

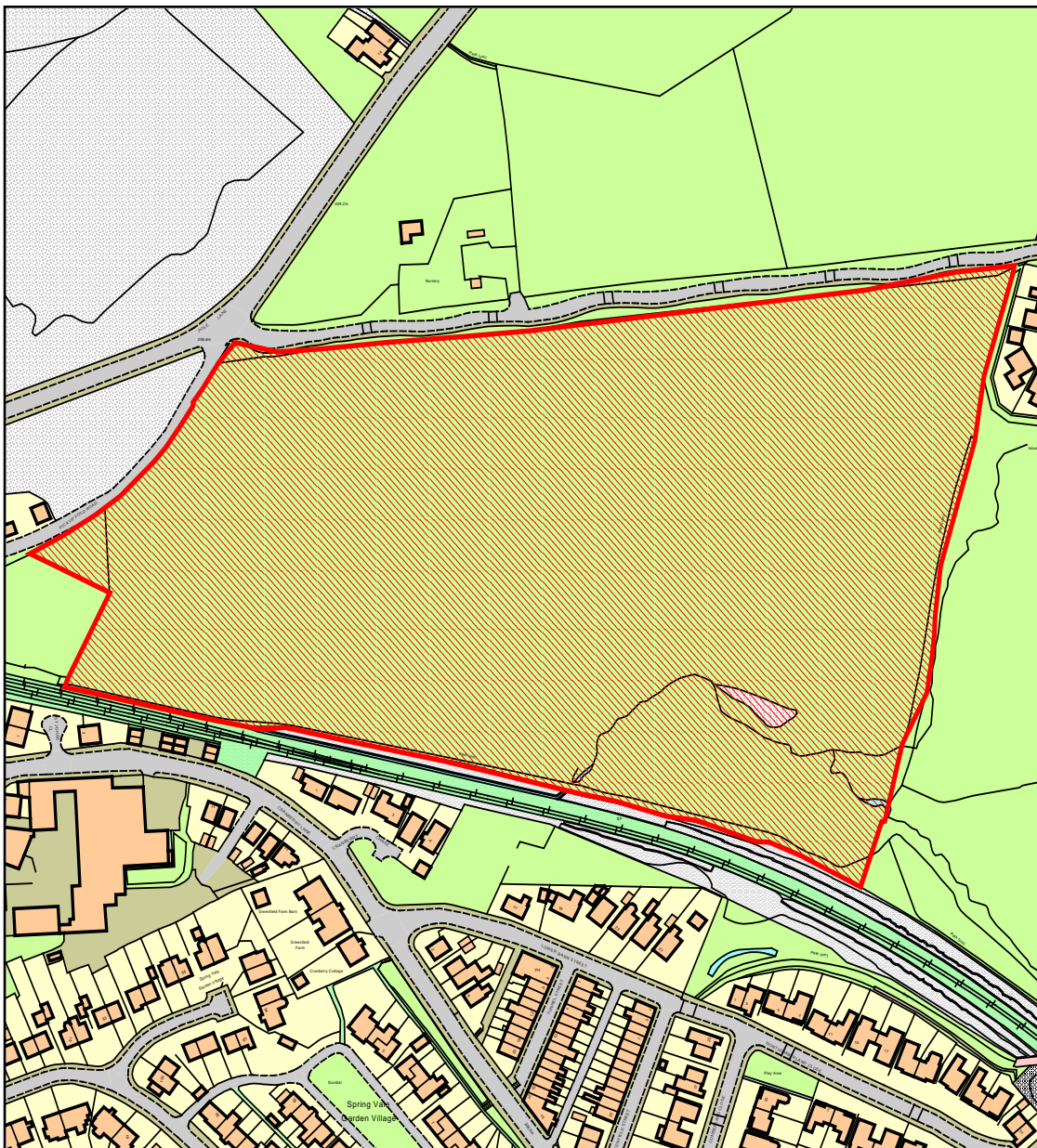
**Proposed development: Full Planning Application for Erection of 168 no. Residential Dwellings, Associated Infrastructure and Public Open Space**

**Site address: Land at Spring Meadows, Darwen**

**Applicant: Persimmon Homes and Northern Trust**

**Ward: Darwen South**

<b>Councillor Lilian Salton</b>	
<b>Councillor Kevin Connor</b>	
<b>Councillor Neil Slater</b>	



## **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 **APPROVE** – Subject to recommended conditions and the applicant entering in to a Section 106 legal agreement relating to financial contributions towards; off-site affordable housing provision; provision of Darwen East Distributor Corridor; and off-site provision of additional primary school places in East Darwen

## **2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE**

- 2.1 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 and Local Plan Part 2. The proposal is also satisfactory from a technical point of view, with all issues relative to the assessment 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 relates to a parcel of land located within the urban boundary, to the south east of Darwen. It is approximately 6.7 hectares in area, being bound by Spring Meadows road to the north, a rail corridor to the south, housing/ open fields to the north and east, and Pole Lane to the west.
- 3.1.2 The site slopes in a north to south direction toward the rail line, with a significant lower level adjacent to the rail line created by historic mining of the area. There are no existing land uses on the site, which is vegetated by grassland, self-seeded trees and a watercourse to the lower land level. A public right of way envelopes the site to the south and east.
- 3.1.3 The land immediately north of the application site, to the opposing side of Spring Meadows road, is currently under construction to provide 126 dwellings, pursuant to reserved matters planning application 10/16/0789

### **3.2 Proposed Development**

- 3.2.1 The application seeks full planning permission for the erection of 168 dwellings, associated infrastructure and public open space.
- 3.2.2 The proposed development provides a net density of 25 units per hectare when considering the sites overall area of 6.7 hectares. The 168 units comprise of 14 x 2 bedroom properties (8.3% of overall provision), 97 x 3 bedroom properties (57.8%), 40 x 4 bedroom properties (23.8%) and 17 x 5 bedroom properties (10.1%). The properties have a modern appearance, principally constructed with red brick walling and grey roof tiles to reflect the vernacular form, though elements of render offer variety and visual interest.

3.2.3 The development will be accessed by vehicles via Spring Meadows road, with two new access/egress points being formed circa 110m apart. The new accesses and all new driveways to be formed on the northern edge of the site will align with the straightened and upgraded Spring Meadows road, as approved by Planning Application 10/17/0250, rather than the existing road layout.

### **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
- CS7 – Types of Housing
- CS8 – Affordable Housing
- CS15 – Ecological Assets
- CS16 – Form and Design of New Development
- CS22 – Accessibility Strategy

#### **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 16 – Housing Land Allocations
- 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.

