

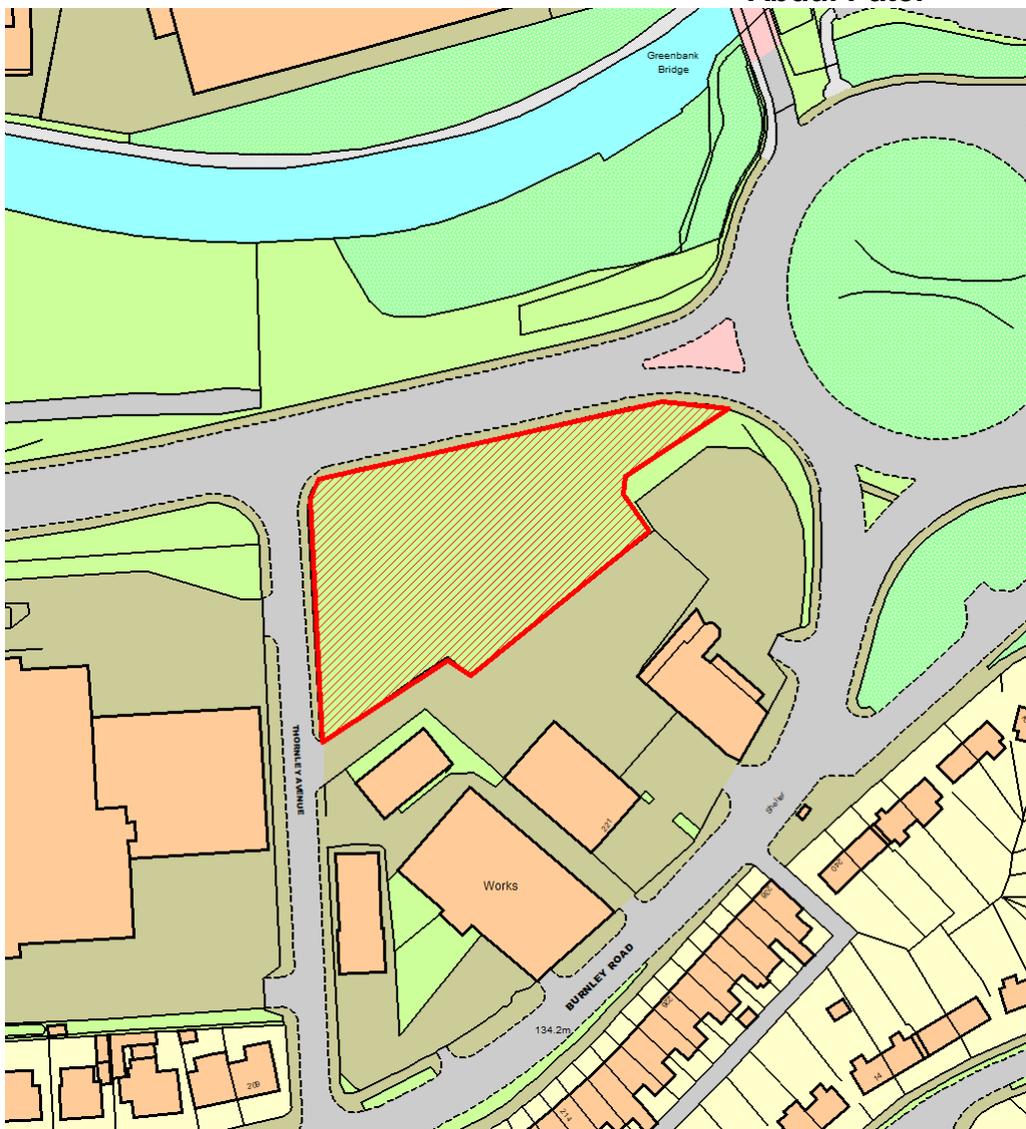
Proposed development: Full Planning Application (Regulation 4) for Construction of industrial units, use class B2, B8, E(g) iii including trade counter

Site address:

**Land on Corner of Carl Fogarty Way and Thornley Avenue
Blackburn**

Applicant: Inceptum2 Management Limited

**Ward: Little Harwood & Whitebirk Councillors: Mustafa Desai
Sonia Khan
Abdul Patel**



1.0 SUMMARY OF RECOMMENDATION

1.1 **APPROVE** subject to the conditions set out within section 4 of this report

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

2.1 This application is before the Planning and Highways Committee, in accordance with the Scheme of Delegation, as the proposal falls under Regulation 4 of the Town and Country Planning Regulations 1992

2.2 The proposal accords with the Council's development plan, which supports new commercial developments and associated works within the defined urban boundary, provided they constitute sustainable development and accord with the development plan when taken as a whole.

