

Proposed Development: Proposed construction of an industrial unit (B2/B8 use) with associated office space

Site Address: Land at Hollin Bridge Street, Hollin Bridge Street, Blackburn, BB2 4AY

Applicant: Mr H and P Gregson

Ward: Ewood

**Councillor Elaine Whittingham
Councillor Jon Baldwin
Councillor Jim Casey**



1.0 SUMMARY OF RECOMMENDATION

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

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 This application is presented to the Planning and Highways Committee, in accordance with the Council's Constitution, and given that a large number (5) of public objections have been received. A summary of those objections is detailed below in Section 7.10.
- 2.2 The proposed development has been publicised through letters to residents and occupants of the nearest 39 adjacent properties on 19th July 2023. A site notice was displayed outside of the site on 01st August 2023. In addition, all the objectors were reconsulted on 18th August 2023 given the receipt of updated information. Should any further comments be received ahead of the committee meeting they will be presented as part of an update report.
- 2.3 The Council's development plan supports new commercial/employment development and associated works, provided they constitute sustainable development and accord with the development plan when taken as a whole.
- 2.4 The proposals would deliver an industrial unit (Use Class B2 and B8) to be used as a 'service area' with an integral two-storey office building (Use Class Eg). Access would be gained from an existing gated entrance point off Hollin Bridge Street. 8 off-street vehicle parking spaces would be formed alongside the provision of a bin/cycle store and landscaping area.
- 2.5 On balance, the proposals would be satisfactory from a technical point of view, with all issues having been addressed during the course of the application process, or capable of being controlled or mitigated through appropriately worded planning conditions.
- 2.6 The key issues to be assessed in determining this application are as follows;
- Establishing the principle for development
 - Design and assessing visual amenity impacts
 - Safeguarding the amenities of residential neighbours
 - Assessing highways impacts
 - Ensuring adequate off-street vehicle parking facilities are provided
 - Assessing the potential for flood risk
 - Foul and surface water drainage considerations
 - Assessing the potential for land contamination
 - Minimising the proposals impacts on air quality
 - Ensuring the potential for crime is appropriately minimised

3.0 RATIONALE

3.1 Site and Surroundings

3.1.1 The application site is a plot of currently vacant land located within the defined Inner Urban Area of Blackburn. A number of commercial storage uses have been operated from there previously, as shown below in Figure Six. Vehicle access is currently gained from the southwest via a gated access point from Hollin Bridge Street. Tall walls of various heights and materials define the site boundaries.

Figure One – Submitted Location Plan and Site Satellite Image



3.1.2 The site covers an area of circa 0.3 acres. Dwellings along Hollin Bridge Street, Hollin Street and Exeter Street are positioned to three sides with commercial land uses positioned to the southwest.

3.2 Proposed Development

3.2.1 As detailed above, this application seeks full planning permission for the erection of an industrial unit (Use Class B2 and B8) to be used as a 'service area' with an integral two-storey office building (Use Class Eg). The development would comprise of a single building built in a modern, commercial style.

Figure Two – Proposed Site Plan (amended)



3.2.2 Carpark and logistics areas would be formed to the southwest of proposed building, which would be accessed via the existing entrance point. 8 parking spaces would be provided including 2 mobility impaired spaces. A bin and cycle storage area and small landscaped area would be provided at the west corner of the site.

3.2.3 The proposed building would have an irregular footprint. It would have a maximum length of 35m, a maximum width of 20.4m and a flat parapet roof 5.9m in height. A 3-bay service area, offices and supporting rooms would be provided on the ground floor with offices and a meeting room on the first floor.

Figure Three – Proposed Ground Floor Plan



3.2.4 Blockwork and grey cladding would be used to finish the elevations with a range of materials used to seal the flat roof. Any doors and windows to be installed would be externally coated in a grey colour. The existing boundary walls would be retained and repaired accordingly.

Figure Four – Proposed Elevation Plans and Materials Palette



3.3 Case Officer Site Photos



3.3.1 Local Plan Part 2 (adopted December 2015):

- Policy 1: The Urban Boundary
- Policy 2: The Inner 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 36: Climate Change

3.3.2 BwD Parking Standards

- B1 (now Eg): Stand Alone Offices 1 car space per 35 sqm.
- B2: General Industry 1 car space per 60 sqm.
- B8: Storage and Distribution 1 car space per 100 sqm.

4.0 **ASSESSMENT**

4.1 Principle of Development

4.1.1 The site is located within the defined Inner Urban Area of Blackburn. The defined urban boundaries are the preferred locations in the Borough for all new employment and commercial development. The principle of development is therefore acceptable, in accordance with Policies 1 and 2.

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

4.2 Design and Visual Amenity

- 4.2.1 The site is positioned within an area that has a highly varied streetscene. In general terms, Policy 11 requires all development proposals to represent a good standard of design through demonstrating an understanding of the site's wider context and making a positive contribution to visual amenity. The site currently appears unkempt and any development proposals here would offer a welcomed opportunity to improve its appearance. Concerns have been raised in public comments regarding tree loss.
- 4.2.2 The proposed building would form a relatively prominent feature within its immediate setting given its scale. That said, large commercial buildings of a multitude of styles form part of the prevailing character of the local area and this building would be significantly smaller than the majority of those existing buildings. The existing boundary walls would also be retained that would provide screening opportunities for the lower parts of the proposed building.
- 4.2.3 A condition is recommended to control the quality and finish of the external construction materials to be used so that a satisfactory form of development is achieved. A further condition has been added to agree the scope of changes/repairs to the existing boundary walls as the submitted information is limited in that respect. Moreover, improvements to the appearance of the boundary walls would be desirable given their current condition.
- 4.2.4 Regarding tree loss, a review of the proposals has been undertaken by the BwD Arboricultural Advisor and no objections have been raised. The trees within the site are low quality, self-seeded specimens that provide a limited contribution to the visual amenity of the local area.
- 4.2.5 Planting opportunities are limited at this site given the nature of the proposals. A small landscaped area is proposed yet no planting specifics are provided as part of the submission documents. Therefore, a condition is recommended to control those details, as requested by the BwD Arboricultural Advisor. Subject to compliance with those conditions, the proposed development would be acceptable with reference to design and visual amenity, in accordance with the relevant requirements of Policy 11.