### **3.5 Assessment**

3.5.1 The main issues pertinent in the assessment of the proposal are:

- Principle of residential development.
- Highways (access and network impact).
- Design.
- Residential amenity.
- Flood risk/ drainage.
- Ecology.

#### **3.5.2 Principle of Development**

With regards to principle of residential development, the site is located within the Urban Boundary of Darwen. New development will be focused to such areas as stipulated by CS1 of the CS and Policy 1 of LPP2. Policy CS5 identifies the preferred location for new housing within the Borough, where market conditions permit its delivery, to be the inner urban areas of Blackburn and Darwen. The current proposal is consistent with all of the identified policy requirements

3.5.3 The site is designated within LPP2 Policy 16 as a Housing Land Allocation, specifically identified as allocation 16/16: Pole Lane South. Accordingly the principle of residential development of the site is supported, subject to Key Development Considerations referred to in Policy 16/16, namely:

1. Provision of a robust Green Belt boundary.
2. Minimise impact on the landscape character, ecological and recreational value of the West Pennine Moors.
3. Ground contamination and mitigation where necessary.
4. Consideration for surface water and use of Sustainable Urban Drainage Systems.
5. Consideration of ecological impact.
6. Connectivity to the existing Public Rights of Way network.
7. Expansion of the housing offer in Darwen and the Borough as a whole.
8. Contribution toward the provision of additional primary school capacity in the locality.
9. Contribution toward the Darwen Eastern Distributor Corridor.

The above considerations will be addressed in the remainder of the report.

3.5.4 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.

### 3.5.5 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.

3.5.6 Vehicular access to the site will be via two entrances, approximately 110m apart, on Spring Meadows. The carriageway is a single track road which serves as the sole means of access to dwellings on the Spring Meadows estate.

3.5.7 The design of the proposed access points into the application site are supported, subject to suitable visibility splays which can be provided by condition.

3.5.8 The Council's highway officer has expressed some concerns with the internal layout of the development. Principally the concerns relate to; non-compliance with Manual for Streets, sub-standard parking arrangements, further details of road gradients required; need for pedestrian footway provision; and requirements for private drives to be limited to two vehicles unless alternative bin collection arrangements are provided. These matters have been addressed by the applicant in their latest submission – the subsequent response from the Highway team will be provided via the committee update report. With regards to the parking relating to each plot, those plots with detached garages are required to meet the Council's requirement of 6m x 3m in terms of their size. This will be conditioned.

3.5.9 The Council's Public Rights of Way (PROW) officer advises that the development doesn't affect the public rights of way which mainly run around the perimeter of the site. The developers are proposing to fence off the public footpaths during construction for pedestrian safety, however when the development is complete the PROW on the Eastern and Southern sides of the site being footpaths 195 and 196 Darwen will be incorporated within the completed development. During any landscaping works the footpaths will require temporary closures and also if the surfaces of the PROWS are to be changed, this will first require authorisation from the Highway Authority.

3.5.10 A Transport Assessment has been submitted in support of the application, which included survey of the local highway network and referenced committed developments close to the application site. The proposal is expected to generate a 2 way total of approximately 74 trips in the AM and 77 trips in the PM peak hour and details impact of these additional vehicles at affected junction, including Pole Lane/ Prior Drive, Sough Road/ Pole Lane junction. The TA states that an effective public transport system is essential in providing good accessibility for large parts of the population enabling opportunities for work, education, shopping, leisure and healthcare in the town and beyond. The nearest bus stops to the site are situated on Pole Lane and Priory Drive, with the closest active bus stop being located approximately 560 meters on from the centre of the site. The bus stops on Pole Lane and one of

the stops on Priory Drive have a stand post and timetable only as can be seen below. Consideration should be given to the upgrade of these. The report concludes that affected junctions and the network in general can accommodate the traffic forecast of the proposal and would have a minimal impact on the local highway network.

- 3.5.11 Design and Layout: Policy 11 of LPP2 is of relevance and requires all new development to present a good standard of design. Development will be expected to demonstrate a good understanding of the wider context and make a positive contribution to the local area, including enhancing/ reinforcing the established character of the locality. Considerations 1 and 2 of Policy 16/16 reinforce the requirements of Policy 11.
- 3.5.12 The proposed development provides a net density of approximately 25 units per hectare, when considering the development area of 6.7 hectares. The 168 units comprise of: 14 x 2 bedroom properties (8.3% of overall provision), 97 x 3 bedroom properties (57.8%), 40 x 4 bedroom properties (23.8%) and 17 x 5 bedroom properties (10.1%).
- 3.5.13 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
- 3.5.14 The properties have a modern appearance, principally constructed with red brick walling and grey roof tiles to reflect the vernacular form, though elements of render offer variety and visual interest. Generally the proposals are considered to assimilate well with the prevailing character of the area.
- 3.5.15 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.
- 3.5.16 Residential Amenity: Local Plan Policy 8 supports new development that secures a satisfactory level of amenity for surrounding uses and for occupants/ users of the development itself. The Council's adopted residential design guide SPD provides additional guidance with particular reference to separation distances between dwellings to ensure the amenity of residents is protected.
- 3.5.17 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 broadly consistent with these requirements, both in relation to the relationship to properties within the site and those on the periphery.

- 3.5.18 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 noise and dust management during construction phase to be agreed; and the provision of electric charging points and gas boiler emissions to safeguard air quality.
- 3.5.19 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.
- 3.5.20 Ecology: Policy CS15 seeks to protect and enhance the Boroughs ecological assets with the aim of establishing and preserving functional networks. Policy 9 seeks to avoid disturbance to protected species and provide compensatory measures when necessary, as per considerations 2 and 5 of Policy 16/16.
- 3.5.21 The site is currently grassed, with self-seeded trees and a water course located to the southern boundary. The applicant has submitted an Extended Phase 1 Habitat Survey, Reptile and Invertebrate Survey and Badger Surveys.
- 3.5.22 The submitted documents remain under review by the Council Ecological consultants. A full response on this issue will be provided via the update report.
- 3.5.23 Flood Risk and Drainage: Policy 9 of LPP2 requires development to demonstrate that it will not be at risk of flooding and use of Sustainable Urban Drainage Systems (SUDS) is required, as per consideration 4 of Policy 16/16.
- 3.5.24 The site is located within Flood Zone 1. The applicant has provided a Flood Risk Assessment (FRA) due to the site size exceeding 1 hectare, as per NPPF guidance. The FRA demonstrates that the development will be at low risk of flooding and would not increase the opportunity of flooding elsewhere. The drainage strategy for the development identifies the requirements for on-site water retention and the submitted layout provides for an attenuation pond which is to be designed of sufficient size to accommodate needs of the development. This would be an acceptable SUDS solution indeed the Councils Drainage Officer, United Utilities and Environment Agency have no objection to the proposal subject to conditions relating to; further details of the attenuation feature being agreed; future maintenance and management of the SuDs within the approved layout. On this basis it is considered is consistent with Policies 9 and 16/6 of LPP2.

