

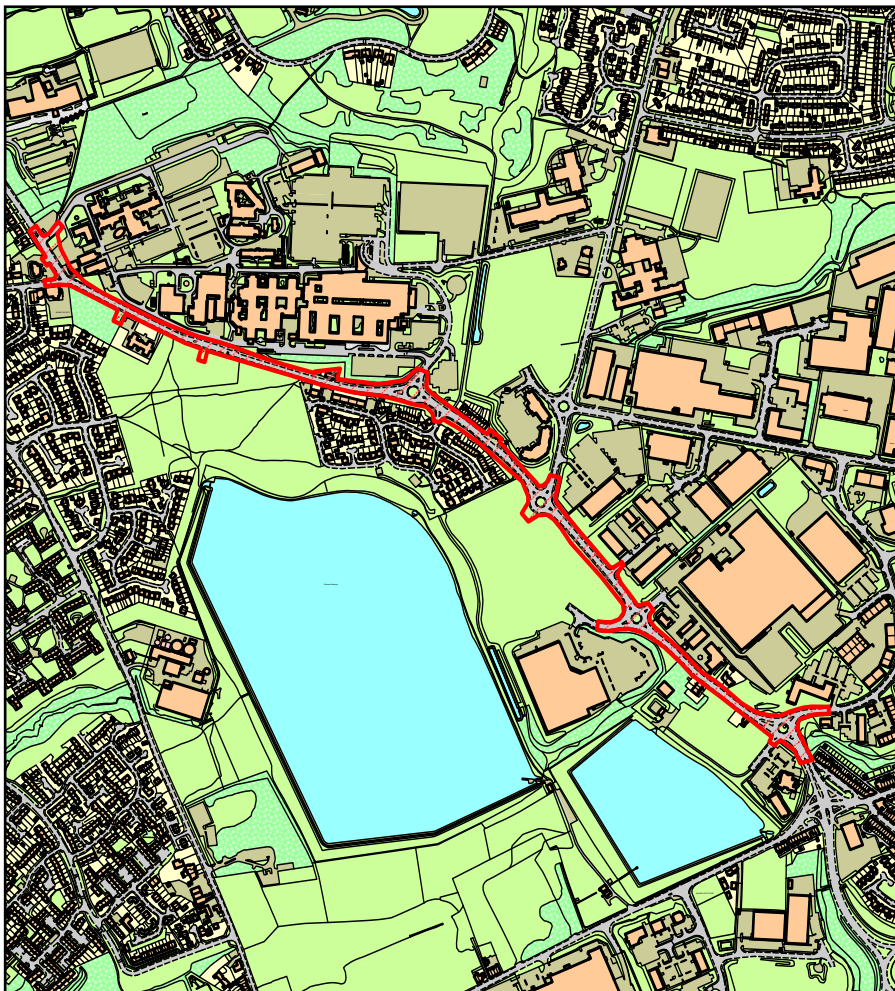
**Proposed development: Full Planning Application (Regulation 3) for Highways improvements including road widening; new roundabout at junction of Old Bank Lane; boundary wall; new point of access into housing allocation site to South of Haslingden Road and demolition of associated building.**

**Site address:  
Haslingden Road (Old Bank Lane to Lions Drive)  
Blackburn  
BB1 2ND**

**Applicant: Blackburn with Darwen Council**

**Ward: Audley & Queens Park  
Ward: Blackburn Central  
Ward: Blackburn South East**

**Councillor: Andy Kay  
Councillor: Zamir Khan  
Councillor: Yusuf Jan-Virmani  
Councillor: James Shorrocks  
Councillor: Vicky McGurk  
Councillor: Saima Afzal  
Councillor: Maryam Badat  
Councillor: Mahfooz Hussain**



## **1.0 SUMMARY OF RECOMMENDATION**

### **1.1 APPROVE – Subject to conditions; as set out in paragraph 4.1.**

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

- 2.1 The application is in the form of a full planning application. It is presented to Committee on account of it being an internal development on behalf of Blackburn With Darwen Borough Council, on land partially within their ownership; in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 and in accordance with the Council's Scheme of Delegation. The development will also be undertaken on privately owned land that will be procured by the Council at a later date. Such land relates to local business, residents and existing highway land.
- 2.2 The application represents a major development that accords with the Council's corporate priority objectives, enabling further progress with its 'Growth Deal 3 Pennine Gateways' project which will invest £13 million in key transport infrastructure across the borough between 2018 and 2021. This follows receipt of £320 million, secured by the Local Enterprise Partnership, from the Governments Local Growth Fund to support economic growth in the Lancashire area.
- 2.3 The Pennine Gateways project will deliver strategic transport improvements at three of the main gateways into the borough off the M65 motorway at junctions 4, 5 and 6. Investment at these adjoining gateways will extend the concept of the Hyndburn – Burnley – Pendle Growth Corridor to the M65 growth corridor and release the potential of a number of adjacent strategic sites to accelerate new development opportunities. This scheme is the final part of the Pennine Gateways Growth Deal 3 and will enable the following works:
- A new entrance to Royal Blackburn Hospital at Old Bank Lane / Haslingden Road;
  - a new access created on the southern side of Haslingden Road, south west of Queens Lodge Nursing Home;
  - widening of highway on Haslingden Road between Shadsworth Road and Beehive roundabout and proceeding towards Lions Drive, to provide a four lane carriageway and associated improvements.
- 2.4 The A6077 (Haslingden Road) forms an important part of the highway network within Blackburn with Darwen Borough Council, providing an arterial route linking Blackburn Town Centre with the M65 motorway at Junction 5. The road provides the main gateway to the Royal Blackburn Hospital and the centralised Accident and Emergency department for the East Lancashire NHS Trust. The Haslingden Road corridor is the largest growth area within Blackburn with Darwen, with a number of allocated sites for employment and housing. The Growth Deal 3 South East Blackburn scheme is expected to:

- Improve congestion on the Haslingden Road corridor between Royal Blackburn Hospital and M65 Junction 5 by widening it to three and four lanes along with upgraded roundabouts at major access points on Haslingden Road including Shadsworth Road and Royal Blackburn Hospital;
- Improve air quality at Blackamoor Junction Air Quality Management Area (AQMA);
- Enable further development of employment opportunities; and
- Support future housing and employment growth in the Borough.

2.5 Severe congestion along Haslingden Road, particularly during peak hours, is a major issue. A 2016 assessment indicates that the link sections of the road between the Lions Drive 'Beehive' Roundabout and Royal Blackburn Hospital are close to capacity with less than 15% in reserve. The study concludes that capacity improvements to these route sections will need to be considered if they are to accommodate anticipated levels of traffic growth.

