

Proposed development: Outline Planning Application (Regulation 4) for Outline planning application with all matters reserved except for access, layout and scale for residential development for 88 dwellings and a maximum of 400 sq m of retail floorspace

Site address: Rockcliffe Works, Paterson Street, Blackburn, BB2 3SP

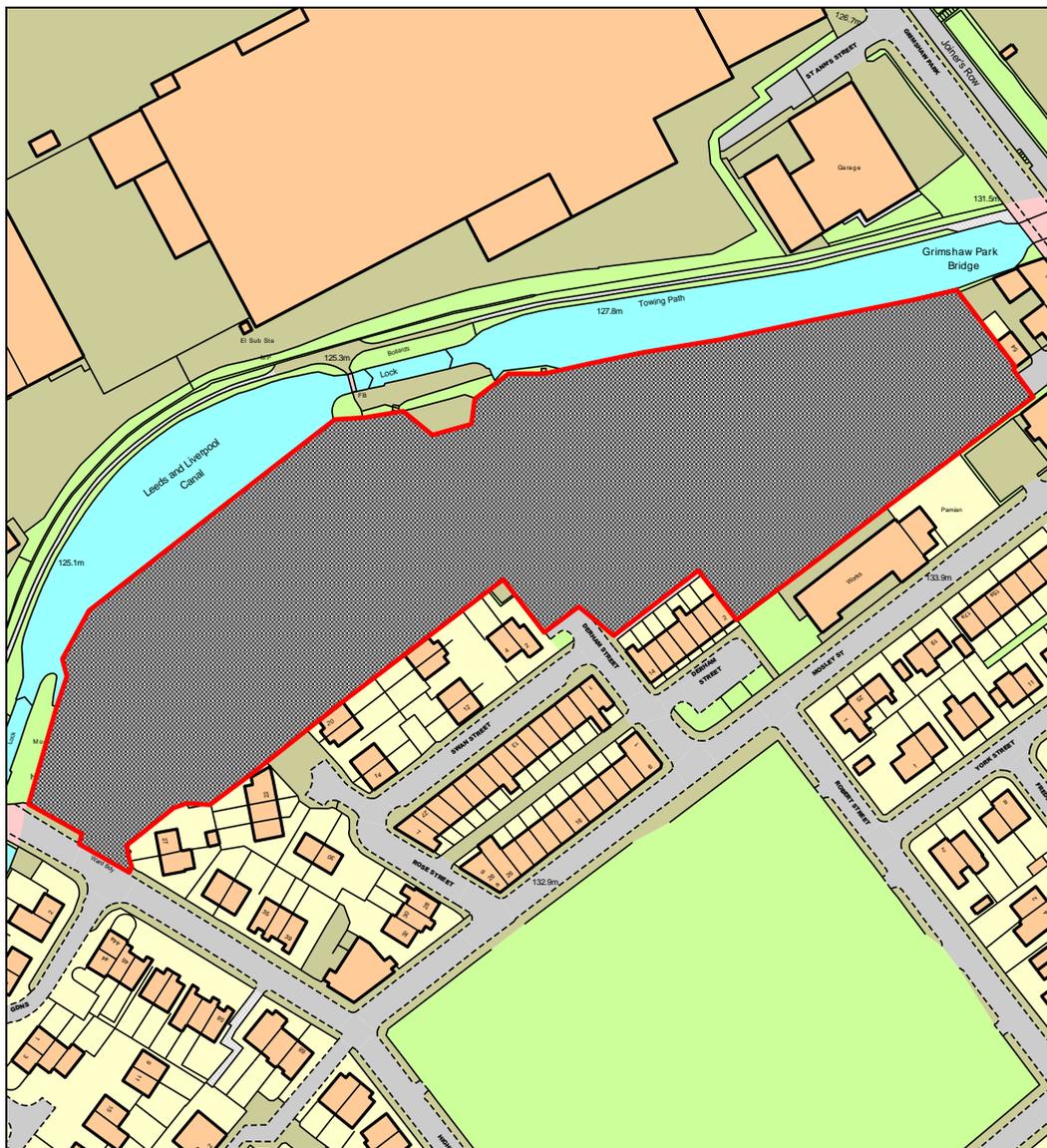
Applicant: Driftdale LTD

Ward: Blackburn Central

Councillor: Zamir Khan

Councillor: Saima Afzal

Councillor: Mahfooz Hussain



1.0 SUMMARY OF RECOMMENDATION

1.1 APPROVE – subject to the recommended conditions (see section 4.0)

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

2.1 The proposal will deliver a high quality housing scheme which will widen the choice of family housing in the Borough. It supports the Borough's planning strategy for housing growth as set out in the Core Strategy and Local Plan Part 2. The proposal is also satisfactory from a technical point of view, with all issues relative to the assessment having been addressed through the application, or capable of being controlled or mitigated through planning conditions.

3.0 RATIONALE

3.1 Site and Surroundings

3.1.1 The application site relates to an irregular shaped parcel of land, approximately 1.6 hectares in area, and with a maximum depth of 82m and overall length of 285m. The site is located within the inner urban area of Blackburn and it is allocated for housing (Site 16/5 – Rockcliffe Mill) in the adopted Local Plan. The site is bounded by the Leeds Liverpool Canal to the north and Paterson Street to the south. The land falls by circa 5m in both south to north and east to west directions.

3.1.2 The site is not currently in use, having previously been occupied by a cotton mill and subsequent industrial uses, including footwear and waterproof clothing manufacturing and a recycling facility. The site is currently free from buildings, save for the remnants of the former mill's boundary walls that partly secure the site, along with temporary heras fencing. Generally, it is in a state of disrepair and has attracted anti-social behaviour including illegal tipping and arson attacks.

3.1.3 With reference to the surrounding area; it is predominantly residential in character to the south and west. A small cluster of commercial and community buildings form the south east and eastern boundary, with the A6077 beyond. The north of the site is bounded by the Leeds Liverpool canal corridor, with the B&Q store on the opposite side of the watercourse.

3.2 Proposed Development

3.2.1 The amended application details seek outline planning approval, addressing layout, scale and access, for the development of 88 houses with associated open space and infrastructure and a maximum of 400m² of retail floorspace

