

Proposed development: Full Planning Application (Regulation 3) for a new link road and associated junction works.

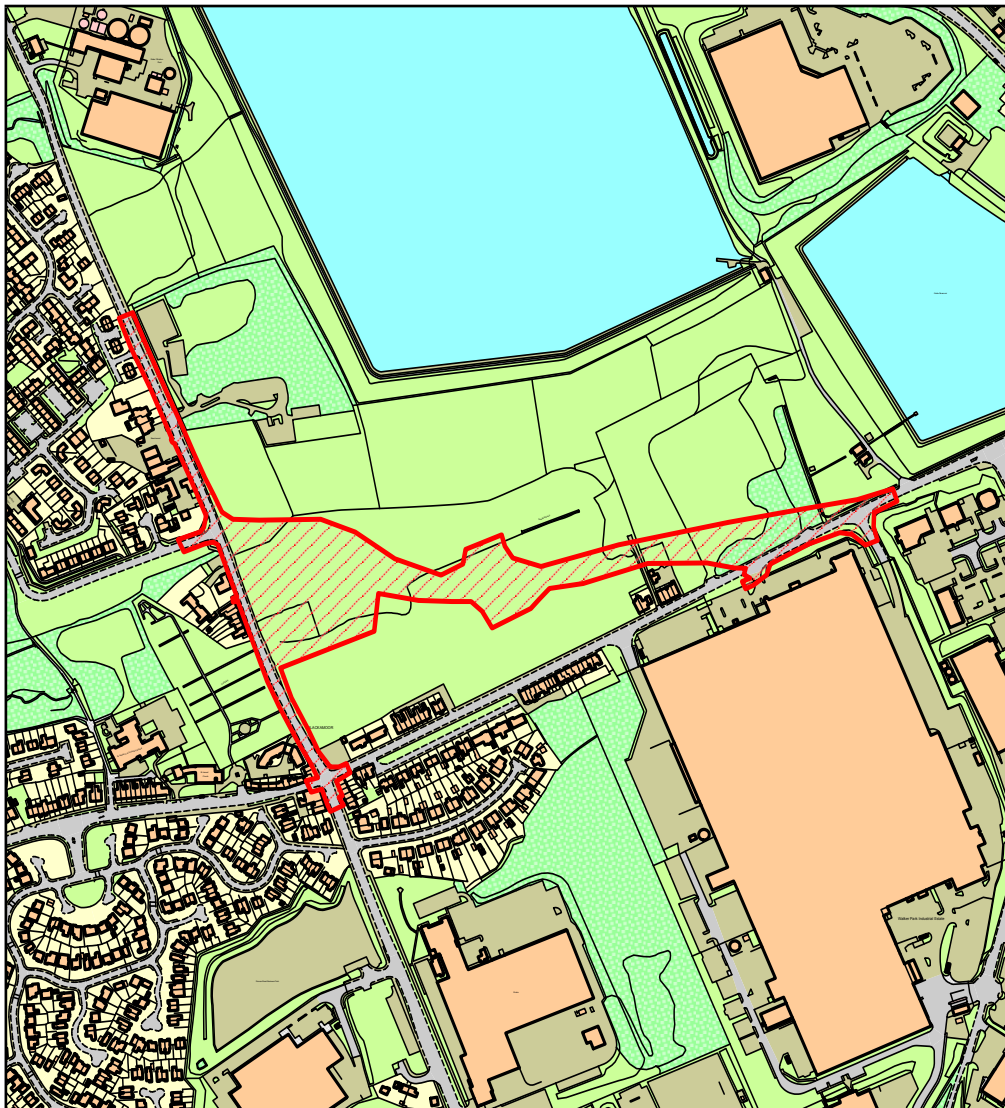
Site address:

**Land between Roman Road and Blackamoor Road
Blackburn
BB1 2LG**

Applicant: Blackburn with Darwen Council

**Ward: Blackburn South & Lower Darwen
Ward: Blackburn South East**

**Councillor: John Slater
Councillor: Jacqueline Slater
Councillor: Denise Gee
Councillor: Andy Kay
Councillor: James Shorrocks
Councillor: Vicky McGurk**



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 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.
- 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 Government's 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 will enable the following works:
- Delivery of the Blackamoor Link Road; including two new junctions at Roman Road and the B6231 Blackamoor Road plus a stretch of new highway.
- 2.4 The route of the new highway is set out on the Adopted Policies Map of the Local Plan Part 2 and is accordingly protected from alternative forms of development that could potentially affect the route.
- 2.5 The project will:
- Improve congestion across south east Blackburn;
 - Improve air quality at the Blackamoor Road / Roman Road Junction (which is a designated Air Quality management Area);
 - Enable further development of employment opportunities; and
 - Support future housing and employment growth in the Borough
- 2.6 Whilst the new link road is not expected to generate additional traffic in itself, it is designed to facilitate local housing and employment growth, as well as to redirect HGV traffic away from the Blackamoor Road / Roman Road signalised junction. Traffic forecasting and future flow rate scenarios have taken into account committed developments, relevant housing and employment site allocations identified in the Development Plan and potential

additional future development sites across south east Blackburn. Although outside of the scope of works requiring planning permission, the scheme also includes stopping up of the B6231 Blackamoor Road, resulting in all traffic between its junction with Roman Road and its junction with Walker Road redistributing to utilise the new link road.

- 2.7 Assessment of the submitted details 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.
- 2.8 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 sits mainly within the Housing Land Allocation identified as the Blackamoor Road Development Site; in accordance with the Local Plan Part 2. It also extends along Roman Road from Beechwood Mews to circa 45m south of the signalised junction at Blackamoor Road and circa 30 east of the junction along Blackamoor Road, and onto Blackamoor Road circa 45 east of the terrace row of dwellings nos. 17 – 153, up to the signalised junction into Walker Park. The site comprises 4.02 hectares in area and is currently unused grassland and scrub; absent of buildings. The wider housing allocation is one of a number of sites across the Borough allocated for housing. It is bounded by Fishmoor Reservoir to the north with residential properties and Blackburn Royal Hospital located beyond. To the south of the site is the Walker Industrial Park and residential properties adjacent to the Blackamoor and Roman Road junction.
- 3.1.2 The existing local highway network forms a heavily used distribution route, serving large scale businesses straddling Roman Road to the south of the site and businesses located at Walker Park to the south of Blackamoor Road. Blackamoor Road is also heavily used by traffic connecting to Junction 5 of the M65, in close proximity to the east.

3.2 Proposed Development

- 3.2.1 Full planning permission is sought for a new link road with associated junction works. The new link road would commence from a new four-arm signalised junction with Roman Road and Newfield Drive, the approach to which along Roman Road will see a widening of the carriageway to provide two lanes.