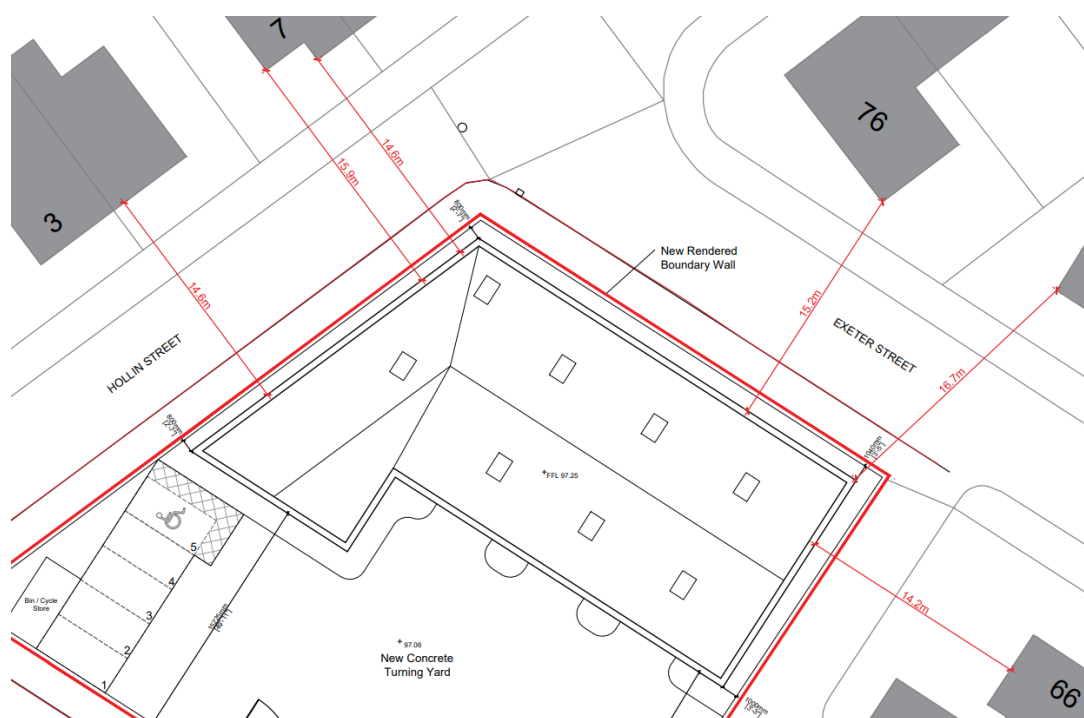
4.3 Residential Amenity

- 4.3.1 Dwellings surround to three sides and safeguarding the amenities of neighbours is an important material planning consideration. Policy 8 states that all development proposals must secure a satisfactory level of amenity and safety 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 general relationship between buildings. Concerns have been raised in public comments on residential amenity grounds.
- 4.3.2 A Residential Amenity Impact Assessment has been submitted in support of the application. A review of the submitted assessment and proposals as a whole has been undertaken by BwD Public Protection. No objections have been

raised. Conditions have been advised to control the hours of use, noise emissions, construction working hours, and any required pile-driving operations (or similar). It is recommended that all of those conditions are added to safeguard to aural amenities of the immediate neighbours during the construction and operational phases of the development. A further condition is recommended to control wider aspects of the construction phase for the same reason.

4.3.3 An updated version of the proposed site plan has been submitted during the course of the application that clarifies the distances between the proposed building and main habitable room windows in adjacent dwellings. In excess of 13.5m would be maintained, which is acceptable to ensure the proposed building does not appear overbearing to the immediate neighbours. The loss of a few low quality trees here would not materially harm the outlook of the immediate neighbours when the current condition of the site is taken into account. Moreover, no unacceptable losses of privacy would be caused for neighbours when the nature of the development is considered alongside the levels of separation involved.

Figure Five – Plan Clarifying Separation Distances

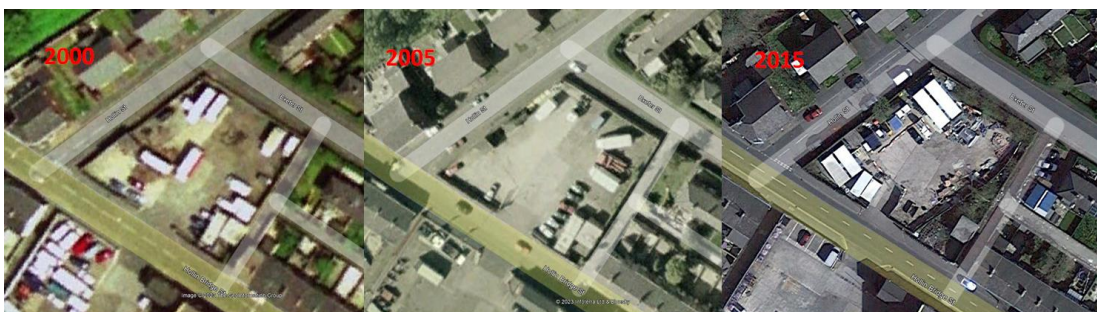


4.3.4 A further condition is recommended to control and sources of external lighting, as requested by BwD Public Protection. Such a condition is necessary to prevent external lighting causing adverse levels of light pollution for the immediate neighbours once the development becomes operational. Subject to compliance with those conditions, the proposed development would be acceptable with reference to residential amenity, in accordance with the relevant requirements of Policy 8.

4.4 Highways, Servicing and Parking

- 4.4.1 As detailed above, the proposals would utilise an existing access point from Hollin Bridge Street. Policy 10 requires all development proposals to not prejudice road safety, or the safe, efficient and convenient movement of all highway users. Off-street vehicle parking should also be provided in accordance with the adopted Parking Standards. Concerns have been raised in public comments of highways and parking grounds.
- 4.4.2 A Transport Assessment has been submitted in support of the application. A review of the assessment and the proposals as a whole has been undertaken by BwD Highways. No objections have been raised yet a number of residual concerns have been identified. The development would not have any unacceptable implications for the wider highways network owing to its limited scale. Moreover, the existing access point is appropriate for the proposed use in terms of its width and layout. A condition is recommended to agree a scheme for a delineated pedestrian route from the new gateway to the proposed building. Such a condition is necessary in order to optimise pedestrian safety.
- 4.4.3 Regarding internal manoeuvrability, vehicle tracking plans have been provided for multiple vehicles. The plans confirm that refuse wagons and commercial vehicles up to 10.2m in length can safely navigate the site, and egress in a forward gear. The residual concerns identified by BwD Highways relate to internal manoeuvring arrangements.
- 4.4.4 It is acknowledged that some management would be required by the site operatives to ensure multiple large commercial vehicles do not enter the site at once. However, no further planning controls are necessary to control such an outcome as the onus should ultimately be placed on the site operatives to adequately managed such activity.
- 4.4.5 The proposed yard area would not be large enough for articulated wagons to enter the site and no further assessments are required in that respect. It should also be noted that the current use of the site is for commercial storage, as shown below in Figure Six. The landowner could currently use the site for the storage of multiple large commercial vehicles and such activity would likely have a much greater impact on the surrounding highways network than these proposals.