3.2.2 The proposed development provides a net density of 55 units per hectare when considering the sites overall area of 1.6 hectares. The proposed 88 units comprise;

40no. 3 bedroom, semi-detached houses
24no. 3 bedroom, terraced houses
24no. 2 bedroom, apartments

3.2.3 The development will be accessed by the established junction of Paterson Street and Highfield Road, with a secondary access from Derham Street. A further access on the eastern edge of the site provides linkages to Hazelhurst Way and the A6077 beyond, though this will be secured by bollards and only be available to emergency vehicles.

3.3 Development Plan

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

3.3.2 Core Strategy – January 2011:

- CS1 – A Targeted Growth Strategy
- CS5 - Locations for New Housing
- CS7 – Types of Housing
- CS8 – Affordable Housing
- CS15 – Ecological Assets
- CS16 – Form and Design of New Development
- CS22 – Accessibility Strategy

3.3.3 Local Plan Part 2 (LPP2) – December 2015:

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 16 – Housing Land Allocations
- Policy 18 – Housing Mix
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development

3.4 Other Material Planning Considerations

3.4.1 Residential Design Guide Supplementary Planning Document

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

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

3.4.2 National Planning Policy Framework (2019) (NPPF).

3.5 Assessment

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

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

3.5.2 Principle of Development

The site is designated within LPP2 Policy 16 as a Housing Land Allocation, specifically identified as allocation 16/5: *Rockcliffe Works*. Accordingly, the principle of residential development of the site is supported subject to Key Development Considerations referred to in Policy 16/05, namely:

1. *Connectivity with the Leeds and Liverpool Canal to the northern boundary of the site*
2. *Mitigating the impact of the development on the ecological status of the canal*
3. *Rockcliffe Mill itself is identified as a building of medium significance by the Lancashire Textile Mills Study*
4. *United Utilities have advised that some sites in this area will require surface water storage*
5. *Completion of appropriate ground investigation works to establish the extent of any ground contamination and whether mitigation measures are required. There are records of mine working beneath the site and potential landfill on or adjacent to the site*

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

3.5.4 Policy 7 on Sustainable and Viable Development echoes the presumption in favour of sustainable development set out in the NPPF. Thus, applications that accord with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise.

