

**Proposed development: Full Planning Application (Regulation 3) for Erection of a six storey building comprising ground floor commercial uses A1, A3 and A4 with offices above and area of open space**

**Site address:  
Cathedral Square  
Blackburn**

**Applicant: Maple Grove Developments**

**Ward: Blackburn Central**

**Councillor Zamir Kahn  
Councillor Salma Afzal  
Councillor Faryad Hussain**



## **1.0 SUMMARY OF RECOMMENDATION**

### **1.1.1 APPROVE – subject to recommended conditions.**

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

2.1.1 The proposal will deliver the second phase of the Cathedral Quarter Area regeneration scheme through the provision of a six-storey building providing 2,798 sq.m of new Class B1 office floor space over 5 floors and 450 sq. m of commercial space falling within Shops (A1), Food and Drink (A3) and bar (A4), on the ground floor with an area of open space. This form of development will strongly support the Borough's aspirational aims of an imaginative, well designed, and sustainable mixed use development, which is sensitive to the unique setting of Blackburn Cathedral and a wider town centre offer on an allocated development opportunity site. The development will also see the re-development of a brownfield site within a defined Inner Urban Area which is supported by Local Plan Part 2 Policy 2.

2.1.2 The application site is located at a prominent point where the Cathedral meets commercial premises within Blackburn Town Centre, and is a principal walking route into the town centre for users of the Railway Station. The proposed development will ensure that this prominent site and its immediate surroundings will become an extremely attractive public space during the daytime and into the evening. This will be achieved by the development of the high quality building and associated improvements to the public realm which will encourage increased footfall and evening activity adding to the success of phase one of the Cathedral Quarter. The proposed building has been designed to be a discernible and positive new addition to the area, and one which enhances the character of the Conservation Area and setting of surrounding heritage assets.

2.1.3 The proposal is also satisfactory from a technical point of view, with all issues having been addressed through the application, or capable of being controlled or mitigated through the recommended planning conditions.

2.1.4 The key issues to be addressed are as follows:

- Development Plan designation & principle of development
- Site layout and design issues
- Impact on amenity
- Highways & transportation
- Drainage and flood risk
- Heritage.

## **3.0 RATIONALE**

### **3.1.1 Site and Surroundings**

3.1.2 The application site is located within the defined town centre boundary of Blackburn and in the Darwen Street Conservation Area. It comprises an irregular rectangular parcel of land which is partially landscaped with grass and planting.

3.1.3 The site is open on all sides, the phase one office block sits adjacent on south-western boundary. To the west lies the Grade II\* listed Cathedral. To the north and east are a mixture of commercial shops and the Grade II listed Railway Station lies to the south. The area generally is characterised as the point where the moderation of town centre meets the historic elements, comprising old and new buildings, the Cathedral and Railway Station, car parks and commercial/retail units.

### **3.2 Proposed Development**

3.2.1 Planning permission is sought for the construction of a six-storey building providing 2798 sq.m of new Class B1 office floor space over 5 floors and 450 sq. m of commercial space falling within Shops (A1), Food and Drink (A3) and bar (A4), on the ground floor with an area of open space to the north of the building.

3.2.2 The building will be comparable in height and external appearance to mirror the Phase One office building, with the exterior of the building having 2 distinct sides. Elevation 1 (Railway Road) can be seen to have a solid side, faced in stone with elevation 2 an open glazed side looking to the West and the new public realm. Upon completion the building will accommodate up to 300 employees.

3.2.3 The commercial element of the development to provide Shops (A1), Food and Drink (A3) and bar (A4) offer no figure on the number of covers to be incorporated into the scheme as no end users are proposed at this time. Additionally, no restrictions on the hours of opening are proposed, to allow the units to operate independently from the office space but in conjunction with other town centre business as part of the wider night time economy.

3.2.4 Boundary treatments will see hard landscaping to the West, South and Eastern edge of the site to match the finish at the existing Cathedral Square and those of the perimeter of Phase One. To the north of the site, a new soft landscaped area is proposed, with a mix of lawn, shrub and perennial planting. A retaining wall structure is introduced at the North-West edge between the soft planting zone and open plaza space along the West edge of the ground floor retail unit.