The link road would then run through the Blackamoor Road Development Site and would merge the B6231 Blackamoor Road approximately 145m to the west of the Walker Road priority junction, opposite an existing access into the Walker Park. Approximately 100m to the west of the point where the new link road would merge with Blackamoor Road, a new priority junction would be formed between the new link road and the Blackamoor Road, with the link road forming its major arm. A ghost island right-turn facility would be provided at the aforementioned junction. In the centre of the link road a new four-arm roundabout would be provided, securing a future access to the Blackamoor Road Development Site; as set 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 principle of the proposal is consistent with Policy 45 of the Development Plan which sets out that the lines of major road schemes, including that of the Blackamoor Link Road, will be protected from development, to ensure efficient delivery of the new roads with a view to alleviating pressure from new development and to unlock areas for new development to take place. The proposal also accords with 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 A Road Safety Review supports the overall TA. Personal injury collisions (PIC's) for the most recent five year period (2014 – 2018) have been recorded. In summary, a total of 15 accidents have occurred within the scope of the study area. Of these, 12 were classified as 'slight' and 3 classified as 'serious'. No fatalities have been recorded. The proposed scheme is expected to have no direct impact on collision rates within the study area.
- 3.5.5 Traffic conditions have been established and forecast for the 2019 baseline year, the 2021 scheme opening year and the 2036 horizon year (forecast 25 years post-scheme opening). Baseline conditions have been established from MCC count data undertaken at key junctions across the local highway network. Future forecast traffic scenarios consider housing and employment site allocations across southeast Blackburn, controlled to National Trip End Model (NTEM) growth estimates for the local area. These forecasts include traffic expected to travel along the proposed link road in the forecast future year scenarios.
- 3.5.6 Individual junction capacity assessments have been carried out at the Roman Road / Newfield Drive / new link road signalised junction, proposed new link road four-arm roundabout junction, Blackamoor Road / new link road priority junction; and Blackamoor Road/Roman Road signalised junction. The overall impact of the proposed scheme on the local highway network is forecasted to be positive with improvements to traffic conditions supported by increased pedestrian safety, and improved air quality at the designated AQMA.
- 3.5.7 In conclusion, the proposed scheme would provide much-needed improvements to the local highway network, improving performance and pedestrian safety at Blackamoor Road / Roman Road signalised junction, as well as reducing pollution at the designated AQMA. The new link road would also unlock the allocated housing and employment sites to the north of Blackamoor Road, thereby facilitating future growth and development in the Fishmoor area. Such positive findings support the notion that the proposed new link road is acceptable in highway, traffic and safety terms. Public objection citing a possible increase in congestion, air pollution and highway safety risk are, therefore, 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 Roman Road alleging weakness to the carriageway and that an increase in traffic volume could prove a safety threat. Such concern is, however, unfounded, as evidenced through routine periodic structural maintenance inspections. The information supplied in the latest report will be used to determine those lengths of Roman Road which require reconstruction.
- 3.5.9 Residents of Roman Road have also questioned whether access and roadside parking will be affected by the proposal. Pre-existing arrangements into properties with access from Roman Road and roadside parking associated therewith will, however, be unaffected by the final scheme.

3.5.10 Local resident concern expressed around the overall impact of the scheme on highway safety and increased volumes of traffic, particularly with regard to the stretch of carriageway between Newfield Drive and the signalised junction at Blackamoor Road and Roman Road, is also considered to be unfounded; as evidenced by the outcome of the TA which demonstrates that the alterations as proposed represent an optimum solution for the local highway network which will result in an overall positive outcome for users of the carriageway and for pedestrians - by virtue of enhanced footway links.

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) (August 2019) is submitted with the application. 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.

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 (NO₂) 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 With specific regard to the AQMA in the centre of the Blackamoor Road / Roman Road junction, it is established that the development will have a generally positive outcome, with some dwellings experiencing a fall in pollution levels. Pollution levels will also fall for dwellings to the east of the junction, as a consequence of the closure of Blackamoor Road. Conversely, however, it should be recognised that pollution levels will increase at dwellings on Roman Road close to the proposed new junction at Roman Road / Newfield Drive and the new Link Road. Nonetheless, it is important to note that all the predicted exposures to air quality are expected to be significantly below the national air quality objective for NO₂ and PM₁₀, including at dwellings on Roman Road by the new junction; the national objective being the level at which AQMA's have to be declared.

3.5.15 Overall, therefore, the impact of the development on air quality is considered to be acceptable and support is offered by the Council's Public Protection consultee.

3.5.16 Noise

A Noise Impact Assessment (September 2019) is also submitted with the application. The assessment recognises that the acoustic character of the area is mainly affected by road traffic noise, primarily from Blackamoor Road. Calculated daytime and night time noise levels put the site between 'Medium' and 'High' risk categories, to varying degrees across the site. Assessment of noise has been undertaken in the context of future development of the Housing Allocation straddling the link road and adjacent employment uses. For housing development, the link road is not predicted to pose significant noise threat; subject to appropriate mitigation in the form of acoustic glazing and ventilation. Acoustic sound barriers for dwellings along the perimeter of the link road should be considered. Detailed design appraisal of residential and employment development will inform the extent of required mitigation, by means of future planning applications.

3.5.17 A detailed operational and construction based assessment of noise impact on existing dwellings near to the link road has not been undertaken, at the time of writing this report. No comment is, therefore, offered from the Council's Public Protection consultee in this context. An additional Noise Impact Assessment to take into account existing dwellings is to be submitted for consideration; to be secured by condition. The assessment will also consider noise and vibration during construction phase. Public Protection advise that, notwithstanding the absence of the additional Noise Assessment, a significant adverse impact is likely to occur during construction that would be less tolerable at night and during the evening. A condition is, therefore, recommended to apply a limit on 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.

3.5.18 Taking into account the overall benefits of the scheme, identified noise impact of the development is considered to be acceptable. Additional consideration to impact on existing dwellings will be applied upon receipt of the revised Noise Assessment.

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 and queuing traffic along Roman Road. Such concern is, however, considered to be unfounded, on account of the proposed scheme resulting in no greater material impact than the pre-existing circumstances.

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 conditions.

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 not limited to 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 trees along sections of the proposed new link road, maintenance of hedgerows and protection of trees to be retained. Compensatory tree and shrub planting will, however, be provided along sections of the new road, to be delivered during the first available planting season after completion of the works. Such provision should, however, be considered in the context of the housing allocation site which will be subject to future development, at which time a detailed layout and wider landscape strategy will be considered.

3.5.24 Ecology

An Ecological Assessment (August 2019) is submitted with the application. This supplements a previous Capita assessment (July 2017). The assessments have been reviewed by the Council's ecology consultee and are

considered to provide an appropriate baseline surveys to determine the current ecological value of the site; notwithstanding that the Capita assessment is over 2 years old.

- 3.5.25 Assessment of habitat potential for bats with regard to buildings on site has been previously assessed under an application of Prior Notification for Demolition of Higher House Farm and associated buildings. Measures identified in Survey's undertaken and submitted as part of that application were to be adopted before, during and after demolition of the buildings. As the buildings have been demolished, they do not relate to this application.
- 3.5.26 Habitat identified on site is classed as Lancashire Local Priority Habitat 'Encapsulated Countryside'. Grassland, woodland, scrub and hedgerows feature across the site. Whilst the proposal includes the creation of a SuDS basin which is designed to support semi-aquatic vegetation and wetland meadow, grassland and semi-native hedgerow, additional biodiversity landscape enhancement is recommended, with particular regard to creating opportunities for improved connectivity. Such requirement shall be appropriately secured by condition.
- 3.5.27 Trees to be felled are considered to offer low potential for bat roost potential. A condition is, however, recommended to require a detailed inspection for bat roosts, prior to soft felling.
- 3.5.28 Japanese Knotweed is identified on site. A control and eradication plan shall be secured by condition.
- 3.5.29 Breeding birds are will be present on site, including potentially ground nesting species. Such constraints to construction shall be appropriately managed by a condition to require submission of a Breeding Bird Method Statement which should take into account how breeding birds will be protected from impacts whilst nesting and when their habits would be safe to remove.
- 3.5.30 Location of an inactive Badger sett / foxes earth has been identified in survey work. Accordingly, a pre-commencement Bagder Activity Survey is recommended to be undertaken within 6 months prior to the anticipated commencement of construction works. The survey shall be secured by condition.
- 3.5.31 No identified presence of other protected and / or priority species on site is revealed in the survey work.