Figure Six – Historic satellite images of the site



- 4.4.6 Regarding off-street vehicle parking provisions, slight shortfalls have been identified by BwD Highways yet no concerns have been raised given the accessible nature of the site. The 4 office rooms would have a combined floorspace of 70.5 square metres, which equates to a requirement of 2 spaces. The service area would have a floorspace of 325 square meters. 7 spaces would be required for a B2 operation yet only 4 would be required for a B8 operation.
- 4.4.7 Based on those calculations, a shortfall of only 1 space is applicable based on the 'worst case scenario', which is acceptable. A condition is recommended to ensure the carpark and manouvering areas are provided prior to the development becoming operational. A further condition is recommended to agree a covered cycle storage scheme in order to encourage the use of sustainable modes of transport. It is not possible to move cycle storage provisions closer to the proposed building given constrained manouvering arrangements yet those provisions would be installed around 10m from the main entrance, which is acceptable. Motorcycles could also readily park within one of the parking bays, where relevant.
- 4.4.8 A detailed above, a condition is recommended to control the logistics of the construction phase. The condition is also necessary on highways grounds in order to minimise the potential for highways disruptions to be caused from that phase. Subject to compliance with those conditions, the proposed development would be acceptable with reference to highways, servicing and parking, in accordance with the relevant requirements of Policy 10.

4.5 Flooding and Drainage

- 4.5.1 The site is at risk from both fluvial and pluvial flooding. Policy 9 requires all development proposals to avoid unacceptable impacts on environmental assets or interests, including flood risk. Development with the potential to create significant amounts of new surface water run-off will be expected to consider and implement where required, sustainable drainage systems (SuDS) or other options for the management of the surface water at source. Concerns have been raised in public comments on flooding grounds.
- 4.5.2 A Flood Risk Assessment (FRA) has been submitted in support of the application. Both BwD Drainage and the Environment Agency have reviewed the submitted FRA and the merits of the application as a whole. No objections have been raised. A condition has been advised by the Environment Agency to ensure the development is implemented in accordance with the mitigation measures detailed within the submitted FRA, which is recommended to be added.
- 4.5.3 Further conditions are recommended to control foul and surface water drainage provisions and the maintenance of the surface water drainage system to be installed, as advised by BwD Drainage and United Utilities. Subject to compliance with those conditions, the proposed development would be acceptable with reference to flooding and drainage, in accordance with the relevant requirements of Policy 9.

4.6 Land Contamination

4.6.1 The site has been identified as one of concern by BwD Public Protection regarding land contamination. Policy 8 contains further requirements to ensure development proposals on previously developed land can be remediated to a standard that provides a safe environment for users of the development whilst also ensuring contamination is not displaced. Concerns have been raised in public comments regarding the removal of the fuel tank currently on site.

4.6.2 In response to the above requirements, it is recommended that all three standard land contamination conditions be imposed, as requested by BwD Public Protection. Subject to compliance with those conditions, the proposed development would be acceptable with reference to land contamination, in accordance with the relevant requirements of Policy 8. For clarity, the removal of the existing structures on site will be resolved in conjunction with the Public Protection as a legacy issue, and as part of the land remediation strategy.

4.7 Air Quality

4.7.1 The development would likely involve additional traffic movements when compared with the existing use. Policy 36 requires all development proposals to minimise contributions to carbon emissions and climate change, both directly from the development and indirectly arising from factors such as travel to and from the site. Concerns have been raised in public comments on air quality grounds.

4.7.2 BwD Public Protection have reviewed the merits of the application and no objections have been raised. A condition has been advised regarding the submission of a scheme for the provision of charging points for low emissions vehicles, which is recommended to be added. Subject to compliance with that condition, the proposed development would be acceptable with reference to air quality, in accordance with the relevant requirements of Policy 36.

4.8 Crime Management

4.8.1 In order to prevent crime and disorder and to keep people safe and feeling safe, crime prevention strategies should be integrated into the design of developments as early as possible. Further requirements within Policy 8 state that all development proposals must incorporate positive measures aimed at reducing crime and improving community safety, including appropriately detailed design.

4.8.2 In response to those requirements, the development should be designed and constructed using the security principles and security rated products detailed within the Commercial Developments Secured by Design Guide (2015). An Informative Note should be added to any approvals issued raising awareness to those requirements. Subject to those obligations being followed, the proposed development would be acceptable with reference to crime management, in accordance with the relevant requirements of Policy 8.

4.9 Wider Considerations

- 4.9.1 Further concerns have been raised in public comments regarding the fact that the site currently provides habitat, adjacent properties may be devalued, the proposals may increase antisocial behavior and that the building may become vacant in the future.
- 4.9.2 The site is an urban location with low quality trees lining its peripheries. Minimal demolition works are proposed and those works could be implemented outside of the planning process given the limit scale of the building to be demolished. Therefore, any ecological impacts caused by the development would be negligible.
- 4.9.3 Impacts on the value of adjacent properties cannot be lawfully considered as part of planning applications. Antisocial behaviour is a Police matter and these proposals would not materially increase such activity given their nature. Finally, the risk of commercial buildings becoming vacant over time is a threat that faces all such buildings yet such an outcome is not a valid reason to resist commercial development. Those comments, therefore, have no material influence on the assessment of this application.

4.10 Summary

- 4.10.1 This application involves the erection of an industrial unit (Use Class B2/B8) with associated office space (Use Class Eg) and the formation of a carpark and logistics area. Subject to appropriate conditions, the proposed development would be acceptable on all the relevant planning grounds, in accordance with the policies and guidance notes detailed in Sections 3.3.1 and 3.3.2.
- 4.10.2 Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. Subject to appropriate conditions, the proposal would be acceptable in principle, and in terms of design and visual amenity, residential amenity, highways, servicing and parking, flooding and drainage, land contamination, air quality, and crime management.
- 4.10.3 The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

5.0 **RECOMMENDATION:**

Delegated authority is given to the Strategic Director of Growth and Development to approve, subject to the following conditions and informative note;

- 5.1 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.

- 5.2 Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings: Location Plan (6805 – E00), 6805 – E01 – Revision A, 6805 – P01 and 6005 – P02.

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

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

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

- 5.4 No above ground works shall commence on site unless and until, a scheme detailing repairs/changes to the existing boundary walls has first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall thereafter be implemented in strict accordance with the approved scheme and it shall not be brought into use unless and until the approved measures have been provided in their entirety.

REASON: In order to agree the scope of those works, in the interests of visual amenity, and to comply with the requirements of Policy 11 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.5 No above ground works shall commence on site unless and until, a detailed Landscaping Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for but not be exclusively limited to the following;

- a) Details of proposals for supplementary landscaping, and;
- b) Details indicating the location, arrangement, species, sizes, specifications, numbers, and planting densities of all new planting.

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

size, during the first available planting season following the date of loss or damage.