- 3.5.25 Financial Contributions: In order to make the development acceptable in planning terms the following areas are to be addressed through the s106 legal agreement that will accompany any planning approval;
- 3.5.26 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%
- 3.5.27 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 and other contributions being sought there is not adequate room to provide in accordance with the 20% threshold. Instead a contribution of £150,000 has been agreed towards off-site provision.
- 3.5.28 Education: The Council, through an independent assessment by Edge Analytics, has identified future primary school provision requirements associated with the current proposal and other committed development in the locality. The outcome is that the developer is required to make a contribution of £1,500,000 towards additional primary school provision in the East Darwen locality.
- 3.5.29 Off-Site Highway: As stated previously in this report, the majority of the off-site highway improvements are to be managed via a s278 process and controlled via Grampian Planning Condition. However, a sum of £150,000 has been fixed in relation to contribution towards the Darwen east Distributor Corridor highway improvements.
- 3.5.30 Summary: This report assesses the full planning application for 168 dwellings on a parcel of undeveloped land, accessed from Spring meadows road, Darwen. In considering the proposal a wide range of material considerations have been taken in to account during the assessment of the planning application
- 3.5.31 This report concludes the proposal provides a high quality housing development with associated infrastructure on an allocated housing site. The principle of development is agreeable with the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, and the National Planning Policy Framework. Furthermore the scheme is acceptable from a technical perspective, with all matters being adequately addressed, or capable of being appropriately controlled via planning conditions.



## 4 RECOMMENDATION

### 4.1 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) £150,000 as a contribution towards the provision of affordable housing in the borough.**
- (b) £150,000 as a contribution towards delivery of the Darwen East Distributor Corridor highway improvements**
- (c) £1,500,000 as a contribution towards additional primary school places in East Darwen**

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**

- Three year time limit for development to commence
- Phasing plan to be agreed
- Construction method statement to be agreed and implemented
- 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;
- Notwithstanding the submitted details, detached garages on the plots shall be 6 metres by 3 metres in floor area.
- Full details of the engineering, drainage, street lighting and construction details of the streets within the site to be submitted and agreed.
- Foul and surface water on separate systems
- Surface water drainage scheme to be submitted and agreed
- Further details of surface water attenuation feature
- Scheme for future maintenance and management of the SuDS to be submitted and agreed
- Construction hours restriction (08:00 to 18:00 Mondays to Fridays, 09:00 to 13:00 Saturdays, Not at all on Sundays and Bank Holidays)
- Scheme for suppression of noise and dust during development to be agreed
- Contaminated land investigation, mitigation and validation
- External plug socket provision to facilitate electronic vehicle charging
- Maximum boiler emission standards
- Materials to be submitted and agreed
- Scheme for remedial works for mine entry 033 to be agreed
- Post development, mine works verification report to be submitted
- Watching brief during construction in relation to un-located mine entries.

## 5 PLANNING HISTORY

10/16/0266 - Outline planning application for erection of 134 dwellings , with associated infrastructure and landscaping (Approved July 2016)

10/17/0250 - Works to straighten and upgrade Spring Meadows road so that it can be adopted (Approved May 2017)

## 6 CONSULTATIONS

### 6.1 Highways:

PROW: the development doesn't affect the public rights of way which mainly run around the perimeter of the site. The developers are proposing to fence off the public footpaths during construction for pedestrian safety, however when the development is complete the Public rights of way on the Eastern and Southern sides of the site being footpaths 195 and 196 Darwen will be incorporated within the completed development. During any landscaping works the footpaths will require temporary closures and also if the surfaces of the PROWS are to be changed, this will first require authorisation from the Highway Authority.

No details of sightlines are offered within the submission; this should be provided for all access points including all drives. No boundary treatment should affect the visibility splays for both pedestrians and vehicles.

Layout: The roads layout has not been designed in accordance with manual of streets, no opportunity to soften the appearance of the hard landscaping has been introduced, and it is our opinion that this can be explored further. There are long stretches of road which would need some traffic calming and the introduction of deflection in the form of buildouts would support this and also provide more character to the street. – Please seek further amendments.

There are a number of other issues that require further response, they are:

- The tracking that has been provided, (as previously commented on at pre-app stage) is very tight when turning especially on the radii
- No more than 2 properties should access of a private drive, there are areas which extend beyond servicing 2/3 properties. In our opinion, these should be designed as adopted streets with turning heads and presented for adoption
- The radii at the two junction appears restrictive and below 6m radii, a tracking showing a 3 axle refuse vehicle has been provided, this shows the turn being made would be difficult – please consider revision.
- No gradient details of the site are offered, please seek confirmation

It is noted that the site is lacking in safe pedestrian permeable routes through the site. The emphasis is leaning heavily towards a shared surface approach with priority being given to the car rather than the pedestrian. We would seek

revision to this in favour of the pedestrian please make the necessary amendments.

Confirmation required of the area to be presented for adoption.

Spring Meadows has a carriageway and a footway fronting on one side, this is being realigned to support the sites coming forward for development (opposite to this site). We would therefore request that the developer pay and construct the realigned footway for the full length of their site – to support the dwellings that would be exiting out onto Spring Meadows and provide safe pedestrian connectivity.

Further submissions to address the above areas of concern raised have been received, the response from the Council's Highway Officer will be reported via the update report.

#### 6.2 Public Protection:

No objection subject to conditions relating to; electric vehicle charging points within each plot; maximum gas boiler emissions; noise and dust management plan to be agreed and implemented; construction hours restricted to 8am to 6pm Monday to Friday, 9am to 1pm Saturday; contaminated land standard conditions.

#### 6.3 Lead Local Flood Authority:

No objection subject to conditions relating to; foul and surface water to be drained on separate systems; further details of surface water attenuation feature; scheme for future maintenance and management of the sustainable drainage systems to be agreed; construction phase surface water management plan to be agreed; amended flood risk assessment to be submitted to include a revised climate change allowance of 40%

#### 6.4 Ecology:

See update

#### 6.5 Education:

No objection subject to development contributing towards primary school provision in the East Darwen location.