3.2.5 The applicants have requested a five year period for the commencement of works to enable the developers to secure tenants for Phase Two given the uncertainty surrounding Brexit and financial implications for businesses.

### **3.3 Development Plan**

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

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

#### **3.3.3 Core Strategy**

- Policy CS1: A Targeted Growth Strategy
- Policy CS11: Facilities and Services
- Policy CS12: Retail Development
- Policy CS16: Form and Design of New Development
- Policy CS17: Built and Cultural Heritage
- Policy CS22: Accessibility Strategy

#### **3.3.4 Local Plan Part 2**

- Policy 1: The Urban Boundary
- Policy 2: The Inner Urban Area
- 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 26: Town Centres – a Framework for Development
- Policy 28: Development Opportunities
- Policy 29: Assessing Applications for Main Town Centre Uses
- Policy 39: Heritage

### **3.4 Other Material Planning Considerations**

3.4.1 National Planning Policy Framework 2018 (The Framework).

Achieving Sustainable Development, the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

3.4.2 The following headings and content of the NPPF are relevant to the consideration of the current proposals:

6. Building a strong, competitive economy

7. Ensuring the vitality of town centres
9. Promoting sustainable transport;
12. Requiring good design
16. Conserving and enhancing the historic environment

#### 3.4.3 Additional material planning considerations:

- National Planning Practice Guidance (NPPG)
- Planning (Listed Buildings and Conservation Areas) Act (Adopted 1990)
- Cathedral Conservation Area Character Appraisal and Darwen Street Conservation Area Character Appraisal – These documents summarise the areas' historic development, identify important features and explain why the conservation areas are special. The associated Development Guide outlines how the buildings, streets and places within the Conservation Areas can be conserved, improved and developed to enhance the area's special qualities.
- Blackburn with Darwen Borough Council Parking Standards (Adopted April 2014)
- Blackburn Town Centre Public Realm Strategy (June 2009)

### 3.5 Assessment

#### 3.5.1 Principle of the development

The application site is allocated on the adopted Policies Map as being a 'Development Opportunity' (LLP2 Policy 28/3). Policy 28/3 indicates that, "*planning permission will be granted for a range of uses, either as stand-alone uses or as a mix of uses*" including residential, employment, leisure, entertainment, culture and tourism. The NPPF, at paragraphs 80 and 81a), is committed to securing and supporting sustainable economic growth, requiring Local Planning Authorities to plan proactively to meet the development needs of business. The Framework further states that Local Planning Authorities should help create the conditions in which businesses can invest, expand and adapt. 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. The principle of the development is, therefore, accepted and encouraged, in accordance with Local Plan Policies and The Framework's presumption in favour of sustainable development, which should proceed without delay; acknowledging its requirement for planning to support economic development, identifying and responding positively to opportunities for growth and promoting the vitality of urban areas, taking into account their different roles and characters.

#### Design and Layout

- 3.5.2 Policy 11 of the Local Plan requires development to present a good standard of design, demonstrating an understanding of the wider context and make a

positive contribution to the local area. The policy sets out a list of detailed design requirements relating to character, townscape, public realm, movement, sustainability, diversity, materials, colour and viability. This underpins the main principles of sustainable development contained in the NPPF which seeks to achieve well designed places.

3.5.3 A detailed Design and Access Statement accompanies the application, and sets out the key design principles which are taken forward in the application proposals design response, reflecting not only the policy requirements but the comments given by officers as part of extensive pre-application discussions. These design driver considerations include:

- Site context of the surrounding area
- Surrounding heritage assets
- Scale and massing
- Elevations and materials
- Sense of arrival
- Internal arrangement
- Site access and use
- Hard and soft landscaping
- Security and operation
- Servicing of the site and;
- Flood risk.

