridge building between British and Islamic values, e.g., engaging with all sectors of the community through multi-faith discussions; celebrating international women's day through the lens of pioneering women in Islam.

3.2.5 The application is submitted following intervention by the Council's Planning Enforcement Officers, who received a complaint alleging congestion and parking problems associated with the use.

3.2.6 The applicants submit that the use has occurred since September 2019, at varying levels of intensity. Inevitably, the pandemic interrupted the use to a significant extent, until around receipt of the complaint.

3.3 Development Plan

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

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

3.3.3 Core Strategy

- Policy CS1 – A Targeted Growth Strategy
- Policy CS11 – Facilities and Services
- Policy CS22 – Accessibility Strategy

3.3.4 Local Plan Part 2

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

3.4 **Other Material Planning Considerations**

3.4.1 National Planning Policy Framework (The Framework)

The Framework sets out Government planning policies for England and how these are expected to be applied. **Paragraph 11** states that the purpose of the planning system is to contribute to the achievement of sustainable development and that a presumption in favour of sustainable development is at the heart of The Framework.

The key social objective of The Framework is to support strong, vibrant and healthy communities, by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

3.5 **Assessment**

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

- Principle of the development
- Amenity impact
- Accessibility and Transport.

3.5.1 Principle

The site lies within the inner urban area of Blackburn. It is not allocated for any specific land use purpose. Core Strategy Policy CS1 explains that the overall planning strategy for the Borough is one of 'Targeted Growth'. Policy 1 of the Local Plan Part 2 confirms the preferred option for new development to be the urban area.

- 3.5.2 Policy 7 on Sustainable and Viable Development echoes the presumption in favour of sustainable development set out in The Framework. Thus, applications that accord with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise.
- 3.5.3 Policy CS11 supports the expansion and enhancement of the range and quality of public services in 'accessible locations' and supports the creation of 'community hubs' to provide a range of services in one place.
- 3.5.4 Paragraph 93 of The Framework requires decisions to provide for social, recreational and cultural facilities, and services the community needs. This includes taking account of improved health, and social and cultural well-being for all sections of the community.
- 3.5.5 The nature of the services provided, within a sustainable location that is easily accessible and that supports a pre-existing range of use types, is consistent with both local and national strategic policy requirements.
- 3.5.6 Accordingly, the principle of the development is found to be acceptable, in accordance with the requirements of the Development Plan and The Framework.
- 3.5.7 Amenity
Policy 8 requires development to contribute positively to the overall physical, social, environmental and economic character of the area. It is also required to secure a satisfactory level of amenity and safety is secured for surrounding uses and for occupants or users of the development itself; with reference to noise, vibration, odour, light, dust, other pollution or nuisance, privacy / overlooking, and the relationship between buildings.
- 3.5.8 The relationship of the host building with others is a pre-existing circumstance. No additional impacts arise from the internal educational use than the previous office use.
- 3.5.9 Traffic generation associated with the drop-off and pick-up of pupils generally occurs prior to 16.45 (drop-off) and after 19.15 (pick up). Typically, drop-off and pick-up last for approximately 10 - 15 minutes with a varied intensity but can last longer. It is recognised that some nuisance has been experienced by local residents along New Park Street and, to a lesser extent, Bathurst Street, during drop-off and pick-up times. The applicant has, however, introduced measures to address the issue which are explained and assessed under the subsequent 'Highways and Transportation' section of this report. Subject to implementation of specified measures, the development is found to appropriately safeguard public amenity, in accordance with the requirements of Policy 8 and The Framework.
- 3.5.10 Highways / Accessibility and Transport
Policies CS22 and 10 requires that road safety and the safe and efficient and convenient movement of all highway users is not prejudiced and that

appropriate provision is made for off street servicing and parking in accordance with the Council's adopted standards.

3.5.11 A Technical Note has been submitted with the application assessing highway impacts arising from the use.

3.5.12 The note confirms car parking availability within areas defined on the below plan (Core Architectural Services, Nov 2021).