Design / Character and Appearance

- 3.5.32 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.

3.5.33 The proposed improvements will include enhanced and additional footway provision, ensuring a more pedestrian friendly area that will be safer for vulnerable users and that will reduce the effects of severance.

3.5.34 The new landscape proposals along the link road and existing carriageway 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:

Gateway Features and Islands:

3.5.35 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.

Semi-Aquatic Wetland

3.5.36 The new wetland habitat, created by the proposed surface water drainage swale, will be planted with a range of semi-aquatic plants. This new biodiversity area will be able to adapt to ranging level of water associated with SUDS drainage swales. All proposals will be in accordance with the local Biodiversity Action Plan guidance. Proposed feature boulders located at the water's edge will help reinforce the water theme and link the area to the landscape features described above.

Linear Landscape:

3.5.37 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.

3.5.38 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.

3.5.39 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.

3.5.40 Tactile paving at the uncontrolled pedestrian crossing facilities will be laid with buff coloured pre cast concrete paving materials.

3.5.41 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.

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

Heritage

3.5.43 Policy 39 requires development with the potential to affect designated or non-designated heritage assets to sustain or enhance the significance of the asset.

3.5.44 An Archaeological Desk-based Assessment (Headland Archaeology, April 2019) and Geophysical Survey (Headland Archaeology, July 2019) are submitted with the application. A number of features of potential archaeological interest are identified which will be impacted by the proposal. Lancashire Archaeology recommends a scheme for the implementation of a programme of archaeological works is submitted. Such scheme will be secured by condition; thereby ensuring compliance with Policy 39 of the Development Plan and the objectives of the Framework.

Other Matters

Compensation

3.5.45 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 claiming compensation.

Summary

3.5.46 This report assesses the full planning application for the Blackamoor Link Road and associated works road widening and associated works. 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
- Prior to commencement of development; submission of surface water drainage scheme
- Prior to commencement of development; submission of a surface water runoff construction phase management plan
- Prior to commencement of development; submission of Desk Study (including CSM)
- Prior to operational use of the development; submission of a Validation Report
- 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 protection programme
- Prior to commencement of development; submission of a Dust Management Plan
- Prior to commencement of development; submission of a programme of archaeological works
- 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 United Utilities

No objection subject to following conditions:

- Prior to commencement of development; submission surface water drainage scheme

6.3 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.
- Prior to commencement of the development; submission of a comprehensive Desk Study, including CSM.
- Prior to occupation of the development; submission of a Validation Report
- Unexpected contamination

6.4 Environmental Services

No objection

6.5 Highways Authority

No objection

6.6 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.

6.7 Property Management

No objection

6.8 Lancs. Archaeology

No objection subject to the following condition:

Prior to commencement of the development; submission of a programme of archaeological works

6.9 GMEU Ecology

No objection subject to the following conditions:

- Prior to commencement of the development; submission of a landscaping / biodiversity scheme

- Prior to commencement of development submission of a Invasive Species control / eradication Management Plan
- Prior to commencement of development submission of a Breeding Bird Method Statement
- Prior to commencement of development submission of a Badger Activity Survey

Identification of bat roost potential in buildings in the Capita 2017 survey has been previously assessed under the aforementioned 2017 application. The buildings are now demolished.

6.10 Neighbours:

Neighbour notification letters were sent to 304 properties within the locality on the 27th September 2019. In addition, site notices were posted, and a press notice was advertised in the Lancashire Evening Telegraph on the 31st October 2019. As a result of this consultation process 13 letters of objection have been received. See summary of representations in Section 9.

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

8.0 DATE PREPARED: 4th December 2019.

9.0 SUMMARY OF REPRESENTATIONS

Objection – Rachel & Jackie McDonald, 122 Roman Road, Blackburn. Rec: 14/10/2019.

Dear Mr. Prescott

Please could you take into consideration the following objections and concerns with regards to the proposed new link Road at Roman Road/blackamoor;

- 1. The moving of the POLLUTION problem from blackamoor road to directly outside the cottages on Roman Road.**
 - 2. Noise POLLUTION 24/7 from lorries travelling to the industrial estate. Possible solution to this would be a Road through walker park linking with davyfield Road to take the hgys and their POLLUTION away from residential areas.**
 - 3. Old houses and old roads being put under the stress from large vehicles.**
 - 4. Concerns over parking, safety and privacy.**
 - 5. Volume of standing traffic between new field drive and blackamoor traffic lights.**
 - 6. Traffic still backing up and queuing heading towards darwen.**
 - 7. Weight restrictions on Roman Road.**
 - 8. Leaving open blackamoor Road to take some of the strain.**
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Objection – Pat Lever, 124 Roman Road, Blackburn. Rec: 14/10/2019

Reference Planning Application 10/19/0888 Blackamoor Link Road

Objection and Request to Attend Planning Meeting

Please note my objection to the above planning application particularly the closing of Blackamoor Road at the crossroads for the following reasons, which are in no particular order of importance.

Pollution levels on Roman Road- I understand that Blackamoor Road has high pollution levels but this will all transfer to Roman Road which already has high levels of traffic and therefore pollution. The traffic particularly HGV's will increase considerably outside our properties increasing CO2 levels that I suspect will be above national recommended levels. They will certainly exceed the levels currently experienced on Blackamoor Road as there will be double the traffic. The government is placing a high emphasis on pollution control and I think an independent survey should be undertaken centred on peak times for traffic.

Noise pollution- There will be a great increase in the noise levels as the route will be used by a greater number of vehicles across three lanes including HGV traffic which we get relatively little of now.

Congestion- Between the hours of 8am and 9am and 3pm and 6 pm the current traffic queues back from Blackamoor lights to past Lytham Road, this will be exasperated with the proposed closure of Blackamoor Road, this will cause chaos and safety issues for both drivers and pedestrians. The problem is traffic turning right at the crossroads and this will considerably worsen with only one lane in the direction of Darwen and the increased traffic turning right into Stopes Brow. Blackamoor Road should remain open.

The congestion is caused by a build-up of vehicles trying to turn right at the Blackamoor crossroads and nothing is being done to alleviate this. The plans show two lanes of traffic towards Blackburn and only one in the opposite direction which is where the traffic builds up

Age of properties in this area- the properties are all old and not constructed to stand the rigours of HGV traffic continually passing in close proximity

Road strength- We had a flood here two years ago when the weight of a passing lorry ruptured the mains water pipe that supplies Darwen. The Road is weak and the pipes beneath it are all old and liable to rupture.

