

Proposed development: Reserved Matters application (access within the site, landscape, layout, appearance, scale) pursuant to outline application 10/15/0496 for Phase 1a comprising of 95 dwellings and associated infrastructure

Site address: Former Sappi Paper Mill, Livesey Branch Road, Feniscowles, BB2 5HX

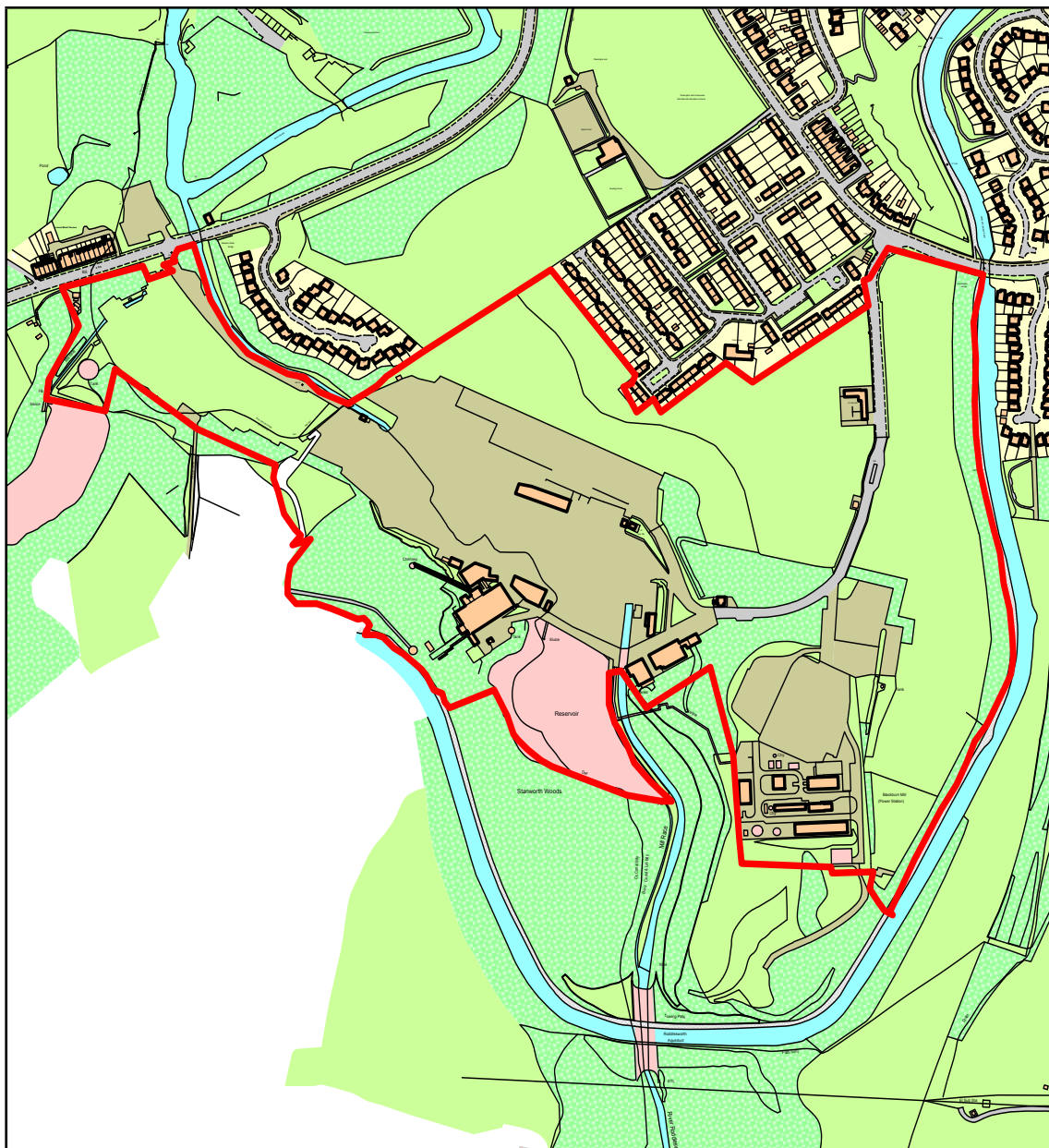
Applicant: Blackburn Waterside Regeneration Ltd