2.6 Assessment of the submitted detail establishes that the proposal corresponds with each of the aforementioned objectives, whilst demonstrating compliance with the Development Plan and some of the borough's Local Transport Plan 3 (2011-2021) objectives. Further, from a technical point of view, all issues have been addressed through the planning application or are capable of being controlled or mitigated through planning conditions.

2.7 An Environmental Impact Assessment screening opinion has been undertaken in advance of this application which established that the proposal does not amount to EIA development; in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

### **3.0 RATIONALE**

#### **3.1 Site and Surroundings**

3.1.1 The application site is linear, extending from the Old Bank Lane junction with Haslingden Road to the junction with Lions Drive, Blackburn. It comprises 4.26 hectares in area. Land straddling the site is generally developed, consisting of hospital grounds and an allocated Primary Employment Area to the north and east; the newly built Euro Garages Head Offices and DW Fitness Centre to the south. The residential terrace of Fancy Row lies to the north and a landscaped verge which forms part of the Kingsmere housing development lies to the south. An undeveloped housing allocation lies to the south opposite the hospital.

3.1.2 The existing carriageway is two lane along the entire stretch of the application site, punctuated by roundabout junctions at the hospital entrance, junction with Shadsworth Road, DW Fitness Centre entrance and junction with Lions Drive.

## **3.2 Proposed Development**

3.2.1 Full planning permission is sought for the highways improvements including road widening; a new roundabout at the junction of Old Bank Lane; a boundary wall; a new point of access into the housing allocation site to South of Haslingden Road and demolition of associated buildings; as set out in the submitted drawings.

## **3.3 Development Plan**

3.3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise.

### 3.3.2 Core Strategy

- CS1 – A Targeted Growth Strategy
- CS16 – Form and Design of New Development

### 3.3.3 Local Plan Part 2

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 36 – Climate Change
- Policy 40 – Integrating Green Infrastructure & Ecological Networks with New Development
- Policy 45 Major Road Schemes

## **3.4 Other Material Planning Considerations**

### 3.4.1 Blackburn with Darwen Local Transport Plan 3 (2011-2021)

Blackburn with Darwen Borough Council's Third Local Transport Plan (LTP3) is a long term strategic document covering the period 2011-2021, and is the key mechanism for articulating and delivering transport policy at a local level. The plan highlights a number of key issues within the Borough to be addressed over the lifespan of the plan, including:

- The borough's young population and its relationship to the growth of car use and road accidents;
- Peak time congestion and traffic levels;
- The impact on and the effects of the changing climate;
- Chronic health issues;
- Poor localised air quality and intrusive noise;
- Car dependence;
- The effects of long standing deprivation;

- The ongoing requirement to generate jobs, improve wage and skill levels; and
- The need to create sustainable communities through economic restructuring and regeneration.

#### 3.4.2 East Lancashire Highways & Transport Masterplan (February 2014).

#### 3.4.3 National Planning Policy Framework (The Framework):

- Section 6 – Building a strong, competitive economy:  
Planning policies and decisions should help create the conditions in which business can invest, expand and adopt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- Section 8 – promoting healthy and safe communities:  
Planning policies and decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services, as well as economic and environmental benefits of estate regeneration.
- Section 9 – promoting sustainable transport:  
Transport issues should be considered at the earliest stages of plan making and development proposals, so that the potential impacts of development on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated; opportunities to promote walking, cycling and public transport use are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- Section 12 – Achieving well-designed places:  
Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space); support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity

for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

### **3.5 Assessment**

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

- Principle of the development;
- Amenity;
- Environment;
- Highways Design / character and appearance.

#### **3.5.2 Principle**

The fundamental principle of the proposed development is accepted; in accordance with the Development Plan and The Frameworks' presumption in favour of sustainable development, which should proceed without delay, unless impacts which significantly and demonstrably outweigh the benefits of a proposal are identified; subject to assessment of the following matters, including a detailed highway impact assessment:

#### **3.5.3 Highways / Accessibility / Transport**

Policy 10 directs that development will be permitted provided it has been demonstrated that:

- i) that road safety and the safe, efficient and convenient movement of all highway users is not prejudiced;
- ii) appropriate provision is made for off street servicing and parking in accordance with the Council's adopted standards;
- iii) access by public transport is catered for either by providing for buss access into a site where appropriate or by ensuring that safe and convenient access exists to the nearest public facility;
- iv) measures are included to encourage access on foot and bicycle;
- v) the development does not directly affect any public right of way, unless the right of way is maintained or the proposal provides for its replacement by an equally attractive, safe and convenient route; and
- vi) the needs of disabled people are fully provided for, including those reliant on community transport services.

New development with the potential to affect the transport network significantly will be required to be supported by a Transport Assessment (TA). Accordingly, a TA is submitted to provide an evidence base for the implementation of the proposed scheme.

3.5.4 The TA sets out appropriate modelling and a road safety review of the relevant area. The road safety review found a total 15 PIC's recorded on Haslingden Road within the most recent available period (2014-2018) with no identifiable pattern or trend in PIC's. 19 PIC's were recorded at the Guide Junction. It is, however, considered that construction work to deliver an upgrade of the junction from a roundabout to a signalised junction, during 2015, is mainly responsible for an increased rate of collision. The proposed

scheme is expected to have no direct impact on collision rates within the study area.

- 3.5.5 The TA also presents baseline traffic flows, established from Manual Classified Count (MCC) data undertaken at key junctions along the Haslingden Road. A Traffic Impact Assessment has been carried out, taking into account with and without scheme future forecast traffic conditions in both the scheme opening year (2021) and a future forecast year (2036) for AM peak (07:30 – 08:30) and PM peak (16:30 – 17:30) hours. Future year forecast considers growth in levels of background traffic across the local highway network, as well as future trip generation from committed developments, local plan site allocations and potential future development sites.
- 3.5.6 Individual junction models have been completed for key junctions along Haslingden Road between its junction with Old Bank Lane in the west and its junction with Lions Drive in the east. These have been assessed under baseline 2021 and 2036 traffic conditions during AM and PM peak travel periods. Traffic forecasts considered the likely impact of committed and potential future development sites, as well as trip redistributions following changes to vehicular access to the RBH site.
- 3.5.7 In conclusion, the results of junction modelling show an overall improvement in junction capacities along Haslingden Road in future forecast years following implementation of the scheme. Consequently, the TA is considered to present a favourable anticipated overall outcome; demonstrating an improvement in traffic and travel conditions across the area and acceptability in the context of highway efficiency, traffic and safety. Public objection citing a likely increase in congestion as a result of the additional roundabout proposed (at the junction of Old Bank Lane); impact on properties to the west of the roundabout which traffic surveys did not take into account are considered to be unfounded, with all relevant impacts having been appropriately addressed in the outcome of the TA.
- 3.5.8 Local Objection has also been raised from residents of Fancy Row on Haslingden Road - a row of ten dwellings positioned circa 60m to the east of the roundabout serving the hospital entrance. Concern as to the loss of a parking layby to the front of the dwellings and the garages to the east which also serve those householders has been expressed. It is, however, clear from the submitted proposed site arrangement that the parking layby will be retained as will the garages. An additional parking layby to the west of the retained layby will, however, be lost to the scheme. This bay is considered surplus to requirements and its retention is not considered justified in the context of the proposed scheme. Further, it should be recognised that land to the rear of Fancy Row is not included within the application site. It will not, therefore, accommodate additional residents parking. This position is based on cost, logistical constraints and the availability of the pre-existing parking provision referred to. The Council's Transport Department wrote to all Fancy Row residents on 11<sup>th</sup> March 2019 confirming the Council's intentions.