3.5.4 This building is proposed to be located between the Railway Road and the Grade II\* listed Cathedral building, north of the Grade II listed Railway Station and north of the existing phase one development building. It comprises 6 storeys of accommodation with commercial units on the ground floor with open plan offices above.

3.5.5 The Cathedral Quarter SPD requires the redevelopment of the area to create a vibrant and attractive area that acts as a stimulus to the long term regeneration of the town centre and provides the setting for new offices, housing, hotels, shops and leisure uses. In response to this objective the proposals aim to create a distinctive and high quality development that compliments such a sensitive historic setting in line with the achievements of the phase one building, hotel and clergy court developments.

3.5.6 The southern area of the existing Cathedral Precinct was previously undermined by the poor visual amenity and setting of the Cathedral by random car parking, poor surfacing and a lack of distinctiveness. The phase one works have seen considerable improvements made to the immediate setting of the area through well designed buildings and public realm works by safeguarding views of nearby heritage assets. The phase two building subject to this application has been designed to assimilate within the wider setting as envisioned by the Cathedral Quarter SPD.

3.5.7 The eastern 'stone wall' elevation is proposed to respond to the environmental, climatic and visual conditions of its immediate setting. The

solid areas of the wall will be insulated to ensure a high quality acoustic environment for the offices. A mechanical ventilation system means that it will not be necessary to have opening windows along the east elevation. Air for the ventilation system will be drawn from the northern side away from Railway Road.

- 3.5.8 The design of the eastern elevation with narrow slit windows and large areas of solid material will mitigate thermal gain and interruption to office users from engine noise.
- 3.5.9 The wall like eastern elevation also serves as a boundary marking the outer edge of the Cathedral Square matching the phase one office building. The building once erected will frame views of the Cathedral from the Station and form the eastern boundary of an urban square.
- 3.5.10 It is proposed to use sandstone to match the ashlar proposed for the Clergy Court development as was used on the phase one office building. The narrow slit windows form a visual reference to the narrow slits of the Cathedral Lantern light as well as making historic reference to the form of openings found in many historic stone facades.
- 3.5.11 The western elevation wall is a lot more lightweight and transparent than the eastern and is designed to extend the sense of activity and movement the square. Importantly, this ensures that the development interacts with the adjacent office building, public space and reinforces the sense of commercial activity at the key entrance to the town centre and the level of overlooking and security in the open space.
- 3.5.12 The glazed western interface of the building does not compete with the important elevation of the adjacent Cathedral, but rather like the phase one building complements the historic structure. It enhances the historic and architectural significance as well as the grandeur of the Cathedral through providing this contrast through key vistas.
- 3.5.13 The proposed office building has six storeys and is a large and significant structure facing Railway Road. This scale is not considered to be inappropriate as the large public space it conceals demands such a presence and reinforces the importance of the Cathedral Quarter as an integral part of the town centre as per the aims of the SPD.
- 3.5.14 The proposal is considered to be well designed, forming a sympathetic yet contemporary addition to the surrounding area. Construction materials are key to the design, and it is considered important to ensure that those used are sympathetic to the surrounding area so as not to compromise the overall appearance of the locality. As such, a condition requiring material samples to be submitted is recommended.

3.5.15 In summary, the comprehensive details submitted relating to the design and layout of the proposal are considered to demonstrate that the building and infrastructure accords with the provisions of the relevant policies of the development plan and should be supported.

#### 3.5.16 Amenity

Policy 8 sets out that development will be permitted where it can be demonstrated that it would secure a satisfactory level of amenity and safety for surrounding uses and for occupants or users of the development itself, with reference to noise, vibration, odour, light, dust, other pollution or nuisance, privacy / overlooking, and the relationship between buildings.

3.5.17 The Council does not have any prescribed minimum separation distances between dwellings and commercial buildings, such as an office. However, minimum distances of 21m between habitable room windows are identified within the Council's adopted Residential Design Guide SPD. A figure that can be revised upwards by 3m if there is a substantial difference between building heights or levels.

