

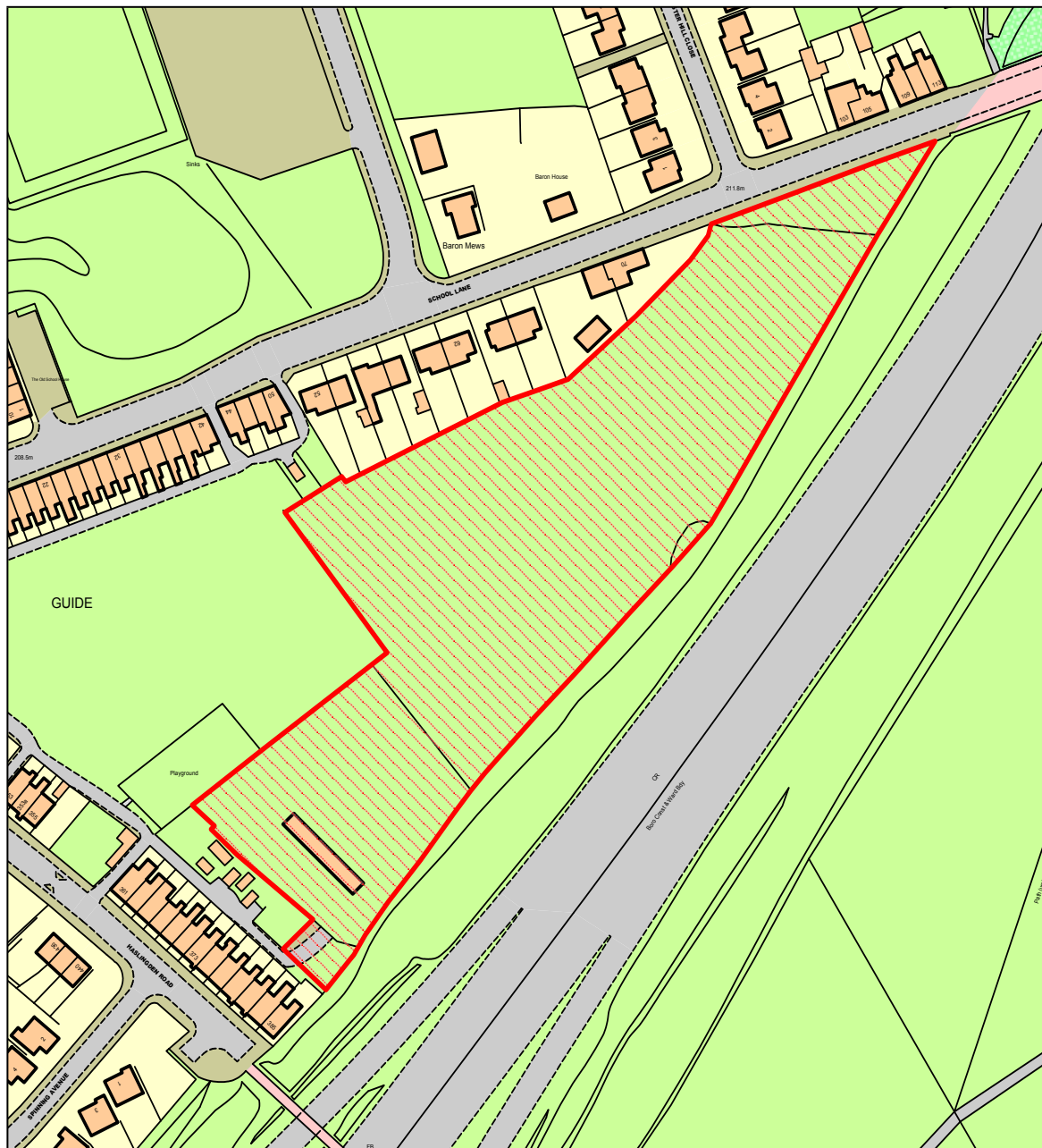
Proposed development: Full Planning Application for Full application for 45 dwellings with associated new access, landscaping and parking and associated works.

Site address: Land at School Lane, Guide, Blackburn, BB1 2JX

Applicant: Wainhomes (North West) Ltd & Bowsall Ltd

Ward: Blackburn South East

**Councillor Andy Kay
Councillor Vicky McGurk
Councillor Jim Shorrocks**



1.0 SUMMARY OF RECOMMENDATION

1.1 APPROVE – Subject to recommended conditions (see paragraph 4.0).

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

2.1 The Council is currently unable to identify a five year housing land supply. It follows that the principle of the residential development on the site cannot be resisted as the proposal has demonstrated compliance with the principles of sustainable development. The proposal will deliver a high quality housing scheme which will widen the choice of family housing in the Borough. It supports the Borough's planning strategy for housing growth as set out in the Core Strategy. The proposal is also satisfactory from a technical point of view, with all issues having been addressed through the application, or capable of being controlled or mitigated through planning conditions.

3.0 RATIONALE

3.1 Site and Surroundings

3.1.1 The application site is an area of undeveloped land situated on the south east edge of the Blackburn conurbation, within Guide. The site measures approximately 1.6 hectares, it is irregular in shape, both tapering and gently falling from west to east. The land is identified as an area of Green Infrastructure within the adopted Local Plan Part 2.

3.1.2 The application site is bounded to the southeast by the M65 motorway corridor. The southwestern and northern boundaries are predominantly formed by residential properties, with a range of house types, form and materials. The northwest corner of the site is bounded by a small play park, commonly referred to as Guide Play Area. The site has an existing field access linking to School Lane.

3.1.3 The site is well served by public transport, with bus stops on School Lane and Haslingden Road within a 400m walking distance. Regular bus services provide links to Rawtenstall, Haslingden, Belthorn and Blackburn. The site is also accessible to a range local facilities, including schools, retail, leisure, whilst major employment sites including the Royal Blackburn teaching Hospital, Walker Park and Shadsworth Industrial Estate are located within 2km of the site.

3.2 Proposed Development

3.2.1 The proposal is a full planning application for the erection of 45 dwellings with associated new access, landscaping, parking and associated works.

3.2.2 The proposed development provides a net density of approximately 30 units per hectare, when considering the developable area of 1.49 hectares. The 45 units comprise of; 31no 4 bedroom detached houses and 11no. 3 bedroom semi-detached house. The properties have a modern appearance, with the units fronting School Lane being constructed with artstone facing materials

and those further in to the site being of red brick construction. All units will have grey concrete tile roofing.

3.2.3 The development will be served by a new vehicular and pedestrian access on to School Lane, which is to be positioned circa 45m to the east of the existing no.70 School Lane. The development includes landscaping throughout and provides for a 1.5m buffer zone between rear gardens and the edge of the motorway embankment on the south east boundary. Dwellings abutting the motorway corridor area will have a 3m high acoustic fence. Elsewhere the standard garden treatment will be 1.8 close boarded fencing, though gardens fronting the internal roads will be constructed with 1.8m brick walls, with timber infill panels.