3.5.9 An objection to the retention of gates serving a vehicular access at the old hospital site, of the new roundabout at the junction of Old Bank Lane, is also considered to be unfounded; as their presence will not present any undue safety hazard.

3.5.10 The scheme will incorporate an additional section of pedestrian footway / cycleway along a section to the north of Haslingden Road, in front of the hospital site, as well as retention of the existing footway / cycleway also to the north, between the roundabout at the Shadsworth Road junction and that at the DW Fitness junction.

3.5.11 Taking into account the aforementioned highway assessment as directed by the TA, when viewed in the context of improved highway efficiency in alleviating congestion and supporting housing and employment growth initiatives, the proposal is considered compliant with the Policies CS1 and 10 of the Development Plan, and the objectives of The Framework.

#### 3.5.12 Amenity

Policy 8 directs that development will be supported where it can be demonstrated that it will, in isolation and in conjunction with other planned or committed development, contribute positively to the overall physical, social, environmental and economic character of the area, and that a satisfactory level of amenity and safety is secured for surrounding uses and for occupants or users of the development itself; with reference to noise, vibration, odour, light, dust, other pollution or nuisance and privacy / overlooking. Of particular importance is the issue of air quality which is referenced at point iv) of the policy; directing that development will only be permitted where it will not give rise to a deterioration of air quality in an AQMA, unless harm caused is significantly and demonstrably outweighed by other planning considerations and a comprehensive mitigation strategy can be secured.

#### 3.5.13 Air Quality

An Air Quality Assessment (AQA) (October 2019) is submitted with the application. The assessment is split into identified potential impacts during construction phase of the development and during the operational phase. It is identified that activities associated with construction, prior to mitigation being implemented, would have a medium risk of dust soiling and low risk of human health impacts. It is, however, considered that, following implementation of recommended mitigation measures, the impact of construction would be negligible. Notwithstanding these proposed measures, the Council Public Protection consultee has, upon review of the AQA, recommended submission of a Dust Management Plan, to be implemented as approved for the duration of demolition, earthworks and construction activity at the site. Such measures will be secured by application of a condition.

3.5.14 Impact assessment of the operational phase of the development was undertaken using the dispersion model ADMS-Roads which is a comprehensive tool for investigating air pollution problems due to networks of roads that may be in combination with industrial sites. The assessment found that the proposed development, in relation to annual mean nitrogen dioxide



concentrations, would have a negligible impact at all receptors. In relation to annual and daily mean particulate matter concentrations, it was found that the proposed development would have negligible impact at all modelled receptors.

3.5.15 Overall, based on the current proposals and following the implementation of any recommended mitigation, the impact of the development on air quality is considered to be acceptable and is supported by the Public Protection consultee.

#### 3.5.16 Noise

A Noise Impact Assessment (September 2019) is also submitted with the application. It predicts likely impacts during construction and operational phase of the proposed development. Information on the intended specific construction activity isn't currently known, which dictates that precise predictions cannot be made. The assessment does, however, predict that there will be significant adverse impact on residential premises during the day, evening and at night time. Whilst day time disturbance, taking into account existing activity, is considered to be tolerable, Public Protection recommend limiting demolition and construction activity to day time hours (07:30 – 18:00). Whilst the benefit of such a restriction is acknowledged for reason of safeguarding amenity levels, the limitation is considered overly restrictive when considered in the context of the demolition / construction duration period, in terms of the extent to which completion of the scheme would be prolonged. Less restrictive hours of between 07:30 – 20:00 is, therefore, considered not unreasonable.

3.5.17 Noise generated during the operational phase of the development predicts that the majority of properties within 300m will experience a neutral impact, though there will be a few properties that benefit and slightly more that experience an adverse impact; set out as follows:

- In the opening year (2021) - 12 properties adversely affected (11 minor adverse, 1 moderate adverse). 3 properties will show a minor beneficial effect.
- In 2036 with the new road - 18 properties adversely affected (17 negligible adverse, 1 moderate adverse). 2 properties will experience a minor beneficial effect.
- In 2036 without the new road – 3 three properties will have a negligible adverse effect.

The assessment has considered mitigation for the operational phase, but no viable option has been identified. Some dwellings may, however, qualify for compensation, as set out at paragraph 3.5.39.

3.5.18 Taking into account the overall benefits of the scheme, the maximum moderate noise impact identified and the compensation regime aforementioned, noise impacts of the development is considered to be acceptable.

### 3.5.19 Privacy

Objections to the development have been received from householders concerned about the potential for overlooking from vehicles, as a consequence of proposed carriageway widening along the length of rear gardens to Beasant Close and Seacole Close that sit adjacent to Haslingden Road, involving the partial loss of a grass verge. Whilst queuing traffic may on occasion occur along the stretch of highway, notwithstanding the intention of the development to alleviate such eventually, the footway, at a width of 2m, and retention of the existing stone wall, at a height of circa 1.8m, will appropriately guard against any excessive overlooking from moving vehicles and pedestrians alike.

### 3.5.20 Contaminated Land

As recommended by Public Protection, assessment of sub-surface ground conditions for potential for contamination risk can be appropriately managed through application of the Council's standard condition.

### 3.5.21 Environment

Policy 9 directs that development will be required to incorporate appropriate drainage measures, in order to demonstrate that it will not be at an unacceptable risk of flooding; be required to take into consideration existing trees into the design and layout of the scheme, as well as appropriately assess any loss of trees and the ecological value of the development site must be assessed to ensure that development will not have an unacceptable impact on environmental assets or interests, including but habitats and species.

### 3.5.22 Drainage

A Flood Risk Assessment is submitted with the application. No objection is offered from the Council's Drainage consultee or United Utilities; in recognition that the proposal will pose no significant risk of flooding. A detailed surface water drainage scheme and a surface water runoff scheme to guard against flood risk during construction phase of the development are, however, required for submission. Such detail will be secured by condition.