REASON: In order to ensure that the development is adequately landscaped so as to integrate with its surroundings, in the interests of visual amenity and local ecology, and to comply with the requirements of Policy 9 and 11 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.6 The development hereby approved shall only operate between the hours of 8:00 – 18:00, Monday – Saturday. The development shall not operate whatsoever on Sundays or Bank Holidays.

REASON: In order to minimise the potential for noise disruptions to be caused for the immediate neighbours, in the interests of residential amenity, and to comply with the requirements of Policy 8 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.7 Following the development hereby approved being brought into use, the noise rating level arising from the development shall not exceed 45dB (A) at all surrounding residential premises for the duration of the approved use. Any relevant assessments shall be made in accordance with BS4142:2014 (Methods for rating and assessing industrial and commercial sound).

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

- 5.8 Any construction works associated with the development hereby approved shall only take place between the hours of 8:00 – 18:00 Monday – Friday and 9:00 – 13:00 on Saturdays. No such works shall take place on Sundays or Bank Holidays whatsoever.

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

- 5.9 Should any pile-driving and/or ground compaction techniques be required to construct the development hereby approved, no development shall commence on site unless and until a programme for the monitoring of noise and vibration generated from those works has first been submitted to and approved in writing by the Local Planning Authority. The programme shall specify the measurement locations and maximum permissible noise and vibration levels at each location. At each location, noise and vibration levels shall not exceed the specified levels in the approved programme during construction works.

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

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

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

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

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

- 5.12 No above ground works shall commence on site unless and until, a scheme detailing delineated pedestrian routes around the site has first been submitted

to and approved in writing by the Local Planning Authority. The development hereby approved shall thereafter be implemented in strict accordance with the approved scheme and it shall not be brought into use unless and until the approved measures have been provided in their entirety.

REASON: In order to ensure appropriate delineated pedestrian routes are provided in support of the development, in the interests of pedestrian safety, and to comply with the requirements of Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.13 The development hereby approved shall not be brought into use unless and until, the vehicle parking and manouvering areas as detailed on the approved plan '6805 – P01' have been provided in their entirety. The provisions installed shall thereafter remain in perpetuity with the development and be permanently available for users of the development.

REASON: In order to ensure adequate off-street vehicle parking and manouvering areas are provided in support of the development, in the interests of highway safety, and to comply with the requirements of Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.14 No above ground works shall commence on site unless and until, a covered cycle storage scheme has first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall thereafter be implemented in strict accordance with the approved scheme and it shall not be brought into use unless and until the approved measures have been provided in their entirety.

REASON: In order to encourage the use of sustainable modes of transport, in the interests of securing sustainable development, and to comply with the requirements of Policy 10 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.15 The development hereby approved shall be implemented in strict accordance with the mitigation measures detailed within the submitted Flood Risk Assessment, prepared by SLR, and dated 14th July 2023. Any mitigation measures applied shall remain in perpetuity with the development.

REASON: In order to ensure adequate flood mitigation measures are provided in support of the development, in the interests of securing sustainable development, and to comply with the requirements of Policy 9 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.16 No development shall commence on site unless and until, a surface and foul water drainage scheme has first been submitted to and approved in writing by

the Local Planning Authority. The scheme shall include, but not be exclusively limited to the following;

- a) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- b) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- c) Levels of the proposed drainage systems including proposed ground, finished floor, cover and invert levels in AOD;
- d) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- e) Foul and surface water shall drain on separate systems.

The approved scheme shall be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to the development hereby approved being brought into use, the drainage scheme shall be completed in accordance with the approved details and thereafter retained in perpetuity with the development.

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

- 5.17 The development hereby approved shall not be brought into use unless and until, a Sustainable Drainage Management and Maintenance Plan for the lifetime of the development has first been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include, but not be exclusively limited to the following;

- a) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company, and;
- b) 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: In order to ensure that adequate management arrangements are in place for the sustainable drainage system, in the interests of preventing flooding on and off site, and to comply with the requirements of Policy 9 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

- 5.18 No development shall commence on site unless and until, a Contamination Method Statement which sets out in detail the method, standards and timing for the investigation and subsequent remediation of any contamination, which may be present on site, has first been submitted to and approved in writing by the Local Planning Authority. The submitted Statement shall detail the following;
- a) An investigation and assessment to identify the types, nature and extent of land contamination affecting the application site together with the risks to receptors and potential for migration within and beyond the site will be carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001) will be carried out and the method of reporting this to the Local Planning Authority, and;
 - b) A comprehensive remediation scheme including an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination).

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

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

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

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

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

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

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

- 5.21 No above ground works shall commence on site unless and until, a scheme for the provision of charging points for low emission vehicles has first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall thereafter be implemented in strict accordance with the approved scheme and it shall not be brought into use unless and until the approved measures have been provided in their entirety.

REASON: In order to minimise negative impacts on air quality arising from the development, in the interests of combatting climate change, and to comply with the requirements of Policy 36 of the Blackburn with Darwen Borough Council Local Plan Part 2, Site Allocations and Development Management Policies (Adopted 2015).

Case Specific Informative Note

- 5.22 We would advocate that the installation be designed and constructed using the security principles and security rated products as stated in the attached SBD 'Commercial Developments 2015'. Further details about Secured by Design, including application forms and security specifications can be found at www.securedbydesign.com.

6.0 PLANNING HISTORY

- 6.1 No relevant planning history.

7.0 CONSULTATIONS

- 7.1 BwD Arboricultural Advisor – I have considered the proposal with regard to the existing tree cover and the landscaping associated with the proposed development.

The site consists of predominately natural regeneration from self-set tree growth, consisting of mainly young Birch and Goat Willow with some Elm and Ash. There is one established tree, an Elm opposite number 3 and 5 Hollin Street. This has been previously topped and is not suitable to retain or incorporate into the proposed development.

Proposed landscaping provision is limited to an area at the junction with Hollin Street and Hollin Bridge Street. The indicative landscape proposals could include some small trees and shrubs. The landscaping has potential to provide some good visual amenity in a prominent street location. Within this area is a

young Birch which may be suitable to incorporate into a proposed landscape scheme.

(Conclusion) A condition for full landscape details, including plant species, sizes, numbers, planting specifications, maintenance and aftercare, would be appropriate with any approval.

7.2 BwD Public Protection – No objections. Should this application be approved, conditions should be imposed to control the hours of use, noise emissions, sources of external lighting, construction working hours, any required pile-driving operations (or similar), land contamination and air quality mitigation measures.

7.3 BwD Highways – In principle I do not offer objections, subject to the below matters being addressed satisfactorily.

(Parking) In accordance with the adopted parking standards, based on the floorspace of B1 use at 233sqm of floorarea/1 car space per 35sqm = 6.6; B2 use at 176sqm of floorarea/1 car space per 60sqm = 3 space, and; B8 use at 176sqm of floorarea/1 car space per 100sqm = 2 space.