3.5.5 Highways and Access

Core Strategy Policy 22: Accessibility Strategy and Local Plan Policy 10: Accessibility and Transport, aim to ensure that new developments provide appropriate provision for access, car parking and servicing so as to ensure the safe, efficient and convenient movement of all highway users is not prejudiced.

3.5.6 The application is supported by a Transport Assessment that concludes;

- Paterson Street and Derham Street will be retained and upgraded as part of the proposed development. Traffic calming features including a chicane and a raised table will be provided along Paterson Street/Derham Street. An emergency access will be provided along the A6077 via the existing service road to the south of The Clifton Arms.
- Pedestrian and cycle access to the site will be provided at the same location as the vehicular accesses. Footways with widths of 2.0m will be provided on both sides of the proposed internal roads and will link onto the existing off-site pedestrian network.
- The proposed townhouses and apartments will provide 2 spaces per dwelling. In addition, 3 visitors parking spaces will be provided along Derham Street. The proposed commercial use will provide 20 spaces. The proposed development is therefore roughly in accordance with BwDBC's parking standards.
- The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- The above analysis demonstrates that the site is highly accessible by public transport and is within easy walking and cycling distance of a wide range of facilities.
- The site comprises previously developed land which was formerly occupied by the Holt & Macintosh Waste Plastics Limited factory which specialised in transforming plastic scrap and discarded production items into re-usable plastic granules. It is estimated that the proposed development would generate a net difference of 19 2-way traffic flows during the AM peak and 20 two-way flows during the PM peak when compared to the historic uses of the site.
- This increase in traffic will be imperceptible when having regard to the daily fluctuations in traffic and will not have a material impact on the operation or safety of the local highway network. In addition, this comparison is considered to be robust given all trips associated with the proposed commercial use have been assigned as 'new' trips.

- Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

3.5.7 The Council's highway officer has reviewed the proposal and has offered a number of observations on the internal road layout. Principally the concerns relate to; non-compliance with Manual for Streets, due to the lack of vehicle traffic calming on the section of highway fronting blocks F and G; sub-standard parking arrangements, due to the failure to provide for disabled users within the retail car park; further details of road gradients required; need for pedestrian footway provision; the need for internal roads to be built to adoptable standards; the need for PTW parking and cycle stand provision within car parks serving blocks A and G; and the review of boundary treatment to ensure vehicle sightlines are not compromised. Subject to those matters being addressed via planning condition, no objections are offered.

3.5.8 Design and Layout: Policy 11 of LPP2 is of relevance and requires all new development to present a good standard of design. Development will be expected to demonstrate a good understanding of the wider context and make a positive contribution to the local area, including enhancing/ reinforcing the established character of the locality. Considerations 1 and 2 of Policy 16/16 reinforce the requirements of Policy 11.

3.5.9 The proposal is in outline form, addressing access, layout and scale. The proposed development provides a net density of approximately 55 units per hectare, when considering the development area of 61.6 hectares. The 88 units comprise of: 40 x 3 bedroom semi-detached units, 24 x 3 bedroom terraced units; and 24 x 2 bedroom apartments.

3.5.10 *Policy 18: Housing Mix* of the Local Plan Part 2 illustrates that the Council requires a detached and semi-detached housing offer to be the principal element of the dwelling mix on any site that is capable of accommodating such housing. *Policy 19: Apartment Development and HMO's* advises that the Council will only support the development of apartments when compliance with Policy 18 is achieved.

3.5.11 It is acknowledged that semi-detached units only provide for approximately 45% of the overall housing offer within the proposal and that this falls below Policy 18's requirement for such housing to be the principal element. However, consideration must be given to the advantages of redeveloping the site to address the environmental issues caused by the illegal tipping and the associated criminal and anti-social behaviour, including arson attacks. Further, the applicant has demonstrated through the submission of a viability report that the housing mix proposed is necessary to make the overall scheme economically viable. On that basis, adequate justification has been identified to offset the marginal shortfall of semi-detached properties within the housing offer.