Ward: Livesey With Pleasington

Councillor Derek Hardman

Councillor John Pearson

Councillor Paul Marrow



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 This application is before Members as it relates to phase 1a of the reserved matters to an outline application that was previously considered and approved at the November 2015 meeting of the Planning & Highways Committee

2.2 Planning permission 10/15/0496 related to an outline approval, with all matters reserved save for means of access. The approval allowed for a mixed use development of a maximum of the following: 500 dwellings, 3,224m² of office employment (use class B1a), 9,192m² of light industrial employment (use class B1c), 333m² of retail floor space (use class A1) and a 1,110m² community building (use class D1). The proposal also relates to associated ancillary works. As some part of the development is located within the Chorley Borough Council's (CBC) boundary, an outline planning permission (planning application number 15/00475/OUTMAJ) has been also granted by Chorley Borough Council

2.3 As the first development phase, the current reserved matters application will deliver a high quality housing scheme which will widen the choice of family housing in the Borough, whilst also bringing a brownfield industrial site back in to use. 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 proposal relates to the first phase of the redevelopment of the area commonly referred to as the 'SAPPI site' given the last occupant of the majority of the area. The site forms part of an irregular shaped parcel of land positioned to the south west of Livesey Branch Road and south east of Moulden Brow and measuring approximately 26.8 hectares.

3.1.2 The SAPPI site has historically been used for industrial activity but the mill buildings have now been demolished and the area is no longer in active use. The southern portion of the site is largely undeveloped and is comprised of woodland and grassland. The River Roddlesworth runs through the site from south to north and is culverted beneath the former mill area within the central portion of the site. The north and east sections of the site are zones of previously undeveloped grassland.

3.1.3 The current reserved matters application is identified as Phase 1a of the SAPPI development and affects approximately 3 Ha of land to the north of the site. The area is bounded to the east by a network of streets including Coronation Avenue and Princess Gardens. The site is currently accessed via

an existing priority controlled 'T' junction, located to the east of the site on the A6062 Livesey Branch Road. This provides direct access to the existing CHP Plant and the remaining undeveloped land in the lower portion of the site. The application site is comprised of grassland with sporadic tree coverage, though also contains a brick built electricity sub-station. The land is flat, though falls steeply on its southern edge.

3.2 Proposed Development

3.2.1 The submission is a reserved matters application, addressing access within the site, landscape, layout, appearance, scale; pursuant to outline application 10/15/0496 for Phase 1a comprising of 95 dwellings and associated infrastructure.

3.2.2 The proposal seeks to deliver a mix of residential housing, comprised of;

- 13 no. 2 bed terraced and semi-detached houses
- 39 no. 3 bed terraced and semi-detached houses
- 35no. 4 bed detached and semi-detached houses
- 8no. 5 bed detached houses

3.2.3 The new dwellings are of bespoke design and have a modern appearance. The units are constructed with a mix of red brick, render and cladded walling and grey concrete tile roofing. Consideration has been given to the orientation of the properties to ensure outward facing development to all public spaces creating active frontages. Dual aspect dwellings are utilised throughout the development to avoid blank gables and uninteresting street scenes. Enhanced landscaping through hedgerows and change in material delineates the public and private realm. All private garden spaces are created to the rear of the properties and designed to adjoin other rear gardens creating defensible and secure spaces.

3.2.4 This existing priority junction with Livesey Branch Road will be enhanced to improve access to the southern section of the site, the form of priority control will be retained. However the junction will be reduced in size and the large expanses of carriageway on the development arm reduced to form a more compact, safer and formalised priority junction.

3.3 Development Plan

3.3.1 In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

3.3.3 Core Strategy

CS1 – A Targeted Growth Strategy
CS5 – Locations for New Housing
CS6 - Housing Targets
CS7 – Types of Houses
CS15 - Protection and Enhancement of Ecological Assets
CS16 – Form and Design of New Development

3.3.4 Local Plan Part 2 (LPP2)

Policy 1: The Urban Boundary
Policy 7: Sustainable and Viable Development
Policy 8: Development and People
Policy 9: Development and the Environment
Policy 12: Developer Contributions
Policy 18: Housing Mix
Policy 28: Development Opportunities
Policy 36: Climate Change
Policy 40: Integrating Green Infrastructure & Ecological Networks

3.4 Other Material Planning Considerations

3.4.1 National Planning Policy Framework (The Framework).

3.4.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. For decision taking, this means approving development proposals that accord with the development plan without delay (paragraph11).