The amounts to a total allowance of 11 spaces. The drawings received annotate 8 spaces. When taking into consideration that the site is highly accessible from alternative modes of transport, we would accept the number of parking spaces proposed.

The plans indicate a bin/cycle store at the edge of the site. The cycle parking should be relocated closer to the entrance of the building, be covered and secure. This should also accommodate provision for the parking of PTW space. Please request this information or condition accordingly. 2 disabled bays have also been accommodated within the layout, this is acceptable.

(Access/Layout) There is an existing vehicle entrance into the site which is adequate to support this development. Details of any sightlines have been provided, these are satisfactory. It is noted that there is a separate pedestrian gateway introduced into the site from the highway. There is however no connection into the site from the points. We would advise that a delineated route is provided from the highway leading up to the entrance of the building.

Swept path analysis has been provided within the Transport Statement. These demonstrate the movements for all the vehicles into and out of the site, there are some restrictions in movement within the site, which would need to be managed.

The document also mention use of an artic to the site, yet there are no swept path to support this movement, if this is the case, then these should be provided for assessment. I am led to believe that there will vehicle brought to site for repair i.e. diggers. I expect these to arrive on a transporter, further details of the manoeuvres of these is to be offered for assessment.

(Other) All existing street furniture including street lighting should be removed/disconnected at the applicants expense and relocated at locations to be agreed with by the relevant highways officer, (should they be required to do so). Construction method statement is to be received this should include wheel washing. Contact to be made with our Structures Division prior to commencement of any works affecting retaining walls/ structure adjacent to/abutting or within the adopted highway. Prior to any work commencing that affects the existing adopted highway contact to be made with the Local Highway Authority to undertake a condition survey. Any old entrances that are no longer required should be closed and reinstated back to full footway, at the developers' expense.

7.4 BwD Drainage – No objections. Should this application be approved a condition should be imposed to control foul and surface water drainage provisions. The condition is necessary to ensure that the development is not at risk of flooding and that adequate measures are put in place for the disposal of foul and surface water.

7.5 BwD Cleansing – No objections.

7.6 Environment Agency – We have no objections. The planning application is accompanied by a Flood Risk Assessment (FRA) prepared by SLR Consulting Limited. Dated 14 July 2023 referenced 432.000319.00001. We have reviewed the FRA in so far as it relates to our remit and we are satisfied that the development would be safe without exacerbating flood risk elsewhere if the proposed flood risk mitigation measures are implemented.

The proposed development must proceed in strict accordance with this FRA and the mitigation measures identified as it will form part of any subsequent planning approval. Any proposed changes to the approved FRA and/or the mitigation measures identified will require the submission of a revised FRA.

7.7 United Utilities – No objections. Should this application be approved, conditions should be imposed to control foul and surface water drainage provisions and ensure a management plan is put in place for any surface water drainage provisions.

7.8 Lancashire Fire and Rescue – It should be ensured that the scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 'Access and facilities for the Fire Service'.

7.9 Ward Cllrs

7.10 Summary of public responses received:

- Trees will be felled to facilitate the development
- Noise impacts may be caused for neighbours
- Losses of light may be caused for neighbours
- Increases traffic volumes may be caused
- Highway safety issues may be caused

- An inadequate amount of parking is proposed
- The site is at risk of flooding
- There is nothing in relation to the safe removal of the large tank (possible oil etc.) on site
- Air pollution may be caused
- The site currently provides habitat
- Adjacent properties may be devalued
- The proposals may increase antisocial behavior
- The building may become vacant in the future

8.0 CONTACT OFFICER: Christian Barton – Planning Officer

9.0 DATE PREPARED: 01st September 2023

10.0 SUMMARY OF REPRESENTATIONS

Objection – Kate Hollern MP on Behalf of Mr Thomas Alberts, 99 Exeter Street, Blackburn, BB2 4AU. Received: 21/08/2023.

Ref: 10/23/0497

I write on behalf of my constituent Mr Thomas Alberts, of 99 Exeter Street, Blackburn, BB2 4AU.

Mr Alberts has been in touch with our office regarding his concerns about the proposed construction of an industrial unit behind his property, on the land at Hollin Bridge Street.

My constituent has advised that according to plans, the proposed structure will face the front elevation of his property, thereby affecting his garden, bedroom window, kitchen, and, due to the positioning of his property, will impact his rear garden and conservatory also.

As I understand, Mr Alberts is concerned, firstly, that the proposed height of the unit, at 5.9 meters, consisting of two-storeys, and surrounded by a 2m boundary wall, will create complications with privacy for surrounding properties, such as my constituents', which are positioned at a close proximity of the site. My constituent is also concerned that due to the height of the unit, the building will overshadow his residence, and will obstruct light from entering into his garden and property.

Furthermore, due to the industrial purpose of the site, Mr Alberts is concerned that there will be substantial noise and air pollution from both machinery and traffic movement and that this will inevitably impact his and his neighbours' quality of life.

My constituent has also highlighted that whilst the above concerns may have been minimised by the shrubbery currently surrounding the site, construction plans demonstrate that this greenery, providing privacy for bordering properties and a home to wildlife, will be destroyed.

As you will appreciate, my constituent feels that the above factors will significantly impact his daily life, and will also have a detrimental impact on the value of his property.

In light of this, I would be most grateful if you my constituent's concerns could be taken into consideration, with a view to contacting Mr Alberts to discuss the above, and if my own interest in the case could be noted.

Objection – Mr Thomas Alberts, 99 Exeter Street, Blackburn, BB2 4AU. Received: 03/08/2023.

After a visit yesterday from a planning officer think his name was Christian, he advised me of the size of the building that is being proposed on the site facing our family's front door not just my front door, my bedroom window, my rear kitchen door the blot on the landscape would even extend to my rear garden and conservatory in fact the 2 storey building covers my properties boundary to the inch by what I can see.

The planning officer was very helpful and told me to put in an email my concerns he gave me a drawing of the aerial view which obviously does not show the true picture of the impact this will have to my home when my house was built the front elevation was built not to face Exeter St but the proposed site boundary the main front elevation and front and rear garden where obviously originally built that way it was one of the reasons we bought the property all these years ago being the end property we get the advantage of wrap around gardens which every inch would be affected by this on the opposite corner Hollins Bridge St that is a traditional gable end with no windows or doors.

Having lived in the area all my life I do know the history of the plot never having buildings sited there before. I may have been being naïve but I thought planning for a 2 storey building so near my boundary would not have been easy to obtain so when we went online to view the full plans I was amazed to see plans for a huge 2 storey prefabricated structure, this will be a blot on the landscape affecting every day life for numerous people it will be like we are all living in a prison yard.

