

Application Recommended for Delegation

Rosegrove with Lowerhouse Ward

APP/2017/0358

Full Planning application

Erection of building to use as builders merchants (sui generis) with associated external storage yard, landscaping, access and associated infrastructure and erection of an industrial building (Use Classes B1, B2 & B8)

EMPIRE BUSINESS PARK LIVERPOOL ROAD BURNLEY

Background:

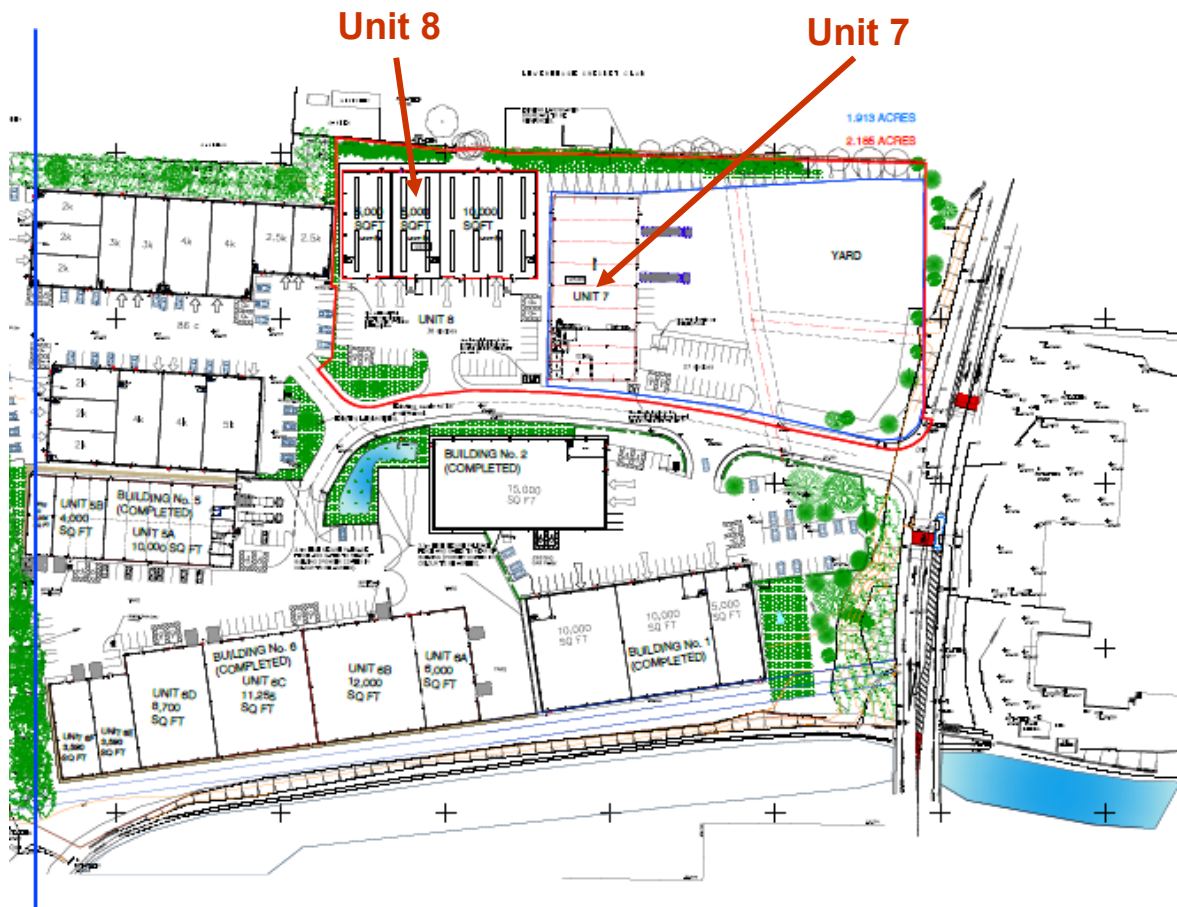
The proposal is to develop approximately 1.4 ha of open land at the Empire Business Park to the west side of the signalised junction at Liverpool Road with Enterprise Way and Empire Way. The site is rectangular in shape and bounds Liverpool Road to its eastern side, the Lowerhouse Cricket Ground and the gardens of houses on Holyoake Street to its northern side, and industrial/business units within the business park to its southern and western sides. The site is within the main urban boundary.



The application seeks to erect a builders merchants (sui generis use) on more than half of the site (Unit 7) and erect a further building (Unit 8) which would be divided to into three units (two at 465sqm and one at 929sqm).