2.3 The proposal is also satisfactory from a technical point of view, with all issues relative to the assessment having been addressed through the application process, or capable of being controlled or mitigated through appropriately worded planning conditions.

3.0 RATIONALE

3.1 Site and Surroundings

3.1.1 The application site is positioned within the urban boundary in a Primary Employment Area, as defined on the adopted policies map. The site is located to the south of Carl Fogarty Way at the junction of Thornley Avenue. Commercial and industrial uses bound the southern and eastern edge of the site and further to the west.

3.1.2 The site is irregular in shape, with a gross area of 0.32 hectares. Currently free from development, the site is predominantly covered with low grade vegetation. An existing gated vehicular access point links the land to Thornley Avenue.

3.1.3 Satellite image and site photographs:

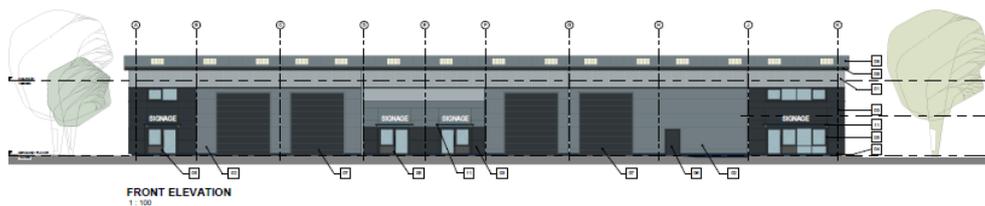
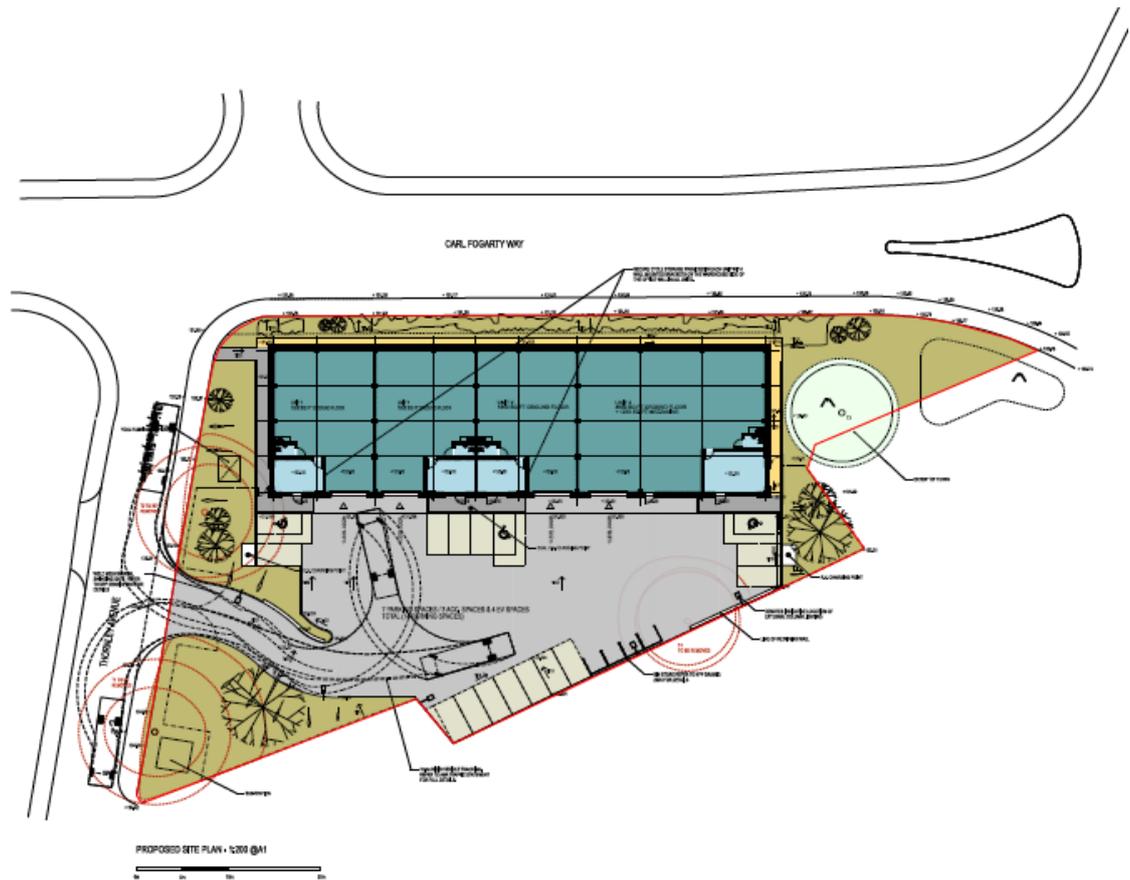