3.5.12 The proposal is in outline form, though layout and scale are matters being addressed. The applicant's planning statement indicates;

The proposal is to demolish the existing building structures and develop a total of 88 residential dwellings, comprising a mix of town houses and apartments. The town houses (blocks B,C,D,E and F) are located predominantly at the centre and canal side of the site and accessed from the realigned Paterson St. The dwellings also include private gardens and off-road car parking.

Block B has been designed to have the traditional rear of the dwellings facing the canal, with the front facing the realigned Paterson Street. Block C will be three bed houses accommodated over 2.5 storeys and located within a traffic calmed street environment. The two apartment blocks (blocks A and G) are proposed at either end of the site. These blocks will accommodate 8 and 16, two bedroom apartments within 2.5 and 3.5 storey structures.

Apartment block A has been located to reinforce the corner of Highfield Road and the realigned Paterson Street. The building will accommodate the apartments over three floors, with the upper floor having the external appearance of a roof structure with dormer windows.

The largest apartment block within the development is block G; it comprises 16 two bedroom apartments. The building which is located within the area of the site that has the greatest difference in levels compared with Mosley Street, is 3.5 storeys in height. Again the upper floor will be contained within the roof space. It is envisaged that the design of the building is intended to reflect the form of the demolished mill building, refining the strong influence on the canal side

3.5.13 The linear nature of the site restricts the possible design solutions and this has influenced the proposed layout. Nonetheless the applicant's design team has placed an emphasis on a development which positively responds to policy, and presents a scheme which is well designed to complement the local setting whilst responding to site constraints including the relationship with the adjacent canal corridor, the close proximity of existing housing on the site periphery and the fixed positions of the vehicular site accesses from Dernham Street and Paterson Street.

3.5.14 In summary, the outline details submitted illustrate a layout and scale of development which show dwellings, infrastructure and landscaping which accord with the provisions of the relevant policies of the development plan.

3.5.15 Residential Amenity: Local Plan Policy 8 supports new development that secures a satisfactory level of amenity for surrounding uses and for occupants/ users of the development itself. The Council's adopted residential design guide SPD provides additional guidance with particular reference to separation distances between dwellings to ensure the amenity of residents is protected.

3.5.16 The Residential Design Guide SPD indicates an appropriate separation of 21 metres between facing windows of habitable rooms of two storey dwellings, unless an alternative approach is justified to the Council's satisfaction. Where windows of habitable rooms face a blank wall or a wall with only non-habitable

rooms a separation of no less than 13.5 metres shall be maintained, again unless an alternative approach is justified to the Council's satisfaction. The development is wholly compliant with these requirements when considering the relationship with the existing housing stock on the southern and western edges of the site. The scheme is also compliant internally, save for the sub-standard relationship between blocks F and G, which falls circa 2m below the requisite 27m when accounting for the differing levels between the blocks. Justification is offered through the set back of the dormer windows within the upper floor of block G.

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

3.5.18 The overall impact of the proposed development is considered to accord with the provisions of Policy 8 of the Local Plan Part 2 and the adopted Residential design Guide, as any potential harm to amenity has been addressed or can be adequately controlled or mitigated through planning conditions.

3.5.19 Ecology: Policy CS15 seeks to protect and enhance the Boroughs ecological assets with the aim of establishing and preserving functional networks. Policy 9 seeks to avoid disturbance to protected species and provide compensatory measures when necessary, as per consideration 2 of Policy 16/16.

3.5.20 The applicant has been supported by a Phase I habitat survey. An additional dusk emergence and activity survey for bats was requested by the Council's ecological consultants, GMEU, which the applicant has provided. Those submissions indicate that the site has low ecological value, save for the relationship between the existing stone walls that forms the canal frontage, as well as the wider ecological value of the canal corridor itself.

3.5.21 The proposals have been considered by GMEU and no objections are offered, subject to a series of additional surveys and reports that can be controlled via planning conditions (see section 6.4). Subject to those requirements the proposal is considered to meet the requirements of Local Plan Policy 9 and Core Strategy Policy CS15

3.5.22 Flood Risk and Drainage: Policy 9 of LPP2 requires development to demonstrate that it will not be at risk of flooding and use of Sustainable Urban Drainage Systems (SUDS) is required, as per consideration 4 of Policy 16/16.