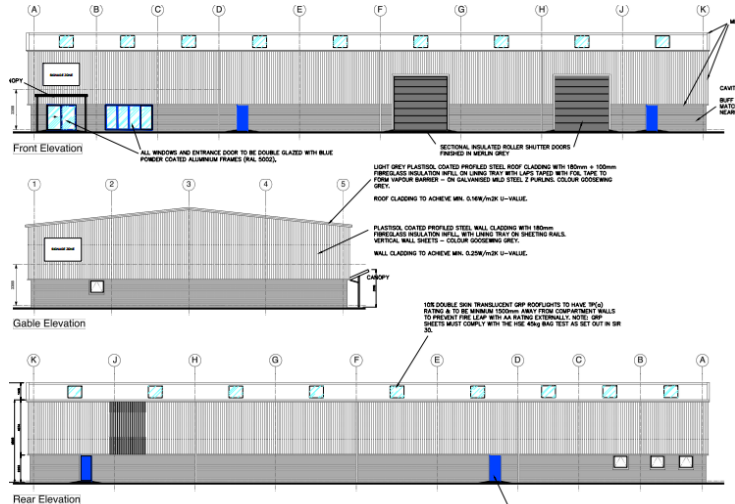
Unit 8 is proposed for either Class B1 (light industrial), Class B2 (general industrial) or Class B8 (storage and distribution) with the flexibility of being operated as either a single, two or three units. Unit 8 would be a builders merchants which is for sales of building products and materials to trade customers.

Site Plan

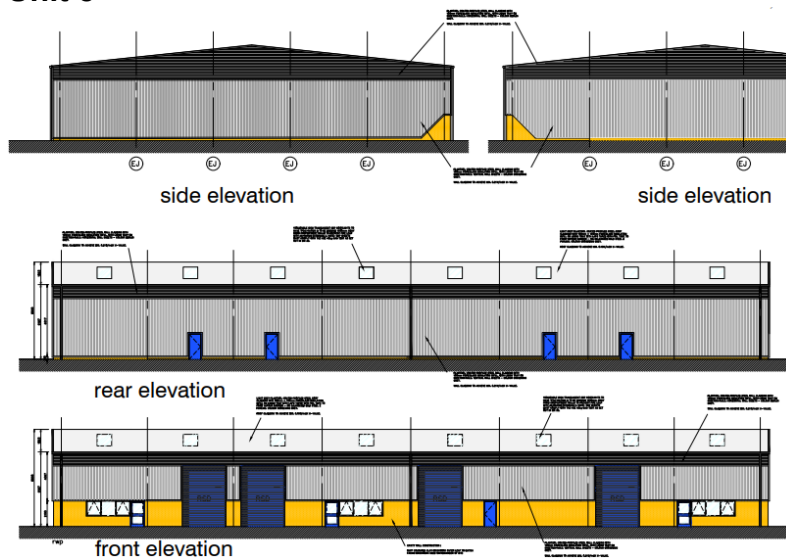


The proposed units would be constructed with buff brickwork to the lower walls and profiled steel cladding to the roof and walls in goosewing grey with darker grey trimming. Unit 7 would have a ridge height of 8.2m and Unit 7 which is sited in the north west corner of the site would have a ridge height of 8.0m. A partial mezzanine would be installed at Unit 7 to be used for additional storage.