#### 6.6 Police Architectural Liaison Officer:

No objections. Lancashire Constabulary would advocate that this new development for residential housing should be designed in accordance with Secured by Design Homes 2019 security specifications.

## 6.7 Coal Authority:

The application site falls in a development high risk area. Coal Authority records indicate that there are three mine entries within the site, as well as a 'flagstone' mine entry in the western corner of the site.

The applicant has submitted letter providing commentary on mine entries in conjunction with the planning layout plan. The letters author states the following:

Mine entry 033 - When considering the shaft location, remedial works will be required in order to remove the potential risks to public safety, these should comprise drilling and treating works with the installation of a cap.

Mine entry 034 - Based on the information available the shaft has previously been found and treated by others during 2001. However, following further investigations the shaft has not been located. The letters author therefore recommends that a 'watching brief' exercise should be undertaken during the construction works to further investigate the potential presence of the capped shaft, since the shaft will be present elsewhere on site. These works will involve the inspection of all construction related excavations in proximity to the recorded and inferred position.

Mine entry 0042 – Searched for but not found. The letters author therefore recommends that a 'watching brief' exercise should be undertaken during the construction works to further investigate the potential presence of the capped shaft, since the shaft will be present elsewhere on site. These works will involve the inspection of all construction related excavations in proximity to the recorded and inferred position.

On the basis of the updated information the Coal Authority have **no objection** to this planning application subject to appropriate conditions being imposed to secure the remedial works required for the mine entry found on site. The nature and extent of the remedial works will need to be agreed with the Permitting Team at the Coal Authority as part of the permissions process.

Suggested pre-commencement conditions:

- The submission of a scheme of remedial works for the mine entry for approval; and
- Implementation of those remedial works
- Submission of a Verification Report confirming the works carried out on site.
- A watching brief to be carried out during the construction works on site in the areas where the un-located mine entries may be present, as recommended within the applicant's report. Any suspected mine entries found to be present in these areas should be immediately reported to the Coal Authority and the LPA. Investigations and remedial works may be required for any such features established as being present on site.

6.8 Environmental Services

No objections.

6.8 United Utilities:

No objection subject to conditions requiring; foul and surface water to be drained on separate systems; surface water drainage scheme to be agreed; and scheme for future management and maintenance of the surface water drainage system to be agreed.

6.9 Public Consultation:

96 neighbouring properties have been individually consulted by letter, site notice displayed and a press notice issued. 14 letters of objection and 2 comments have been received (see section 9)

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

**8 DATE PREPARED: 4<sup>th</sup> October 2019**

## 9 SUMMARY OF REPRESENTATIONS

Comment – Darwen South Ward Councillors: Kevin Connor, Lilian Salton, Neil Slater. Rec – 27/06/2019

### Planning Application 10/19/0317 Persimmon Homes

With regards to the above planning application we would like to make the following comments:-

- The outline planning permission 10/16/0266 gave permission for 134 dwellings. This full planning application is for 168 dwellings an increase of 25%. Whilst it is accepted that the current application is not bound to the earlier one and that figures, more usual than not, are revised; We would hope the committee, when making its decision on the application will consider the increased numbers of dwellings on the two other developments within the vicinity and the impact on the locality of another 34 dwelling.
- This application will add to the number of vehicles using Pole Lane and adjacent roads. Residents have serious concerns over the speed of some vehicles and say there has been an increasing number, since the completion of the east Darwen Corridor road, any traffic increase will add to this problem, which has been raised numerous times over the years with no real resolution. Whilst the Highway team has not detailed the need for any speed monitoring system to make the development acceptable, we contend that the extra traffic from developments will increase the need for effective speed control measures to be introduced. As part of its deliberations the committee has an opportunity to highlight this problem, as Highways is part of its remit and ask for an effective speed monitoring system to be installed on Pole Lane and associated roads that penalises motorist who speed i.e Distinctive Average Speed Camera zone?

- Will sufficient thought be given to the number of school places and public transport provision by the committee? Previous development supporting comments from these departments have not addressed this fully, if at all. It is presumed that the education team will have some assessment of the potential increase in pupil numbers, the impact on places and the cost and this will be made transparent to the committee.
- Public transport is essential in this area and the committee again has an opportunity to highlight this. Whilst there is a bus service of up to one an hour, there isn't any bus directly to the Royal Blackburn Hospital from

Darwen, let alone from nearby this site. Hopefully the Travel Plan being offered by the applicant will be part of their presentation and will address this along with the wider choice of travel.

- Despite the best efforts of Planning Enforcement Officers residents nearby the current construction site on Pole Lane [Spring Meadows] have had much to endure with regard to obstruction of the only road leading to Spring Meadows at peak times, excessive mud on the road and handling of complaints by site personnel. We accept this is a different developer but feel nearby residents would like some reassurance that recommendations will be implemented that will prevent any repetition.
- Will there be identifiable site management the development to handle any queries/complaints; will wheel washing, weekdays only hours of working, There also needs to be some arrangement/agreement that the road from Pole Lane to Spring Meadows is not obstructed at peak times.
- There is a variety of wild life and habitats to be considered with any development in this area; already there are serious concerns about their preservation. Will protection, preservation and regular monitoring be made a condition?

Darwen South Ward Councillors: Kevin Connor; Lilian Salton; Neil Slater

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Obj – Mrs Okane. Rec – 24/04/2019.

Hi

I am apposing against the erection of 168 houses on the land at spring meadows, Darwen.

I am on Northumberland close in Darwen looking out into the land and I am concerned about the houses causing noise, traffic, pollution and affects to the wildlife.

There is a family of Deer and this will upset their habitat.

Also houses are already built off Cranberry Lane and off Pole Lane. We do not need anymore housing in this area.

Please can you advise?

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Obj – Christine Slater. Rec – 24/04/2019.

Dear Sir / Madam

Ref : 10/19/0317

These are my objections for the planning application for Spring Meadows in Darwen

There is already lots over development work ongoing in the South side of Darwen with Taylor Green on Pole Lane, Cranberry Meadows and Balmoral Gardens which will have a huge impact on traffic congestion and the infrastructure of Darwen. With the amount of houses we will need another primary school at least to accommodate all the children.

Cycling is not an option due to already congested roads around these sites and there are no cycle lanes !!!

Loss of habitat i.e.: all the deer and wildlife that roam free on this site.

Loss of privacy as the height of the site will look down into all the bungalows on Cranberry Lane

Thank you

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Obj – C & R Cooper, Moorlands Court, Spring Meadows, Darwen. Rec – 25/04/2019.