3.5.23 A Flood Risk Assessment has been carried out for the proposed residential development for the site adopting the requirements and assessment procedures as laid down by the Environment Agency and Blackburn and

Darwen Borough Council. The site is categorised as Zone 1, that is having a low probability of flooding, less than 1 in 1000 annual probability. The development is identified as 'more vulnerable' in the Environment Agency's Flood Risk Vulnerability classification due to it comprising residential dwellings. Consideration of Flood Risk vulnerability and flood zone compatibility confirms that based on the above, the development is appropriate.

3.5.24 A surface water drainage arrangement has been designed to accommodate the requirements of both the Environment Agency and United Utilities. The drainage strategy is subject to a separate report which is to accompany the planning application. The use of soakaways is not appropriate. It is proposed to raise the site levels by circa 300mm to suit construction requirements. This will not impact on potential runoff to existing adjacent residential accommodation.

3.5.25 The proposal has been considered by the Lead Local Flood Authority, United Utilities and the Canal and River Trust (CRT). No objections are offered on flooding or drainage issues, subject to the conditions outlined within sections 6.3, 6.8 and 6.10 of this report. Those conditions include requirements for foul and surface water to be drained on separate systems, surface water drainage scheme to be agreed and scheme for future maintenance and management of the SuDs to be agreed.

3.5.26 Within the response from the CRT it is clarified that the site has existing drainage outfalls to the canal and that these will need to be sealed up and removed. Further it is noted that the drainage report goes on to state that surface water discharge would be to the canal as infiltration on the site would not be feasible. The CRT advises this has not yet been discussed with their organisation. Further, as the CRT is not a drainage authority they do not have to accept surface water discharge to the canal. Any such discharge would require the prior consent of the CRT and would be subject to a separate commercial agreement. Members are advised that this advice is a consideration for the developer and not a barrier to supporting the application.

3.5.27 Financial Contributions: Core Strategy Policy CS8 advises that all new residential development will be required to contribute towards the Borough's identified need for affordable housing; this being achieved through on-site provision, or through a financial contribution towards off-site delivery. The overall target for affordable housing is set at 20%. The Council also has an adopted supplementary planning document, Green Infrastructure, which sets a developer contribution of £1406 per unit.

3.5.28 Local Plan Policy 12: Developer Contributions, which accords with the NPPF, indicates that where request for financial contributions are made, the Council should be mindful of the total contribution liability incurred by developers, arising from policy and site specific requirements.

3.5.29 The Council received a financial viability appraisal from the applicant on the 24th February 2020. The document has been reviewed by the Council Growth and Development team, who advise;

“Whilst the submitted information lacks detail in some areas for example the breakdown of abnormal costs) based on the Council’s knowledge of the site and understanding of comparable values, the submitted information is considered to be proportionate and acceptable in this case.

It is therefore recommended that the requested infrastructure costs of £1,122,000 for affordable housing and £123,278 for green infrastructure should be waived in this instance due to the lack of viability coupled with the public and environmental benefits to be secured by remediation and development of the site”.

3.5.30 Summary: This report assesses the outline planning application for 88 dwellings on a parcel of previously developed land, accessed from Paterson Street and Derham Street. In considering the proposal a wide range of material considerations have been taken in to account during the assessment of the planning application

3.5.31 This report concludes that the proposal provides a high quality housing development with associated infrastructure on an allocated housing site. The principle of development is agreeable with the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, and the National Planning Policy Framework. Furthermore, the scheme is acceptable from a technical perspective, with all matters being adequately addressed, or capable of being appropriately controlled via planning conditions

4 RECOMMENDATION

4.1 Approve subject to planning conditions relating to the following matters

- Outline application time limit
- Reserved matters to be agreed; appearance and landscaping
- Phasing plan to be agreed
- Construction method statement to be agreed and implemented
- Details of arrangement for future maintenance and management of the proposed streets, until such time that an agreement has been entered into under section 38 of the Highways Act 1980, or a private maintenance company is established;
- Full details of the engineering, drainage, street lighting and construction details of the streets within the site to be submitted and agreed.
- Notwithstanding submitted details, scheme for traffic calming to road fronting blocks F and G to be agreed.
- Notwithstanding the submitted details, revised car park layout serving blocks A and G to provide PTW and covered cycle stand to be agreed
- Block G car park to be revised, to provide for 10% disabled parking bay provision
- Foul and surface water on separate systems
- Surface water drainage scheme to be submitted and agreed
- Scheme for future maintenance and management of the SuDS to be submitted and agreed
- Construction hours restriction (08:00 to 18:00 Mondays to Fridays, 09:00 to 13:00 Saturdays, Not at all on Sundays and Bank Holidays)