### 3.5.23 Trees

A Tree Protection and Felling plan is submitted. The plan confirms proposed removal of a group of trees to accommodate the proposed roundabout at the Old Bank Lane junction, groups to the north and south of Haslingden Road to the front of the hospital, to provide for an increase in width to the carriageway and provision of a new footway / cycleway. A small group will also be removed adjacent to the northern edge of the roundabout at DW Fitness and a group to the north of Haslingden Road between the DW fitness roundabout and the roundabout at Lions Drive, to accommodate carriageway widening. Although a significant number of trees will be lost, the scheme also involves retention of large groups along the remaining length of the application site. When weighed against the aforementioned benefits of the proposal, loss of the trees is considered justified. Moreover, a robust tree and hedgerow replanting scheme is proposed, to be delivered during the first available planting season after completion of the works, offering significant

compensatory benefits. Tree protection measures for retained trees will be incorporated during construction phase.

#### 3.5.24 Ecology

An Ecological Assessment (May 2019) is submitted with the application. A review of the Assessment by the Council's ecology specialist and accompanying Bat Roost Assessments concludes the need for additional Bat Activity Surveys relative to the proposed demolition of a storage building in the hospital grounds which will accommodate the roundabout at the Old Bank Lane junction. The surveys will be undertaken prior to demolition of the building, during the bat activity season ie. between May and August. They will be secured by an appropriately worded condition, as recommended by the Council's ecology consultee. The timing of the surveys will be consistent with the phasing programmes of the overall works which will commence at the eastern end of the site; ensuring appropriate consideration can be given to the protection / mitigation of bat habitat well in advance of works to the affected part of the site.

3.5.25 Proposed replanting will include suitable native species to provide for enhanced biodiversity. Precise location of planting is to be secured by condition.

3.5.26 Recommendations contained within the Ecological Assessments should be implemented via condition, including further clarification around the timing of 'vegetation clearance' which should coincide with removal of the dry stone walls along the application site.

3.5.27 Accordingly, the proposal is considered to be compliant with the Environmental objectives of Policy 9 of the Development Plan and the Framework.

#### 3.5.28 Design / Character and Appearance

Policy 11 requires development to demonstrate a good standard of design which should enhance and reinforce the established character of the locality and demonstrate an understanding of the wider context towards making a positive contribution to the local area.

3.5.29 The proposed improvements to the existing road will reduce the noise and air pollution impact of congestion from idling vehicles to the properties and businesses located along it. Haslingden Road area will also become more pedestrian friendly, making the area safer for vulnerable users and reducing the effects of severance. The introduction of the compact roundabout at the Old Bank Lane / Haslingden Road junction will address the current road safety issues linked to the sharp deviation in route together with poor forward visibility due to the proximity of the Royal Blackburn Hospital boundary wall. A replacement boundary wall at new entrance to the hospital, off the roundabout, will be constructed at a height of 2.8m. The wall will incorporate a retaining element, ensuring land stability on its inside. Full design details, including technical specification, will be secured by condition.

3.5.30 The new landscape proposals along the existing corridor will involve the creation of an aesthetically pleasing, visually interesting balance of hard and soft landscape treatments. The landscape proposals can be split into the following classifications:

3.5.31 Gateway Features and Islands:

Ornamental landscape features have been proposed at key locations. These include either side of junctions, to create a sense of arrival into the site, and areas where the existing landscape features have been lost. These feature areas consist of boulders, stone walls (to match the area's current stone wall detail) and evergreen ornamental planting.

3.5.32 Linear Landscape:

All footpaths will be bordered by a linear landscape consisting of formal hedges (Beech and Hawthorne), standard trees (Maple) and ornamental shrubs. Stone walls local to the area will be duplicated and introduced in regular short sections to create variance and interest at key points. Buffer planting, consisting of evergreen and deciduous species, is proposed at key areas to screen any potentially intrusive views. Where possible existing trees and vegetation will be retained and protected during construction with fencing to BS5837. Any trees that must be felled will be replaced within the overall landscaping scheme.

3.5.33 The surface course of the finished carriageway will be completed in a black bituminous material. It is proposed to surface the full carriageway width (existing carriageway width and widened sections) to ensure that a homogenous surfacing is created. Joint lines will be positioned to coincide with the new lane widths to reduce maintenance.

3.5.34 The footways will be completed in a black bituminous material. The edge of the carriageway will be completed in pre cast concrete kerbing units. There may also be a need to complete certain lengths of kerbing in a combined kerb and drainage unit. Back of footways will be completed in pre-cast concrete edging units where required.

3.5.35 Tactile paving at the uncontrolled pedestrian crossing facilities will be laid with coloured pre cast concrete paving materials; red at controlled crossings and buff at uncontrolled crossings. Tactile paving will also be incorporated at all pedestrian crossing facilities and the cross falls and gradients of paving at pedestrian crossing facilities will be to a maximum of 1 in 20.

3.5.36 Street lighting will be provided to light the route to the minimum requirements set for this type of road and agreed with the Local Highway Authority. A separate Road Lighting report is provided.

3.5.37 Overall, impact of the development on the design and character of the area is considered to be acceptable; taking into account enhanced landscape provision; compliant with Policy 11 of the Development Plan and the objectives of the Framework.

### 3.5.38 Other Matters

#### 3.5.39 Compensation

Although not material to the outcome of the proposed development, public representation requesting compensation should be recognised in the assessment. Such compensation is provided under Part 1 of the Land Compensation Act 1973. It can be claimed by people who own land and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road; these include vibration, smell, fumes, smoke and artificial light and the discharge on to the property of any solid or liquid substance. Owners of property may claim a year and a day after the new or altered highway first came into public use (known as the 'first claim day'). Residents have been previously made aware of the compensation regime through public consultation prior to submission of the planning application and they are advised to seek independent advice on the legal process of making a claim.

#### 3.5.40 Purchase of Garages adjacent to Fancy Row.

Residents of Fancy Row have queried the Council's decision not to offer residents the opportunity to purchase the garages. As confirmed by the Council's Property Management consultee, the garage structures are owned by the tenants with the Council retaining ownership of the freehold. Disposal of the site would be by means of the freehold footprint of the site, rather than individual plots. At this time, the Council wish to retain ownership of the garage site and currently have no intention to sell via auction.

#### 3.5.41 Summary

This report assesses the full planning application for road widening and associated works at Haslingden Road. In considering the proposal, a wide range of material considerations have been taken into account to inform a balanced recommendation that is considered to demonstrate compliance with the Local Development Plan and The Framework, in support of the Council's strategic growth objectives.