3.5 Assessment

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

- Principle;
- Design and Layout;
- Highways and access;
- Amenity impact; and
- Affordable Housing

3.5.2 Principle of Development

The principle of residential development within the site has already been considered and accepted through the assessment and subsequent approval of outline planning application 10/15/0496.

3.5.3 Design and Layout

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.

3.5.4 The proposed development provides a net density of approximately 30 units per hectare. The 95 units comprise of; 13no. 2 bed units, in a mix of terrace and semi-detached house types; 39no. 3 bed units, again in a mix of terrace and semi-detached house types; 35no. 4 bedroom units, in semi-detached and detached format; and 8no. 5 bedroom detached houses.

3.5.5 A detailed design and access statement has been provided which sets out the key design principles, which are taken forward in the application proposals. These include;

- In line with the outline approval, access to this initial phase of development is taken from Livesey Branch Road. As the layout identifies, a clear hierarchy of streets have been established with the primary link giving way to a series of shared surfaces and private drives.
- The outward facing development allows gardens to face other gardens creating high quality defensible space for future residents.
- The careful positioning of dwellings within the site ensures the creation of vista stops. Similarly, dual aspect dwellings have been employed to key corners to ensure active frontages and street scenes.
- Adequate space between dwellings has been achieved ensuring a high quality environment for future residents. This is also the case where the development is located close to existing residential uses.
- Enhanced landscaping through hedgerows and change in material delineates the public and private realm. All private garden spaces are created to the rear of the properties and designed to adjoin other rear gardens creating defensible and secure spaces.
- In line with RES2D, a strong presence has been created to the main link road with careful consideration given to the parking solution avoiding long runs of car parking. To the southern boundary, given the sites elevated position, outward facing properties would take advantage of views over the later phases of the site. This strong backdrop would also create an interesting street scene when viewed from latter phases of the development.
- Although the buildings are reflective of their residential use, the spaces and design allows future conversion, adaptation and extension in order to address future needs of occupants.

- The properties have a modern appearance, with the units being constructed with a mix of red brick, coloured render and horizontal board cladding. All units will have grey concrete tile roofing.

3.5.6 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, consistent with the requirements of policies CS16 and 11 of the LPP2. Basic details of the external materials have been submitted but the matter is already secured via conditions imposed upon the outline planning approval.

3.5.7 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.

3.5.8 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.

3.5.9 Highways and Access:

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.

3.5.10 The site is currently accessed via an existing priority controlled 'T' junction, located to the east of the site on the A6062 Livesey Branch Road. This provides direct access to the existing CHP Plant and the remaining undeveloped land in the lower portion of the site. Livesey Branch Road is a single carriageway road subject to a 30mph speed limit. The road is residential in nature with pedestrian crossing facilities and footways provided on both sides. This existing priority junction will be enhanced to improve access to the southern section of the site, the form of priority control will be retained. However the junction will be reduced in size and the large expanses of carriageway on the development arm reduced to form a more compact, safer and formalised priority junction. Delivery of the latter phases of the SAPPI development will provide for an internal stem road linking Livesey Branch Road through to Moulden Brow

3.5.11 The proposal is supported by a Transport Technical Note (TN). The TN reported there being capacity of the nearby 'Feilden Arms junction' meaning up to 250 additional dwellings could be provided (within the SAPPI site or other development in the locality) without significantly adverse highway impacts. The review undertaken by Jacobs, on behalf of the Council, disputed that assessment. Subsequent dialogue and negotiations associated with s106 deed of variation application 10/18/0740 (also before Members as part of this month's Planning & Highways Committee agenda) , would secure delivery of

the full length of the internal spine road. It has therefore been agreed that the 95 units associated with Phase 1a could occur without detriment to the wider highway network and/or highway safety.

3.5.12 Parking provision for the development is 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. Similarly all of the garages within the development (detached and integral) are in compliance with the relevant space standard of 3m x 6m

3.5.13 Highways colleagues have requested a number of conditions. A construction methods condition is unnecessary as this matter is already secured at outline stage (condition 4 of 10.15/0496). The following matters can be controlled, however;

(i) 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.