Safety- Anyone leaving this row of cottages will have to negotiate across two lines of traffic in order to pull over to the left to park. I have to back onto the drive as it is unsafe to back on this will be near impossible due to the amount of traffic in both directions. If the pavement is reduced to allow parking this will form a safety hazard for pedestrians walking to work in the dark and children going to the local school

Parking- I understand there will be a parking provision but assess to this will be via a very congested three lane road which will be very dangerous both for those attempting to park and the passing traffic, We will have to back out into the traffic or pull out into the oncoming two lanes to back in against the flow of traffic

Environment- There are a lot of bats, birds and wildlife around this area which the road will have a negative impact on to quote the published report from Bowland Ecology "there will be a negative impact on the Bats, Birds and wildlife population and it is unlikely that the improvised grassland will compensate"

In my opinion the people that have devised the plan for this link round have no local knowledge.

Blackamoor Road should remain open and the council should purchase the Blackmoor pub and car park so they can enlarge this junction and then install a right turn filter on the remaining three sides the side heading to Blackburn from Darwen already has one.

Alternatively, a one- way system may work to alleviate congestion using the New Rd, Blackamoor Rd and Roman Rd as a giant "roundabout"

Re parking, pollution and structural damage I think the road should be moved over and a proper grassed area then lay by be installed as done in Guide (Haslingden Road and Blackamoor Road)

Re the Environmental damage I don't know the answer, but I do know that Bats are protected by law and these open spaces must be protected.

I and my neighbours would like to attend the attend the meeting of the planning committee and request permission to speak which I believe is possible

I hope my worries are aired at the meeting and taken into consideration

Objection – Pat Lever, 124 Roman Road, Blackburn. Rec: 18/10/2019.

After looking at the map with Councillor Andy Kay, I'd like to ask that the proposed lay by to run outside the cottages (124-114) on Roman Road be extended by several car lengths to enable me to back onto my drive and to allow for visitor parking.

Objection – Mrs Dawn Gouldthorpe, The Nook, 120 Roman Road, Blackburn. Rec: 15/10/2019.

To whom it concerns,

I write to raise my concerns and oppose the plans for the scheme incorporating the new link road between Roman Road and Blackamoor Road, Blackburn.

The issues are related mainly to the detrimental effects that the change of highway on Roman Road will have to my property, livelihood and family, if the scheme was to go ahead as planned.

I live at "The Nook" 120 Roman Road and in the middle of the stretch of road that the plans will greatly affect - the plans aim to incorporate a three lane road in-front of my house, and to close off access for traffic on Blackamoor Road. This greatly troubles me for many reasons as listed below:

1. I have concerns that the structure of Roman Road does not have the strength to withstand the volume of traffic that closing off Blackamoor Road will result in, especially with regards to the heavy goods vehicles that will now pass my house. When I am at home, I can already feel the house shake when HGV's pass by, and even hear the echo of when people run past my house - this leads me to believe that below the pathway and road there is a cavity that may not withstand the increase in traffic these plans will make.

2. There are mains water pipes beneath the road that have already burst causing major disruption and cost to the properties in the area - again with the increased traffic and weight of traffic, this will greatly increase this risk further still.

3. The volume of traffic that closing Blackamoor Road off will be unmanageable. Already the area suffers from a build up of traffic heading towards Darwen from Blackburn, and the plans aim to have two carriage ways traveling in the opposite direction to withstand the increased volume heading in that direction for the link road, due to closing off Blackamoor Road - this will result in the already queuing traffic heading towards Darwen and two lanes of queuing traffic towards Blackburn. Three lanes of constant queuing traffic right in front of my home. This is also not counting the obvious increase in traffic that building the houses will incur, when on average each household has two cars.

4. The above point leads me to raise my concerns of pollution in the area due to this standing traffic. I am aware the change is due to pollution readings at the cross roads - but clearly this is just moving the issue 150metres down the road, and therefore not resolving the issue at all. The noise pollution of this volume of traffic, especially the HGV's will also be greatly increased.

5. I have great concerns as to the safety of the road with the volume of traffic that will now be traveling past my home. My vehicles have already been collided into on several occasions whilst parked outside my property and the increase in traffic will only again increase the potential of this happening. I have a young child and the potential risk of cars and HGVs traveling at speed outside of our home is deeply troubling.

6. The privacy of my home will be greatly affected. Individuals within the already queuing traffic often look into our windows and with two further lanes of congestion the opposite way, this will be a great invasion of our private home life.

7. Parking is a concern for the properties. We have invested previously in the the kerbs being lowered and a grass verge being tarmacked to give an area for vehicles to be parked part off road, neighbors have driveways also, and it is already difficult to parallel park on the road, but to have three lanes of traffic, this will be almost impossible and a great risk to safety. However, parking is obviously a necessity for the residences as there are no other alternatives due to the land at the rear of the properties being a graveyard.

Possibly, the plans including a slip road for the private residencies to have safe parking away from the three lane carriageway could be a consideration, as there is potential with the amount of land opposite that is being used.

8. There is going to be a detrimental effect to wildlife in the area. I have seen and have footage of wild deer in the fields opposite, foxes, bats, owls and newts and these plans will only result in the negative disruption of their homes.

I understand that the local council wish to develop the town and create much needed housing, but firmly believe the proposed highway changes are ill - thought and clearly not done so by anyone local to the area. There is no sound reason why Blackamoor Road should be blocked off and creates much of the concerns stated above due to funneling the traffic in one area. The concerns of reducing pollution is laughable, when the increase of traffic on the roads in the area with the additional houses being built, and the added distance required to travel to use the link road, completely disregards this.

I hope that my concerns are taken seriously and recorded as opposition to the said plans.

Objection – Mr & Mrs Callaghan, 1 Cotswold Mews, Blackburn. Rec: 16/10/2019

Reference Planning Application 10/19/0888 Blackamoor Link Road

Objection and Request to Attend Planning Meeting

Please note my objection to the above planning application particularly the closing of Blackamoor Road at the crossroads for the following reasons:

Congestion /Pollution in the area

There is a level of pollution on Blackamoor Road and Roman Road due to the volume of traffic accessing Blackburn, Walker Park and the motorway. At present there are traffic lights on the crossroads to Blackamoor Road and Roman Road. Adding another junction and a three way set of traffic lights at Newfield Drive / Roman Road can only serve to cause further backlog of standing traffic and even more pollution. Traffic coming from Blackburn would have two places to stand rather than one. Traffic from the motorway to Darwen would have further to travel and another place to stand. Traffic and especially HGVs going to Walker Park from Darwen / Bolton direction would have further to travel and another place to stand. Traffic from Blackburn to Darwen / Bolton would have further to travel and another place to stand. It beggars belief that the new road the further standing area can be considered as part of a plan to reduce pollution. CO2 levels, especially from HGVs leaving Walker Park or going to the motorway will increase.

Diverting all the traffic to Newfield Drive junction, including the traffic from the 'growth' (planned new houses) by closing Blackamoor road will add to the congestion and pollution highlighted above. The whole area, particularly at peak periods will become a car park. Access to and from our property could become both difficult and dangerous. Blackamoor Road should stay open to traffic to alleviate the congestion. That being the case, the new proposed housing development and residents of Blackamoor Road could travel to the Darwen / Bolton direction without having to complete a longer route and standing at an additional set of traffic lights.