I have spoken to a couple of residents already and basically do not think people in the area are aware of what the finished building will look like for all residents of the area, one of my neighbours told me yes they are building offices oblivious to the fact the lovely looking office space will be facing a main road right across from another industrial building factory with large industrial yard also on Hollins Bridge St surely plans for the office and car park would have been kinder to me and all other residents in the area would have been better facing Exeter St, with office building not over shadowing any residents in the area and then the industrial entrance on the main road for large plant which then this monstrosity of a building will not have a detrimental effect on mine and so many other people's lives just seems daft to me.

I fully understand the need to build but again I must ask do we really need to give up what you call a brown belt site which is surrounded by trees which again I must ask does the building really need to come so close to chop the trees down? The site sustains wild life bats birds etc I feed the birds in my gardens, I grow plants in my garden wild flowers etc to attract bees and butterflies which visit regularly.

I would also have to question the amount of jobs this would create if any, also the fleet size of vehicles this company would be using to need a service building of such size, which in itself throws up more questions from the noise side of things I personally know what decibels are created using an impact gun the tool of choice in the motor trade an impact gun for a car is tremendously loud being used outside in an open space. They are proposing running 3 service bays 3 lots of bigger louder tools than a car service bay would use and don't forget like I say 3 we are talking 3 compressors running, numerous buzz guns being used, then the yard activity!!!!!! skips being loaded unloaded, materials being loaded unloaded, bobcats JCB's etc etc The size of tools needed to enable work on these size wagons, low loaders plant etc you are talking being serviced here you have to ask when this factory garage, service area whatever you want to call it was thought up did the homes and residents surround the 3 sides that will all have bedrooms not much further away than 20 feet even given a

thought, residents who will no doubt be effected right around the 2 storey building in the area, all these homes will be affected by activity and potential noise pollution massive load loaders coming and going any time of the day the noise from unloading and loading has already been commented on has they are using the yard at the moment without any need for this huge service area that is potentially going to have a massive, massive effect on my health and then the relatively quite side I.e. the offices you would think from the plans the more presentable side will be on show to a main road and another huge industrial premises amongst other issues Light to grow things and encourage wild live gone. Light coming in my front door when I open it gone. Light coming in my back door when I open it gone. Light and the lovely view I enjoy from my bedroom window gone. Light in my bath room gone.

This email is more of a personal one mainly how my home and family will be effected and to register my total disagreement. Yesterday was my first incline that a 2 storey building could be built so close to my boundary !!!!!!! if it had have been houses their may have been more thought put in to the green side of things and the effects on other homes and other peoples lives.

To me this is a calculated effort to obtain maximum profit from a plot of land that clearly in my view could and should be looked at more closely.

This is going to be in all eyes from homes surrounding it is a very noisy blot on the land scape ugly looking factory like building stuck in a fully residential area.

Another point which I think should be looked into is the fact that basically this will look no different than a cladded 20 foot high wall more like the segregation between 2 warring factions at times of crisis which will darken a walk way that is used by school kids women everybody If this is built as per drawing in the said walk through from Exeter St to Hollins St will become a no go zone dark by day and pitch black by night this in turn will add to the fly tipping problem and drug selling activity in the area.

Also very concerning is the only green consideration I can see is a scrub or 2 around the bin area !!!!!!!

Surely some consideration should be given to all the trees that will be uprooted and killed only for every last trees place be taken by a 20 foot cladded wall.

Objection – Mr & Mrs D Riley, 60 Exeter Street, Blackburn, BB2 4AU. Received: 07/08/2023.

I have received notice from a neighbour that the land at the bottom of Exeter Street is to be used as a plant equipment service company.

Although this proposed development across the road from our property and 9 houses down. I have a couple of concerns that I feel are worth pointing out.

The proposed business will have low loaders coming in and out of the access gates at frequent times, this will inventively increase the traffic flow down Exeter Street as vehicle's that would normally use Hollin Bridge Street will start to make the detour at the alternative exits on Hollin Bridge St. causing a greater flow of traffic past our property on Exeter St.

Also, to note is that the application states there will be 35 employees working at this site, yet only 8 bays have been allocated for the onsite parking.

The three workshop bays indicates that there will be plant equipment servicing during the day, 6 days a week commencing at 8:00 AM. The noise generated by this I imagine be quite loud with the use of buzz guns, sledge hammers knocking steel pins in / out. High pressure noisy equipment being used throughout the day.

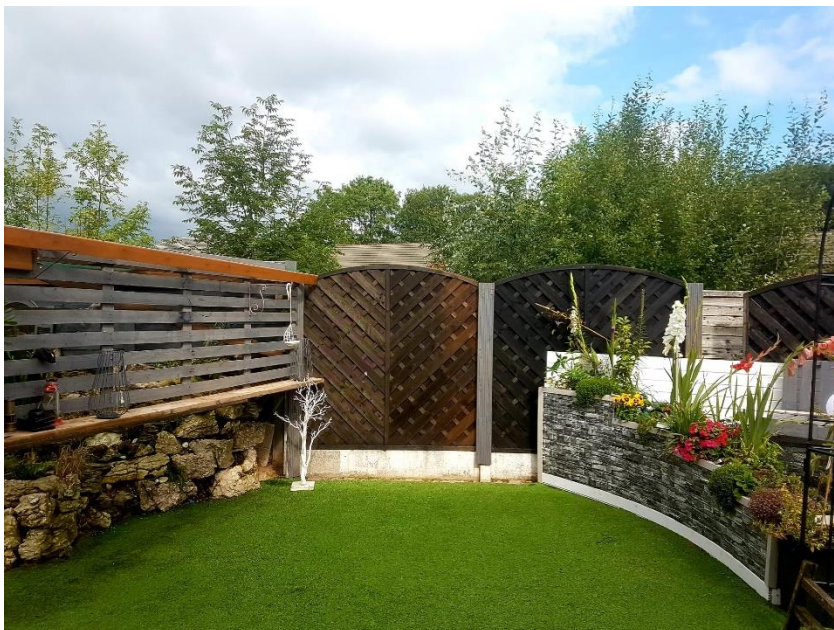
This area is a residential area with the only industrial units being located on the opposite side of Hollin Briges St. & then at the rear of the residential area at the top of Hamilton St.

It concerns me that an industrial unit with the a for mentioned business can be given planning permission to locate in a residential area meters away form neighbour's houses when there are empty units within 200 yards of this site in the Waterfall Trade Park Industrial Estate.