(ii) 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.

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

3.5.14 Subject to the delivery of the spine road – as controlled by the separate deed of variation application 10/18/0740 – matters already controlled by condition within the outline approval for the site and the above requested conditions, the proposal can be considered to meet the requirements of Policy 10 of the Local Plan Part 2

3.5.15 Residential Amenity:

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.

3.5.16 Members will note that the technical assessment relating to noise, vibration, odour and dust are already controlled by planning conditions associated with the outline approval for the site. The consideration, therefore, is whether the

proposed site layout and design of the properties would meet the policy requirements in relation to light, privacy/overlooking and the relationship between dwellings.

3.5.17 The Council's 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.

3.5.18 The development is wholly consistent with the SPD requirements, both in relation to the separation to properties within the site and those on the periphery along Coronation Avenue and Princess Gardens. As such, the objections relating to loss of privacy and light impacts cannot be substantiated. In order to safeguard this position going forward it is considered to be appropriate to attach a condition removing permitted development rights for extensions and alterations within the application site.

3.5.19 It is submitted to Members that subject to the matters controlled via condition on the outline approval 10/15/0496, allied to the suggested condition detailed above, the proposal will provide for appropriate amenity standards for surrounding uses and future occupants of the development, in accordance with the requirements of Policy 8 and the Council's adopted Residential Design Guide standards.

3.5.20 Affordable Housing:

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%

3.5.21 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. Members should note that the negotiated s106 agreement attached to the outline approval requires a payment of £350,000, though the current deed of variation application (that also sits before Members as part of this month's agenda) would reduce this figure to £115,000. Given the liabilities associated with this former industrial site and the other contributions required of the developer, the policy requirements can be considered to be met.

3.5.21 Other Matters:

Members are reminded that the other technical matters associated with the site and developments of this nature are already secured by conditions

attached to the outline approval to which this current reserved matters application is associated. This includes the following issues; flood risk and drainage, land contamination, ecology, education provision and public protection considerations. Accordingly they need not be considered further as part of the current application's assessment.

3.5.22 Summary:

This report assesses the reserved matters application for 95 dwellings on phase 1a of the SAPPI redevelopment. In considering the proposal a wide range of material considerations have been taken in to account during the assessment of the planning application.

3.5.38 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, adopted Supplementary Planning Documents and the National Planning Policy Framework.

4.0 RECOMMENDATION

4.1 APPROVE subject to conditions relating to the following matters;

- Development within 2 years
- Approved details/drawings
- 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.
- Sightlines clearance to be kept in perpetuity for all access points
- Permitted development rights to be removed (Part 1, Classes A to E)

5.0 PLANNING HISTORY

5.1 10/12/0048 – Prior Approval for complete demolition of former Sappi Paper Mill including all outbuildings, tanks and enclosures down to the slab level of each structure (Approved March 2012)

10/13/1011 – Environmental Impact Assessment screening request; mixed use development comprising residential and employment uses (EIA not required, November 2013)

10/15/0496 – Outline application for a maximum of the following: 500 dwellings, 3,224m² of office employment (use class B1a), 9,192m² of light industrial employment (use class B1c), 333m² of retail floor space (use class A1) and a 1,110m² community building (use class D1). (Approved November 2015)

- 5.2 Additionally, a significant number of planning applications relating to the historical use of the site have been identified, but none are considered to be relevant to the determination of the current application.

6.0 CONSULTATIONS

Public Protection:

Public protection issues including, noise, air quality, land contamination and residential amenity previously addressed and controlled by conditions imposed upon the outline planning approval for the site

Environment Agency:

No comments.

Canal and River Trust:

No comments.

Capita Ecology:

Issues addressed through controls within existing outline approval affecting the site.

United Utilities:

It should be noted that we have previously commented on the Outline Application (Planning Ref: 10/15/0496) to which the above application relates.

According to our records there is an easement affected by the proposed development site which is in addition to our statutory rights for inspection, maintenance and repair. The easement dated 21/07/1964 UU Ref: F2946 has restrictive covenants that must be adhered to. A water main crosses the site. As we need access for operating and maintaining it, we will not permit development over or in close proximity to the main. You will need an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines'.

Lead Local Flood Authority:

No objections

Arboricultural Manager:

No comments.

Education Department:

No comments.