Unit 7



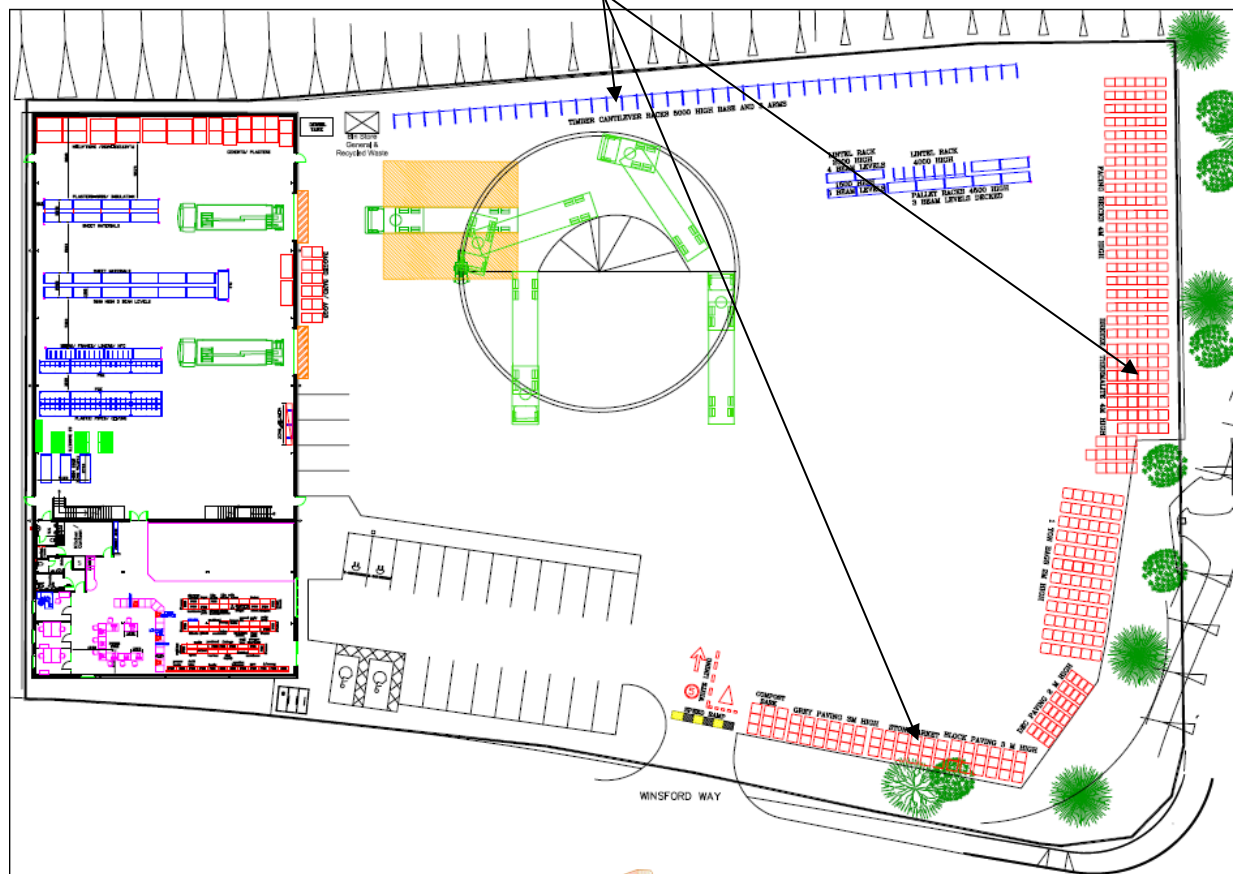
Unit 8



Unit 7 which would be used as a builders merchants would be set away from Liverpool Road by approximately 90m. The area between Unit 7 and the site's boundary with Liverpool Road would be a yard for delivery vehicles, car parking (27 spaces) and for the outside storage of materials. Racking systems would be used for timber products up to 5m high on the north side of the yard; bricks/blockwork would be piled up to 4m high on the east side of the yard; and paving would be stacked up to 3m high along the south side of the yard.

Outside storage of products

Unit 7



Relevant Policies:

Burnley Local Plan Second Review

GP1 – Development within the urban boundary

GP3 – Design and quality

GP7 – New development and the control of pollution

EW1 – Land for business (B1) and general industrial (B2) and warehousing (B8)

E5 – Species protection

E6 – Trees, hedgerows and woodlands

E8 – Development and flood risk

TM15 – Car parking standards

Burnley's Local Plan – Submission Document, July 2017

SP1 – Achieving sustainable development

SP4 – Development strategy

SP5 – Development quality and sustainability

CC4 – Development and flood risk

CC5 – Surface water management and sustainable drainage systems

EMP2 – Protected employment sites

IC1 – Sustainable travel

IC2 – Managing transport and travel impacts

IC3 – Car parking standards

NE5 – Environmental protection

Site History:

APP/2001/0538 – Outline application for industrial development of site for B1 (Light Industrial & Offices), B2 (General Industrial) and B8 (Wholesale warehousing and distribution) including details of means of access (all other matters reserved). Not determined.

APP/2002/0226 – Removal of B8 operator; construction of new cricket clubhouse and fitness suite; construction of 230 houses. Withdrawn.

APP/2005/0326 – Outline application: Formation of new controlled junction at Liverpool Road and Outline Application for B1, B2, B8 and residential use including details of siting and means of access (all other matters reserved for future approval) Refused March 2006.

APP/2006/0769 - Outline application for public house, B1 office development and B2 nursery units on Site B, B1 industrial units (buildings 3 & 4) with remainder of site a mixed use of B1, B2 & B8. Approved June 2007.

APP/2006/0775 - Proposed erection of two units for B1, B2 & B8 use and two units for B1 and B8 use at site A. Approved June 2007.

APP/2008/0721 – Erection of 4 industrial units (Classes B1 and B8). Approved April 2009.