3.5.13 It is submitted that the car park to the front of the building, off Preston New Road, can accommodate 7 spaces. Further, as it is owned by the applicant, continued availability is assured. Although these spaces do not represent an optimum layout being in linear form and accessed off a busy main road, they are a pre-existing and lawful provision which would otherwise serve the office space previously contained within the first floor, as well as the rest of the building. These spaces are best suited to parking for the 6 members of staff. This will be secured via condition.

3.5.14 The car park to the direct rear of the building, also within the applicant's ownership, can accommodate up to 10 spaces. The largest car park, to the rear of Kaspas (Unit 1 -2 Preston New Road) can accommodate up to 28 spaces. Although this car park is not within the applicant's ownership, it is

confirmed that the applicant has a written 99 year lease agreement for its use during their operational hours (16:45 – 19:20). Whilst it is acknowledged that the car park is also required to serve users of Units 1 -2 Preston New Road, including customers of Kaspas, it is considered that the relatively limited operating hours of the classrooms and the typical usage by customers of Kaspas from 19:30 onwards, ensures no significant conflict arises. Moreover, the amount of car parking identified is not necessary a pre-requisite to support the use, as it is evidenced that parent's drop-off and depart the area, before returning to pick-up. A sign posted and marshalled drop-off and pick-up area is, therefore, considered to be more important to support the use. Such provision can be secured via condition, in an area within Kaspas and the applicants parking area.

3.5.15 Car parking identified on the plan, next door to the site at no. 45 – 47 Preston Road, should be discounted in this assessment due to the applicant having no legal entitlement to its use.

3.5.16 The applicant has also stated that a 'parental parking code of conduct' is now in force, requiring parents to adhere to a defined protocol. Submission of full details will be secured and implemented as approved, via condition.

3.5.17 Due to the retrospective nature of the application, actual travel data associated with the use, rather than forecasted, is offered as an evidence base. It was found that approximately 85% of pupils arrive by car, 10% walk and 5% arrive by bus. Evidence indicates that, whilst 85% arrive by car, car sharing is not uncommon, with approximately 2 pupils arriving per vehicle.

3.5.18 Based on a maximum of 91 pupils, and an observed 85% travelling by car, including shared trips, plus an additional three staff vehicles, it is anticipated that the development will attract up to 42 arrivals and 39 departures during the centre (maximum) opening time (16:00 - 17:00) and 39 arrivals and departures during the centre (maximum) closing time (19:00 - 20:00).

3.5.19 Based on the data provided, pupil trips comprise 78 two-way vehicle trips during the broad extent of opening and closing times.

3.5.20 To understand the net trip attraction of the development, a comparison between the permitted office use and the current use has been undertaken. This evidences a minor reduction in trips during typical peak hours when the highway is most congested. Am and PM highway network peaks see high levels of traffic flows associated with surrounding land uses. Replacement of the permitted office use results in an overall reduction of traffic during peak periods.

3.5.21 Vehicle trips during opening hours result in an intensification due to a change in operational periods associated with the current use (16:00 – 17:00) and (19:00 – 20:00). These periods are, however, 'off-peak' in contrast to the permitted office use, therefore, occurring during less congested times. The risk of pupil drop-off coinciding with the network PM peak hour is further mitigated by the commencement of class at 16:45, indicating that drop-off

vehicles would have arrived / departed before the PM peak network period begins.

3.5.22 The evidence base submitted is generally accepted as representative and supports the notion that the current use, taking account of the relatively limited periods of intensive drop-off and pick-up, does not have an increased adverse impact on the overall local highway network, in particular that of New Park Street and Bathurst Street.

3.5.23 The sites sustainable location, on the Preston New Road bus route also weighs in favour of the application. The applicant states their commitment to promoting arrival by sustainable modes of transport – ie walking, bus and car sharing. In this context, submission of a Green Travel Plan for approval will be secured via condition.