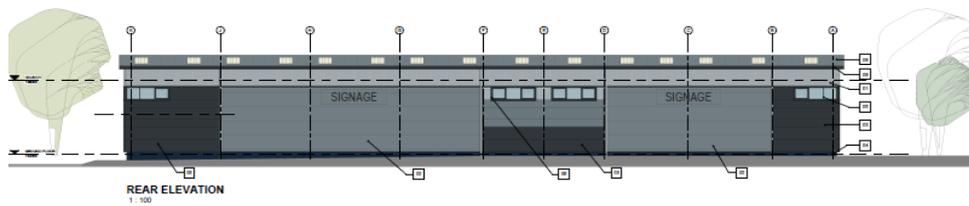
3.2 Proposed Development

- 3.2.1 Full planning approval is sought for the redevelopment of the site to provide for a new two storey building with associated parking, servicing yard and new vehicular access. The new building will accommodate 4no. commercial units with a cumulative floor area of 956m². As a speculative development the proposal seeks a flexible use arrangement supporting use classes B2, B8 and E(g)(iii).
- 3.2.2 The new building measures approximately 55m x 17.5m and is to be constructed with a pitched roof with a maximum ridge height of approximately 8m. The main walling will be a mix of grey coloured composite metal cladding, whilst the roof will be profiled metal roofing sheets. Detailing is to match. The new building will be massed towards the northern edge of the site, effectively shielding the new service yard and parking area from open views from Carl Fogarty Way. The development will be serviced by a replacement vehicular access/egress on to Thornley Avenue, with additional pedestrian links to Carl Fogarty Way. The scheme is complimented by areas of landscaping to the north, west and eastern periphery.

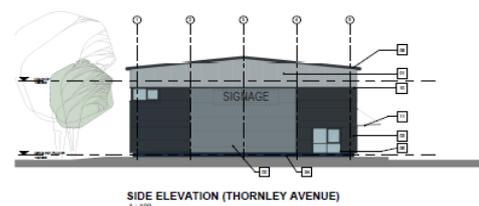
Extract from submitted amended site plan received 29th April 2022:



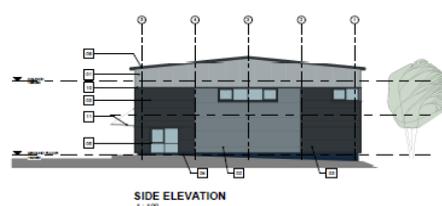
FRONT ELEVATION
1:100



REAR ELEVATION
1:100



SIDE ELEVATION (THORNLEY AVENUE)
1:100



SIDE ELEVATION
1:100

Extract from submitted proposed elevations drawing received 19th January 2022:

3.3 Development Plan

3.3.1 Section 38 (6) of the Planning and Compulsory 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 adopted Core Strategy DPD (2011) and adopted Local Plan Part 2 – Site Allocations and the Development Management Policies (2015). The following policies are considered relevant in assessment of the proposed development;

3.3.3 Core Strategy

- Policy CS1 – A Targeted Growth Strategy
- Policy CS11 – Facilities and Services
- Policy CS16 – Form and Design of New Development
- Policy CS22 – Accessibility Strategy

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

3.4 Other Material Planning Considerations

3.4.1 National Planning Policy Framework (NPPF) (July 2021)

The Framework sets out the government's aims and objectives against which planning policy and decision making should be considered. The following sections of the Framework are considered to be of particular relevance to the assessment of the proposal:

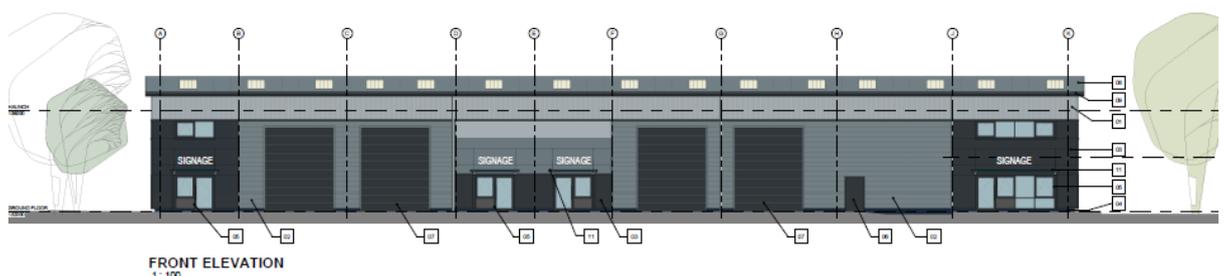
- Section 2: Achieving Sustainable Development
- Section 6: Building a Strong, Competitive Economy
- Section 9: Promoting Sustainable Transport
- Section 12: Achieving Well-Designed Places