## 4.0 **RECOMMENDATION**

### 4.1 **Delegated authority is given to the Director for Growth and Development to approve planning permission, subject to conditions which relate to the following matters:**

- Commence within 3 years
- Implementation of approved landscaping scheme
- Implementation of approved surface water drainage scheme
- Submission of a surface water runoff construction phase management plan
- Unexpected contamination
- Implementation of Construction Management Brief (including dust suppression, highway cleansing & site operative parking)
- No tree felling / site clearance during bird nesting season (March to August)
- Implementation of approved tree felling and tree protection programme

- Prior to demolition of the building identified as B4 at Blackburn Royal Hospital, two Bat Activity Surveys to be carried out between May & August. Implementation of mitigation / compensation as required.
- Submission of material and technical specification of boundary wall
- Submission of a Dust Management Plan
- Limited hours of construction:  
07:30 to 20:00 hours.
- Development in accordance with submitted details / drawing nos.

## 5.0 PLANNING HISTORY

5.1 No relevant planning history.

## 6.0 CONSULTATIONS

### 6.1 Drainage

No objection subject to following conditions:

- Prior to commencement of development; submission surface water drainage scheme
- Prior to commencement of development; submission of construction phase surface water management plan.

### 6.2 Public Protection

No objection subject to following conditions:

- Prior to commencement of development; submission of a dust management plan
- Demolition and construction activity shall only take place between 07:30 and 18:00.
- Cease work in the event of discovery of unexpected contamination.

### 6.3 Environmental Services

No objection

### 6.4 Highways Authority

No objection

### 6.5 Highways England

No formal response offered. General observations summarised as follows:

*There is now a need for a wider and comprehensive study (with associated traffic modelling) of the key local road network together with the associated M65 corridor and junctions in the Blackburn and Darwen area. Our belief is emphasised, particularly given the existing congestion problems experienced at M65 Junctions 4 and 5 (both of which are controlled by the Council) that are expected to worsen as existing committed development materialises.*

*In that regard, there is (more so as the emerging Local Plan progresses) a need to establish a sound, consistent and complete*

*baseline performance picture for the road network; not only as a source for the Council's Local Plan transport evidence base, but also as a foundation for working with us to identify and establish the form of any solutions needed so that both authorities are in a favourable position to seek delivery resources. Highways England would welcome discussions with Blackburn with Darwen Borough Council to explore how this could be realised.*

6.6 Property Management  
No objection

6.7 Coal Authority  
No objection – standing advice offered.

6.8 Lancs. Archaeology  
Recommendation that a Heritage Statement / Statement of Significance is submitted relative to the demolition of no. 151-153 Haslingden Road; prior to determination of the planning application.  
Note: Demolition of the property has since been removed from the development description.

6.9 GMEU Ecology  
Prior to determination of the application; submission of bat Roost Assessment Surveys to inform of likelihood of bat habitat at 151 – 153 Haslingden Road; on account of proposed demolition.  
Note: Demolition of the property has since been removed from the development description.  
Following conditions recommended:

- Prior to demolition of building B4; submission of two bat Activity Surveys.
- Details of precise location of new planting.

6.10 United Utilities  
No response offered.

6.11 Neighbours

Neighbour notification letters were sent to 391 properties within the locality on the 27<sup>th</sup> September 2019, in addition site notices were posted, and a press notice was advertised in the Lancashire Evening Telegraph on the 31<sup>st</sup> October 2019. As a result of this consultation process 12 letters of objection have been received, and one separate representation. (see summary of representations in Section 9).

**7.0 CONTACT OFFICER: Nick Blackledge – Senior Planner, Development Management.**

**8.0 DATE PREPARED: 5<sup>th</sup> December 2019.**

## 9.0 SUMMARY OF REPRESENTATIONS

Objection – Nazakit Bahadur, 26 Seacole Close, Blackburn. Rec: 30/09/2019.

Hello,

Regarding planning application 10/19/0887 ), I live at 26 Seacole Close and the road widening will increase noise and air pollution to my property, will cause tall vehicles to be able to see into my property and garden, and may cause disturbance if additional street lighting is added. All of this will affect the quality of living for my family and I.

I would like to get a response confirming what can be done to address this.

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Objection – Ron Wallis. Rec: 01/10/2019.

I have recently received your letter concerning the above planning application and am angered by the fact that ANOTHER roundabout is to be installed on Haslingden road. The existing roundabouts are the main problem of extreme traffic congestion at peak times along this road. Yes, Old Bank Lane needs some kind of traffic control at its meeting with Haslingden road but to add another roundabout will only cause more congestion. Motorists will not give way at the existing roundabouts and enter them, even when their exit is not clear, causing traffic to back up from Guide, all the way back to beyond the end of Old Bank lane, even down to Bennington street. The proposed roundabout will add to this and create another bottleneck. Times without number I have seen ambulances struggling to get to and from the hospital because of traffic queues tailing back in both directions. The only answer is to dispense with ALL the existing roundabouts on Haslingden road and replace them with traffic lights which would promote an even flow of traffic and to not even consider a further roundabout at the end of Old Bank Lane but install traffic lights at that junction as well.

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Objection – Philip Kenyon, 329a Haslingden Road, Blackburn. Rec: 01/10/2019.

Hi Martin

As a resident at guide and also an employee of East Lancashire Hospitals I appreciate the need for the improvements in the road access around the old Bank lane to lions drive area. I have a few concerns however regarding the provision of pedestrian and bicycle access along this road following the improvements. I personally walk and cycle along the route proposed for both work and recreational purposes. The hospital (my place of work) promotes and encourages schemes such as car share cycle to work and alternate travel arrangements in our commute to work in order to reduce the impact on traffic congestion pollution and car parking availability at the hospital. From a health point of view walking and cycling is positively encouraged from a health point of view and in my opinion essential for the health and well being of my two children aged 10 and 3 who also walk and cycle along this route for recreational purpose. Access to the service station/spar is also essential as a resident not only for myself but also many other elderly and young families that live in the area who rely on access to the shop for essentials and groceries and may not have access to a vehicle. May I also point out as a region we have some of the highest rates of peripheral vascular disease in our aging population and maintaining regular exercise by walking to a local store can have massive benefit for individuals and resources within local hospitals. Given the points raised I hope you can appreciate as a Council these issues should be a high priority to promote and encourage activities which are beneficial for health, a reduction in traffic congestion and parking and promote local business and I believe it is essential to make provision for cycle and pedestrian access along this route. Please advise if this has been a consideration as I hope the improvements are beneficial for all.

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Objection – Stephen Chilvers, 15 Besant Close, Blackburn. Rec: 07/10/2019.

Good afternoon,

I have some concerns with the above planning application, please see below:

Loss of privacy and security; at the minute our boundary wall is quite high, one concern is the works may raise the level of the finished surface leaving us more visible and at risk of people breaking an entry at the rear of the house. Has this been taken into account?

Noise; the traffic will be much closer to the rear of the house, the traffic is already noisy, but bearable. Will anything be done about the increased noise?