3.5.24 Accordingly, on balance, and notwithstanding some public objection, it is considered that sufficient evidence is available to demonstrate that highway impact will not be 'severe', in accordance with the requirements of Policies CS22 and 10, and The Framework. Critical to assessment of highway impact is The Frameworks directive at paragraph 111, which states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.5.25 Summary

This report assess the retrospective full planning application for the change of use of first floor from E(G)(i) Offices To F1(a) Educational Class Rooms. The assessment demonstrates that the planning decision must be made in the context of assessing the development balanced against any potential harm that may arise. This report finds that the proposal, on balance, meets the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, and the National Planning Policy Framework.

4.0 **RECOMMENDATION**

4.1 **Approve subject to:**

Delegated authority is given to the Strategic Director of Place (Growth & Development) 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 application received 22nd December 2021 and with the following drawings / plans / information: *(to be added)*.

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

2. The 7 car parking spaces identified on the submitted Block Plan & Car Park Plan, Ref. 00187, shall be permanently retained for the use of staff parking for users of the application site and not for any other purpose, including parental parking and drop-off / pick-up associated with the use hereby approved.

REASON: To ensure the safe, efficient and convenient ingress and egress at the site for all highway users, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

3. Within 1 month of the date of this decision, a detailed 'Car Parking Code of Conduct Scheme' shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify precise measures to be agreed between the applicant and all parents who will arrive and depart from the site by motor vehicles. The development shall proceed in strict accordance with the approved scheme which shall be so retained.

REASON: To provide for effective control of parental parking, in the interest of safeguarding the amenity of residents and the residents only parking status of New Park Street and Bathurst Street, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

4. Within 1 month of the date of this decision a scheme detailing sign positing and marshalling of a drop-off and pick-up zone within the car parking area to the rear of Kaspas / Units 1 2- Preston New Road, as defined by the 28 space car park identified on the submitted site Block Plan & Car Park Plan, Ref. 00187, shall be submitted to and approved in writing. The development shall proceed in strict accordance with the approved scheme which shall be so retained.

REASON: To provide for effective control of parental parking, in the interest of safeguarding the amenity of residents and the residents only parking status of New Park Street and Bathurst Street, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

5. Within 2 months of the date of this decision, a Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Green Travel Plan shall contain:

- details of a Travel Plan co-ordinator;
- details of measures to be introduced to promote a choice of travel modes to and from the site;
- a monitoring regime which sets out travel mode share targets, monitoring procedures and mechanisms to be put in place to ensure that the Travel Plan remains effective; and

- a timetable for the implementation, monitoring and review of the Travel Plan which shall include provision for an annual assessment (over a minimum period of five consecutive years following the implementation of the Travel Plan) of the effectiveness of the measures introduced under (b) and shall identify the need for any changes to the Travel Plan and a timetable for their implementation.

The development shall proceed in strict accordance with the approved Green Travel Plan which shall be so retained.

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

5.0 PLANNING HISTORY

10/93/1557 - 2 storey side extension enclosing staircase and new fire escape to car park at rear. Approved 6th December 1993.

10/94/0375 - Construction of a side extension enclosing staircase. Approved 26th June 1994.

10/03/0946 - Alterations to ground floor elevation and forecourt. Approved 5th December 2003.

10/04/0026 - Change of use from offices on ground floor to retail use for Bridal Wear. Approved 18th March 2004.

10/14/0705 - Extension to side of the building to create disabled access. Approved 7th October 2004.

6.0 CONSULTATIONS

6.1 BwD Highways

Parking

In accordance with the adopted parking standard, the use is measured against a D1, which is based on number of classroom and no of children. We have received confirmation that there will be 6 classrooms with 91 children, which would attract an allowance of 14 car parking spaces. There is a provision of parking being provided in excess of that which the allowance would suggest is required. This is located within the curtilage of the property to the rear and front of the property. With further spaces being leased from Kaspas who own a car park to the rear of their property.

We would not support parking to the front of the building for any drop off and pick up, and would ordinarily have suggested that these spaces are removed. We do

however, acknowledge that these are bays are already in situ and support the whole building not just the madressa. It is for this reason we would allow and accept - subject to these spaces being used by staff only. Please condition.