Re Land at Spring Meadows, Darwen Ref: 10/19/0317

Dear Sir

I write with reference to the above planning application and outline my objections which my husband and I feel very strongly about. No doubt the application has already been 'rubber stamped' without considering the thoughts and feelings of local residents!

Alternatives available:

There are numerous sites within the Borough much more suitable for building additional properties and many, many areas which are in very urgent need of regeneration. There are currently over 3000 empty properties and many abandoned building sites or plots available for building. Surely provisions should be made to utilise these empty properties or to demolish them and build new properties on those sites and to regenerate areas where needed.

Suitability of proposed site:

The proposed site is totally unsuitable for building because large areas of the land will need to be filled in order to make it level. I personally would not even consider purchasing a property on this plot unless the landfill has been allowed to settle for, say, 20 years or more. To build too quickly would result in the buildings subsiding or even collapsing, which could be extremely dangerous.

Increased population:

There are already 134 houses being built in the field opposite, which makes a total of 302 new properties. Assuming an average of 3 people, which is rather a low estimate, occupying each property, that is almost 1000 additional residents in this very small area. Plus there are more houses being built in the Cranberry Lane area in addition to other areas.

Is there a demand for new houses?

There is the question as to whether the houses which are currently under construction will sell, yet further planning applications are being considered before assessing if they will. There have already been proposals for the building of hundreds of houses in the Marsh House area, which will hugely impact on local amenities as listed below.

## Local amenities

The implications of all these extra residents is going to be vast and will have a huge impact on our local amenities, some of which are listed below:

Which schools are all the additional children of the potential new occupants going to go?

Is Darwen Health Centre going to have more doctors, nurses, equipment etc etc?

Is our local hospital going to have more doctors, nurses, ambulances, equipment etc etc?

Is our Fire Station going to have more fire officers, fire engines etc etc?

Are there going to be more police officers employed to cope with crime etc?

Is our town centre going to have money invested to improve the economy, create jobs, improve derelict areas, improve shopping facilities, bus services, better roof top parking, additional parking facilities etc etc?

Will the council enforce more affordable stall/shop rental charges and better conditions to encourage more businesses to trade in Darwen?

Is the council going to encourage new businesses and manufacturing in Darwen to create employment for all these additional residents and the unemployed?

Will improvements be made to the water supplies, sewers, all other essential council services in order to cope with this vast influx of residents. Will youth centres become more available to keep young people off the streets? Will more facilities be available for elderly residents? Will more services be available for vulnerable and disabled people? Will the homeless hostel in our town centre have to accommodate even more residents?

## Preservation of nature

Is any consideration being given to preserving green land for wild life for the future of our children? The field where the proposed building is to take place contains an abundance of wild life e.g. badgers, foxes, deer, barn owls, kestrels, newts, etc. To abandon the needs of nature to make way for new houses takes away our quality of life and kills animals which are essential for the preservation of future generations.

I trust that all these points will be assessed and taken into consideration, and maybe, just maybe, the application will be rejected.

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Obj – Jane Cordingley. Rec – 17/04/2019

Dear Planning Team,

I hope the above proposed plan for 168 homes on the above site will be given very thorough consideration.

This proposal is far too large for the area, especially when Kier development have already started their estate on Pole Lane/ Spring Meadows, along with the development on Cranberry Lane.

- Another large development in this area will lead to heavily increased traffic in the area. ( the railway bridge on Sough Rd, is already single file traffic) Parking for 393 cars!
- Access to the estate is from a single point - Spring Meadow - is the road up to it? ( I notice there is a plan to update road)
- Increased demand for local primary schools - there are insufficient in the area - therefore parents will have a 'school run" - see points above
- Loss of green space and nature habitat
- Loss of green space = no where for increased number of children moving into area to play. A small green space on a plan labelled "public open space" is not the same.
- Does Darwen actually need this number of 4/ 5+ bed houses? 57 homes planned with 4 or more bedrooms??
- Would it more prudent to have smaller starter homes? Or look at developing other sites e.g. former Darwen Moorland school site

I trust BwD planning will take the above into consideration, and not just the amount of council tax generated when making their decision.

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Obj – Ray Pemberton, 6 Spring Meadows, Darwen. Rec – 29/04/2019.

For the attention of Martin Kenny.

I hold the view that this application relating to Land at Spring Meadows Darwen should be refused.

Accordingly, please find detailed below comments in respect of the planning application relating to Land at Spring Meadows.

- The Local Plan describes the number of homes to be delivered as 130. Why does this plan now seek permission to erect 168 units? This is way too high.
- In support of the Local Plan you have heralded your aspiration to create 4000 executive style homes to be placed on green belt land. Yet detached houses represent only 56% of the proposed accommodation schedule. Indeed some 30% are allocated to 2 and 3 bedroom Mews style properties; and 14% represent 2 and 3 bedroom semi detached properties. Policy CS7 of the Core Strategy identifies ***"that there is an under representation of higher value homes with a low percentage of housing with four bedrooms and a low number of properties in Council Tax Band D or above. It is considered that this needs to be addressed in order to attract and retain a skilled workforce and business investors."*** This plan fundamentally fails to match this aspiration and your Policies, given the proposed housing mix and should be refused as such. Over half (56.5%) of the Borough's population live in terraced property compared to 28.3% nationally. Indeed three quarters of dwellings in the Borough fall into Council Tax Bands A and B. Accordingly we don't need more Terraced properties.
- The application indicates two roads from the planned scheme that join the lane that leads to the Spring Meadows estate from Pole Lane. What authority has been obtained to do this?- this is an unadopted road and has been so for the last 20 years.
- The proposal to build on this land should be declined because of its significant impact with regard to local infrastructure principally involving traffic issues, effect on local amenities, effect on Schools and land drainage. I can find no concrete analysis having being undertaken; no comments on how or where children would be educated just another glib statement that a contribution would be forthcoming / required towards the provision of additional primary school capacity in Darwen.

- Notwithstanding the recent modifications to the surrounding roads, the ability of Watery Lane, Grimshaw Street and Pole Lane to accept further traffic loadings safely, must be called into doubt. The installation of the interactive speed sign, the number of approved speed check sites, the increased use by large Commercial vehicles as a rat run to the motorway, the increase in pedestrian use with the opening of the Darwen Academy plus the additional housing off Cranberry Lane, plus further natural increase in car usage as per nationally -collectively call into question whether a further 500 plus cars accessing and exiting Pole Lane is sustainable, particularly at peak times. This number would further increase should development occur at Baileys Field. The infrastructure cannot accommodate these numbers. The lane that leads to the Spring Meadows estate is still un-adopted some 20 years after being built, yet is expected to service vast increase in traffic flow. In addition to this, there is still the continuing issue with regard to the maintenance of the Grimshaw Street Bridge which cannot take heavy loads. I find nothing in all the documentation that highlights the issues let alone provides a remedy to them.
- The site is within a designated Critical Drainage Area. Instrumental to this application must therefore be a robust surface water management system, and the potential requirement to provide SuDs for on-site attenuation. The topography

indicates steep slopes so what happens to those properties situate towards the Railway line when heavy rain occurs?