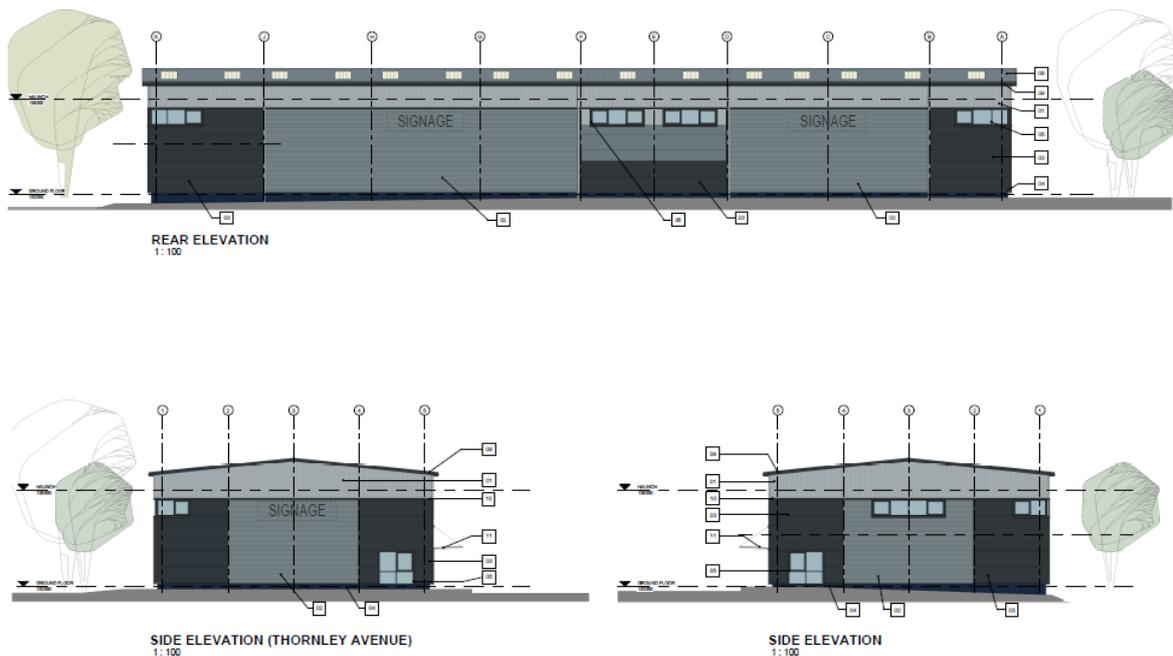
3.5 Assessment

3.5.1 Principle of Development

Policy 1 of the Local Plan and CS1 of the Core Strategy identifies the preferred location for all new development to be within the defined Urban Boundary, which the site is situated within.

- 3.5.2 The site is within a 'Primary Employment Area' as defined on the adopted policies map. Policy 4 indicates in such locations that planning permission will be granted for development falling within use classes B1, B2 and B8, providing there is no conflict with the overall function and developability of the area. Members should note that when allowing for the 2020 amendments to the Use Classes Order, which replaced use class B1 with sections of the newly formed class E(g), the current proposal remains consistent with Policy 4
- 3.5.3 In accordance with the presumption in favour of sustainable development detailed in the Framework, and Policy 7, development proposals should proceed without delay, unless impacts which significantly and demonstrably outweigh the benefits of the proposal are identified; subject to assessment of the following matters;
- 3.5.4 Design/Appearance: Policy 11 of the Local Plan is of relevance and requires all new development to present a good standard of design. Development will be expected to demonstrate an understanding of the wider context and make a positive contribution to the local area, including enhancing/ reinforcing the established character of the locality.
- 3.5.5 The immediate setting of the site is characterised by a mix of building styles, building orientation and scale, with few unifying features. The area also has no single prevalent building material with the presence of metal cladding, concrete, brick and render all being noted.
- 3.5.6 The proposal provides for a single commercial building, comprised of 4no. individual units. The building will be massed towards the Carl Fogarty Way frontage, on the northern edge of the site. The new building measures approximately 55m x 17.5m and is to be constructed with a pitched roof with a maximum ridge height of approximately 8m. The main walling will be a mix of grey coloured composite metal cladding, whilst the roof will be profiled metal roofing sheets. Detailing is to match. See images below.





3.5.7 The proposed building is of standard appearance for a modern commercial/industrial premises. The overall scale and massing harmonises with the other large commercial buildings currently adjoining the site and fronting Carl Fogarty Way, aiding assimilation to the area. Furthermore, the use of differing sections of coloured metal cladding serves to help break up its mass and add visual interest. The overall approach is complimented by landscaping to the site's periphery, which helps to soften the impact of the development on the wider street scene.