In our opinion the people that have devised the plan for this link round have no local knowledge and should visit the residents, preferably at a peak time to properly review the possible consequence of the proposed plans.

Road strength

Two years ago the weight of a passing lorry ruptured the mains water pipe that supplies Darwen leaving two massive craters. The Road is weak and the pipes and sewers beneath it are all old and liable to rupture with the increases use of HGVs.

Safety

Two months ago, a car leaving Cotswold Mews was in a serious collision with another traveling from Blackburn. The area is dangerous as it is without frustrating drivers with extra traffic lights and longer queuing times. Should these ludicrous plans get the go ahead, we would like assurance that provision will be made for ourselves to enter and leave our property without increased danger or having to aggravate others.

Environment

There are a lot of bats, birds including owls and wildlife around this area which the road will have a negative impact on to quote the published report from Bowland Ecology "there will be a negative impact on the bats, birds and wildlife population and it is unlikely that the improvised grassland will compensate". It is our belief that making the changes proposed will be breaking the environmental laws of this country. **Although the effect on wildlife does get a mention in the planning report, the loss of habitat has not been addressed.**

Suggested improvements from local knowledge

1. Blackmoor Road should remain open and the council should purchase the Blackmoor pub and car park so they can enlarge this junction and then install a right turn filter on the remaining three sides the side heading to Blackburn from Darwen already has one.
2. Build a motorway junction between junction 4 and 5 of M65 to take HGVs to industrial areas without congesting and polluting the roads as in the planned proposals.
3. Take the link road down to junction 4 of M65 so that Roman Road and Blackmoor Roads are relieved. Particularly sign the road for HGVs rather than Roman Road and Blackmoor Road. Junction 4 is a large roundabout access and so there is less likelihood of long standing traffic and less residents for it to effect.
4. Establishing a proper lay by to Roman Road cottages and Cotswold Mews entrance to take traffic away from the direct front of houses, reducing CO2 pollution and noise pollution.

Additional information with regards new building developments

It is our understanding that development is to be undertaken with regard building plans in the area. We are concerned that at the area close to the reservoir there used to be prefab housing which contained a significant amount of asbestos. When these buildings were demolished, we believe that the asbestos remained underground. Building on / around this land could disturb the asbestos, releasing dangerous fibres into the atmosphere. This would put all residents and users of the area at risk of asbestos poisoning.

We would like to attend the meeting of the planning committee and request permission to speak.

We also hope that our area is attended and discussed with us, resulting in a proper review undertaken taking into account our concerns.

Objection - Kevin Fox, 145 Blackamoor Road, Blackburn, also on behalf of Mrs J Burke, 143 Blackamoor Road, Blackburn, Mrs L Fielding, 147/149 Blackamoor Road, Blackburn, Mr & Mrs E McVey, 151 Blackamoor Road, Blackburn & Mrs J Taylor, 153 Blackamoor Road, Blackburn. Rec: 17/10/2019

FAO, Mr Nick Blackledge.

13th October 2019

Dear Sir,

Planning Application 10/19/0888

Full planning application - link road between Roman Rd and Blackamoor Rd.

I write with reference to the above application on my own account and also on behalf of my neighbours residing at No's 143, 147, 149, 151 and 153.

Our properties are by reference to your plan situated at the South side of the development site adjacent to the new proposed junction which joins Blackamoor Rd to the new link road. As such the new road passes in very close proximity to the rear of our properties, we are therefore singularly affected by this proposal unlike any other properties on Blackamoor or Roman roads.

Having examined the proposal and supporting documentation I make the following observations some of which I feel must be actioned prior to prior to granting permission.

- 1) I have seen little evidence of investigations relating to the previous use of Guide Square, a brownfield section of the full site. The only mention of a previous use is within S4.5 of the Flood Risk Assessment which states that Guide Square had pre-fab Housing built Post war and demolished in the 1970'. I am personally aware and have photographic evidence (attached) that these prefabs constructed of "Asbestos Cement sheet" on a timber frame were simply demolished with much debris ploughed into the site. As such if the sheets contained asbestos then this will still exist within the soil on Guide Square. Should these cement sheets have contained Chrysotile, Amosite or Crocidolite then as long as this remains undisturbed then there is little reason for concern however your planned road runs over the area where at least some 10 houses were situated. I require further information.
- 2) Given the above scenario the Air Quality Assessment section 5.2 relating to Construction dust is totally incorrect and would require reassessment following soil investigations. It is also worthy to note that our 6 properties are also the only properties which will have major issues with dust. We can all provide strong evidence of this issue from your recent soil investigation works where Capita contractors used the Higher House Farm site as a base and prior to that demolition works last year of the Farm itself. Both schemes used the farm access road and what we had to put up with was totally unacceptable.
- 3) Other issues of air quality would be on completion of the road when we 6 properties will enjoy traffic to both the front and rear of our properties with HGV's also still at the front. In fact we shall probably be in a much worse position as the heavy traffic which used to run up Blackamoor Rd, will now be North (the rear) of our properties, and as wind direction is predominantly from the NW, this will increase our exposure to dust and fumes.

- 4) Lighting - only a few years ago lighting on Blackamoor Rd was upgraded to 10 metre standards with LED fittings which has lit the road considerably enabling a view the full length of the road during darkness hours, with a lighting standard adjacent to our property bathing our house frontages in light. Additional light fittings to the wall of Sally Salon for car park lighting provides an issue of light pollution to our properties. I append letter of complaint sent to Sally Salon and response from them, the solution which has still to be initiated. Further we experience vehicle lights from the Sally Salon car

park and from HGVs exiting the same property. The solution for I and my neighbours to prevent these intrusions is to close curtains and blinds immediately at sunset. Additionally some residents have moved to the rear bedrooms where possible to benefit from the darker rear area. This proposed road is to be installed with similar light standards and fittings which will bathe the rear of our properties in light leaving our properties surrounded in light 24/7.

- 5) Noise - over the last 10 years noise pollution has become what can only be described as "unacceptable". As Roman Rd site has been developed we have experienced more and more HGV's servicing the various industries on that site. Additionally HGV traffic to and from the Sally Salon entrance which brake directly outside our properties when entering and of course accelerate and change gear outside our properties when exiting the site. The other change during this period has been the amount of HGV traffic passing at night, invariably at speeds far exceeding the speed limit which is both extremely noisy and creates tremors which regularly awaken us from sleep. Other additional noise nuisance comes from emergency vehicles, motorcycles and sports cars / boy racers trying to break their previous speed records plus vehicles arriving and leaving the Sally Salon car park. With the proposed link road we are now to be exposed to noise at the rear of our properties still with HGV and other traffic to the front. Your noise assessments accept that noise levels will be " high" to both the front and rear of our properties without reference to our neighbour Walker Park. The assessment makes reference to screening and specialised glazing for new build but makes no reference to our particular properties at this stage, simply to the design of new build to cope with noise. Within table 4 there is listed a number of glazing solutions to assist a worst case design. None of our properties have such a glazing specification. My property has 14no large windows and the cost of replacement windows to such a specification would be extremely costly. It is quite unacceptable for this development to inflict such costs on residents.