3.3 Development Plan

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

3.3.2 Core Strategy

- CS1 – A Targeted Growth Strategy
- CS5 - Locations for New Housing
- CS6 – Housing Targets
- CS7 – Types of Housing
- CS16 – Form and Design of New Development

3.3.3 Local Plan Part 2

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 18 – Housing Mix
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development

3.4 Other Material Planning Considerations

3.4.1 Residential Design Guide Supplementary Planning Document

This document provides targeted advice to ensure high quality new homes. It aims to ensure that new development reflects the individual and collective character of areas of the Borough and promotes high standards of design.

The document also seeks to ensure a good relationship between existing and proposed development in terms of protecting and enhancing amenity.

3.4.2 National Planning Policy Framework (NPPF) – 2018:

3.4.3 The National Planning Policy Framework (Framework) is a material consideration in planning decisions. The Framework sets out a presumption in favour of sustainable development, which is the “golden thread” running through both plan-making and decision-taking. Paragraph 11 of the Framework explains that for decision taking, this means approving development proposals that accord with the development plan without delay. Section 5 of the Framework relates to delivering a wide choice of high quality homes, and Section 8 relates to promoting healthy communities.

3.4.4 The Framework places a requirement on Council’s to provide five years’ worth of housing against their housing requirements (paragraph 11 (d)). Applications involving the provision of housing, where there is a situation of local planning authorities not being able to demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73), the policies which are most important for determining the applications are then out of date. In such instances, planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

3.5 **Assessment**

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

- Principle;
- Highways and access;
- Design and Layout;
- Amenity impact;
- Drainage; and
- Affordable housing.

3.5.2 Principle

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

3.5.3 The application site comprises an area designated as Green Infrastructure within the adopted Blackburn with Darwen Borough Local Plan Part 2 (LPP2). Policy 9 (part 5) of the LPP2 advises that development involving the partial or complete loss of green infrastructure will not be supported unless one of a number of criteria are met; (i) The development can be accommodated without loss of the function of the open space (ii) The impact can be mitigated

or compensated through the direct provision of new or improved green infrastructure elsewhere, or through financial contribution to enable this to occur; and (iii) The need for or benefits arising from the development demonstrably outweigh the harm caused, and the harm has been mitigated or compensated so far as is reasonable.

- 3.5.4 The Council's inability to currently demonstrate a five year supply of housing forms the basis of an argument in terms of meeting criterion (5)(iii) of Policy 9, in that the proposal will contribute towards meeting the identified shortage. That position is supplemented by the position set out in the Framework. In the event that the five year supply, plus appropriate buffer, cannot be demonstrated planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies (paragraph 11 (d)).
- 3.5.5 Policy 7 on Sustainable and Viable Development echoes the presumption in favour of sustainable development set out in the NPPF. Thus, applications that accord with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise.

3.6 Highways and Access

- 3.6.1 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.
- 3.6.2 The proposal identifies a single vehicular and pedestrian access on to School Lane, positioned approximately 70m to the east of no.70. In addition the two new dwellings that are to front School Lane will also have private driveway accesses linking to the carriageway
- 3.6.3 Parking provision for the development in accordance with the Council's adopted parking standards; 2 spaces for 2/3 bed units and 3 spaces for 4+ bedroom properties. Furthermore the driveway parking spaces are all compliant with the adopted space requirements of 5.5m x 2.4m. A number of the detached garages fail to meet the adopted internal parking standard of 3m x 6m; though that issue can be satisfactorily addressed via planning condition
- 3.6.4 A Transport Statement (TS) was submitted in support of the application which evaluated the existing transport and highways context of the site, access, parking and servicing conditions, trip generation and junction capacity. This allows an assessment as to whether the highways network has the capacity to accommodate the potential increases in traffic as a result of significant new residential development; and whether there would be any detriment to highway safety. The TS concluded that;
- It has been demonstrated that access to sustainable transport infrastructure from the site is good with a regular bus service, and excellent cycle and pedestrian facilities to a wide range of facilities.

- The highway network in the vicinity of the site operates within capacity and that there are no existing safety issues.
- The proposed development is predicted to generate modest levels of vehicular traffic in both the morning and evening peak hour periods which would not have a material impact on the adjacent highway network.
- The development proposals will be accessed via a new priority junction from School Lane which will incorporate new footways to link with the existing footways on the southern side of School Lane. A second access for non-motorised users will also be provided via the existing play area to the west of the site and provide convenient access to pedestrian, cycle and public transport infrastructure for residents and visitors of the site.
- Overall, our investigations have confirmed that there are no transport reasons to resist the grant of planning permission.

3.6.5 Highways Colleagues appraised the submission and whilst no objection is offered in principle there has been a request that the development provides for improved pedestrian crossing facilities and speed reduction measures on School Lane. The precise details of the position and design of the crossing and speed reduction measures have yet to be agreed. Notwithstanding, the applicant has been receptive to this request and as part of the negotiated s106 agreement there is now a contribution of £36,000 towards the provision of these items.

3.6.6 The Council's Highway Team have also set out a series of conditions required in order to support the proposal;

(1) A construction management plan will be required through application of a condition, setting out how the construction process will be managed to ensure that consideration is given to highway safety and residential amenity during the construction phase. The plan will include the following:

- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Erection and maintenance of security hoardings, including decorative displays for public viewing;
- Wheel washing type and location;
- Control of dust and dirt;
- Recycling and disposing of waste.
- Phasing of the development

(2) Prior to the occupation of any of the dwellings hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the

Highways Act 1980 or a private management and Maintenance Company has been established.

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

(4) Sightlines at vehicular access points to be safeguarded in perpetuity

3.6.5 In addition Highways England have requested a series of conditions to safeguard the Strategic Road Network, full details of which are set out at section 6.1.7 of this report

3.6.6 Overall, the scope of information submitted in support of the transport and highways aspects of the proposal illustrate an acceptable highways layout and off-site highways works that will mitigate the likely impacts on the network. As such, subject to compliance with the aforementioned conditions, it is in accordance with the requirements of Policy 10 of the Local Plan Part 2.

3.7 Design and Layout

3.7.1 Policy 11 of the Local Plan requires development to present a good standard of design, demonstrating an understanding of the wider context and make a positive contribution to the local area. The policy sets out a list of detailed design requirements relating to character, townscape, public realm, movement, sustainability, diversity, materials, colour and viability. This underpins the main principles of sustainable development contained in the NPPF.