3.5.8 Subject to the suggested landscaping and materials conditions set out within section 4 of this report, the proposals are considered to comply with the requirements of Local Plan policy 11 and Core Strategy policy CS16

3.5.9 Amenity: Local Plan Policy 8 supports new development that secures a satisfactory level of amenity for surrounding uses and for occupants/ users of the development itself.

3.5.10 The proposed development provides for warehousing and industrial uses that are consistent with the uses surrounding the site. The closest sensitive uses are the residential premises along Burnley Road, in excess of 100m from the new building.

3.5.11 The Council's Head of Public Protection requested the need for a residential noise amenity impact assessment if the applicant intended to operate between 21:00hrs and 07:00hrs. The applicant has advised that they would be willing to accept a planning condition limiting hours of operation to prevent night time operations in line with those hours. Subsequently, no objection is offered by Public Protection in relation to amenity loss.

3.5.12 The application is supported by a comprehensive land contamination desk study and ground investigation report, which has been reviewed by Public

Protection. The Phase 1 desk study report concludes further intrusive investigation is required based on the presence of made ground on site, and potentially, significant off site sources of ground gas. In particular, it identifies the presence of an historical landfill 63m north of the site, although it is not named in the report. With regards to ground contamination assuming the end-use of the site remains commercial-industrial, the results suggest it does not require any remediation for ground contamination. The reports remain under review and this matter will be further addressed within the update report, as the contamination land officer recommends additional gas monitoring is required, thereby the standard contamination land conditions should be imposed.

3.5.13 Limited construction hours of between 08:00 - 18:00 hours Monday to Friday and 09:00 - 13:00 on Saturdays will also be secured by condition, to guard against excessive disturbance during construction phase of the development.

3.5.14 Subject to the conditions within section 4 of this report and the continued appraisal of the land contamination submission, the proposal is considered to appropriately safeguard public amenity, in accordance with Local Plan policy 8 and the Framework.

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

3.5.16 Ecology:

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The application is supported by a preliminary ecological survey, comprising a data search and desk study, allied to botanical and notable species site surveys.

3.5.17 The suite of ecological reports have been peer reviewed by the Council's ecological consultee, GMEU. In summary, they advise that the development site does not contain any statutory and non-statutory designated sites. It is formed primarily of coarse neutral grassland, a medium value habitat in poor condition, and previously disturbed land.

3.5.18 Whilst the majority of nesting habitat was cleared in early 2021, between the first and second site visits by the ecological consultant, a small number were retained which are now proposed for removal. The Council's tree officer has indicated that those trees being lost are self-seeded and of low value. Furthermore, they are adequately compensated within the submitted landscaping proposals. It is necessary, however, to impose a condition ensuring no tree removal during the bird nesting season unless an absence of nesting birds has been established immediately prior to clearance by a suitably qualified ecologist.

3.5.19 No evidence of any protected species was found, the site being extremely unlikely to be utilised by any such species owing to a lack of suitable habitat and separation from any high value habitats by major roads and urban

development. As such, no further information or measures are required in this regard.

3.5.20 The consultants have calculated utilising the biodiversity metric v3 that there will be a loss of 0.84 biodiversity units, with the upgrading and maintenance of the new habitats within landscaped areas provided as mitigation and compensation. Subject to the suggested conditions within section 4 of this report, compliance with the relevant ecological elements of Local Plan policy 9 and the Framework are achieved.

3.5.21 Flood Risk / Drainage:

The application is supplemented by a flood risk assessment and drainage strategy. The documents advise that the site is within flood zone 2 and is at a very low risk of fluvial flooding and very low risk of pluvial flooding. The report also advises;

- The existing site contains three number flood balancing pipes, whereby the more recent construction of Carl Fogarty Way has isolated the low lying areas of the site and these features provide a pathway from the site for potential flood waters or overland flow. One of these is to be removed and capped where in conflict with the proposed development, with two to be retained.
- The proposed finished floor level of the new commercial units will be set at 132.00m; which is well above in terms of freeboard compared to the critical 1 in 100-year events.
- Due to the main access being at the high end of site (to the west) at an approximate level of 133.67m AOD. It is unlikely that an extreme event will be able to adversely affect this access/egress from site in the scenario of a flood evacuation. The existing depression to be retained in part to the low end of the site (to the east) will have to fill up in the first instance, so a rapid onset flood adversely effecting an evacuation is unlikely.
- Surface water flows from the development will discharge via a new connection to the existing surface water sewer in Thornley Avenue at 5l/s. The Sewer ultimately discharges into the Leeds/Liverpool canal 50m to the North.
- Attenuation stored on site up to the 1 in 100 year + 30% climate change event.
- Foul water is to be treated by a package treatment plant on site before discharging to the surface water sewer by means of a combined lateral along with surface water flows.