- 6) Ecology. A number of well established trees (G8) to the rear of numbers 147 - 153 will be felled as they lie in the middle of your proposed road. These have a bat population so this must be considered before any action. Red Grouse (Amber listed RSPB) and Pheasant also nest in the area of Higher House Farm / Guide Square. I have videos of these feeding in my back garden). Further up Blackamoor Rd a large number of trees (G1, G8) verging the South boundary of Guide Square will also be felled. Within section 4 of the Design and Access statement it is stated that all felled trees will be replaced on site. This means anywhere on site and the Statement "aesthetically pleasing and a visually interesting balance of hard and soft landscaping" is nothing more than "speak!". We would like to see specific proposals which replaces our lost trees in a far higher ratio than one for one. This would show some commitment to combatting carbon emissions and retain some of the current rural aspect of our residential area.
- 7) Revenue costs for lifecycle and maintenance.- I can see no evidence that the decision makers of this scheme understand the future additional costs of creating this road. It will require under 7.4 of the flood risk assessment certain annual and event maintenance procedures in addition to gully cleaning, street cleansing, lighting maintenance, revenue electrical cost of lighting, and the road will require repair /replacement in future years (lifecycle). I mention this as Blackamoor Rd never sees a street cleaner, more than 50% of road gullies are blocked which results in rivers at the kerb when we have rainfall. We residents regularly collect cans, bottles, fast food rubbish and other items of detritus from both our frontages and areas higher up the road because this is not done by BwD. How can new facilities such as this road be built without acceptance of the required maintenance?

Given the above comments I believe that further comment and debate needs to be made prior to granting Planning Permission and that further investigation relating particularly to our particular residences needs to be undertaken including a meeting with the residents.

We are aware that in cases of road building one can claim for loss of value on the property following the build however such does little to compensate for having to reside in an unacceptable environment created by your road development.

Mr J. Kevin Fox

Cc. Mrs. J. Burke.	143 Blackamoor Rd.
Mrs. L. Fielding.	147/149 Blackamoor Rd
Mr & Mrs. E. McVey.	151 Blackamoor Rd
Mrs. J. Taylor.	153 Blackamoor Rd.

Objection - Kevin Fox, 145 Blackamoor Road, Blackburn, also on behalf of Mrs J Burke, 143 Blackamoor Road, Blackburn, Mrs L Fielding, 147/149 Blackamoor Road, Blackburn, Mr & Mrs E McVey, 151 Blackamoor Road, Blackburn & Mrs J Taylor, 153 Blackamoor Road, Blackburn. Rec: 17/10/2019

Recent upgrade of lighting to your Car Park.

I write with regard to recent changes made to the lighting affixed to your building, providing light to your car park.

The issue for myself and my neighbours is that this light is causing an issue of light pollution to our properties.

In normal car park situations lighting would be provided by the installation of light bollards fitted with a luminaire to provide suitable levels of down light to the car park area. Such would be situated to provide forward light to the area to be lit with some light escape to the rear (backlight) and above (uplight). The latter two are periphery escaping light and along with reflected light will provide light to areas not intended to be lit.

In your case of your lighting installation you have not lit from light bollards or standards on the car park area, but have utilised wall mounted luminaires fitted to the your building walls opposite to our properties. The lights are glaringly bright and the angle to which they are set not only light your car park to almost daylight conditions but also lights the whole frontage of our properties and all rooms internally to the front elevation. Your lights even cast a shadow of the full outline of our properties onto the fields to the rear of our houses. My garage apex roof which is 4 metre high can be clearly seen as a shadow extending some 40 metres into the field at the rear. Similarly if I stand to the front of my drive my shadow length is 17metre when my height is approximately 1.75metre.. This is clear evidence that your lights are set too high and are thus clearly not acceptable.

Whilst we have no objection to you providing a safe environment for your employees, we do think that your responsibility for such lighting should stop at your boundary with the exception of some, "escaping or reflected light. You must appreciate that we already have issues with your employees vehicles who park facing our properties and who already provide great annoyance when leaving the car park on dark evenings (sometimes sitting in their vehicles for several minutes with engines running and head lights shining directly onto our properties, so the wall mounted lights provide a greatly additional nuisance.

As such I request the the lighting is adjusted downwards to ensure that that the concentrated light coverage extends only to the periphery of your car park thus removing the current issue of light pollution to our properties.

I would ask that you respond to this letter with your advises by Saturday 6th April 2019.

Dear Mr Fox,

Thank you for your letter dated March 26th 2019 with reference to the recent upgrade of lighting in our car park.

There has not been any upgrade of lighting recently, but, there has been a repair to the existing lighting that had been out for many weeks.

The repair was to the same specification that we have had for many years.

But, taking into account your query with regards to light pollution to you and your neighbours we have had a review of the current situation.

This review will mean that we will, at the earliest opportunity, reduce the angle of the current fittings or put a suitable cover over the light.

Either option should alleviate the complaint you currently have.

With regards to clarity, the reference to "the earliest opportunity" means that we have to hire specific equipment to get to the height requirement and this could take several days, possibly over a week.

On top of this we are also going to look at the current fittings to ascertain that we can use a different, appropriate light of lesser power as an alternative to what we have.

Please accept my apologies for the light pollution and intrusion.

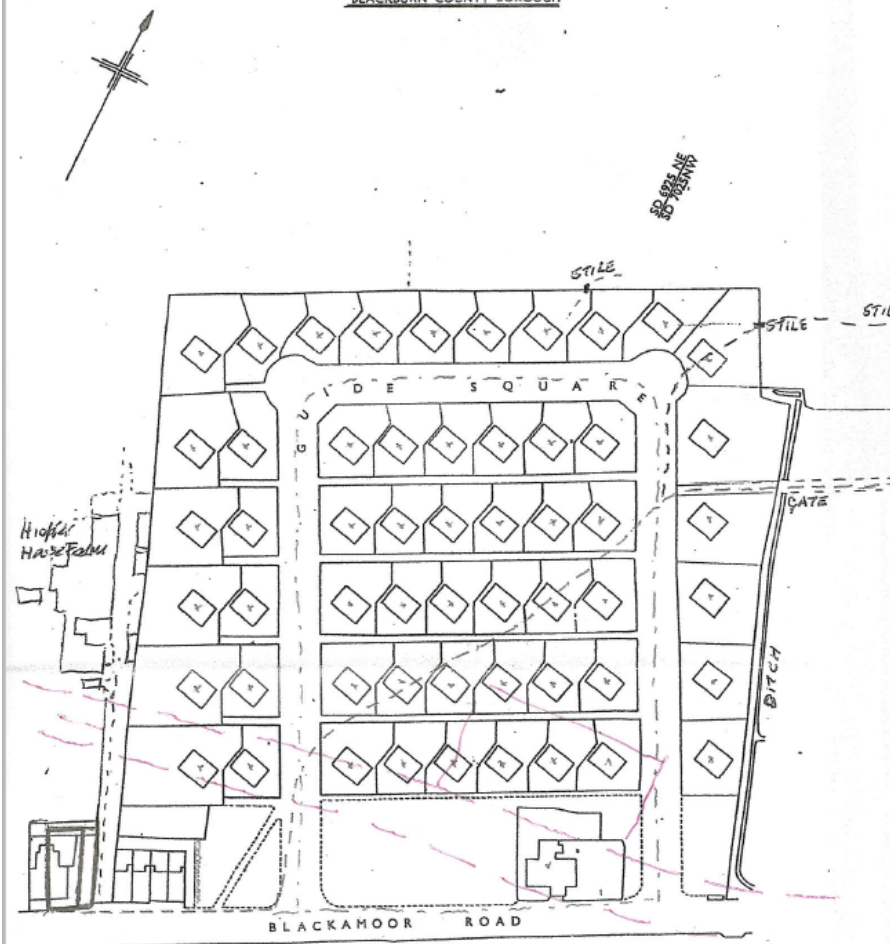


H. M. LAND REGISTRY

NATIONAL GRID PLAN SD 6925 SECTION C
(BLACKBURN)