3.7.2 The proposed development provides a net density of approximately 30 units per hectare, when considering the developable area of 1.49 hectares. The 45 units comprise of; 31no 4 bedroom detached houses and 11no. 3 bedroom semi-detached house. The properties have a modern appearance, with the units fronting School Lane being constructed with artstone facing materials and those further in to the site being of red brick construction. All units will have grey concrete tile roofing.

3.7.3 Policy 18 of the Local Plan Part 2 illustrates that the Council requires a detached and semi-detached housing offer to be the principal element of the dwelling mix on any site that is capable of accommodating such housing. Given the intended mix the proposal is wholly compliant with this requirement

3.7.4 The properties have carefully considered internal layouts to offer a variety of configurations to appeal to families of varying sizes and needs. The house types represent an appropriate variety of styles and, together with their orientation, will create varied and attractive street scenes. Basic details of the external materials have been submitted but it is still considered to be necessary to impose the Council's condition to require prior approval of submitted materials.

3.7.5 Details of the proposed boundary treatments have been provided, alongside a detailed layout to illustrate the boundary treatments for each part of the site. Front gardens are commonly open plan, with the noted exception of the two units fronting School Lane, which will utilise the existing, attractive, stone boundary wall. The standard rear garden treatment will be a 1.8m close boarded fence, but for those sections that flank the estate road the boundaries will be formed by 1.8m brick walls and piers, with timber infills. The properties backing on to the motorway corridor will have a 3m high timber acoustic fence – in response to the requested conditions set out by Highways England, whom are a statutory consultee, further details of the design and construction of that fence will be required. In addition Highways England have also requested a further condition requiring the boundary with the motorway embankment – which is separated from the acoustic fence by 1.5m – be secured by a 2m timber fence, again the details of which are to be agreed

3.7.6 The comprehensive details submitted illustrate a design and layout which show dwellings, infrastructure and landscaping which accords with the provisions of the relevant policies of the development plan.

3.8 Amenity Impact

3.8.1 Policy 8 of the LPP2 relates to the impact of development upon people. Importantly, at section (ii) of the policy there is a requirement for all new development to secure satisfactory levels of amenity for surrounding uses and future occupiers of the development itself. Reference is made to matters including; noise, vibration, odour, light, dust, privacy/overlooking and the relationship between buildings.

3.8.2 The Residential Design Guide SPD indicates an appropriate separation of 21 metres between facing windows of habitable rooms of two storey dwellings, unless an alternative approach is justified to the Council's satisfaction. Where windows of habitable rooms face a blank wall or a wall with only non-habitable rooms a separation of no less than 13.5 metres shall be maintained, again unless an alternative approach is justified to the Council's satisfaction. The development is consistent with these requirements, both in relation to the relationship to properties within the site and those on the periphery.

3.8.3 The site's relationship with the M65 motorway corridor offers the greatest threat to residential amenity due to excessive noise levels. In order to mitigate the impact the submission details the provision of a 3m high acoustic fence to the edge of the plots on the southeast boundary. Notwithstanding the fact Highways England have sought further details on the construction of the fence, the Council's Public Protection team are broadly satisfied that the fence. Advising that allied to mechanical ventilation to dwellings, the scheme will provide for an acceptable level of amenity for future residents. However, concerns are raised in relation to the future maintenance of the barrier. The provision of a maintenance strip between the barrier and the motorway barrier, as detailed on the amended site layout received 24th May 2018, has partly addressed those concerns, though It is suggested that if the responsibility to maintain the structure falls on the individual home owners – as the applicant has suggested will occur – there is potential for the structure

to lose its effectiveness as an acoustic mitigation measure. This matter will be further addressed in the update report produced before the Committee meeting.

3.8.4 Otherwise the Council's Public Protection Team has reviewed the application and offers no objection to the development subject to conditions to safeguard the amenity of future occupants of the site and those existing residents in the area. These conditions relate to land contamination; control on working hours (08:00 to 18:00 Mondays to Fridays, 09:00 to 13:00 Saturdays, Not at all on Sundays and Bank Holidays); scheme for provision of acoustic glazing and mechanical ventilation of dwellings; and the provision of electric charging points and gas boiler emissions to safeguard air quality.

3.8.5 The overall impact of the proposed development is considered to accord with the provisions of the adopted and Local Plan Part 2 as any potential harm to amenity has been addressed or can be adequately controlled or mitigated through planning conditions.

3.9 Drainage and Flood Risk

3.9.1 Policy 9 sets out that development will be required to demonstrate that it will not be at an unacceptable risk of flooding and impact on environmental assets or interests, including habitats, species and trees.

3.9.2 The application has been supplemented by a Flood Risk Assessment (FRA) that concludes;

- There is no record of historic flooding on-site;
- The site is located within an area designated as Flood Zone 1. As a result the risk to the proposed development is considered to be very low from both fluvial and tidal sources;
- Flood risk from surface water is considered very low across the majority of the site. However, there is a low to high risk area which represents a low area in the north. Surface water from this area is shown to flow overland to the north between residential properties. As this localised low area will be levelled, it is likely that the risk from surface water to others will be improved as a result of the development;
- On-site investigations on-site show that minor Groundwater seepage was encountered at a minimum depth of 1.5mbgl. This is likely to be perched water as a resting Groundwater table was not observed to depths of 5m. As a result, the risk of Groundwater emergence on-site is considered low.;
- There are no public sewer systems on-site. There are public sewers systems surrounding the site, within highways. All of these sewers are at a lower position than the adjacent site except a 300mm diameter combined sewer located within School Lane, adjacent to the existing site entrance. However, the risk of this sewer surcharging is considered low as it has a relatively small catchment and is at a more than 4.5m depth;

- The site is not at risk from reservoir flooding;
- There are no Canal & River Trust assets within the study area and therefore the site is not at risk from this source;
- The risk of artificial sources blocking is considered low as there are no known culverts located on-site;
- As safe pedestrian and vehicular access, to and from the development, will be achievable under all conditions, a formal evacuation plan is not required;
- Following the SuDS Hierarchy infiltration based drainage should first be assessed. Due to the underlying ground conditions, it is unlikely that infiltration is a feasible option for the discharge of surface water. As a result, an alternative has been investigated. The nearest watercourse is not accessible due to the crossing of the M65 motorway; whereas the nearest watercourse west of the highway is located approximately 485m northeast of the proposed site. As the land between the site and the watercourse is under third party land ownership, it is not considered a feasible option. As a result the 300mm diameter combined sewer located to the northeast of the site is considered the most appropriate outfall option.
- Discharge into this system has been agreed with United Utilities and should not exceed the pre-development QBar Greenfield Runoff Rates;

Overall, taking into account the above points, the development of the site should not be precluded on flood risk grounds as the development will not be at risk from existing sources (provided flow paths and sufficient attenuation is provided) will not result in an increase in flooding downstream.