The car park layout is an existing layout. All spaces appear to conform to the council's dimensions and manoeuvrability into and out of the spaces appears sufficient.

We would support the number of spaces set out, however there needs to be some management on the operational use of these spaces. Having visited the site on numerous occasions, the volume and manoeuvring of vehicles did concern me. It is therefore imperative that the car park is managed and marshalled, please condition accordingly. To support this we would request a condition is attached for a Car Parking code of conduct, this should be further supported by a submission of a detailed scheme outlining signage of car park for drop off and pick, which is to be supported by marshalling.

There is no provision made available for disabled parking, cycles or PTW's – further consideration should be given to this. please condition.

Access

Both vehicular and pedestrian access to the site is already established. No changes are proposed to either.

Transport Statement

The initial assessment highlighted further clarification was needed on the following matters:

The Technical Note is okay but there are a few concerns that are not addressed. These include:

- 1) The car parking to support the development does not appear to be for the sole use of the madressa – how is this to be managed and controlled as parking in this location is likely to be in demand and may attract indiscriminate parking?
- 2) The pick-up and drop-off activity is likely to take place on Preston New Road or within the driveway off Preston New Road – what measures if any are going to be employed to discourage or prevent this from happening?
- 3) Is the Madressa not serving the local area? There are a number of similar facilities across Blackburn so I would envisage a relatively small catchment area with much higher levels of walking to get to the facility? What is being done to encourage the uptake of more sustainable travel to the site? I'm shocked but not surprised that 80% of pupils arrive by car. I would expect to see a clear commitment to reducing this number and increasing the number of pupils walking or cycling to the Madressa.

We have since this assessment received further information explaining the facility and the services it offers. To support the above we would request a Travel Plan is submitted within 2 months of the approval being granted for assessment, together with the conditions already requested.

To conclude, we in principle offer no objections to the above, subject to the above conditions being attached, together with the standard condition / Informatives as sited below

6.2 Public consultation

64 letters were posted to the local community on 30th November 2021 and a site notice was displayed. 2 representations of objection were received, including a 15 signature petition; and 4 representations of support were received, including a 41 and an 8 signature petition. Members are also advised that on the 30th November 2021, Ward Councillor M Khan, commented as follows:

“ How this development will impact the traffic on busy road. Not a good spot for Education Centre.”

In addition, on the 2nd December 2021, Ward Councillor Mahmood submitted comments as follows:

“I just wanted to raise some concerns which have been mentioned to me by residents from Bathurst st, and New Park st, this place has been operating as a madrassah without prior consent and this is having a significant impact on traffic and especially parking in the vicinity, as they don't have a car park of their own. The cars either park on double yellow lines on Preston New rd or come into the residential permit holder parking area around New Park street, this has a significant impact on traffic movement especially around Preston New rd which is an extremely busy area at all times of the day. This is having a significant impact on the residents and I am aware of altercations which have taken place already with residents. I am not sure how wide you will be consulting but this needs to be taken into consideration when assessing the application. “See Section 9 for the detailed responses.

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

8.0 DATE PREPARED: 11th May 2022

9.0 SUMMARY OF REPRESENTATIONS

Objection – Cllr M Khan. Received: 30/11/2021

How this development will impact the traffic on busy road. Not a good spot for Education Centre.

Support – Petition from Residents. Received: 20/04/2022

Petition to support Unity Educational Trust Planning Application

Petition summary and background	Unity Educational Trust Planning Application Change of Use for their after school facility based at Unity House, 49-51 Preston New Road, Blackburn, BB2 6AE.
Action petitioned for	We, the undersigned, residents of the Borough fully support Unity Educational Trust's Planning Application for Change of Use, and we strongly urge Blackburn with Darwen Borough Council to approve the application.