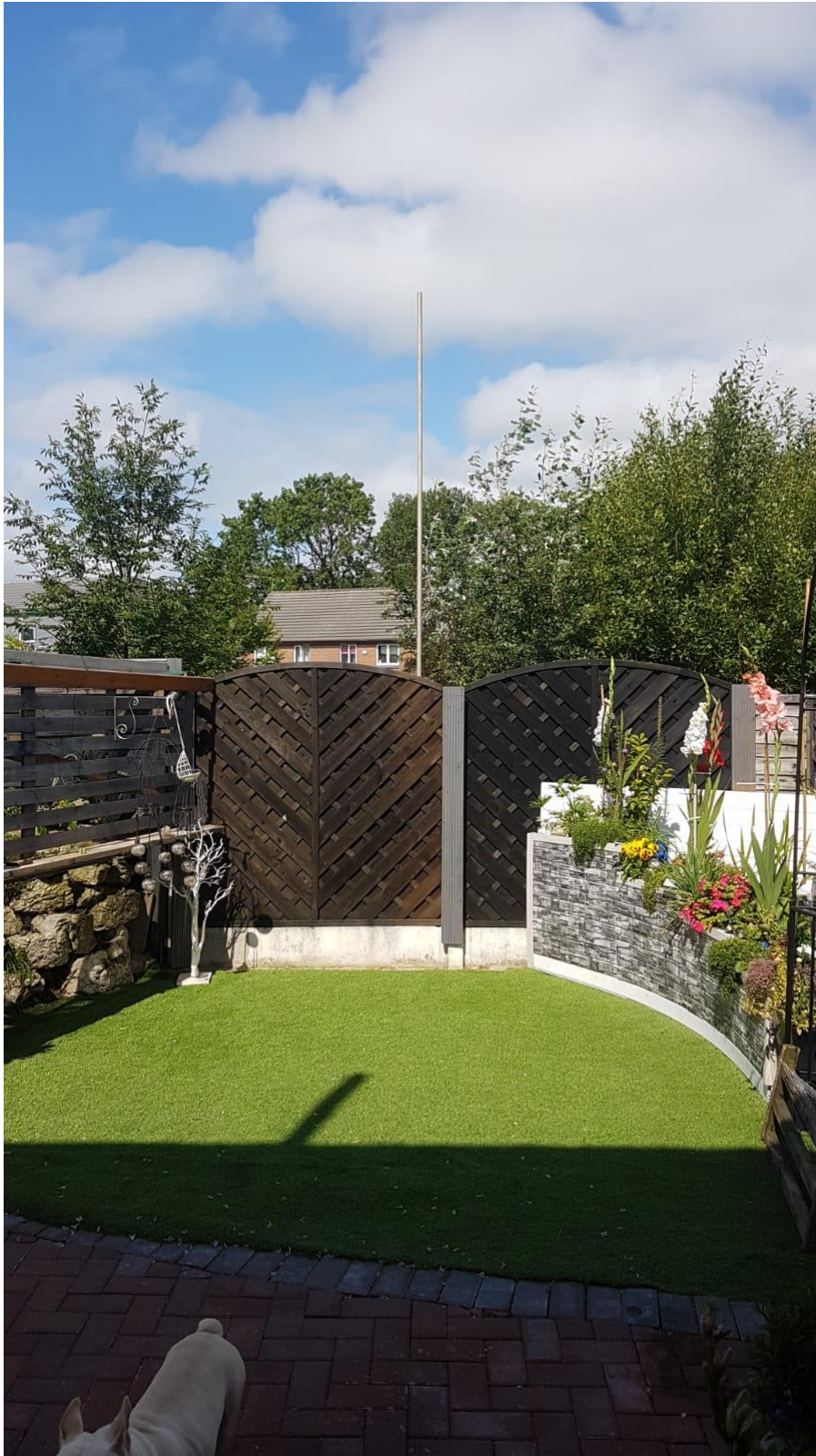
It also concerns me that this can be done without notifying residents who will suffer loss of light, noise pollution & traffic pollution.

So, we wish to raise my concerns about this proposed development.

Objection – Alison Wade, 99 Exeter Street, Blackburn, BB2 4AU. Received: 07/08/2023.



Picture 1 shows the view i have stood at my front door at the moment !!!!!!!!!



Picture 2 shows the view i have stood on the ground in my front garden at the moment !!!!!!!!!!! The scaffolding pole indicates the approximate height the proposed building will be 20ft according to the planning officer who paid us a visit last week.

Reasons for Objecting

1 OVERBEARING

See attached pics

2 EFFECT ON THE VALUE MY HOME AND OTHER PROPERTISE IN THE AREA.

This will obviously have a effect on the value of our property and other homes in the area, i fear it could even make mine unsellable.

3 TRAFFIC CONTROL AND MANAGMENT.

Contrary to TMR the area witnesses a large amount of HGVs in difficulty already due to the low railway bridge, which is in stone throwing distance of the proposed main gates. Only this morning I personally witnessed a HGV having to reverse into HOLLIN ST to avoid the said low bridge and get to his drop off !!!!! which is mainly the massive industrial unit which MDA operate which is sited in the Mill Hill area not far from us. The number of wagons delivering there is vast, their only approach is via the A666 all straight forward till leaving A666 on to Aqueduct Rd immediately on exiting the aqueduct bridge which gives the Rd its name there is a mini roundabout with 2 options one too keep left down a very quiet road passed the bowling green or stay on the main road ? you would not believe how many make the wrong choice and stay on main road which means they have no options then as all routes now lead to the low bridge on Hollin Bridge St which they cannot get under as already stated this massive problem the bridge is here to stay it is a railway line it already causes massive disruption backing up traffic both ways as HGV driver has no option but to block both sides of Hollin st and block both lanes on Hollin bridge St to make his turn around not a stone throw away from proposed development add this to the increase in traffic the large industrial unit directly across from the site already produces I have to question the potential increase another operation especially one this size is going to make, this will increase the number of cars speeding along Hollin St Exeter St Grafton St creating rats runs for speeding drivers and around the area. I myself have lived in the area all my live I remember the last company that owned both plots the plot in question and the plot directly across the road the company was Bowker's Haulage company both sites where seen as outdated to run large HGV vehicles out of due to the amount of traffic Hollin bridge st was producing in its own right and they had the option of servicing their vehicle's in the larger plot across the road disturbing no homes, the plot in question was merely used for empty trailers again effecting no homes in the neighbourhood.

Surely we should learn from this.

4 BUILDING IN A FLOOD ZONE

Again, think it is public knowledge to everyone in the area we are in a flood zone, the already mentioned the low bridge which causes multiple issues becomes unpassable regular due to flood water from River Darwen that runs under the bridge.

When this is totally blocked the entire area suffers traffic backing up, side being used like racetrack with inpatient drivers speeding all over the place.

To suggest i site with the number of very large size transport coming and going from the site will not add to a very, very real problems the bridge already throws up.

Also not seen any mention in any of the reports of the traffic chaos Ewood Park Football Stadium can create match on days midweek and weekend concerts and other public events they all create large amounts of extra traffic.

5 **AIR POLLUTION**

I find it hard to believe that there is not great concern being shown regarding the amount of air pollution a large setup like this will create bringing into the area a large amount of very large toxic diesel engines in a highly populated area with a CHILDRENS large park play area not a stone's throw from proposed site.