3.9.3 Following a review of the application, no objection has been offered by United Utilities or the Lead Local Flood Authority; subject to the application of conditions to ensure implementation of the drainage scheme detailed in the FRA and a scheme for the future maintenance and management of surface water drainage to be agreed

3.10 Affordable Housing

3.10.1 Core Strategy Policy CS8 advises that all new residential development will be required to contribute towards the Borough's identified need for affordable housing; this being achieved through on-site provision, or through a financial contribution towards off-site delivery. The overall target for affordable housing is set at 20%

3.10.2 Local Plan Policy 12: Developer Contributions, which accords with the NPPF, indicates that where request for financial contributions are made the Council should be mindful of the total contribution liability incurred by developers. The applicant has indicated their desire for off-site provision, and submitted a viability report that has been independently appraised. The outcome of which is that it is accepted that due to the other liabilities on the site there is not

adequate room to provide in accordance with the 205 threshold. Instead a contribution of £106,230 has been agreed towards off-site provision.

3.11 Summary

3.11.1 This report assesses the full planning application for 45 dwellings on a parcel of undeveloped land, accessed from School lane, Guide, Blackburn. In considering the proposal a wide range of material considerations have been taken in to account during the assessment of the planning application

3.11.2 The assessment of the proposal clearly shows that the planning decision must be made in terms of assessing the merits of the case against any potential harm that may result from its implementation. This report concludes the proposal provides a high quality housing development with associated infrastructure, which meets the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, and the National Planning Policy Framework.

4.0 **RECOMMENDATION: Approve subject to**

(i) That delegated authority is given to the Head of Service for Planning to approve planning permission subject to an agreement under Section 106 of the Town and Country Planning Act 1990, relating to the payment of financial contributions which relate to the following matters:

- (a) £36,000 as a contribution towards off-site highway works, for a pelican crossing and speed reduction measures on School Lane, payable prior to commencement of development
- (b) £63,270 as a contribution towards off-site green infrastructure, for improvements to Guide Play Area, payable prior to commencement of development
- (c) £96,230 as a contribution towards the provision of Affordable Housing in the Borough, payable in 2 instalments (£40,000 on completion of the 20th dwelling and £56,230 on completion of the 35th dwelling); and
- (d) £4,500 as a contribution towards sustainable transport initiatives including annual travel surveys of the site, payable on completion of the 20th dwelling

Should the s106 agreement not be completed within 6 months of the date of this resolution, the Head of Service for Planning will have delegated powers to refuse the application

(ii) Conditions relating to the following matters

- Commence within 3 years
- Approved details/drawings
- Materials to be submitted and implemented
- Sightlines clearance to be kept in perpetuity for all access points
- Construction management plan to be submitted and implemented
- Prior to the occupation of any of the dwellings hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be

submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

- Prior to the construction of any of the streets referred to in the previous condition full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.
- Scheme detailing detached garages with a minimum internal dimension of 3m x 6m per vehicle to be agreed.
- Permitted development rights to be removed (Part 1, Classes A to E)
- Land contamination
- Limitation of construction site works to: 08:00 to 18:00 Mondays to Fridays, 09:00 to 13:00 Saturdays, Not at all on Sundays and Bank Holidays.
- A scheme employing best practicable means for the suppression of dust during the period of construction to be agreed/implemented.
- A scheme detailing the provision of acoustic glazing and mechanical extraction ventilation or positive input ventilation system for all dwellings to be agreed.
- No vegetation removal during bird nesting season (Mar to Aug) unless absence of bird nests established by suitably qualified ecologist.
- Development to be undertaken in accordance with recommendations set out in section 5 of the submitted Ecological Survey and Assessment
- Drainage to be undertaken in accordance with the submitted Flood Risk Assessment report
- Scheme for management and maintenance of the surface water drainage to be agreed
- No development shall commence until the design and layout of all boundary design features between the site and the M65 motorway (including but not limited to planting, fencing and retaining walls) together with working method statements have been agreed with Highways England in conjunction with the local planning authority.
- No works pursuant to this application shall begin on site until such time as the design, materials and construction methods to be adopted for the proposed acoustic barrier and earth bund have been subject to the full requirements of the Design Manual for Roads and Bridges standard BD2/12 'Highway Structures: Approval Procedures and General Design Approval Procedures', have been given Technical Approval by a competent and independent Technical Approval Authority appointed by the applicant and that this technical Approval has been agreed in writing with Highways England.
- There shall be no direct vehicular or pedestrian access of any kind between the site and the M65 motorway. To this end, a close-boarded fence or similar barrier of not less than 2 metres high shall be erected along the boundary of the site and the M6 motorway that has been

agreed with and constructed to the satisfaction of Highways England and the Local Planning Authority. Any fence or barrier shall be erected a minimum of one metre behind the existing motorway boundary fences on the developer's land and be independent of the existing motorway fence.

- There shall be no development on or adjacent to any motorway embankment that shall put any embankment or earthworks at risk.
- There shall be no earthworks within one metre of the M65 eastbound motorway boundary fence.
- No drainage from the proposed development shall run off into the motorway drainage system, nor shall any drainage adversely affect the motorway embankment.
- No works relating to the construction of the facility shall require any temporary closure to traffic of the M65 motorway.
- Access to the site for the purposes of maintaining the existing motorway boundary fence, embankment and motorway boundary landscape planting shall not be withheld to Highways England and its representatives.
- No construction works associated with this planning application shall be carried out on land in the ownership of the Highways England Company Limited under Title LA723383.

5.0 PLANNING HISTORY

5.1 There is no relevant planning history for the site.

6.0 CONSULTATIONS

6.1.1 Drainage Section

No objection subject to submission of a scheme for foul and surface water drainage

6.1.2 Education Section

No objection or request for commuted sum to education provision within the Borough.

6.1.3 Environmental Services

No objection.

6.1.4 Public Protection

Initial concerns regarding the acoustic barrier treatment and the ability to maintain the structure have, in part, been addressed through the amended layout submitted 24th May 2018, that provides for a maintenance strip between the proposed acoustic barrier and the motorway boundary

No objections subject to the following conditions;

- Site working hours to be limited to between 8am-6pm (Monday-Friday) and 9am-1pm on Saturdays. No works on Sundays or Bank Holidays.
- Land contamination
- Gas fired domestic heating boilers shall not emit more than 40mg NOx/kWh
- Electric vehicle charging point for each dwelling
- A scheme employing best practicable means for the suppression of dust during the period of construction to be agreed/implemented.
- Further details regarding the maintenance of the acoustic barrier to ensure it remains fit for purpose for the lifetime of the development
- A scheme detailing acoustic glazing and mechanical ventilation

6.1.5 Highways:

The submitted Transport Assessment is noted and accepted; there would be no material impacts arising from trip generation associated with the development. Requirement for off-site speed reduction measures and pedestrian crossing facilities on School Lane, to be secured via s106 agreement, set out.