3.5.18 Given the town centre location, the consideration that the surrounding area is predominantly commercial in character, there are no known residential properties that would suffer a loss of amenity from, overlooking, loss of light or over bearing impact. This is also considered to be same for the nearby commercial buildings with the only buildings likely to be affected being no's. 33 (Public House), 35-37 (commercial building) Railway Road through over-shadowing. As the over-shadowing will limited to specific points of the day as the sun moves across the building, the impact is considered to be acceptable in this instance. There are not considered to be any other nearby receptors that would suffer any unacceptable amenity impacts from the introduction of the proposed structure.

3.5.19 The development will increase general noise and activity in the locality, when compared to the existing vacant site. Following the construction period, this is likely to be from customers or noise from external social areas within the development area. These impacts are of a more sporadic nature and not a constant source of noise, being limited to specific periods of the day such as lunchtime, evening / weekend use. The external space has been located to the front of the building under the canopy and will limit potential noise to a confined area.

3.5.20 The application has been accompanied by a comprehensive Acoustic Planning Report which has been reviewed by the Council's Public Protection Team. Officers have raised no objection subject to a condition limiting noise from plant and machinery.

3.5.21 The application was accompanied by an addendum report following on from the comprehensive Phase 1 Desk Top Study and Phase 2 geo-environmental assessment submitted as part of phase one. Public Protection colleagues have reviewed the addendum report was submitted for consideration. The



Council's Public Protection Team offered no objection but requested clarification on remedial measure or the attached of suitably worded condition requiring the details prior to commencement. The applicant is looking to submit these details by way of an update report to avoid pre-commencement conditions.

### 3.5.22 Highways

Local Plan Part 2, Policy 10, sets out that development will be permitted provided it has been demonstrated that road safety and the safe, efficient and convenient movement of all highway users is not prejudiced; that appropriate provision is made for vehicular access, off street servicing and parking in accordance with the Council's adopted standards and that the needs of disabled people should be fully provided for, including those reliant on community transport services. The policy also requires submission of a supporting Transport Statement (TS) for proposed development that has the potential to affect existing transport systems.

3.5.23 A Transport Statement (TS) and drawings accompanied the submitted application and have been reviewed by the Local Highway Authority. The assessment evaluates the existing transport and highways context of the site, access, parking and servicing conditions and trip generation. This allows an assessment to be made as to whether the highways network has the capacity to accommodate the potential increases in traffic as a result of the proposed development.

3.5.24 The TS offers evidence to support the assertions made in relation to the trip generation and traffic impact of the proposed development and that whilst there will be some time specific impacts upon the surrounding highway network it would not be to the detriment of road safety or the safe, efficient and convenient movement of all highway users.

3.5.25 The applicant's report concludes that the site is located in a sustainable town centre location which is highly accessible on foot, by cycle and is also accessible by public transport. The number of vehicle trips generated by the proposed building can be considered as negligible, having no material traffic impact on the local roads and junctions in the vicinity of the site.

3.5.26 The Council's Highways Officer has reviewed the accompanying documents and drawings and offers no objection in principle subject to details of the cycle storage being provided via a suitable planning condition.

### 3.5.27 Drainage and flood risk

Policy 9 sets out that development will be required to demonstrate that it will not be at an unacceptable risk of flooding and impact on environmental assets or interests, including habitats, species and trees.

3.5.28 Following review of a supporting Drainage Strategy Report, no objection has been offered by United Utilities; subject to the application of conditions to

ensure implementation of the scheme in accordance with the submitted details. The Lead Local Flood Authority have also offered no objection to the proposed development.