- Development of this land should be declined since it would sanction significant urban sprawl. Given the development on land off Cranberry Lane, in addition to the current developments on Pole Lane this creates a total of circa 400 extra housing units in locations very close to each other. This is even worse when one takes account of houses proposed on Bailey's Field and on Holden Fold – these two developments would add something in the order of 600 more dwellings.
- Given the above, BwD planning policy is failing to encourage recycling of derelict and other land.
- The B w D narrative emphasizes 'much needed' housing. Look around the town to the number of uncompleted developments. No new developments should be sanctioned until all the part completed developments are finished. Development of the Land at Spring Meadows should be declined since the plan does not adequately take in to account the concept of public open space that this land provides to the community. This green belt land, currently provides health and recreation benefits to people living and working nearby and has an ecological value and contributes to green infrastructure.
- The Planning Inspector back in 2011 when refusing permission to develop land off Pole Lane, declared that building in this vicinity would blur the boundary between Town and Country. Nothing has changed and the development should be refused.
- Policy 8 of the Core Strategy- Development and People - describes in the case of previously developed other potentially contaminated or unstable land, a land remediation scheme can be secured which will ensure that the land is remediated to a standard which provides a safe environment for occupants and users and does not displace contamination. In this regard, What will be the Council's position, viz a viz in respect of it's desision to allow Blackthorn Homes to tip the spoil on to this land thereby facilitating the construction of Moorland Court? Was this not contaminated spoil?

**Comment [PR1]:** •The proposal build on land at Spring Meadows, fail to take account of the wide and varied species and habitats that currently exist on and /or utilize this land.

- The effects on nature conservation/bio diversity will be marked, as this proposed development will act as a barrier between the extensive open green space and the moorland to the south of Darwen.
  - There is a vast array of Bird wildlife including Falcons.
  - The land is regularly occupied by Deer.
  - The land provides a natural habitat for badgers.
  - There is a significant watercourse important to the wildlife and ecology that runs through the site.
- 

### Obj – K Young, 19 Spring Meadows, Darwen. Rec – 30/06/2019

FAO Mr M Kenny,

Dear Sir, I note the amended plan as per your correspondence of 27<sup>th</sup> June 2019 and offer the following comment and Safety concerns.

I note from the site plan I note access to the site from Spring Meadows lane and a large number of properties with driveways onto this lane. When purchasing property at Spring Meadows I was informed that this access way was sized according to the number of properties at Spring Meadows (32). I also note the recent developments on the opposite side of Spring Meadows which also have a number of properties with drive access onto this lane.

I am concerned from a Safety perspective that the width of this road is inadequate to support vehicle access for the number of properties contained within this plan.

- The road is narrow, almost one car wide in places, and is dangerous in winter due to being untreated.
- Residents will most certainly have numerous vehicles leading to cars being parked on the lane itself.
- Children of dwellings accessing the lane will inevitably play in the area.
- The road is regularly used by farm traffic; on occasions with farm machinery of considerable width causing it or other traffic to have to mount the pavement to safely pass.

I am concerned that this combination of factors leads to a **high risk** of road accidents, potentially involving children and other pedestrians or road users.

As a responsible planning organisation can you please confirm,

- which developer will be accountable for the widening of this access road?
  - How and when will this be undertaken and
  - how will existing residents be protected from the disruption this will undoubtedly cause?
-





**Obj – Submitted in duplicate by:**  
**Tanya Targett, 1 Moorlands Court, Darwen**  
**Gareth Mayoh, 5 Moorlands Court, Darwen**  
**C Cooper, 6 Moorlands Court, Darwen**  
**John & Yvonne Harkness, 4 Moorlands Court, Darwen**

**Re: Planning Application 10/19/0317**  
**Erection of 168 Houses at Land on Spring Meadows, Darwen**

I would like to object to the planned proposal and offer the following observations:

1. Spring Meadows is effectively a single-track winding road and is the ONLY access road for two farms and 42 houses (photo 1).  
Kier Living (Taylors Green development on Pole Lane 10/18/0598), currently use this single-track road for parking contractor vehicles (on the pavement - photo 2) and for access using site machinery. This is currently a serious health and safety risk, in that pedestrians with prams and wheelchair users must go into the road and could be struck by moving vehicles and machinery. This issue will worsen if the proposed development is allowed to proceed (especially at the same time as the Keir development). Two building sites will be using Spring Meadows as the main point of entry to their respective sites.
2. All the residents are currently being held up and inconvenienced by the one site, another consecutive building site will be unbearable for residents trying to get to and from their properties (photo 4).
3. Blackburn with Darwen Council cannot control the Keir site currently with weekend working that contravenes the planning departments imposed working hours, taking place most weekends with any abatement notices seemingly ignored.
4. If this planning application is approved there will be approximately 300 extra cars from this development and approximately 200 from the Taylors Green development.  
Spring Meadows and Pole lane are busy enough currently, even after the improvements at the Priory Drive and Sough Road junctions. The increase in additional vehicles will cause a major road safety issue.
5. There are not enough school places for the number of houses being built. St Barnabas School and Ashleigh Primary School, two of the closest schools are currently full and with addition homes being built on Cranberry Lane, this situation will worsen.
6. There are a number of unfinished development sites in Darwen and land earmarked for building that should be considered first, such as Hoddlesden Mill, land off Tower View, Belgrave Road and the Moorland old school site.  
Considering the large amount of council taxpayers money spent putting a road in from Marsh House Lane – the Tower View site should be a priority for building.

7. The amount of planning developments approved in this area is excessive with over 130 houses being built on Cranberry Lane, 134 on Taylors Green and now this application for another 168 houses. Over 400 hundred houses being built at the same time within 1 mile of each other will bring the area to a complete standstill.
8. Wildlife including deer, owls, kestrels, badgers and newts can be seen on this land daily. Their natural habitats will be removed by building on yet another piece of valuable green open space. Badger holes were filled with concrete and the newt pond was recently drained on this site, to remove any trace of wildlife using this land. This should not be allowed to happen and should not be ignored by the planning committee.
9. I have added photographs taken today, detailing some of the issues mentioned above and would at least consider that members of the planning committee should visit Spring Meadows during the busy morning or afternoon periods and without notice to see for themselves the effect the current building site is having.