Suggested conditions relating to; construction methods statement; details of arrangement for future maintenance and management of the proposed streets, until such time that an agreement has been entered into under section 38 of the Highways Act 1980, or a private maintenance company is established; full details of the engineering, drainage, street lighting and construction details of the streets to be submitted and agreed. Detached garages to have minimum internal dimensions of 3m x 6m per vehicle.

6.1.6 Travel Planning Officer

No objection, subject to developer contributing towards sustainable transport initiatives and monitoring, including annual travel surveys of the site for five years post development.

6.1.7 Highways England

The proposals, in isolation, are not expected to result in there being severe traffic impact upon the strategic road network. However, it should be noted that the nearby Haslingden Road / Blackamoor Road junction is already heavily congested at peak times, as is the M65 Junction 5 roundabout and the proposal will not improve this situation.

We would like to draw your attention to the proposed 3 metre high acoustic barrier between the dwellings that share a boundary with the motorway. We welcome the fact that the proposed barrier (the detailed design of which will need to be approved by Highways England as per the conditions we have formally recommended) is now no longer situated right-up against the motorway wooden boundary fence. However, unlike similar developments, this acoustic fence appears to serve a dual function of also being a boundary

fence for the households sharing a border with the motorway. This is unusual, as the acoustic barrier is normally a separate structure, erected at the top of a land bund along the motorway boundary (but within the development itself) with a gap between that and the property 'garden' fence boundaries.

Along the boundary with the motorway, the attached Landscape Layout Drawing ref. WH/SLG/SL/02 prepared by Baldwin Design shows access gates for maintenance at three locations along the boundary; two of which being right at the end of the end of the service road for the properties, meaning it is possible to drive a vehicle up to the gates itself. The presence of gates means that there is, in effect, a weakness in the boundary structure that would make it more vulnerable to a vehicle from within the development site breaching it during an accident and the vehicle ending-up on the motorway.

Having spoken about this with Wainhomes, they have confirmed to me that this acoustic fence will double-up at the householders garden boundary fence with the motorway and will be the responsibility of the individual householders to maintain. This raises additional concerns in terms of whether the fence itself (and therefore the security of the gates) will be adequately maintained in the future (i.e. running the risk that the proposed access gates will not be secure) and who would take action to enforce its maintenance, or lack of. Furthermore, as these properties are south-facing, the 3 metre-high fence is likely to cast a large shadow over their properties, that may in time, encourage householders to reduce the height of the fence itself (thus exposing the motorway to greater risk of intrusions from the site (e.g. children or retrieving a football that has been kicked from their garden over the fence).

In our view, at the very least, there should really be a proper maintenance regime in place for this structure through a maintenance company (as opposed to individual householders) so that as-built standards are maintained. However, this in turn again brings into question whether householders would be happy with the acoustic barrier doubling as their own boundary fence, as well as the wisdom of having the boundaries between gardens and the public access service roads, so close to the motorway. We would therefore strongly advise that consideration is given to adopting a revised boundary landscaping strategy with a view to providing greater distance (and intervening 'barrier-like' landscape features) between the gardens of the properties / ends of the service roads and the motorway boundary that includes providing secure and separate acoustic and property boundary garden fence structures, with a gap in between. This is a matter that Blackburn with Darwen Council needs to consider in conjunction with Wainhomes as part of determining this application that might subsequently affect the density of the development itself.

In the interests of maintaining the safety and integrity of the M65 motorway (in particular the stability of the adjacent motorway embankment, and in view of the lack of clarity regarding development features along the boundary between the site and the motorway, Highways England now formally recommends that the following conditions are applied to any grant of planning consent:

1. No development shall commence until the design and layout of all boundary design features between the site and the M65 motorway (including but not limited to planting, fencing and retaining walls) together with working method statements have been agreed with Highways England in conjunction with the local planning authority.
2. No works pursuant to this application shall begin on site until such time as the design, materials and construction methods to be adopted for the proposed acoustic barrier and earth bund have been subject to the full requirements of the Design Manual for Roads and Bridges standard BD2/12 'Highway Structures: Approval Procedures and General Design Approval Procedures', have been given Technical Approval by a competent and independent Technical Approval Authority appointed by the applicant and that this technical Approval has been agreed in writing with Highways England.
3. There shall be no direct vehicular or pedestrian access of any kind between the site and the M65 motorway. To this end, a close-boarded fence or similar barrier of not less than 2 metres high shall be erected along the boundary of the site and the M6 motorway that has been agreed with and constructed to the satisfaction of Highways England and the Local Planning Authority. Any fence or barrier shall be erected a minimum of one metre behind the existing motorway boundary fences on the developer's land and be independent of the existing motorway fence.
4. There shall be no development on or adjacent to any motorway embankment that shall put any embankment or earthworks at risk.
5. There shall be no earthworks within one metre of the M65 eastbound motorway boundary fence.
6. No drainage from the proposed development shall run off into the motorway drainage system, nor shall any drainage adversely affect the motorway embankment.
7. No works relating to the construction of the facility shall require any temporary closure to traffic of the M65 motorway.
8. Access to the site for the purposes of maintaining the existing motorway boundary fence, embankment and motorway boundary landscape planting shall not be withheld to Highways England and its representatives.
9. No construction works associated with this planning application shall be carried out on land in the ownership of the Highways England Company Limited under Title LA723383.

6.1.8 Strategic Housing

The principle of residential dwelling and mix would be acceptable as the proposals indicate a housing offer, which responds to the Council's growth strategy. In accordance with the Council's Affordable Homes Policy the developer will be required to provide 20% of the scheme for affordable housing. This can be on site, off site or through a S106 commuted sum payment.

6.1.9 Lancashire Constabulary

No objections, but recommended that the scheme should be developed to achieve 'Secured by Design' accreditation.

6.1.10 United Utilities

No objections, subject to conditions requiring the drainage for the development being in accordance with that detailed within the submitted flood risk assessment prepared by RSK. Prior to occupation a sustainable drainage management and maintenance plan to be agreed.