Environmental Services:

No issues providing sufficient space on each plot for 2-3 bins, and sufficient access for the bin vehicles.

Highways:

The proposal is supported by a Transport Technical Note (TN), which has been independently reviewed by Jacobs on behalf of the Council. The TN reported capacity of the nearby 'Feilden Arms junction' meaning up to 250 additional dwellings could be provided (within the SAPPI site or other development in the locality) without significantly adverse highway impacts. The Jacobs review disputed that assessment, though through dialogue and the separate assessment of the s106 deed of variation application 10/18/0740, which in-part addresses delivery of the SAPPI spine road, it has been agreed that the 95 units associated with Phase 1a could occur without detriment to the wider highway network and/or highway safety.

Vehicular access in to the site is taken from Livesey Ranch Road. The current access is a large banjo style entrance, which is to be altered to provide a priority junction to aid movement. Those works would fall under a s278 improvement scheme – a request is made for a Grampian junction to address this, though the matter is already secured via condition 5 of the outline approval.

With regard to the internal arrangements; the proposal internal stem road was initially too wide, though the concern has been addressed through submission of amended layout drawing received 2nd November 2018. The proposed parking arrangements, with reference to both size and number, accord with the Council's adopted parking standards.

Suggested condition relating to construction methods statement is not required as the matter is already secured via condition 4 of the outline approval for the site.

Further suggested conditions relating to details of arrangements 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.

PROW:

The scheme provides for accommodation of existing and new access pathways in to the development site and therefore the PROW team have no objections.

Livesey Parish Council:

No comments.

Public Consultation:

Public consultation has taken place, with 217 neighbouring properties individually consulted via letter, site notices displayed and press notices issued. In response the Council have received 2 letters of objection and 1 letter of comment. The submissions can be reviewed in section 9.0 of this report

7.0 CONTACT OFFICER: Martin Kenny, Principal Planner

8.0 DATE PREPARED: 2nd November 2018

9.0 SUMMARY of REPRESENTATIONS

Objection Andrew Eastham. Rec 04/05/2018

Good Morning

You recently wrote to us with reference to the above planning application.

At this stage it is difficult to comment on the application as the amount of documentation etc is difficult to get to the bottom of.

We are at 40 Tintagel Close and will be the nearest house on this side to the development and therefore have a number of concerns that require further information.

Exact Location of houses near our property

Number, size style and proposed value of properties to built near to our home.

Height of the proposed homes and if they will even be visible.

Privacy, noise and security with proposed footpath and potential for Children to play on the banking from the houses below

Exact number of properties over the entire development

Light pollution.

Phase programme for build dates etc.

We have had a lot of disruption with noise dust traffic over recent years and if this goes through are looking at potentially a lot more.

Our other major objection is traffic. We have been here for over twenty years and have noticed already as a result of nearby developments an increase in traffic. This size of development can not possible be using Preston Old Road for its major route to the motorway. Traffic to the Toll Bar lights backs up now as does traffic in to the village. Livsey Branch Road and Feniscowles Village are often solid especially around School opening and closing times. This surely can only get worse and therefore negatively impact on our lives, which is simply not fair.

I do not want to dismiss this project off hand but in the absence of more information we have no alternative but to **object**.

Objection Susan Nicholas, 3 Park Lodge, Blackburn. Rec. 26/04/2018

Dear Mr Kenny and who-ever it may concern.

I received your letter dated 16th April 2018, on the 19th April 2018, informing me that the planning application for phase 1A on the above Sappi site, has now been submitted. From which date is the 21 days applicable?

I live in the upper flat at 3 PARK LODGE, as an owner/occupier, which directly overlooks this site. My lounge and my bedroom will be greatly affected, and my privacy invaded. Because of my upper elevation, any screening would be of no use, from the proposed 4 bedroomed detached property and garage.

I have spoken twice to you Mr Kenny about looking at the plans. You said I could view them on the Town Hall computers as I am not on line. I went to Blackburn town hall on Friday 20th April and was informed by staff that, the plans cannot be viewed there, the site is blocked? However, they did offer as an alternative for me to see the "only paper plan." A member of your staff brought the file down to show me. This had no actual written details about distances or building materials to be used etc, so she (Clare) suggested another phone call to yourself Mr Kenny. I did speak again with you and you gave me the distance of 18 metres from my building to the new build. Because of the "V" shape that occurs on my border, it appears to be closer to the new build than the other residents properties along Princess Gardens and

2/ Coronation Ave.