No.		Description
1		<p>The only road serving 2 farm and 42 homes. Effectively a single-track winding road currently used as a site access road by Keir Homes. Another development using this road will affect all the residents.</p>
2		<p>Construction traffic parking on the pavements, so that pedestrians cannot pass safely. Only room for one vehicle to pass.</p>
3		<p>One of the two site entrances used by construction traffic as well as a third entrance for the sales office.</p>
4		<p>Entrance to housing Moorlands Court and Spring Meadows used by construction traffic for manoeuvring and turning around construction and delivery vehicle. Also, contracts working on site use as a daily car park</p>



## Obj – Marc Pemberton, 24 Spring Meadows, Darwen. Rec – 08/07/2019

Good Afternoon Martin,

Please see below my comments regarding the proposed plan – 10/19/0317 – site off Pole Lane.

I object to the proposed plan – 10/19/0317

I would also like it to be on record that I found it extremely frustrating that the LET ran a story, with comments from the council this weekend, stating that this site was recommended for acceptance. To state this, before consultation confirms the feeling that consultation is not a two-way process and in fact, it is a box ticking exercise.

I also reject the claim that this development will bring in £2mio/y in Council Tax revenue.

- The amendment to the plan increases the housing number from 130 to 168. The only justification for this is, is to increase dwelling numbers. The additional houses are not Executive houses and are not properties which are either already available within the Borough or able to be built on an alternative site. The original figure of 130 was already not appropriate for this site.
- The proposed housing mix bears no resemblance to the aspirations of the Borough with reference to CS7 (Core Strategy) and Local Plan Part 2.
  - Local Plan Pt 2 – Policy 18 – Housing Mix – “The Council will require **detached and semi detached housing** to be the **principal element of the dwelling mix on any site that is capable of accommodating such housing and where such housing would make a positive contribution to the character of the local area. The plan has a housing mix of 65%, 3 bedroom or below. 45% of the houses are not detached. This plan is not at all in-line with the aspirations of the Borough and instead could be built in many other parts of the Borough, not our Greenfield Sites. It does not get more clear than the Council outlining the principal element of the site having to be A).** and the developer not complying.
  - CS7 - there is an **under representation of higher value homes with a low percentage of housing with four bedrooms and a low number of properties in Council Tax Band D or above. It is considered that this needs to be addressed in order to attract and retain a skilled workforce and business investors.” This plan clearly does not address this, with 65% of housing below 4 Bedroom and therefore almost certainly 65% of housing being below Tax Band D.**
  - Despite what is evidently not in line with the Boroughs strategy both in CS7 & LP2, you stated on 6/7/2019 that “It supports the borough’s planning strategy for housing growth as set out in the core strategy and local plan part two” – Yet it doesn’t. I am at a complete loss as to how, what you outline in your strategy is in any way shape or form, this plan. It doesn’t match the housing mix, it doesn’t match the housing size & it doesn’t match the housing type. So, how does it support the Borough’s Strategy? Unless the strategy is simply to allow a developer to build as many houses they like on whichever sites they like, then why bother having a strategy, you may as well have had an auction.
- Of the 3600 houses proposed for development in Blackburn with Darwen, 21% are proposed within a 2mile area and they account for 100% of proposed Housing Land Allocations in Darwen. Pole Lane North/South – 290, Cranberry Lane – 110, Darwen East Development – 350 =750 Houses. The burden for the entire proposed development of Darwen is entirely weighted on residents on or around Pole Lane.
  - Other suitable sites – Darwen Moorland School, Bolton Road (Previously Crown Wallcoverings), Oakenhurst etc.
  - In July 2019 it was stated in a study released by Admiral Insurance that Blackburn with Darwen is in the top 10 UK towns for empty property. This should be resolved before new Greenfield sites are developed, if the proposals are going to have Mews

Houses, Semi Detached Properties etc. Councillor Phil Riley (Executive Member for Regeneration & Planning" said "we are working to reduce the number of empty properties across the borough but it is a **time consuming and laborious project**". I would advise the council that this should be a priority and regeneration & planning, is not a synonym for simply allowing the building of new homes. It does involve regenerating, pre-existing sites.

- o Using calculations for Population Yield, you can estimate that the 750 properties will yield a population increase of 2205 people
  - Resulting in an additional estimated;
    - **1609 cars**, with no significant infrastructure change
    - **539 children** of school age, with no plan for development of schools. This is an **extra 41 children per year of school**, which would indicate that a new Primary School would need to be built and a Secondary School would need significant support to accommodate the new children.
  - o This site alone will contribute an additional 346 cars, 115 children of school age
- This site is within a Critical Drainage Area – other than simply stating that considerations need to be made, what, if anything has been done or is proposed to be done about this.
- The site is a natural habitat for Deer, Badgers, Owls, Falcons, Kestrels,
- The site is a green space frequented by many residents and is essential to maintain their current quality of life with regards recreation & wellbeing
- The site represents the boundary between Town & Country and as such was the justification for the planning refusal in 2011. Nothing has changed.
- With regards the recent story published in the Lancashire Evening Telegraph
  - The Council should not recommend ANY development before consultation has been completed
  - The figure of £2mio in Council Tax Receipts is wrong
    - 160 Houses @ £1600/y avg = £260k/y max.
    - Please issue an amendment to this quote regarding this
  - £1.5mio from Persimmon towards Education
    - Specifically how will this be spent
      - £1.5mio is a drop in the ocean compared to what is required.

Obj – Glenn Roberts, 9 Moorlands Court, Darwen. Rec – 08/07/2019

Dear Sir,

Re: Planning Application 10/19/0317  
Erection of 168 Houses at Land on Spring Meadows, Darwen

I would like to object to the planned proposal and offer the following observations:

1. Spring Meadows is effectively a single-track winding road and is the ONLY access road for two farms and 42 houses Kier Living (Taylors Green development on Pole Lane 10/18/0598), currently use this single-track road for parking contractor vehicles and for access using site machinery. This is currently a serious health and safety risk, in that pedestrians with prams and wheelchair users must go into the road and could be struck by moving vehicles and machinery. This issue will worsen if the proposed development is allowed to proceed (especially at the same time as the Keir development). Two building sites will be using Spring Meadows as the main point of entry to their respective sites.
2. All the residents are currently being held up and inconvenienced by the one site, another consecutive building site will be unbearable for residents trying to get to and from their properties Blackburn with Darwen Council cannot control the Keir site currently with weekend working that contravenes the planning departments imposed working hours, taking place most weekends with any abatement notices seemingly ignored.
3. If this planning application is approved there will be approximately 300 extra cars from this development and approximately 200 from the Taylors Green development.  
Spring Meadows and Pole lane are busy enough currently, even after the improvements at the Priory Drive and Sough Road junctions. The increase in additional vehicles will cause a major road safety issue.
4. There are not enough school places for the number of houses being built. St Barnabas School and Ashleigh Primary School, two of the closest schools are currently full and with addition homes being built on Cranberry Lane, this situation will worsen.
5. There are a number of unfinished development sites in Darwen and land earmarked for building that should be considered first, such as Hoddlesden Mill, land off Tower View, Belgrave Road and the Moorland old school site.  
Considering the large amount of council taxpayers money spent putting a road in from Marsh House Lane - the Tower View site should be a priority for building.
6. The amount of planning developments approved in this area is excessive with over 130 houses being built on Cranberry Lane, 134 on Taylors Green and now this application for another 168 houses. Over 400 hundred houses being built at the same time within 1 mile of each other will bring the area to a complete standstill.
7. Wildlife including deer, owls, kestrels, badgers and newts can be seen on this land daily. Their natural habitats will be removed by building on yet another piece of valuable green open space. Badger holes were filled with concrete and the newt pond was recently drained on this site, to remove any trace of wildlife using this land. This should not be allowed to happen and should not be ignored by the planning committee.

I would be grateful if you could acknowledge receipt of this objection letter.

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Dear Sir/Madam,

My observations  
on the planning application  
Ref. as follows - 10/19/0317  
Erection of 168 Residential  
dwellings @ Spring Meadows.

- ①. Objections as follows -
- ②. Heavy traffic, fast traffic  
no speed limit taken  
notice of.

I am sick & tired of dust,  
mud, grime loose soil etc etc

- ③. Silty cars & windows of  
property. Also gardens.
- ④. Exits of sites onto Pole Lane,
- ⑤. Natural habitat ruined

II

for years. Deer being killed.  
Infrastructure = no buses of  
course, cars for every house,  
& more -

Don't you feel you have  
enough houses, built  
of Greenfield sites.

- ⑥. What about the 10% for  
social housing?
- ⑦. Haven't you built enough?

**Re: Planning Application 10/19/0317**

**Erection of 168 Houses at Land on Spring Meadows, Darwen**

I write to inform you of my very strong, but reasonable, objections to the above planned proposals for the following observations and reasons:

The various planning developments already approved for this area is extremely excessive, with over 130 houses currently being built on Cranberry Lane, plus a further 134 on Taylors Green, spring meadows. This latest application is for yet another 168 houses adjacent yet on the same small road. This amounts to over 400 hundred houses being built at the same time, all within 1 mile of each other. This is certain to bring the whole area to an almost complete standstill and also put immense strain on schooling, medical care, transport and also all the essential utilities. There is no planning thought or sensitivity in to what is going to be a vastly overdeveloped small area within Darwen. The developments should be spread further apart!!

- The current building site at tailors green, spring meadows has resulted in site Drivers having no option or regard but to park on the pavement, even though I have pointed out the dangers to a member of staff at the Kier site office. The lane is also used for site machinery and delivery vehicles to access the site. This is definitely a very serious health and safety issue, because pedestrians, obviously including children, pedestrians with prams, and wheelchair users have, unavoidably, to leave the pavement and walk on the road. This poses a very high risk of someone being injured or even killed by moving vehicles or machinery.

These issues will, undoubtedly, increase should the proposed development be allowed to proceed. All of the contractors, delivery, work personnel and residing residents' vehicles on both building sites will have to access Spring Meadows as the main point of entry. This is in addition to vehicles owned by the residents already residing in Spring Meadows will make it impossible to use a standard road to access work, school etc.

Should this planning application be approved, there will be, approximately, an additional 300 cars generated from the new development, plus a further 200 from the Taylors Green development. Pole lane is already a very, very busy road as a result of improvements at the junctions of Priory Drive and Sough Road. Any further increase in vehicles will, obviously, result in major road safety issues.

Are our local Health Centre, Doctors' Surgeries, Dental Surgeons' Surgeries and the nearby hospital going to be extended? Are more doctors, nurses, other professional medical and administration staff going to be employed to cope with the influx of the additional population?

There are a number of unfinished development sites in Darwen and land earmarked for building that should be prioritised e.g. Hoddlesden Mill, land off Tower View, Belgrave Road and the old Moorland school site. These should be allocated and built on as existing sites not what was until recently GREEN BELT LAND!

In view of the vast amount of council taxpayers' money used for building the new road from Marsh House Lane, the Tower View site should be an urgent and priority consideration for building.

Also, there are numerous areas in the Borough urgently requiring demolition. Building new houses in these areas would be much more beneficial to the potential occupants and to the area in general.

- The land planned to be built on is full of Wildlife, including deer, foxes, owls, kestrels, badgers and newts and be seen on the proposed building site on a daily basis. Their natural habitats will be, or already have been, removed by unscrupulous or suspicious methods. Recently on this site the Badger sects have been filled with concrete and the newt pond drained to remove any trace of wildlife. This is completely unacceptable, extremely cruel, and certainly should not be allowed to happen. Such actions by building contractors should definitely not be condoned nor ignored by Councils in order to justify planning applications. **This will certainly be brought to the attention of the Local & national press and your decision will be closely monitored from a legal and moral perspective.**

I would be grateful if you could please acknowledge receipt of this objection letter and perhaps let me have your comments at the earliest convenience.

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Obj – J Geary, 30 Pole Lane, Darwen. Rec – 11/07/2019

Dear Mr Kenny

Several concerns arise with regard to this application.

1. 168 houses to be built. The Keir development is not yet completed on Pole Lane. Initial reports/rumours are that these houses are not yet selling and that there are plans to change the style of houses being built as a result. Is this the case? If so, should planning permission be given for more development, potentially leaving an abundance of empty properties and subsequent problems this could cause in this area, vandalism etc.

2. This area has up till now had an abundance of wildlife. This has diminished since the development of Taylor's Green. Development of Spring Meadows would see this diminish further. What provisions would be made to protect the deers, badgers and other wildlife. No concern appears to have been shown by developers or the council to safeguard these animals. At least one known deer fatality on Pole Lane recently.

3. Pole Lane is already an extremely busy road, with cars and lorries regularly exceeding the speed limit throughout the day. Surely this road will not be able to withstand the amount of traffic that a further housing development will generate, and will put lives at risk.

I would appreciate these concerns being taken into account during consideration of the application.

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