Scale 1/1250

BLACKBURN COUNTY BOROUGH



MR. BALDWIN'S DEMONSTRATION LOTS

Objection – Mr & Mrs Birkbeck, 114 Roman Road, Blackburn. Rec: 17/10/2019

Reference: Planning Application 10/19/0888 Blackamoor Link Road

Objection to the above Planning Application.

We have very strong opposition to the proposed plans for the following reasons:-

1. Volume of traffic/ Vibration Damage to property
2. Privacy
3. Air pollution
4. Noise Pollution
5. Parking availability
6. Property Valuation.

1. The volume of traffic and the vibrations from the wagons and lorries will cause damage to our property. Our home(114 Roman Road) was built in 1870 and was not built to withstand the punishment that heavy traffic will cause. Prevention is better than cure and **we are not prepared to sit by and have the threat of possible damaged done to our property in any way shape or form.**

By diverting the traffic away from Blackamoor Road on to Roman Road and to the proposed new road layout at Roman Road and Newfield Drive, the volume of traffic will be ridiculous. Roman Road is already very congested and with the proposed 3 lanes of traffic outside our house to enable traffic to flow through faster, it will not work. The problem will be at the traffic lights at the corner of Roman Road and Stopes Brow when turning right.

2. If traffic lights are put at the corner of Newfield Drive, all the houses will lose all privacy. The traffic will queue up right outside the front of our homes. Traffic already queues from the lights at Roman Road and Blackamoor Road way past Newfield Drive going towards Darwen, not only at peak times but at other times during the day. If the proposed new road goes ahead there will be constant traffic queues right outside the front of our homes that will invade our privacy and will cause noise and air pollution. It will make it impossible to have our bedroom windows open at any time. The noise from the wagons, lorries and other traffic that come past early morning will inevitably cause disruption to our sleep patterns which is definitely not healthy. There is also a children's Nursery at the far side of Newfield Drive, the noise and air pollution will definitely not be good for them and the volume of traffic will be a safety issue.

4. With the greater volume of traffic the noise pollution will also increase.

5. The proposed parking lay by for the residents is a very good idea. However it needs to be longer than has been proposed to enable residents that park on their own property to have access. Access to our property, to Cotswolds Mews, the land adjacent to 110 and to 124 will be virtually impossible due to the 3 lanes of traffic as we have to go across the road in order to reverse on to our property.

If the new road layout goes ahead, we will require access to our land **AT ALL TIMES**.

We are not prepared to park our vehicles anywhere else as the last time we had to park on the road because of the water pipe burst my car was vandalized so that will not be an option.

6. The new proposed road plans will devalue the price of our homes.

Alternative routs have already been mentioned to you. You could make Roman Road between Newfield Drive and Blackamoor Road an ACCESS ONLY area, as you did at Guide and take the road further into the fields, that would solve all the problems for all the residents on Roman Road.

We are not happy to have a proposed housing estate in the fields opposite our home. These fields have always been a Green belt area. The proposed 150 houses will also add to the air pollution as each house will have 1-2 vehicles. Where are the provisions for schools, doctors and dentist's? There doesn't seam to be anything in place to accommodate these. We have received letters from the Water Board for the last two years warning of possible threats of the banks breaking on the reservoirs. If this is a threat than it is not a wise decision to build houses so close to the reservoirs.

I trust that you will take note of all the points mentioned and use an alternative route for the road.

Objection – Mr Craig Gouldthorpe, The Nook, 120 Roman Road, Blackburn. Rec: 18/10/2019.

To whom it concerns,

I write to raise my concerns and oppose the plans for the scheme incorporating the new link road between Roman Road and Blackamoor Road, Blackburn.

The issues are related mainly to the detrimental effects that the change of highway on Roman Road will have to my property, livelihood and family, if the scheme was to go ahead as planned.

I live at "The Nook" 120 Roman Road and in the middle of the stretch of road that the plans will greatly affect - the plans aim to incorporate a three lane road in-front of my house, and to close off access for traffic on Blackamoor Road. This greatly troubles me for many reasons as listed below:

1. I have concerns that the structure of Roman Road does not have the strength to withstand the volume of traffic that closing off Blackamoor Road will result in, especially with regards to the heavy goods vehicles that will now pass my house. When I am at home, I can already feel the house shake when HGV's pass by, and even hear the echo of when people run past my house - this leads me to believe that below the pathway and road there is a cavity that may not withstand the increase in traffic these plans will make.

2. There are mains water pipes beneath the road that have already burst causing major disruption and cost to the properties in the area - again with the increased traffic and weight of traffic, this will greatly increase this risk further still.

3. The volume of traffic that closing Blackamoor Road off will be unmanageable. Already the area suffers from a build up of traffic heading towards Darwen from Blackburn, and the plans aim to have two carriage ways traveling in the opposite direction to withstand the increased volume heading in that direction for the link road, due to closing off Blackamoor Road - this will result in the already queuing traffic heading towards Darwen and two lanes of queuing traffic towards Blackburn. Three lanes of constant queuing traffic right in front of my home. This is also not counting the obvious increase in traffic that building the houses will incur, when on average each household has two cars.

4. The above point leads me to raise my concerns of pollution in the area due to this standing traffic. I am aware the change is due to pollution readings at the cross roads - but clearly this is just moving the issue 150metres down the road, and therefore not resolving the issue at all. The noise pollution of this volume of traffic, especially the HGV's will also be greatly increased.

5. I have great concerns as to the safety of the road with the volume of traffic that will now be traveling past my home. My vehicles have already been collided into on several occasions whilst parked outside my property and the increase in traffic will only again increase the potential of this happening. I have a young child and the potential risk of cars and HGVs traveling at speed outside of our home is deeply troubling.

6. The privacy of my home will be greatly affected. Individuals within the already queuing traffic often look into our windows and with two further lanes of congestion the opposite way, this will be a great invasion of our private home life.

7. Parking is a concern for the properties. We have invested previously in the the kerbs being lowered and a grass verge being tarmacked to give an area for vehicles to be parked part off road, neighbors have driveways also, and it is already difficult to parallel park on the road, but to have three lanes of traffic, this will be almost impossible and a great risk to safety. However, parking is obviously a necessity for the residences as there are no other alternatives due to the land at the rear of the properties being a graveyard.

Possibly, the plans including a slip road for the private residencies to have safe parking away from the three lane carriageway could be a consideration, as there is potential with the amount of land opposite that is being used.