- It is too close to me, and I ask that you consider increasing this distance please.
- To retain my privacy is of the utmost importance to me and also to retain the value to my property.
- I am concerned about noise levels and air pollution, from the proposed garage to be built alongside the new house
- The loss of this beautiful meadow is very regrettable to me. It was one of the main attractions to buying this property in the first place. Park Lodge is the original stone landowners property, it was here in this lovely location first. I have enjoyed the delight of observing the varied

wildlife that visit this place, with its quiet peacefulness. That will be no longer. It will not be a "meadow."

- I spoke at the council meeting in November 2015, against building on this site, but as you know it was fruitless, it was given the go ahead.
- What can be done now is to give the residents already here the consideration they deserve, in at the very least knowing what is being proposed.
- I have spoken with neighbours and it appears that your website is very difficult to access through to the actual plans and details of distances etc. How can that be acceptable at this crucial stage in the proceedings.
- I suggest to improve the openness and communication

that a meeting for residents be arranged sooner rather than later. The local councillors could be available to support their residents. It would be an opportunity to ask questions, face to face. Paper plans and on-line info could be shown to everyone. Technology is here to stay, but not the only way, when it seems so difficult to access without knowing which buttons to press.

3.

- Maybe this meeting could be held in the club house on the Memorial Recreation ground, adjacent to this estate. It has been used before some years ago when the Sappi site was sold on, and building was first proposed. Now we are at the point of starting to build, then surely it is even more important to have a voice, before the concrete and bricks and mortar are laid down.
- These are our homes. Privacy is of the utmost importance to me, and if new properties are being built too close to existing properties then everybody loses. This will include anybody buying the new homes. They will want privacy too - from us.

- It makes sense. Less is more, so they say.
 - I do understand the need for more housing stock. Our younger generation need homes. It is questionable whether large detached properties are needed - there are enough already on the market. The one proposed to be built behind me seems to have such a small garden available - perhaps not such a good selling point. Maybe there are too many properties for this site? Who wants to be squashed into small spaces? No-one, we all need space and privacy. It is good for our well being.
 - To conclude, please take this letter as a serious objection to things as they appear to stand.
 - I do hope for a satisfactory outcome for all concerned.
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Comment Andrew Eastham. Rec 14/09/2018

Good Evening Martin

With reference to your letter dated 11th September.

I have just tried to review the relevant documents and can not see what or where the amendments are. Can all concerned realise that residents are generally gainfully employed in other areas. I feel that we need to see simplified information.

In addition to the above I raised questions and comments following your previous letter earlier this year. I have had no response. We can not simply be ignored.

I can already make the following observations.

SINCE RECENT DEVELOPMENTS IN THE AREA PRESTON OLD ROAD HAS BECOME SOLID AT PEAK TIMES. THIS ROAD CANNOT COPE WITH THE ADDITIONAL TRAFFIC. TO PUT ANOTHER 500 HOUSES IN TO THE MIX IS MADNESS WITHOUT MAJOR CHANGES TO THE ROAD. SPEEDING IS ALSO AN ISSUE AT OTHER TIMES.

THERE MUST BE A PELICAN CROSSING OR AT LEAST A ZEBRA CROSSING AT THE BOTTOM OF TINTAGEL CLOSE ALONG WITH TRAFFIC CALMING MEASURES BEFORE TINTAGEL COMING FROM PRESTON.

THE SITE IF DEVELOPED MUST HAVE STRICT WORKING TIMES, WE HAVE HAD ENOUGH DISTURBANCE WITH THE CLEARANCE.

I am not trying to dismiss this plan we just need to understand exactly what the development will look like and also what measure the council will take to minimise the impact on existing residents. It is simply unfair to have our world adversely effected just for this development to take place.

One final thought is who is going to live in these houses? There is not a housing shortage of this type and price in this area and it is not as if any new ventures are coming to the area which would create a vast amount of new jobs. There is too much development as it is. These houses if built will not sell, therefore prices reduce all of this has a negative effect on everything surrounding including the value of our houses.

I think I have raised a number of significant points and questions and would welcome a dialogue / meeting to discuss further