Vibrations; traffic will be much closer to the house and boundary wall, will anything be done to prevent damage caused by the vibrations of large vehicles over the years?

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Objection – Mrs Adams. Rec: 08/10/2019

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To Members of the Planning Committee,

Some residents are concerned about the pre & after planning for the above application for the following reasons;

1. As resident/owner of a boundary properties to the above application;
2. Were the notices delivered to all properties correctly? A meeting of a group of residents who live on Haslingden Road going down from the proposed new roundabout and towards Blackburn, met due to some not having prior or being notified of the dates/times and venues of the 'drop-in' events, until 4pm on 7<sup>th</sup> Feb (second drop-in), when on the 7<sup>th</sup>, I had contacted the Blackburn Central Ward Councillor Afzal for help and she found out then hand delivered a copy (apparently she had not been informed of the plans and is following this development up), but too late for us to arrange and attend. Also I never received the hand-delivered up-date information letter for the plan's registration and could not access the information contained within it, to access details on the Council's new website. (I have put these forward to the project lead Councillor). Have had no reply from second e-mail.
3. A meeting took place, between Council Officials and some residents to inform them of compensation to those affected by the development/works, again, the same residents on Haslingden Road were never informed of this and as owners of properties, which will have the new roundabout construction/works only approx 200mtrs from them, also have the disruption of construction works outside their properties, but the traffic/noise/pollution etc, will be closer to us than ever as part of the verge is to be taken off, for widening the carriageway. We will also have real issues exiting our drives, to take the road up towards Guide. I have taken qualified advice on this and we should be offered compensation, as it could have a reduction valuation (which has to be independently and qualified assessed) and to have a detrimental effect on a future sale of property and may affect health/wellbeing.
4. The traffic surveys for the plans were carried out at some of the 'lighter traffic volume' times (attended) April 8+ 9<sup>th</sup> 2019, which could mean the surveys inaccurate for volume/noise and pollution. The heaviest volume of traffic in this corridor is between 7.30 + 9.30am and 2.30 + 6pm and when schools are open in term times, traffic gridlocked/idling and its pollution worse.
5. The list of affected properties to the application/development, have included none of the properties down Haslingden Road from the proposed new roundabout at Old Bank Lane towards Grimshaw area (see 3) why?
6. The information stated on the pre-application up-date (which I hadn't received), stated that the registration on the Council site 'could be accessed from 18/09/19' but could not be found until the 27/09, yet comments can only be made into the planning office until 18/10/19, is this correct for such a huge project that this involves? It also states that there are to be 'consultations' but I have been informed that no meetings with residents are planned.
7. The gates to the old part of the Hospital is apparently, to be left as a 'minor' access if they are, drivers will still use them and would be crossing two lanes (coming down from new roundabout going into the gates) and outwards across into the second 'new' lane to access Old Bank Lane. RTA's would be the risk of these being kept open, as the new road into the Hospital grounds from the new roundabout could be used for this purpose with a link/access off it, due to the roads already in place around that area of the Hospital? (which I have already suggested to the Growth Team) I believe the gates should be for pedestrian access only.
8. There is also no mention on the draft maps, about the 'puffin' across Haslingden Road near old gates, will this be left as it should be, for pedestrian safety?
9. As we have been informed that there will be no further meeting with residents and the Council/Contractors before commencement of the works, this surely is counter-productive, as meetings with residents should be at regular intervals before and while works take place or in emergency situations? This would help with any concerns that come up. Planned office contact details to Contractors/enforcement officers for residents/Hospital & trades (an action plan) should be delivered to all properties which are to be affected by these plans.

I have put the above list, with in-put from other residents, (which may be incorrect order) and as a resident of Haslingden Road for nearly 25 years.

Correct and good communication to those residents who will be affected by this development is important and I respectfully request that you look into those concerns listed above and they are addressed first, so am requesting a deferment of this planning application and the planning committee's decision.

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## Objection – Mrs Adams. Rec: 04/11/2019.

**To Members of the Planning Committee,**

**The following second (amended) comments letter from me, is in response to the second letter received for the above dated 23/10/2019, comments to be in by 13/11/2019.**

**Some residents are concerned about the pre & after planning for the above application for the following reasons;**

- 1. As resident/owner of a property that bounders the above application;**
- 2. Were the notices delivered to all properties correctly? A meeting of a group of residents who live on Haslingden Road going down from the proposed new roundabout and towards Blackburn, met due to some not having prior or being notified of the dates/times and venues of the 'drop-in' events, until 4pm on 7<sup>th</sup> Feb (second drop-in), when on the 7<sup>th</sup>, I had contacted the Blackburn Central Ward Councillor Afzal for help and she found out then hand delivered a copy (apparently she had not been informed of the plans and is following this development up), but too late for us to arrange and attend. Also I never received the hand-delivered up-date information letter for the plan's registration and could not access the information contained within it, to access details on the Council's new website. (I have put these forward to the project lead Councillor). Have had no reply from second e-mail.**
- 3. A meeting took place, between Council Officials and some residents to inform them of compensation to those affected by the development/works, again, the same residents on Haslingden Road were never informed of this and as owners of properties, which will have the new roundabout construction/works only apprx 200mtrs from them, also have the disruption of construction works outside their properties, but the traffic/noise/pollution etc, will be closer to us than ever as part of the verge is to be taken off, for widening the carriageway. We will also have real issues exiting our drives, to take the road up towards Guide. I have taken qualified advice on this and we should be offered compensation, as it could have a reduction valuation (which has to be independently and qualified assessed) and to have a detrimental effect on a future sale of property and may affect health/wellbeing.**
- 4. The traffic surveys for the plans were carried out at some of the 'lighter traffic volume' times (attended) April 8+ 9<sup>th</sup> 2019, which could mean the surveys inaccurate for volume/noise and pollution. The heaviest volume of traffic in this corridor is between 7.30 + 9.30am and 2.30 + 6pm and when schools are open in term times, traffic gridlocked/idling and its pollution worse.**

5. **The list of affected properties to the application/development, have included none of the properties down Haslingden Road from the proposed new roundabout at Old Bank Lane towards Grimshaw area (see 3) why?**
6. **The gates to the old part of the Hospital is apparently, to be left as a 'minor' access if they are, drivers will still use them and would be crossing two lanes (coming down from new roundabout going into the gates) and outwards across into the second 'new' lane to access Old Bank Lane. RTA's would be the risk of these being kept open, as the new road into the Hospital grounds from the new roundabout could be used for this purpose with a link/access off it, due to the roads already in place around that area of the Hospital? (which I have already suggested to the Growth Team) I believe the gates should be for pedestrian access only.**
7. **There is also no mention on the draft maps, about the 'puffin' across Haslingden Road near old gates, will this be left as it should be, for pedestrian safety?**
8. **The information stated on the pre-application up-date (which I hadn't received), states that there are to be 'consultations' but we have been informed that there will be no further meetings between residents and the Council/Contractors before or after commencement of any works. This surely is counter-productive, as meetings with residents should be at regular intervals before and while works take place or in emergency situations? This would help with any concerns that come up. Planned office contact details to Contractors/enforcement officers for residents/Hospital & trades (an action plan) should also be delivered to all properties which are within the area of these plans.**

**I have put the above list, with in-put from other residents and as a resident of Haslingden Road for nearly 25 years.**

**Correct and good communication to those residents who will be affected by this development is important and I respectfully request that you look into those concerns listed above and they are addressed first, so am requesting a deferment of this planning application and prior to the planning committee's decision.**

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Objection – Carl Hamer, 5 Observatory Road, Blackburn. Rec: 14/10/2019.