Printed Name	Signature	Address	Date
AFTAB HUSSAIN		124 PRESTON NEW RD	29/3/22
NARAN ULCAH		84 COLUMBIA WAY	25/3/22
Jalil Suleman		30 Florence Street, Blun 1 BB1 5JP	29.3.22.
Amreen Tawasin		203 Audley Range, Blackburn	29.3.22.
Zahid Afzal		105 Franklin Road, BB2, ZTS	29/3/22
ATTIQ MAHMOOD		27 Ashworth Close	29/3/22
WASEEM AZAM		18 Whitelock Street	29/3/22.
Mehreen Iqbal		558 Whalley New Road	29/3/22
ARIFA SAHIB		225 Wendel Road	29.3.22
UMME HABIBA		18 ALBANY RD BB2 6ED	29/03/22
Shamir Suman		DB2-1DB 3 Buttschat	30.03.22

resident →

Printed Name	Signature	Address	Date
Maryam Hussain		30 Bank Lane BB12 9A	29/3/2022
Hafsa Hussain		202 Preston new rd BB2 6PN	29/3/22
Aisha Hussain		1 BENTONHOUSE GARDENS, S816TS	31/3/22
NAVEED KAYANI		834 2 HALLS RD BB1 9BN	31/3/22
Natasha Baca		60 Coniston Rd	31/3/22
Saira		1 St Andrews St	31/3/22
URFAN HUSSAIN		77 Holly St	31-03-22
AISHA AFZAL		33 WEST LEIGH BB18 5JR	31/3/22
Jadere Hussain		1244 Preston New Rd	31/3/22
Nazish Latif		122 Rendge Road BB2 6EB	31/3/22
Rashda BataoP		18 cadshaw clos BB1 8RN	31/3/22
Mohammed Azam		14 IRVING PLACE BB2 6LA	31/3/22
NAREEN IQBAL		30 St Barnabas St BB2 1HS	31/3/22
Mohammad Hassan Rizvi		17 Langden Brook Square, BB11TA	31/3/22

Petition to support Unity Educational Trust Planning Application

Petition summary and background	Unity Educational Trust Planning Application Change of Use for their after school facility based at Unity House, 49-51 Preston New Road, Blackburn, BB2 6AE.
Action petitioned for	We, the undersigned, are local citizens who fully support Unity Educational Trust's Planning Application for Change of Use, and we strongly urge Blackburn with Darwen Borough Council to approve the application.

Printed Name	Signature	Address	Date
Imtiaz Ahmed		83 New Park Street	01/04/2022
MASIO RAZAQ		Blackburn BB2 1DF 85 New Park St, BB2 1DF	05/04/2022
OMER MAHMOOD		75 New Park St BB2 1DF	5/4/2022
MUHAMMAD MUJAHID		77 New Park St	8/4/2022
ZAFFAR IQBAL		79 New Park St	8/4/2022

Kaspas, Blackburn Ltd, New Park House (Support) Received 11th February 2022:

11/02/22

To whom it may concern,

**Re: Unity Educational Trust
49-51 Preston New Road, Blackburn, BB2 6AE**

I confirm I am the proprietor of Kaspas's Blackburn Ltd at New Park House, Preston New Road, Blackburn, BB2 6AE.

I hereby confirm that I support the planning application, as the Trust carries out an important community service.

Yours sincerely,

In-Car-Hi-Fi Ltd, 47 Preston New Road, Blackburn (Support) Received 18th February 2022:

Dear Sir/ Madam,

Subject: Unity Educational Trust, Unity House, 49-51 Preston New Road, Blackburn, BB2 6AE (Change of Use Application)

I confirm I am the proprietor of 47 Preston New Road, Blackburn, BB2 6AE.

I hereby confirm that I have given full permission for my car park at the front and rear to be used by Unity Educational Trust from 4.45pm to 7pm (Monday to Friday) indefinitely for the purpose of using it as a free car park for the parents dropping off/ picking up from the Unity Educational Trust. This would be ideal for staff to park, freeing up other spaces for parents.

The charity carries out an important service to the community, supports local families and we support Unity Educational Trust's application.

Yours faithfully,