Do we really need our kids breathing more toxic fumes !!!!!!!

6 **LOSS OF LIGHT**

See pics

7 **LOSS OF VIEWS**

see pics

8 **NOISE POLLUTION**

Obviously very concerned over noise a industrial operation of this size noise will be a factor just the noise of the HGV engines alone will have a bearing on mine and my close neighbours quality of live add to this the banging of heavy metal when diggers being unloaded, trailers being unhitched, the running of 3 service bays and assorted large power tools to enable the servicing of what must be a massive fleet to justify a setup of this size, on top of this we will have the noise from normal activities of office staff etc.

9 **GREEN ISSUES**

The site is lined with trees the proposal is to get rid of all these trees just uproot them, kill them all !!!!! in what I can see from drawing all the trees that will be lost the plan proposes a few shrubs around the bin area. That is simply due to the unreasonable size of the build compared to the size of the site and the need in the plans to use up every inch of available space to the extent that any green issue cannot be dealt with. The site is in a residential area on the same street as local shops, children's playground, basketball courts, swings slide LOTS OF GRASS Surely in this day and ages we have to question what we are losing before we go forward and ask ourselves.

DOES A RESIDENTIAL AREA WITH A LARGE AMOUNT OF YOUNG PEOPLE AND CHILDREN THE RIGHT AREA FOR A HUGE OPERATIONS CONSTRUCTED 99% OF CONCRETE AND STEEL HOUSING A UNKNOWN AMOUNT OF MACHINES, TOOLS VEHICLES ETC ETC ALL MORE THAN CAPABLE OF NOT JUST NOISE POLLUTION BUT POLLUTANTS ME AND MY GRAND CHILDREN WOULD RATHER NOT BREATHE IN!!!!!!!!!!!! JUST TO RUB SALT INTO THE WOUND THIS WOULD BE AT A LOSS OF TREES BIRDS BATS AND A MULTITUDE OF OTHER LIVING CREATURES.

10 **POSSIBILITY OF FUTURE PROBLEMS**

Again obviously a concern, if this companies expansion plans do not go to plan and they find the concrete yard is sufficient for their needs what happens to the huge building housing 3 service bays along with other things.

11 **WORKING HOURS**

What would happen if they had to start up one of their fleet of vehicles out of hours, just say they need a digger to be on site for 8pm and the site is 200 miles away.

That would open a new can of worms in the area.

12 ANTI SOCIAL BEHAVIOR

We already have a problem around the site partly I think due to no activate from the yard.

Drug issues, loitering, all this proposal will do is surround all residents with a building that will offer shelter from wind and rain while the anti social behaviour is carried out. The building itself will encourage children in the area to throw stones, kick and throw balls against it, graffiti everywhere etc adding to our nightmare.

The walkway between our boundary and the sites boundary is a regular spot for fly tippers {please see council records of repeated ongoing issues building waste, tree cuttings, fridges which are obviously from traders) specifically choosing this spot because of easy access and the fact in the dark with their lights out they cannot be identified they can easily drive down from Hollin Bridge St entrance tip whatever they like in the middle between the 2 streets then simply exit via Exeter St. The scale of the building along with the height will give them total blanket cover massively increasing the amount of fly tipping again creating a much bigger problem for the residents and their homes and again to rub salt in the wound the owners of this site will be oblivious what is going on at the rear of this huge building, driving in the gates at morning then driving home to a home that is not surround by what can be only be described as a prison wall which could not been designed built positioned in a place on the land that fly tippers and other person who participate in anti-social activities could not have designed and sited themselves any better to aid their activities.

13 NUMBER OF PARKING SPACE

The small amount of car park spots will surely not be adequate when the site is at full running capacity office staff, manual workers, plant servicers then visitors. The lack of parking in the area will mean people will use the side streets parking on Hollin street where some residents have off road parking but the residents that live in the flats at Hamilton house on the corner of Hollin St usually fill the road the residents across from Hamilton house the terrace block near the low bridge so the car owners living here have always parked on Hollin st on the same side as the proposed site, round the corner my steert Exeter St the boundary wall on Exeter St the spare parking there is taken up by the residents rear to my home of Hollin bridge st due to the fact their is not enough room to park outside their own homes on Hollin Bridge st. The increase in parking needs will inevitably again have a effect on the car owners who live in the area.

Objection – Janet. Received: 08/08/2023.

My name is Janet.

I received a letter in regards to the building of offices etc.

I have since spoke to neighbours about his and it seems it's a lot more than offices. I feel this is really unfair, not only will we have to put up with big trucks refilling, noises, traffic. This could affect our house prices! These are our homes and I feel this isn't being taken into consideration. We are just being told this is happening and that's that.

I do not agree with this development and I feel like this should be reconsidered.

Objection – Sonia Edwards, 74 Exeter Street, Blackburn, BB2 4AU. Received: 09/08/2023.

I have tried to contact via phone, just to discuss a few issues. I hope these below concerns are taken into account when making said decision on the proposed planning development for Hollin Bridge Street, Blackburn

I have several concerns regarding the usage & design/size the overbearing of the proposed unit.

Increase in traffic, which the site backs on to Exeter Street which is relatively a small Street with little traffic issues with exception when the Blackburn Rovers are playing or hosting events. The proposed application would increase traffic in the area, given that there is also limited parking bays in the said proposed site to sustain staff and visitors to the site.

The size of the proposed site would effect natural light to local houses especially the ones facing. At present the site is not in use but the original stone wall (with no damage) was knocked down and replaced with breeze block, I am not a builder but the construction of that wall was terrible and has blown down once in high winds. There are trees at the back of the wall giving somewhat a pleasant view. The design itself will make a quite Street look more industrial that being especially making the bottom end of Exeter street look more like a back alley, given the nature of the materials being used and that the trees and green growth visible at present will be destroyed if the application design goes ahead as planned.

Concerns even though there is a number of social housing properties, home owners like myself have concerns that this development would cause a decrease in value to properties, and possibly making a sale difficult in the future not necessarily getting the true value of present. Likewise this kind of development would down grade the area not add to it, making residential areas better surely is more productive.

Given that design concerns over the likelihood of increase in anti social behaviour, there has been issues raised with local councillors over drug dealing. The building of that nature will give coverage and shelter for that kind of behaviour. The alley at the side and the back alley of Exeter Street / Hollin Bridge Street has been a problem with fly tipping regular residents clean up the area.

The increase in noise pollution along with toxic fumes from engines. Air pollution is now know to be cause of asthma as well as other lung conditions, being in close proximity to houses this is of concern, not to mention the likelihood of early / possibly late working hours. There is no documentation for

local residents to see the purposed working hours. Obviously residents make also have working commitments but early opening of gates and noise from large lorries could be of a hindrance.

If there is a meeting possible for local residents to attend and discuss concerns please could I be informed.