### 3.5.29 Heritage

Local Plan Part Two Policy 39 set out how the Council will deal with development affecting heritage assets noting, development with the potential to affect any designated or non-designated heritage asset, either directly or indirectly including by reference to their setting, will be required to sustain or enhance the significance of the asset. At a national level, the National Planning Policy Framework 2018 Paragraphs 184-202 set out the revised policies for conserving and enhancing the historic environment. Paragraph 189 states that: In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

3.5.30 The proposed development comprises a single office block as indicated on the original Cathedral Quarter master plan. The location and form of the proposed building is broadly consistent with envisioned master plan design. The new build will have six storeys of office/commercial accommodation, with a plant room at roof level. It will be steel framed with extensive glazing, matching the design of the Phase One block. It will form a long, narrow block fronting onto Railway Road opposite the Adelphi public house and 35-37 Railway Road. Railway Road would then be framed by these early 19th-century buildings on the north-east side, and the new block on the south-west. This would reintroduce an actively lined street for the first time since the saw mill and timber yard were removed towards the end of the 19th century. The edges of the new block will be rounded/swept, where Railway Road turns through 90 degrees to pass the Railway Station. It will be surrounded by an extension to/continuation of the landscaping of the public realm created under Phase One. The positioning and alignment of the new building would allow for views across the new Boulevard public realm will continue to be attractive, especially from the north/north-east, south-east and south. The block will also frame and enhance views from the Cathedral and the new Clergy Court eastwards and south-eastwards.

3.5.31 The Heritage Statement assesses the history and character of the application site and immediate area, with specific reference to the listed buildings around it and the Darwen Street Conservation Area within which it sits. The study looks at the historical development of this area through to the late 20th century, and how the Phase One buildings and landscaping have revitalised the former boulevard. The document also includes a significance assessment, which looks at the proposal site itself but and extends to a consideration of the designated heritage assets. The report then looks at the proposed new building, setting it in the context of the listed buildings, the Conservation Area, and the Phase One works. The findings of the report are that the new building

will not harm the listed buildings, the Conservation Area or their settings. On the contrary, it will enhance them by providing a further high-quality new building, unified in design and style with the Phase One buildings while fully respecting the nearby listed buildings. The new office building will add to the existing built forms, completing an important visual framework for the Cathedral Quarter and its public open space. It will also be a landmark building, helping to frame and filter views into and out from this open space, in particular animating view corridors to the Cathedral and Railway Station.

3.5.32 Para 192 of the revised NPPF requires the LPA in determining applications, to take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

3.5.33 As identified within the submitted Heritage Statement, the location and form of the proposed building is broadly consistent with envisioned master plan design. The introduction of a building on the proposed site has considered both the drafting and adoption of the Cathedral Quarter Master Plan and the subsequent application associated with Phase One of the development. The Council's Heritage and Conservation Officer has raised the possibility of a revised design to be lower in height and over a larger foot print. However, it is considered that such a revised scheme would be harmful to the vibrancy and usability of the public space within the centre of the site. In addition, the alternate design would not be consistent with the vision of the Cathedral Quarter Master SPD and as such, Officers have chosen not to seek the requested amendment. Officers are satisfied the proposed development would result in a positive contribution to local character and distinctiveness and any harm to, or loss of, the significance of a designated heritage asset has received clear and convincing justification, as per the accompanying Heritage Statement.

3.5.34 Historic England (HE) were consulted at the pre-application stage, and attended a meeting held on 8<sup>th</sup> August 2018. The meeting was very productive, and it was explained to the HE Officer, the background to the overall scheme and the regenerations benefits for the Cathedral, the town centre and the borough that phase one has brought. This was followed up by a discussion on finishing the envisioned scheme with the second office building. The concerns of the HE Officer were the missed opportunities for landscaping to offer additional seating which was discussed in detail and it was agreed that it would be provided as part of the proposed commercial uses at ground floor level. The HE Officer was very positive over these proposals, and stated that he offered no objection to scheme in principle, and would provide a formal response as part of a formal application. At the time of

writing this report, this response has not been received and will be reported by way of the Update Report.

3.5.35 NPPF para 189 states, where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. The application is accompanied by a Desk-based Archaeological Assessment which has been reviewed by Lancashire Archaeological Advisory Service, who offers no objection to the findings but have requested a condition for a programme of archaeological work to be agreed prior to commencement.

3.5.36 On balance, the proposed scheme is considered to be in compliance with Policy 39 of the Local Plan Part 2 and the requirements of the NPPF and should be supported.