6.1.11 Capita Ecology

No objections subject to restriction upon vegetation removal during nesting bird season (March to August) unless walkover survey conducted by suitably qualified ecologist establishes no bird nests are present. In addition, the development must be undertaken in accordance with the working practices set out in section 5 of the submitted ERAP Ecology Report. Namely: lighting scheme to be agreed, provision of bat boxes, provision of bird nest boxes,

6.1.12 Public consultation

Public consultation has taken place, with 57 letters posted to neighbouring addresses. Site notices have been displayed and a press notice issued. In response, 12 letters of objection have been received and a petition signed by 30 signatories. The petition was previously reported to the July meeting of the Planning & Highways Committee and the written objections are set out within section 9.0 of this report

7 CONTACT OFFICER: Martin Kenny, Principal Planner, Development Management

8 DATE PREPARED: 3rd August 2018

9 SUMMARY OF REPRESENTATIONS

Objection Mrs Julie Winter, 70 School Lane, Guide, Blackburn, BB1 2LW

Dear Sirs,

I am writing to you regarding a letter sent to all residents of guide village Blackburn. The letter states that there's planned buildings of 45 dwellings on the land off school lane guide. With respect of this proposed application I would like to give you our views on why we are opposed against this. As a small village we feel that there's too much traffic as it is and building an extra 45 dwellings will make the situation worse, plus the land opposite our property also has planning for 9 dwellings which makes in total 54 more houses and in theory 108 more cars to our small village.

With these houses we feel our own houses will dramatically decrease in value as we wont be classed as semi-rural and instead of having beautiful fields at the back with wildlife all around, we will in fact have a large housing estate to look at. Also with so much building work planned its going to be unbearable living here in guide with the lorries and heavy machinery that goes with this. We would be grateful if you could acknowledge this email in respect of our views.

Yours sincerely,

Objection from Janet Andrews, 66 School Lane, Guide

Mr Kenny

You need to look seriously at this. the plans for development ref 10/18/0075 .We have now got 9 Detached houses being built opposite our house. And now 45 being built behind us we bought this house for views and the open aspects at the rear Now after looking at the plans not only have i lost this i have a big double garage wright up against my garden wall how would you like that !!! i am totally against any plans and i cant see anyone agreeing to this . please could you acknowledge this email soon as you receive read it thankyou

regards

Objection from Alexander Sunter, 111 School Lane, Guide

As the resident of 111,School lane, Guide I now wish to respond to the planning application for residences on the field opposite my property. My primary concern is the volume of traffic already on this road, that can at times make being a resident quite unpleasant.

Over the last twenty years or so that I have lived here, I've gradually become aware of how busy this road has become. Building a large new development on the field opposite me will only add considerably to this existing problem.

Many evenings, particularly in the Summer months I sit enjoying my evening meal in the living room only to be gaulked at by the long procession of traffic as it slowly makes its way toward the motorway. This coupled with the further developments near the reservoir on the Haslingden road will soon turn our Village into a continuation of Blackburn itself.

I am in total disagreement with this development primarily for the traffic problems it will bring with it.

Objection from Janet Andrews, 66 School Lane, Guide

This is my reason for the planning to be turned down yes i understand there is a need for more homes in Blackburn. It as also been mentioned that its semi rural and people want to live in places like that . And that is the reason most people live round here these houses are going to take a lot of value off our propeties who is going to pay to live here with an estate at the back of us have you even been to look at the area before you make a decision please dont ruin it for us the residents now . The main rd school lane is so bad now since the lights where put up its going to be a death trap with all these new propeties some one is going to get killed on this rd . Its not an ideal place for 45 houses there is land all over blackamoor and roman rd that would AND COULD be used these places need nice propeties around them or is it that these places have bad reputations . this small village as not got enough rd space to acomadate more vehicles please Mr Kenny dont ruin our small village . I dont think people writing to you is going to make a difference lets face it its probably a done deal if this is so what about copensation for us the residents now. Could you please acknowledge this e-mail so that at least know it was read .
thanks janet andrews

Objection from Jeff & Deborah Avison, 113 School Lane, Guide

As resident of 113 School lane, Guide which is situated directly opposite the proposed entrance to the development of 40+ houses to the rear of school lane, Guide.

Please be advised that we OBJECT to this proposal for the following reasons:

- 1)The front of our property will be directly opposite to and detrimentally affected by traffic entering and leaving the site.
- 2)we anticipate that the proposed entrance and use of it by 90+vehicles will affect the marketability of our property and therefore will also affect its resale value.
- 3)School Lane guide is already heavily used by traffic including large, articulated lorries and hgv's. The road is gridlocked from the new traffic light junction back to and over the motorway bridge every day at peak times. The addition of up to 90 cars will further exacerbate this problem.
- 4)The standing traffic also creates a polluting atmosphere. This will be increased.
- 5) this road already needs traffic calming measures to control the speed of the vehicles already traveling on it. Additional traffic into it will only increase an already unsafe and untenable situation.
- 6)the green land around the village of Guide has already been anialated, this field is one of the few remaining green spaces with livestock , left in Guide. This development will be detrimental to the wellbeing of the village and it's residents.
- 7) the Lancashire telegraph reports (23/1/18), reports that anti-social behaviour will be reduced as a result of this development. I am unclear how this supposition has been reached, as there is currently little or no anti-social behaviour from the Guide residents. However passing traffic has caused litter and suspected drug related offences, particularly near to Rosehill terrace, Guide.

Unfortunately with a development of 40+family houses on School Lane, the propensity for families with teenagers to occupy those houses will and must have a greater likelihood for

anti social behaviour to develop in the village itself. I am at a loss how this development could ever be expected to reduce such behaviour.

8)property prices in Guide have already been detrimentally affected by the construction of the multi warehouses, ridiculously unsafe traffic light junction, excessive speeding traffic, excessive amount of traffic, hospital extension causing siren noise 24/7 and now the proposed development on beautiful land which currently accommodates horses. I ask one question... would you buy a house here???

I would be obliged if you would keep me informed by letter of this proposal.

Objection from John Berry, 385 Haslingden Road, Blackburn, BB1 2NG

I am writing to clarify the situation regarding the above application, following your recent helpful telephone discussion with my stepfather, but I do not wish to object to the construction of the proposed estate.

The tree survey shows a Cypress and Goat Willow in the neighbouring residents' car park marked 1G. This seems to be 4 car parking spaces and 10m. from the boundary of the development, which touches the boundary of my back garden.

The boundary of the back garden of No. 385 Haslingden Road has existed with the exact same positioning for at least 12 years. As you are probably aware, Land Registry plans have a very small scale and do not always show the fine detail of boundaries. I believe the boundary of my property is accurately delineated by the long-standing fence.

The back lane leading to the proposed car park is so narrow that Blackburn Council's refuse vehicle cannot negotiate it. I concur with your view that there would be insufficient space to manoeuvre cars properly in the proposed car park. The use of the narrow back lane by cars going to the car park would interfere with the quiet enjoyment of the Haslingden Road houses by their residents.

Though I understand the developer has the best of intentions in offering a car park for the benefit of residents of Haslingden Road, I would be against this element of the proposal, should the Highway Authority actually find it acceptable.

Objection from Mr & Mrs Winter, 70 School Lane, Guide, BB1 2LW

I am replying to the letter we received regarding a planning application for 45 dwellings on the land at school lane, Guide reference 10/18/0075.