To whom this may email concerns.

I am writing this email about my concern for the application on the widening of Haslingden Road, Ref 10/19/0887.

My name is Carl Hamer, 5 Observatory Road, BB2 3HE. We have lived in this property for 18 years and I am concerned about the noise from the traffic in which this new road will impact our lives. We have already noticed that the noise from the traffic has gone worse, since the hedges have been cut down along Haslingden Road (to the rear of our house) and I believe that the road widening will make it even more unpleasant for me and my family. I would like to know if there is anything in the planning to rectify the noise levels. Over the years we have also noticed the shortness of wildlife in our garden and more noise. I would appreciate a letter in how this issue can be improved.

Thank you for reading my concerns.

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Objection Mrs Speller, 207 Haslingden Road, Fancy Row, Blackburn. Rec:  
16/10/2019.

Low Plan. 10/19/0887.

16-10-19.

Dear Mr. Nick Blackledge.

Written on behalf of 10 cottages in  
Fancy Row. Haslingden Rd.,

Please note The Plans are Incorrect.

A revised plan was made and assurance  
given that the lay-by would be  
retained to the front of the cottages.  
This is not shown on the provided  
plans. It was in the Telegraph as well  
as given direct to residents.

Hastily written at the Town Hall.

Also consultation as promised required  
immediately on this matter.

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Objection Mrs Speller, 207 Haslingden Road, Fancy Row, Blackburn. Rec: 25/11/2019.

Sir/committee,

I wish to show reasons for the following objections to these plans as well as requesting for conditions be placed on certain points .

To take away the second lay-by specifically built for use by Fancy Row residents is in breach of contract . In 2002 , when it was planned to put a footpath/cycleway on this side of the road there was much deliberation with the Council . Would a Road be placed to the rear of properties allowing the same amount of space as was in use ? Each cottage was able to park 3 or 4 cars to the front on land edged by North West Water ownership , and had in fact been in use and proved for at least 60 years with car parking in the year 2002 .

This second lay-by was built to accommodate our 2 cars and those of visitors , having been legally agreed to by residents and the Council . Residents lost out due to lack of privacy and added expense of building a garden wall . In my case , over £3,000 for garden and planting at that time .

Road drainage is a great worry . Surface water must not be directed towards residents cottages on Fancy Row . Already at flood risk caused to the rear of homes by raising the surface height of the rear Fancy Field by some 9 foot in places . Also the creation of a drainage Dyke immediately next to our lower level cottages . The cheapest way of drainage . Water courses have been altered , our homes now constantly damp , with the drainage leakage through the soil towards our homes . All notified to the Council with no action being taken . Request that any surface road water is directed away from our homes into newly installed drains . These are simple , very old Victorian drains not built for such purpose and would cause flooding as in much of this area with a high water count . The reason for the reservoir built in the first place . Water pours over 201 land . reaching the road . before flooding . So difficult to cross in frost and also being soaked to thigh height from passing cars . A dangerous situation for cyclists, pedestrians , disabled and poor sighted people . Also it floods into the road just past the garages .

Pollution from Noise, Light, Air Quality, Privacy etc . Intolerable situation . Have to presently sleep in rear bedroom so window can be left open during the night . Traffic fumes prevent any window being open during the day . This air quality is a reason given for Blackamoor Road improvement , but not for this section of your plan . My husband presently has to use a CPAP while trying to sleep .

Also of course , if this were classed as motorway , help would be given for noise and air quality within the homes .

There is insufficient tree planting , especially if you admit to the destruction of many pre existing trees , planted by the hospital trust . We have already lost the high ancient hedging in this area . We have made many contacts re purchasing the land on which our garages are built . No way will the Council allow us to buy . Why when it is a road and land locked small piece of land with just 7 garages on ? Surely it would help the Council as well as the owners to be able to purchase these plots as we once did when offered the purchase of the gardens in 2002 . Certainly it would help both parties and bring to a sensible conclusion to our present day worries Plans have already been passed for garage plots , now sold at auction by the Council to investors to be used for house building . Why then can we individuals not buy ours . Have even offered to buy as a whole and cover Council costs .

Further to all of this a safe crossing is desperately needed . School Children especially are seen dodging between cars and no safety crossing has been installed .

It is hoped that you read through this history of what was once a private , beautiful area , situated on a B road . Hopefully noting down any duty of care that can be provided for residents health and sanity . Thank you S Speller At 207 Fancy Row .

From. 207 Fancy Row , Haslingden Road , Blackburn . BB1 2ND .

Sir / Committee ,

Sadly I have missed an important point in asking for a condition regarding clearer signage to the garages and lay-by or both of them as should be according to the purpose they were built for and

lawfully agreed to . That the signs be larger and more like those used in Blackburn to show that they are for use of permit holders only . The garage signs to be larger and include Residents or Owners only parking as with the one that was installed at the ex Guide garage site on School Lane . Sadly recently given 1 months notice to leave , We have requested this before but told by your departments that you could not afford such signs by property services . Hoping somehow you can add this to that already sent . Thank you

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Objection – Uwais Umerji, 186 Haslingden Road, Blackburn. Rec: 25/10/2019

Hi,

I am the owner and occupier of 186 Haslingden Road.

Having seen the planning application 10/19/0887 I can see this will be major works being carried out for a u extended period of time which will effect me and my family during the construction process and after.

The widening of the road and creating an extra lane will massively impact us from coming in and out of our driveway with a vehicle. I also anticipate the roundabout at Old Bank Lane will cause a lot of standing traffic outside of my house. During the construction phase I also anticipate a lot of noise and traffic disruption during this period of time.

My concerns are related to how the council plans to compensate residents affected by this?