3.5.22 The Environment Agency and Lead Local Flood Authority have offered no objection to the proposals, though the latter has requested a pre-commencement condition requiring a surface water drainage scheme be submitted for approval – and consent to discharge to the public sewer be obtained from United Utilities.

3.5.23 United Utilities have also offered no objection to the scheme, subject to a condition requiring;

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes 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 and the potential for infiltration of surface water in accordance with BRE365;*
- (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 discharging to the public surface water sewer, the rate of discharge shall be restricted to 5 l/s;*
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;*
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and*
- (v) Foul and surface water shall drain on separate systems.*

3.5.24 The applicant has sought to offset the need for the suggested conditions by submitting further details and an updated drainage strategy at the pre-determination stage. Consultee responses to the latest submission will be presented via the update report.

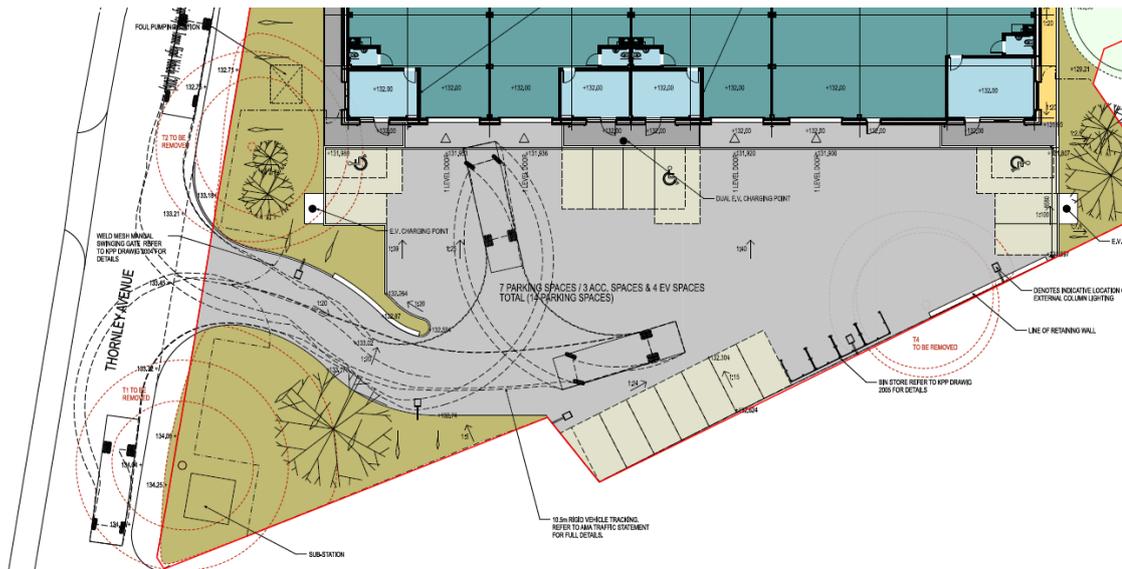
3.5.25 Notwithstanding the above position, the proposal is identified as not being at an unacceptable risk of flooding, nor likely to affect the yield or quality of groundwater or surface water resources. On that basis the proposal is compliant with the relevant elements of Local Plan Policy 9

3.5.26 Highways: Core Strategy Policy 22: Accessibility Strategy and Local Plan Policy 10: Accessibility and Transport, aim to ensure that new developments provide appropriate provision for access, car parking and servicing so as to ensure the safe, efficient and convenient movement of all highway users is not prejudiced. The Framework also provides a focus on the promotion of sustainable transport and emphasises that an early assessment of potential impacts on the transport network should be conducted so that mitigation can be considered and opportunities to promote walking, cycling and public transport can be fully explored.

3.5.27 The initial application was supplemented by a transport statement and detailed site layout drawing. The statement advises that the site is located in a sustainable location with a range of facilities and services within a 2km catchment. Further, the site is located close to bus services. These factors are supported by low traffic generation, predicted at around 10 trips during both morning and evening peak hours.

3.5.28 The Council's highway team reviewed the initial submission and raised some concerns with the parking provision, which was limited to 13 spaces. The concern being based on the speculative nature of the application, and the

need to attach the higher parking standard for office uses, in order to consider the worse case scenario with the future use of the site. However, clarification that the proposed uses do not extend to stand alone office use, but ancillary elements is sufficient to allow assessment on the basis of a B2 function. Based on a parking standard of 1 space per 60m² the development generates a need for 16 spaces. The amended site layout received 29th April 2022 now provides for 16 spaces and compliance with parking standards is achieved, with some additional capacity for overspill parking within the site. See image below.