The land in question is at the back of my property 70 School Lane, bb12lw. We are strongly opposed to this application due to the fact that there's planning for a further 9 dwellings opposite our house, which will make in total 54 more houses in our little village and due to the amount of traffic problems we currently have due to the industrial building at guide business centre with lorries and buses there's going to be even more traffic outside our properties.

We have lived here for 8 years now and the reason we purchased our property is the fact that its semi-rural with lovely views over the field and the wildlife. If these dwellings go ahead, we are going to be overlooked at the back of our property which will be invasive to our privacy, and it will be more like a housing estate than a village.

Also due to the amount of dwellings proposed, our houses are going to drastically reduce in Value.as people wont see lovely views over the country side but instead a ugly housing estate with more traffic and congestion in a little village.

I know that its probably going to be passed and me writing this letter is a pointless exercise, but I pray and hope that the council see it from our point of view, we like our village as it is.

Thank you.

Objection from Mr Lee Hall, 68 School Lane, Guide, BB1 2LW

I am replying to the amended letter we received regarding a planning application for 45 dwellings on the land at school lane, Guide reference 10/18/0075.

The land in question is at the back of my property 68 School Lane, bb12lw.I are strongly opposed to this application due to the fact that there's planning for a further 9 dwellings opposite our house, which will make in total 54 more houses in our little village and due to the amount of traffic problems we currently have due to the industrial building at guide business centre with lorries and buses there's going to be even more traffic outside our properties.

We have lived here for 9 years now and the reason we purchased our property is the fact that its semi-rural with lovely views over the field and the wildlife.

All the amendment says is they've moved some houses so now i've got 2 houses backing onto my house and only a 1.8 metre fence.so basically all they are doing is moving the houses further back If these dwellings go ahead, we are still going to be overlooked at the back of my property which will be invasive to my privacy, and it will be more like a housing estate than a village.

Also due to the amount of dwellings proposed, our houses are going to drastically reduce in Value.as people wont see lovely views over the country side but instead a ugly housing estate with more traffic and congestion in a little village.As it is we have traffic backing up to the britannia pub every morning and boy racers going up and down every night like its a race track and with more houses here it will only get worse.

Objection from Ruth Garwood, 2 Copster Hill Close

We have received the amended application for the 45 houses on School lane, the only difference I can see is the entrance to this estate will now be across the road at the side on our house. This isn't going to help us at all with the extra road noise as I mentioned in my last email we have replaced all our front windows with soundproofing glass & looking to replace the back windows later this year. The noise of traffic in the garden is already horrendous most days with speeding cars & bike + the amount of heavy goods wagons on School Lane. Cars pulling out from across the road will make it even worse, we already have fur trees where we are allowed & have built an extra fence & gate at the side & replaced the rear fence with more solid panels.

The volume of traffic at peak times is already queuing passed our Close in a morning & difficult to get out onto School Lane, adding the possibility of approx. 90 cars to the area (most households have 2 cars) will make this worse & also add to the delays at the traffic lights at the end of School Lane. (for example last Sunday at 10am my partner counted 37 cars passing our house in 1 minute!). Has the volume of traffic on School Lane been monitored recently at peak times?

The roads in Guide cannot accommodate any more traffic, it is only a few weeks ago that the whole area came to a standstill when the M65 was closed for urgent repair.

There will also be an issue of disturbance & mess this build will cause, with the dirt on the roads & noise.

As I have also previously mentioned I currently have a fantastic view at the side of my house of green fields & trees, this will be totally spoilt for everyone in this area. Why can't Blackburn council build on land that would be improved if a housing development was to be built on it & not spoil the countryside?

I look forward to the response.

kind regards

Objection from Simon Boocock, 355 Haslingden Road, Guide, BB1 2NG

RE: PLANNING APPLICATION 10/18/0075 – LAND OFF SCHOOL LANE, GUIDE

I write with regard to the above planning application for the construction of 45 dwellings with new access at School Lane, Guide.

I wish to object to the proposal in its current form. There are certain elements of the proposal that I base my objection on. These are discussed below together with a number of suggestions for modification:-

Size/Scope of the development - The development itself is too densely packed with housing. There is no planned public green space or play areas as part of this proposal. A solution would be to scale back the development to a degree, leaving areas for public green space with tree/shrub planting to mitigate for the loss of an existing green field site.

The existing stone wall that forms a boundary between the play park and the site must be retained.

Surface water management

I would raise concern that the applicant doesn't fully appreciate the significant volumes of surface water generated from this site, and the direction of flow this water takes. Significant volumes of water run from the site onto the Guide recreation park and play park causing large areas to be regularly water logged with ponding of water observed. This renders the play park unusable for large parts of the year. This is despite drainage improvements works undertaken within the past 10 years, where a herringbone drainage system was laid across the whole recreation park with discharge to a soakaway.

In addition, water from the area around the current stables flows down the un-adopted lane running behind N^os 361 to 353 Haslingden Road (Photographs 1 & 2), causing damage to the lane.



Photographs 1 & 2 showing surface water from the site running down the un-adopted lane adjacent to the play park and potholes.



The 'Flood Risk Assessment' (FRA) and 'Phase I & II Geo-Environmental Site Assessment' submitted with the planning application acknowledge high groundwater levels, with groundwater noted in all the test boreholes drilled. A perched waterbody has also been identified under the site. The historic map supplied with the planning application shows a pond on the site. The farm that was demolished to make way for the motorway to the east of the site was called 'Spring Farm', strongly suggesting springs/issues are present in the area.

By way of discharging this surface water from the site, the FRA concludes that ground conditions are not suitable for infiltration and it would be un-feasible to discharge to existing water courses. The proposed solution therefore is to discharge surface water, in addition to foul drainage, to the combined sewer network.

'Appendix 1 - United Utilities correspondence' of the FRA in reference to not being able to discharge to surface water or infiltration states, *'If these options are proven to be not viable then all surface water can drain to the 300mm combined sewer on Haslingden Road at a maximum pass flow that does not exceed greenfield run off'*. Greenfield runoff calculations are provided in Appendix H of the FRA.

Question 1 - Please confirm if these calculations are actual site measurements or are these simply standard book figures for greenfield runoff?

Based on the evidence above I would suggest that run off from this particular greenfield site may well exceed standard green field run off rates.

In the response from United Utilities above, they refer to discharge to the *'combined sewer on Haslingden Road'*. I note that the United Utilities public sewer records provided in Appendix G of the FRA do not show an existing connection to the combined sewer in Haslingden Road from the site. Third party owned land sits between the site and Haslingden Road.

Question 2 - Please can you confirm how the applicant proposes to connect to the combined sewer in Haslingden Road, and the route this proposed new connection will take?