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Objection – Mrs Christine Kitchen, 205 Haslingden Road, Blackburn. Rec: 11/11/2019

I am a home owner at 205 Haslingden Road and I am writing to object to the current plans related to application 10/19/0887, specifically the plans surrounding the parking outside 'fancy row'. When the plans were originally drawn up it was suggested that the parking for 'fancy row' would be put at the back of the cottages. However, upon reviewing the plans that have been submitted it appears that the parking is going to be left as it is. This is a problem for me as I do not have access to the garages at the end of the row and there is often not enough parking out front. There are also at least two other cottages on the row with the same issue. The plans could be adjusted to increase parking or add additional garages or go back to the original idea of putting parking around the back ensuring there are enough spaces for permits. I just feel that should the parking be left as it is, when so much work and disruption is already being carried out in the area, an opportunity will be missed to increase the access to the cottages for the residents that pay to park there.

Thank you for your time

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Objection – Mrs L. M. Priestley, 207 Haslingden Road, Blackburn. Rec: 12/11/2019.

Dear Sir,

I am writing to you to pass on my comments in respect of the above application which has only just come to my notice. I have been passed your letter of 23d October and was not previously aware of the scheme or the presentations you have given.

I am the owner of the property at 207a Haslingden Road and the accompanying Garage on Plot No. 4, further along that road.

The property is managed on my behalf by a letting agent ( Mortimers Property Services ) and is currently empty, so please use my home address ( above ) for any further communications.

A recent application by all the owners to purchase the garage plots to secure their future availability was turned down with an inadequate explanation and advice is currently being taken on an appeal against that decision.

I have reviewed the drawings lodged on your web-site in support of this application with some considerable difficulty, due to the scale at which they are drawn and I must point out that the Site Plan is still showing two errors, which have been discussed with your department previously by our neighbour, Mrs S Speller, who was given verbal assurances that the documentation would be amended before the application is sent to the approval committee.

The errors in question are as follows – the parking space ( lay-by ) beyond the garage plots, towards Shadsworth Road which was allocated to the residents in compensation for the loss of their previous frontage does not appear on the plan and the row of garage plots is included in the area outlined in red as part of the application, despite assurances that there will be no changes made to their current use and that free access from the road will be maintained.

My concern is that any changes to either of these areas will impact on the value of the properties and the convenience of use of the owners and tenants.

In my case, as a landlord, there would be an immediate impact on my being able to find tenants, while the effect on the owner/occupiers would be more long-term.

While I fully support the principle of the road improvements, they must take place without any loss of the existing utility of the dwellings.

Please advise me of the actions you plan to take to resolve the above situation before the planning meeting.

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Objection – David Mason, 209 Haslingden Road, Fancy Row, Blackburn. Rec: 15/11/2019.

Sir, has been agreed that the lay-by fronting our cottages is to remain in place. Further to this a second lay-by was built as an overspill for residents further towards Shadsworth Road. This was for our visitors, health suppliers, workmen etc as there was not sufficient room allowed for the residents in the bay fronting the homes. We had very private homes with no foot way to our frontage. At the time plans were put in place for a footpath cycleway, land to the front of properties was to be taken away, even though they had at the time proved to have been used as gardens and also for parking for over 60 years. Photos were shown as proof of use. Also deeds stated the properties were edged by Water Board land to the front. A dreadful shock as many frontages provided parking for 3 cars and also a few were pretty gardens with parking run ons.

This was the only way that we could have the same amount of parking, hence after much deliberation as to whether land could be used behind the properties, it was finally agreed that this extra lay-by was provided for our use.

Now it looks as if the Council have given with one hand, having removed our privacy etc and are intending to go back on their word. We are now worried as we have tried to secure the land on which our garages are built on and sadly got no where with requests to purchase the land, hence mention of this lay-by is now very important. So many garage plots have been given 1 months notice and taken from garage owners. We needed to secure these garages for future use and parking.

We will of course, have a sizeable claim for the alteration of the road, as when the hospital roundabout was installed. It may help the Council as a whole to be more considerate.

I personally and next door did not have a garden fronting homes as both could park 3 or 4 cars. 209 have had to build a garden wall and gate for privacy and I spent over £3,000.00 having mine built and planted. After seeing a lady by my front window looking in!

I hope I have clarified the situation as to date we feel already robbed by our Council. In so many ways with noise, air, light, flooding. Privacy etc. Which now includes damp in our homes since Fancy Field was altered. That also brings another matter to be mentioned. Surface water from the new road. This must be well drained away from our properties. There are grassed areas that are natural soak always to be covered. We have our properties now with too much dampness. Slugs in fact and mould. The Council although had meetings with them have done nothing to alleviate the problem caused by them. The water from this road needs draining away from our properties into new, sufficient drainage for the heavy rains now being the norm.

May I also mention the beautiful protected Sycamore tree near the Shadsworth Road roundabout. This was protected when Miller Homes began building houses. Also as many trees are to be removed there is insufficient planting shown for replacement.

Especially with the encouragement of doubling the amount of traffic. The environment matters or we would become similar to that of Blackamoor Rd which is also a named reason for being included in this scheme.

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Objection – Renette Ellson, 203 Haslingden Road, Blackburn. Rec: 15/11/2019

In short I had emailed as I was overly concerned about the widening of the road on Haslingden Road as my neighbour seemed to think there may be a problem with us keeping our residents parking even though we had been assured at previous meetings that these parking areas were safe.

As residents we have been through so much and we are getting to our wits' ends. It seems to be all take and no give, we even asked to buy the garages and that was a resounding no! In view of what we have been through then I actually feel the garages should be given to us and we should not have to pay to park when we were robbed of the land that was in the front of our cottages!! Our properties have lost lots of value with things that have happened around us. As mentioned, we have lost land that we should have been able to adverse possess and I still feel we were advised wrongly with this. Had we kept that land then we would not have had any parking issues whatsoever as we could park 4 cars at the front of our cottages. We have also had drainage problems since building work took place at the back of our properties. Our houses are now damp and water even seeps through my conservatory floor. If we lose the parking then I will be so aggrieved that I will take things to the ombudsman as it really isn't fair in how we have been treated, this really will be the final straw!

Can you please reassure me that we will still have the resident bays to park in please and our rented garage plots will be protected please?

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Comment – John Bell. Rec: 31/10/2019

Dear Sir/Madam,

I have just been looking at the plans for the road improvements to Haslingden Rd, and they are needed. I drive that route every day to work and back and it is very frustrating at times.

My only comment would be the new junction at Old Bank Lane. Many times there are too many cars trying to get into the hospital entrance opposite the KFC, probably employees going to work, which means that the cars that can't get in cause a backlog both on the Blackburn side and on the motorway side of that turning, which also creates a backlog on Old Bank Lane. It seems that this situation will repeat itself as cars will still become static in the new junction if they can't get into the hospital entrance. I don't know why there are problems getting cars into the hospital, maybe too many cars all at once, but perhaps the hospital could try to alleviate this by better access once they are on the hospital site to keep cars moving.

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