3.5.29 Further comments regarding the size of the servicing yard, pedestrian routes and details of the mechanism for gate access have also been raised and partially addressed through the receipt of the amended layout drawing and the accompanying statement. However, highway colleagues have requested a condition be imposed to;

- Set the access gate one car length in from Thornley Avenue frontage
- Provide for additional safe connected routes for pedestrians from all directions
- Requirement for PTW parking area within car park

3.5.30 Off-site highway works:

In line with Councils emerging local plan policies, a series of infrastructure interventions to support development proposals in the Borough have been identified. This document makes reference to the roundabout at Carl Fogarty Way/Burnley Road requiring enhancements for traffic and also further improvements to aid walking and cycling. Therefore, a contribution through a s111 legal agreement under the 1972 Local Government Act of £12,000, is requested to help deliver these measures. This is because the application site is Council owned, and as such S106 Agreements would not apply.

3.5.31 Subject to the suggested layout condition, a construction methods condition and the off-site highway works contribution, the proposal is considered to

accord with the requirements of Local Plan policy 10, Core Strategy policy CS22 and the Framework

4.0 RECOMMENDATION

4.1 Approve subject to;

(i) Delegated authority is given to the Strategic Director of Place to approve planning permission, subject to an agreement under Section 111 of the Local Government Act 1972, relating to the payment of £12,000 towards off-site highway improvements; Payments are to be made prior to commencement of development, and

(ii) The following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this planning permission.
REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004
2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Amended Site Plan, 2297_2001 revision A, received 29th April 2022
Proposed Elevations, 2297_2003, received 19th January 2022
Landscape Plan, PWP.579.001 revision 02, received 19th January 2022
Fencing and Gates, 2297_2004, received 19th January 2022
Bin Store, 2027_2005, received 19th January 2022.

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

3. The exterior of the dwellings hereby approved shall be constructed in accordance with the material schedule detailed on drawing no. 2297_2003, received 19th 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.

4. The development hereby approved shall be implemented in strict accordance with the landscaping scheme detailed on drawing PWP.579.001 revision 02, received 19th January 2022.

Trees and shrubs shall be planted on the site in accordance with the approved details 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 amenity in accordance with Policies 9, 11 and 40 of the Blackburn with Darwen Borough 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. Prior to commencement of the development hereby approved, a Construction Method Statement shall be submitted to, and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - I) the parking of vehicles of site operatives and visitors
 - II) loading and unloading of plant and materials
 - III) storage of plant and materials used in constructing the development
 - IV) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - V) wheel washing facilities
 - VI) measures to control the emission of dust and dirt during construction
 - VII) a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: In order to avoid the possibility of the public highway being affected by the deposit of mud/or loose materials which could create a potential hazard to road users, in order to protect the amenity of the occupiers of the adjacent properties, in order to protect the visual amenities of the locality and to comply with Policies 8 and 10 of the Blackburn with Darwen Borough Local Plan Part 2.

7. The removal of vegetation from the site shall be conducted outside the bird nesting season (March to August) or within 48 hours of a suitably qualified ecologist having confirmed the absence of any nests. If present, any nests must be protected from works until they are no longer in use.

REASON: To safeguard biodiversity interests, in accordance with the requirements of Policy 9 of the Blackburn with Darwen Borough Local Plan Part 2.

8. The use of the premises hereby approved shall be limited to between the hours 07:00 to 21:00, daily.

REASON: To ensure that noise from the development does not give rise to a loss of residential amenity to neighbouring residents, in accordance with Policy 8 of the Blackburn with Darwen Local Plan Part 2.

9. Notwithstanding the submitted details, no development shall occur until a revised site layout drawing has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the following;

- Provision of PTW parking
- Relocation of pedestrian access route within the north west corner of the site
- Relocation of vehicular access gate a minimum of one car length in to the site.

The development shall be in accordance with the agreed details and thereafter retained.

REASON: In the interests of the safe, convenient and efficient movement of all highway users, in accordance with the requirements of Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

10. The construction of the development hereby permitted shall only take place between the hours of 07:30 and 18:00 Monday to Friday, 07:30 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.

5.0 PLANNING HISTORY

10/88/2077 – Erection of showroom and new perimeter fence.

6.0 CONSULTATIONS

Public Consultation: 22 neighbouring premises have been consulted individually by letter and a site notice displayed. The public consultation was repeated following receipt of amended details 29th April 2022. One public representation has been received (see section 9).

Highways: No objection following the receipt of amended details 29th April 2022, subject to the use of conditions relating to; construction methods and revised site layout (pedestrian access, PTW parking and relocation of vehicular access gate)

Public Protection: Initial request for a pre-determination residential noise amenity impact assessment, should the development operate between 9pm

and 7am. Confirmation of operating hours outside of that range received from agent and thus request for pre-determination assessment removed.