- Scheme for suppression of noise and dust during development to be agreed
- Contaminated land investigation, mitigation and validation
- Scheme for acoustic glazing and ventilation to be agreed
- External plug socket provision to facilitate electronic vehicle charging
- Maximum boiler emission standards
- Materials to be submitted and agreed
- Details of boundary treatment to be agreed
- Details of siting and appearance of communal bin stores to blocks A and G to be agreed
- Plan detailing finished floor levels to be agreed
- Removal of Permitted Development rights (Part 1, classes A to E inclusive and Part 2, Class A)
- The development shall be carried out in accordance with the details contained in the Ecological Appraisal Report, Bowland Ecology reference BOW0017.1021 August 2019 Sections 5.6-5.18
- Programme of archaeological building recording and investigation to be agreed
- No works within 15m of the existing canal wall on the northern site boundary shall take place until the applicant has secured and implemented a scheme of investigation to establish the structural condition of the canal wall.
- No development shall occur until a risk assessment outlining all works to be carried out adjacent to the canal has been agreed
- Construction Environment Management Plan to be agreed prior to development
- A reasonable avoidance measures method statement for otters shall be submitted and agreed
- Lighting scheme to be agreed
- No works to trees or shrubs shall occur or demolition of structures on site between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance
- Prior to development a survey for invasive plant species including Japanese knotweed and Himalayan Balsam to be submitted to and agreed in writing to the LPA. If any invasive species are present a method statement detailing avoidance, control and eradication measures should also be supplied to and agreed in writing by the LPA.

5 PLANNING HISTORY

10/08/0070 - Demolition of existing industrial buildings to accommodate 27 no. terraced townhouses and 156 no. apartments in six apartment blocks with associated private and public open space, new accesses, highway realignment, landscaping and improvements to the canal side environment (Withdrawn)

6 CONSULTATIONS

6.1 Highways:

Initial concerns with the proposed layout and general compliance with Manual for Streets have been addressed through the revised details received 21st January 2020. The exception is the need for some additional traffic calming on the section of highway fronting blocks F and G, which can be addressed via planning condition

The residential element of the scheme is in accordance with the Council's adopted parking standards. However, the retail element provides for 20 spaces when the requirement of 1 space per 16m² generates a need for 25 spaces. Taking in to account the sustainable nature of the site location, the shortfall of parking can be accepted. Notwithstanding the need for the commercial parking area to provide for 10% of bays to meet disabled needs. A condition to require this should be imposed.

There is no standard turning head at the end of the road linking to the bollard controls on the eastern edge of the site. However, the swept path provided within the transport assessment indicates that there is sufficient space to turn a rigid vehicle.

Additionally standard conditions should be applied to address the following matters;

- The internal roads should be built to adoptable standards.
- Provision of cycle stands for the two apartment blocks
- Boundary treatment details.

6.2 Public Protection:

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

6.3 Lead Local Flood Authority:

No objection subject to conditions relating to; foul and surface water to be drained on separate systems; scheme for future maintenance and management of the sustainable drainage systems to be agreed; and requirement for applicant to consult the Canal and River Trust for their requirements for discharging into the canal – and provide details of any agreement to the Local Authority prior to commencement.

6.4 Ecology – GMEU:

The requested Bat emergence surveys have now been carried out. No evidence of bats was found but they were seen on site just after dusk indicating a roost nearby. The buildings were also regarded as difficult to survey. They have therefore recommended pre-cautionary measures be applied during demolition. I recommend that these are conditioned along the following line.

The development shall be carried out in accordance with the details contained in the Ecological Appraisal Report, Bowland Ecology reference BOW0017.1021 August 2019 Sections 5.6-5.18 as already submitted with the planning application and agreed in principle with the LPA prior to determination.