### 3.5.37 Summary

This report assesses the full planning application for the proposed a six-storey building providing 2798 sq.m of new Class B1 office floor space over 5 floors and 450 sq. m of commercial space falling within Shops (A1), Food and Drink (A3) and bar (A4), on the ground floor with an area of open space. In considering the proposal, a wide range of material considerations have been taken into account and the development is considered to have sufficient merit to achieve compliance with the Development Plan.

## 4 **RECOMMENDATION**

### 4.1 **Approve subject to conditions which relate to the following matters:**

- Commence within 5 years.
- Approved details and drawings
- Samples of materials and glazing
- Site contamination
- Drainage scheme undertaken in accordance with submitted details.
- Hours of construction limited to 8am to 6pm Mon-Sat, and not on Sundays or Bank Holidays.
- Hard and soft landscaping
- Construction Method Statement
- Plant noise restricted to limits prescribed in the report entitled: 'Environmental Noise Assessment Report' (Ref: P2008198/(REP)U001 Rev: A
- Archaeological programme to be submitted.

## 5 **PLANNING HISTORY**

5.1 **10/12/0824** Full Planning Application and 10/12/0856 Listed Building Consent for: Demolition of St Marys House, Jubilee House and redundant public conveniences. The demolition of the stone boundary wall to Dandy Walk to

facilitate vehicular access and removal of dwarf wall, railings and piers from the eastern boundary of the Cathedral Precinct. Alteration and part removal of the partially built steps to the south transept. Re-setting of the statue of Queen Victoria and removal of stone balustrading. Relocation of the War Memorial within the churchyard. Relocation of gravestones by St Marys House to new Clergy Court forming paving. Extension to the Cathedral comprising 10 apartments (C3), six one bed organ scholar bed sits (C2), office space (A2 and B1), refectory, library, conference room, car park and garden space. Construction of a six storey building comprising a 60 bedroom hotel (C1) with ground floor retail (A1)/commercial space (A3 and A4)). Construction of a six storey building comprising offices (A2 and B1)) and ground floor retail (A1)/commercial space (A2, A3 and A4). Public realm works including a series of simple, legible spaces within the new urban bloc, including a Clergy Garth, Cloister Courtyard, the Cathedral Square and a reworking of the Cathedral Gardens. The provision of a car park south of Jubilee Street. Strengthening to a section of River Blakewater culvert.

Conservation Area Consent 10/12/0826 for: Demolition of St Marys House, Jubilee House, redundant public toilets and parts of the wall structure to the north side of Dandy Walk

## **6 CONSULTATIONS**

- 6.1 Public Consultation: 177 neighbouring properties, 3 site notices erected and a press notice were published in the Lancashire Telegraph. No objections or comments have been received.
- 6.2 Arboricultural Officer: no comments received
- 6.3 Heritage and Conservation Area: Acknowledgement of phase 1 success. Request to alter design to reduce height and increase footprint. Addressed in Heritage section of the report.
- 6.4 Lead Local Flood Team: no objection
- 6.5 Environmental Services: no objection
- 6.6 Public Protection:

Noise Impact Assessment: Plant/Machinery Noise Control

The submitted report 'Environmental Noise Assessment Report' (Ref: P2008198/(REP)U001 Rev:A recommends plant & machinery noise control levels – see page 9, Table 5: 'Recommended plant noise limits associated with the new development'. The recommended noise limits must be implemented.

Condition: Plant/Machinery Noise Control

The maximum plant noise limits prescribed in the report entitled: 'Environmental Noise Assessment Report' (Ref: P2008198/(REP)U001 Rev:A, Table 5: 'Recommended plant noise limits associated with the new

development' shall be implemented prior to commencement, and retained for the duration of, the approved use.

Reason: To ensure that an acceptable standard of noise control is maintained at existing noise sensitive premises in the locality.

Contaminated land conditions to be attached.

## 6.7 Highways:

The submission does not present any parking spaces in support of the application. They promote the sustainability of the site and close links to the available on street and off street parking provision that can be found within easy walking distance of the site support the needs of the users. This is deemed acceptable.