8. There is going to be a detrimental effect to wildlife in the area. I have seen and have footage of wild deer in the fields opposite, foxes, bats, owls and newts and these plans will only result in the negative disruption of their homes.

I understand that the local council wish to develop the town and create much needed housing, but firmly believe the proposed highway changes are ill - thought and clearly not done so by anyone local to the area. There is no sound reason why Blackamoor Road should be blocked off and creates much of the concerns stated above due to funneling the traffic in one area. The concerns of reducing pollution is laughable, when the increase of traffic on the roads in the area with the additional houses being built, and the added distance required to travel to use the link road, completely disregards this.

I hope that my concerns are taken seriously and recorded as opposition to the said plans.

Objection - Alison Smith, 110 Roman Road, Blackburn. Rec: 22/10/2019

To whom it may concern

I am absolutely distressed and horrified by your proposals to put traffic lights directly outside my home due to the new road development and strongly object to this and the effect it will have on my families health, my property and my privacy.

My primary reasons being: pollution, access, noise and structural damage that will be caused to my property.

We have a piece of private land at the side of our house where we park our cars. How are we going to have access to this land? Where are our family and friends going to park?

Has any consideration been given to access for emergency vehicles? I have recently suffered the very sudden and tragic loss of my husband when emergency response teams had to attend.

Also, this will be a great invasion of my privacy having cars and heavy goods vehicles tailed back outside my home as I am not set back from the road. My property is on the main road, it is over 300 years old and will not withstand the vibration.

I have my two young grandchildren on a regular basis who play in my garden in the summer. Where are they going to play without the risk of inhaling toxic fumes? Adjacent to my house, is a baby nursery. Have you considered the pollution you are causing for them?

I strongly request that you consider making the stretch of Roman Road from Newfield Drive to Blackamoor access only for residents as also my neighbours will have nowhere to park, or an alternative suggestion take the link road from the industrial estate up to the motorway.

I have spent a great deal of money on my property over the last seven years. This will completely devalue my home. Who wants to buy a property with traffic lights, pollution and noise? I have an envirovent system which filters clean air into all my bedrooms. All it will do if this goes ahead is draw in more toxic fumes. I will not be able to open my bedroom windows and will not be able to sleep because of the noise and pollution. My council tax band is the highest on this road being band D and I have got the worst possible scenario directly outside my home.

In July 2015, a drain collapsed outside my home. I have ~~enclosed~~ enclosed photographs that evidence the structural damage that was sustained to my property as a direct result of the sheer volume of HGV and the subsequent vibration that they caused when the repairs were carried out.

Not only are you poisoning my family – you will destroy my home.

Please could you arrange another meeting for myself and the residents, I spoke to an engineer at the first meeting who said he will be in touch but have heard nothing.

Objection - Julian Gunton, 11 New Meadow Close, Blackburn. Rec: 26/10/2019.

I, Julian Gunton of 11 Newmeadow Close Blackburn, strongly object to the proposed planning application (10/19/0888) to build a new link road next to my property. It is stated in the application that the new road would improve air quality at Blackamoor junction (which is a designated Air Quality Management Area) and reduce congestion. However if built, all that will be achieved is moving these issues further along Blackamoor Road to the newly constructed road junction which would sit right next to my property. This in turn will increase traffic adjacent to my property increasing pollution, traffic noise and vibration, and as also stated in the application that it would open land for further light commercial and domestic development thus again increasing pollution, traffic noise and vibration from the increased traffic in the local area. Notwithstanding the noise levels whilst under construction and built, I note from the maps of the application that once funding could be achieved there is every likelihood of this link road being continued down Newfield Drive at a future date. In the long term this road would also decrease the value of my property and make it extremely hard to sell unless sold for at a very large reduced rate, for which I would seek compensation from the local authority for.

Objection – Lisa Walmsley, Pickering Fold, Blackburn. Rec: 27/10/2019

Dear Sir/Madam,

I am writing with regards to the proposed new link road at land between Roman Road and Blackamoor Road.

I live on Pickering Fold and feel the new link road is going to extend my journeys due to the already difficult task of exiting Pickering Fold and then have to drive the extra distance of the link road. Also returning to Pickering Fold from junction 5 of the M65, the journey will be extended as I will no longer be able to drive straight down Blackamoor Road and turn left.

Would it not be possible somehow to not block the bottom of Blackamoor Road off and only allow vehicles turning left to go down it. This would help residents of Pickering Fold and ease some congestion at the link road.

Objection – John Haworth, 6 Blackamoor Road, Blackburn. Rec: 01/11/2019.

Attention Gavin Prescott

Whilst the idea in principle to improve the air quality at the Roman Road/Blackamoor Road sounds fine, although the same traffic will still be passing the Blackamoor Inn and the shop, it is the proposal to block up the road junction at the bottom of Blackamoor Road that is a very big issue.

As a resident who only lives 25 metres from that junction, it is going to be exceptionally inconvenient if I wish to drive to either Darwen or Ewood to have to drive up Blackamoor Road, along the new link road, and then along Roman Road to get back at the same junction. My family live in Darwen and I make that journey on a regular basis.

The idea of moving the traffic away from in front of my house certainly has benefits in reduced noise levels and no wagons blocking my light whilst waiting at the lights, but the inconvenience of the blocked junction outweighs the benefits.

It is of course not just me, who would be inconvenienced, but residents of 21 to 41, and 2 to 36 Blackamoor Road, who would have to drive the "wrong" way to get across the junction.

There is also the added time to be taken by emergency vehicles by having to travel further distance on the new road.

There are 30 properties affected by this idea, so a proposal is to keep the junction open with the existing 4 arm traffic lights, but open the Junction to **residents only** in the house numbers as above and to emergency vehicles. A permit could be granted for these 30 properties.

I realise that the situation is still in now in a full planning stage stage and that planning permission has to be obtained, but I would like you to consider the proposals which in theory would keep everybody happy.

Also, I have read that the pedestrian access in crossing Roman Road next to the pub car park is to be improved, and I would stress that this is such an important issue as currently as it is very difficult to currently cross even with one set of lights on red, as vehicles then come round the corner from Stopes Brow at speed.

Objection – Kathryn Jarvis-Dumsday, 9 New Meadow Close, Blackburn. Rec: 09/11/2019

To Whom it may concern,

I, Kathryn Jarvis-Dumsday, of 9 Newmeadow Close, Blackburn am writing to put forward my objection to the planning application 10/19/0888.

Within the application it states that by moving the link road, you will be improving the air quality at the Blackamoor junction, however, my belief is that you are simply moving the air pollution and ,consequently, the traffic congestion to another area, which is situated right next to my property. By placing the new link road next to my property, it will increase air pollution, noise pollution, vibration and traffic volume in the local area. This does not take into account the months of construction noise and travel disruption this will cause.

From the application, I can also see that there is potential for this link road to be continued down Newfield Drive, should funding be allocated. In the long term, I believe that this will not only affect the air quality, traffic noise and traffic volume, but the value of my house will also suffer, and being so close to this link road would make my property difficult to sell at a reasonable price. If this were to be the case, I would proceed to seek compensation from the relevant local authorities.

Please do not hesitate to contact me further.