I should also draw your attention to section 9.4.1.3 on page 29 of the FRA where it states *'The lead local flood authority has been contacted to confirm the proposed discharge rates and location. At the time of writing this assessment, no response has been received'*.

Question 3 - Once this response is received, please can it be made available for public comment?

In summary, my overriding concern is that by connecting both foul and surface water into the existing combined sewer could, in rainfall events, overload the combined sewer in the locality causing localised flooding.

Pedestrian links onto recreation park and play park – The site plans show two proposed new pedestrian/cycle links to the park. I would object to this on the grounds that two is unnecessary. Having two provides an additional rat run and possible increased opportunity for anti-social behaviour. It is noted in the Design and Access Statement section 5.5.15 – 'designing out crime', that this factor has been missed.

The link to the south on the development would only actually act as the nearest link to the park for only seven of the properties located to the very south west side of the development. This considered, just the one link located to the top corner of the play park should be permitted. In addition this one link should also have a means by which cyclist have to dismount to pass through.

Additional parking offered to neighbours (south of the development) – Access to this plot is via the unadopted lane to the rear of the properties on Haslingden Road. This would create extra vehicle traffic, and being adjacent to the park would cause additional health and safety issues as well as more wear to the already damaged lane.

There is also the risk that this parking may be used by non-residents and act as a focal point for anti-social behaviour.

I would also raise serious concern over future ownership, liabilities in terms of maintenance and upkeep and also legal responsibilities for example in the event the area was fly tipped. I would suggest this area be planted with trees/shrubs as part mitigation for the loss of the greenfield site.

Traffic on School Lane – I'll mention this briefly but I should make you aware that, during morning peak hours, I've noted traffic backing up from the traffic lights at the junction of Haslingden Road/School Lane, along School Lane extending on occasions beyond the motorway bridge. This should be considered in line with with the statement in the 'Transport Statement' point 2.6 which states *'The existing road network operates reasonably well in the peak hours'*.

Section 106 agreement

Should planning consent be granted for this development, I would request that as part of the Section 106 agreement, the following improvements are made in Guide Village:-

1. Improvements to the unadopted lane running adjacent to the recreation park and play park to the rear of the houses on Haslingden Road. As mentioned above,

surface water running from the land has caused damage to the lane. In addition a tractor has for many years used this unadopted lane to access the stables on the land subject to this planning application. This has caused significant damage to the lane, particularly between to N^os 351 and 355 Haslingden Road (see photograph 3).



Photograph 3 – damaged caused by the water run-off and tractor to the un-adopted lane to the rear of N^os 351 and 355 Haslingden Road.

If the section 106 agreement would not cover such an activity, I would request that as the current site owner has benefitted from the unadopted lane and has caused the damage to it, as a good will gesture they agree to undertake repairs.

2. The agreement should also cover Improvements to recreational park and play park itself, for example additional tree planting. There should also be a commitment given to conduct more regular mowing and general maintenance.
3. Finally the access from School Lane between N^os 10 and 12 to the unadopted road is in a very poor state of repair. Flag stones have been stolen in recent years and there are large potholes, filled with water than has run of the site. No repairs have been conducted. In summery this particular area is an eyesore in the village.

Specifically in relation to the points 1 to 3 raised above, as an active member of the local community and regular attendee at Ward solution meetings, I request that I be involved in any future discussions/decisions.

Should you require any further information or have any questions, then please do not hesitate to contact me. In addition if required, I would be happy to meet on site to discuss any of the points raised in this letter. Please can you also keep me updated on any developments with regard to this planning application.

Thank you for taking the time to consider the points I have raised in this letter.

Yours sincerely

Objection from Steven Saunders

I wish to appeal the proposed car park offered to neighbours at the back of Haslingden Road in guide as part of the new housing development.

Car parks can bring anti social behaviour, theft and damage to property if they are not security protected.

I would like the land that is going to be turned into a car park (which is unadopted land) to be made into allotments that replicates the rest of the land and offered to residents.

Kind regards

Objection from Stewart Green & Joan Green, 52 School Lane, Guide, BB1 2LW

Planning Application Ref: 10/18/0075 Re: Full Planning Application, 45 Properties at Land near School Lane, Guide, Blackburn BB1 2JX

The proposed new development is on land immediately behind our home. We wish to raise the following objections/points needing to be satisfactorily addressed to prevent personal and environmental issues impacting on ourselves and others in Guide Village because of the proposed development.

1. The proposed properties are to be built on higher and rising land behind ourselves and other properties on School Lane. There does not seem to be sufficient screening to prevent people from looking into our living spaces. Can this be adequately addressed without planting trees which would block sunlight to our garden and property?
2. The proposed development will add considerably to the existing sewerage and surface water drainage. Whilst we are not in a position to know whether the sewers are adequate in size we do know that the existing surface water drains struggle when there is heavy rainfall. With the large amount of proposed land being hard surfaced or having physical buildings built on this will mean a significant amount of extra water needing to be dealt with by the current surface water drains. We need written assurance that these surface drains will cope and not put our properties at risk of flooding.
3. There are land drainage pipes in the proposed development field which take water away through drains which run through our and other properties on School Lane. What impact will it have if these are dug up in the development? If the development goes ahead we assume that there will be significantly less water entering the land. As our house is built on clay we assume this will dry out over a period of time. Can you provide written assurance that this will not lead to any shrinkage of the clay under properties leading to possible subsidence issues in the future?
4. What assessments have been made regarding the availability of school places nearby and safe/easy passage to these for children? The main nearby Haslingden Road is far too dangerous for young children to cross on their own therefore any parents will need to transport children to school further increasing vehicular traffic, pollution and noise. Public transport is virtually non-existent in Guide. Is this now being addressed in conjunction with this proposed development?
5. Another planning Application 10/14/1237 (plus 10/17/0813) at Baron Mews we understand has been permitted which add further properties to the noise, pollution and sewerage/drainage systems. Has the impact of this also been taken into account on the proposed new development application 10/18/0075?

6. As the new properties will have at least 1 vehicle per household (and most likely 2 vehicles) this will further increase traffic and environmental pollution in an already poor situation.

Studies carried out on behalf of the proposed housing Developer indicates that they have to take action for noise pollution. This includes physical screening and mechanical ventilation because windows cannot be opened in the new dwellings because of noise issues with the site. What steps are being made for existing residents who have the same issues? We cannot open our windows because of air pollution and noise from traffic, exacerbated by the closure of Grane Road to HGV vehicles, the majority of which now seem to travel along School Lane. HGV vehicles also leave Europlast onto School Lane. We have no provision for mechanical ventilation/filters. We therefore cannot now get the adequate fresh air needed for a healthy lifestyle with the current situation.

The proposed new development will make things even worse.

We look forward to your review of the above points and to receiving a response on the issues raised.

Yours Faithfully