The adopted Cathedral Quarter Masterplan sets out the proposals surrounding movement and car parking, and within this document it refers to the siting of an additional multi-storey car park within the Jubilee Street Development Zone, no reference or association to this is referred to within the submission received.

The red line of the property would impact upon the existing cycle shelter and cycle pods, it is referenced within the Design & Access Statement that these are to be relocated, together with additional to support the users of 2 Cathedral Square (this development). No details have been received please request further details.

There is also no evidence of any PTW parking in support - these should be provided at a ratio of 1 space per 25 car parking spaces. The location of these should be accessible to all, secure and covered and sited near the entrance.

### Access & Servicing

There are a number of access routes into and around the development site. The highways that will primarily support the development are, The Boulevard and Railway road all of which are adopted.

No changes to the highway infrastructure are proposed. However there are paths which are currently in situ that will be affected. Further considerations to this are to be given.

Tracking of service vehicles is provided, there was some apprehension with the movement of vehicles travelling from the boulevard, as there may be an issue of tracking through the running lane, however, I anticipate that the larger vehicles will be restricted to transit rigid rather than articulated vehicle.

### TRANSPORT STATEMENT

The Transport Statement has been reviewed. It is noted that the site is highly sustainable, with no requirements for car parking specifically associated with

the use. I would expect some provision to be made available for visitors and disabled users, perhaps this should be considered in support of the application.

Given the information provided within the Transport Assessment there are no reasonable grounds why the expansion of the existing site should be refused on highway grounds, and so the development has full support of highways.

#### OTHER

- All existing street furniture including street lighting should be removed/disconnected at the applicants expense and relocated at locations to be agreed with by the relevant highways officer, (should they be required to do so)
- construction method statement to be submitted for approval
- Contact to be made with our Structures Division prior to commencement of any works affecting retaining walls/ structure adjacent to/abutting or within the adopted highway
- Prior to any work commencing that affects the existing adopted highway contact to be made with the Local Highway Authorities office on Tel: 01254 273838 to undertake a condition survey.

To conclude we would offer no objections to the proposal, subject to the above matters being satisfactorily addressed.

- 6.8 Lancashire Constabulary: no objection raised but a number security measures have been recommended. This can be provided by way of an informative.
- 6.9 Historic England: Comment not yet provided.
- 6.10 Environment Agency: We have no objection to the proposed development but we wish to make the following comments:-

The River Blakewater, which is designated as a Main River, flows in culvert adjacent to the site. The developer will require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the edge of the River Blakewater culvert. No trees or shrubs may be planted, nor fences, buildings, pipelines (including outfalls) or any other structure erected within 8 metres of the edge of the Main River culvert without an environmental permit. Some activities are also now excluded or exempt. For further information, the developer should refer to the GOV.UK website <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

The Environment Agency has a right of entry to the River Blakewater by virtue of Section 172 of the Water Resources Act 1991, and a right to carry out maintenance and improvement works by virtue of Section 165 of the same Act. The developer must contact [cmbInC-pso@environment-agency.gov.uk](mailto:cmbInC-pso@environment-agency.gov.uk) to discuss our access requirements or apply for an Environmental Permit.

A copy of this letter has been sent to the applicant / agent.

6.11 Network Rail: No comments received.

6.12 United Utilities: Following our review of Flood Risk Assessment, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice: The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref No. DAE/NA/3834 FRADSSN-V1, Dated 21.09.2018) which was prepared by ROC. Any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority prior to the commencement of the development.

The development shall be completed in accordance with the approved details.  
Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

#### Drainage Comments

An abandoned public sewer crosses this site and unless it has been grubbed up as part of the S185 Diversion, we may not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement.

Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with our Developer Engineer at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk) as a lengthy lead in period may be required if a sewer diversion proves to be acceptable. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

**7 CONTACT OFFICER: Alec Hickey, Senior Planner**

**8 DATE PREPARED: 7<sup>th</sup> December 2018.**