No objection subject to standard conditions relating to; land contamination, construction hours.

The following reports were submitted with this application:

Phase 1 Detailed Desk Study. Envirotec Site Service Ltd. Ref ESS/BRP4/P1DS. 1/5/19

Blackburn with Darwen Borough Council. Furthergate Plot 4, Blackburn, BB1 3HJ. Ground Investigation Report. Ian Farmer Associates Ltd. Contract 42354B

Phase 1 Desk Study

The Phase 1 concludes further intrusive investigation is required based on the presence of made ground on site and, potentially, significant off site sources of ground gas. In particular it identifies the presence of an historical landfill 63m north of the site, although this is not named in the report. Our records indicate this landfill is known as Greenbank Industrial Estate (K1/10/050) and relatively recent gas monitoring in this area has suggested it is actively gassing. As such I would agree with the conclusions of the report that the site is at high risk from ground gas and requires an appropriate period of gas monitoring. However the report does not go on to recommend gas monitoring periods. We would always encourage applicants to submit a phase 1 and agree a gas monitoring regime prior to commencement wherever possible.

Phase 2 Ground Investigation

Groundwater

Please consult the EA for their comments on these results.

Ground Contamination

Assuming the end-use of the site remains commercial-industrial, these results suggest it does not require any remediation for ground contamination.

Ground Gas

Six ground gas monitoring visits were made over a period of 2 months. It is not clear why this number of gas monitoring readings were taken over this period but it provides a good initial indication of the local gas regime. I'm in agreement with the conclusions of the report that the site is Characteristic Situation 3, based on

readings to date. This is a relatively significant gas regime, however it is possible to design appropriate protection in commercial-industrial buildings. Since the gas monitoring to date suggests the local gas regime is a high risk, I would expect more gas monitoring to be carried out before final gas protection is designed for the end use. Commercial properties in the area, directly on top of the Greenbank Industrial Estate Landfill, have been designed with active gas monitoring and alarms. Using Table 5.5 of CIRIA 635 for a commercial end-use and high gas generation location, at least 12 visits should be carried out over 6 months. This would require an additional 6 visits over 4 months including readings taken at low and falling atmospheric pressure to fully characterise the site. The highest gas concentrations were found in WS06 which is in keeping with the adjacent landfill being the gas source and monitoring should be targeted appropriately.

- Given the limited gas monitoring carried out and aggressive gas regime measured, please forward proposals for additional gas monitoring according to the gas generational potential of the site and appropriate end use.

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

I trust this clarifies this Departments position. Should you require any further information, I can be contacted at the above number, or alternatively email david.johnson@blackburn.gov.uk.

Yours faithfully,

David Johnson
Environmental Protection Officer
Pollution Control

The EA has raised no objections to the proposed development see comments below. With regards to the additional gas monitoring, the standard pre-commencement condition should be imposed.

United Utilities: No objection, subject to conditions relating to surface water drainage strategy and details of future management and maintenance to be agreed. Comment on updated drainage submission received 29th April 2022 is pending, and will be reported in the update report.

Local Drainage: No objection subject to a surface water drainage scheme be submitted for approval – and consent to discharge to the public sewer be obtained from United Utilities

Environment Agency: No objection to the development as proposed. Although the site falls within flood zone 2, the proposal is identified as being ‘lower risk’ and no bespoke response is offered, instead referral to standing advice.

The submitted land contamination ground investigation report identifies no contamination in the soils that exceed specified limits for an industrial end use of the site. Therefore, agreement that the “secondary B aquifer and the canal are both adequately protected and development can proceed as proposed”.

GMEU (Ecology): The development site consists primarily of coarse neutral grassland, a medium value habitat in poor condition and previously disturbed land. No evidence of any protected species was found, the site being extremely unlikely to be utilised by any such species owing to a lack of suitable habitat and separation from high value habitats by major roads and urban development.

Arboricultural Officer: The site contains 3 trees that are to be removed to facilitate the development. The trees are self-seeded and of low to moderate quality. Adequate mitigation for their loss is set out within the submitted landscaping proposals. No objection.

Environmental Services (Cleansing): No objection

7.0 CONTACT OFFICER: Martin Kenny, Principal Planner

8.0 DATE PREPARED: 12th May 2022

9.0 SUMMARY OF REPRESENTATIONS

Alan Hill, 205 Burnley Road, Blackburn (comment) – received 11th March 2022:

If the access to this proposed development is directly from Carl Fogarty Way then that will slow down traffic and encourage even more motorists to use Burnley Road as a rat run.

Often drivers are doing speeds of 40 mph or more.

Last July we were asked for our opinions regarding solutions to current parking problems and proposed traffic calming measures. What happened to that survey? What was the outcome? Do you intend to tackle the problems.