In addition the following conditions are required;

- As part of reserved matters a reasonable avoidance measures method statement for otters shall be supplied to and agreed in writing by the LPA
- If any lighting of the canal is proposed, full details should be provided as part of reserved matters that clearly demonstrate no negative impacts on wildlife.
- No works to trees or shrubs shall occur or demolition of structures on site between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.
- As part of reserved matters a survey for invasive plant species including Japanese knotweed and Himalayan Balsam will be provided and the finding supplied to and agreed in writing to the LPA. If any invasive species are present a method statement detailing avoidance, control and eradication measures should also be supplied to and agreed in writing by the LPA.

6.5 Education:

No comment

6.6 Police Architectural Liaison Officer:

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

6.7 Environment Agency:

No objection subject to condition relating to land contamination; desk study, site investigation, remediation strategy and validation report

6.8 Environmental Services

No objections.

6.8 United Utilities:

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

6.9 Lancashire Archaeology Advisory Service:

Since the consultation response offered to application 10/08/0070, the site has undergone significant changes with the total loss of the buildings, including the historic mill structures, due to demolition for safety reasons following a fire. This has had the unfortunate result of removing much of the historical interest of the site. I do not consider that any excavation of the site would produce any particularly valuable results in terms of furthering our understanding of the buildings and processes carried out within them.

However, a combination of historic sources and the photographs contained within various documents which are part of the planning applications do help to provide at least a basic historical record of the buildings (sometimes in the form of "shadows" such as the outline of saw-tooth profile roofs of the weaving sheds on wall faces) and we feel that it would be useful to rationalise and formalise the records made for the purposes of the application.

No objection subject to the application of the following condition

No works shall take place on the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological building recording. This shall comprise compiling a collection of record photographs taken as part of the surveys undertaken on site and their submission to the Lancashire HER in a format to be agreed in writing. The record should include photographs used in the reports and any which may have been taken but not used for illustration, with a plan of the site showing the viewpoints of the photographs. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

6.10 Canal and Rivers Trust:

Suggested conditions;

- No works within 15m of the existing canal wall on the northern site boundary shall take place until the applicant has secured and implemented a scheme of investigation to establish the structural condition of the canal wall.
- No development until a risk assessment outlining all works to be carried out adjacent to the canal has been agreed
- No development shall occur until a scheme for the provision and implementation of a surface water drainage system has been agreed. The details shall also set out the arrangements for fuel/oil interceptors.
- Construction Environment Management Plan to be agreed

6.11 Public Consultation:

131 neighbouring properties have been individually consulted by letter, site notice displayed and a press notice issued. The consultation process was repeated following the receipt of amended details January 2020. 1 letter of objection and 1 comment have been received (see section 9)

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

8 **DATE PREPARED: 6th March 2020**

9 **SUMMARY OF REPRESENTATIONS**

Objection – Craig Spence, 48 Highfield Road, Blackburn, Received 27.01.20

Hi,

I'm emailing about the Planning application at Rockcliffe Works. I have received a letter saying there is an amendment to the application, I have had a look on the website but can't seem to see an amendment.

I emailed previously saying building houses on brownfield land is good for the area in general. But I am worried about all the excess traffic as Highfield Road is used as a rat run for motorists avoiding the main road, regularly popping their horns at each other and racing up and down the road. Infirmary has had a great deal of traffic calming and improvement but traffic seems to be directed towards Highfield road and Mosely Street.

I am wondering if the council can look at some traffic calming measures with the new development also going on in Abraham Street.

With Thanks

Craig Spence.

Comment – Craig Spence, Received 23.06.19

Hi,

I am emailing to comment about the 150 proposed dwellings on Paterson Street.

I believe building more homes is good for the area but as I live on Highfield Road, I feel something needs to be done about the constant flow of traffic using Mosley Street and Highfield Road as a rat run. I regularly witness cars racing up and down often beeping their horns in road rage if they are held up by a matter of seconds. A great many traffic calming measures have been carried out further into Infirmary including 1 way streets and bollards blocking the road, with increased housing the

road will be even worse for residents and a safety hazard for families with young children playing out.

Please can traffic calming measures be put into place before any new homes are built.

With Thanks

Craig Spence