APP/2013/0446 - Erection of three industrial units (Use Classes B1, B2, and B8). Approved December 2013.

APP/2014/0006 -Discharge of conditions 8 & 9 of planning application APP/2013/0446 relating to the erection of three industrial units (Use Classes B1, B2 and B8).
Conditions part discharged February 2014.

APP/2014/0511 - Variation of condition 2 on planning permission APP/2013/0446.
Minor material amendment application to facilitate proposed amendments to the layout and design of approved industrial building. Approved December 2014.

Consultation Responses:

LCC Highways

Accept that the car parking provision including the disabled parking bays is, in principle, sufficient. Request, however, the provision of covered cycle provision and, in preparation for new developments in vehicular technology, provision of facilities to allow electric cars to be charged. [These have now been provided on an amended plan]. Conditions are recommended to ensure the provision of covered cycle and motorcycle spaces; the provision of electric charging points at two places for Unit 7 and three places for Unit 8; the surfacing and laying out of the car park; the submission of a Construction Method Statement; and, facilities for the cleaning of wheels of vehicles and equipment and road sweeping during construction.

Lead Local Flood Authority (LLFA)

Object to the development on the basis of an inadequate Flood Risk Assessment (FRA). A new FRA has now been submitted and further comments have been sought from the LLFA which will be reported in late correspondence prior to the meeting.

Environment Agency

No objection in principle. The soil investigation report has been reviewed; the report and analysis of the deposited materials confirms that they are inert and that there is no contamination that might impact controlled waters.

United Utilities

No objection provided that conditions are imposed to ensure that foul and surface water is drained on separate systems; and, to require a surface water drainage scheme and a sustainable drainage management and maintenance plan for the lifetime of the development. The applicant is also advised that a public sewer crosses the site and United Utilities may not permit building over it and an access strip width of 6m (3m either side of the centre line of the sewer) is required.

The Canal and River Trust

No comment to make.

Environmental Health

Recommend conditions to require a Construction Method Statement prior to commencing development; a scheme of noise control; electric car charging points; and, the provision of cycle parking.

Publicity

Lowerhouse Cricket Club has objected on drainage grounds, referring to a partially blocked drain on Lowerhouse Lane in the main road, opposite the David Wren Way entrance which was discovered 12 months ago and was responsible for the most

damaging flood ever in Lowerhouse, flooding the streets and houses of Lowerhouse Fold, Lowerhouse Lane, Back Lowerhouse Lane and Back Thornhill Street, Thornhill Street and a third of the Lowerhouse Cricket Club. The blockage causes water to back up, blowing three manholes on the cricket club at the bottom of the ground and creating a pond measuring an acre or more. It then backs up in the drain under the playing surface and gushes out of a manhole about 100 yards higher up the ground within five yards of the planning application site which then flows down the ground to add to the above mentioned floodwater. The matter was investigated by the LCC flood team but the problems have still not been addressed and the cricket club is flooded on a monthly basis and the neighbouring properties are still therefore vulnerable to the next torrent. As the Barnfield site drains will empty into the above drainage system, the additional water will invariably lead to further flooding of the cricket ground and leave the neighbouring properties in an even more precarious position. This repair must be addressed immediately and prior to any more water being allowed to enter the system.

Ten letters of objection have been received from residents on Lowerhouse Lane, Thornhill Street, Lowerhouse Fold and Holyoake Street. One letter is written on behalf of the residents of Lowerhouse. A summary of the objections is provided below:-

Flooding/drainage

- A one hour period of rain on the 8 June 2016 led to cascading rainfall from the area planned for development onto the cricket ground and past Thornhill Street and eventually onto Lowerhouse Lane, causing extensive flooding
- Inadequate existing drainage
- The existing sub-standard pipework is to be used for this development
- Properties have suffered extensive damage from flooding
- Proposal will increase flood risk to neighbouring properties
- The field used to regularly flood but with more buildings, tarmac, climate change and heavier rainstorms, excess water now puts houses at risk of flooding
- Changes to the topography of the business park site has changed the natural run-off channels and gullies
- The Flood Risk Assessment is flawed as it fails to take into account actual flooding events
- There are no SUD tanks or ponds to collect rainwater
- There is no barrier between the Barnfield site and the cricket pitch
- Want appropriate defences and drainage mechanisms to prevent a repeat of flooding events

Traffic

- Development and builders merchants will increase the volume of traffic in the area, including large delivery wagons
- Site is close to and on route for parents and children to Lowerhouse Junior School, Rosegrove Infants School, St Augustines, Burnley High School and Shuttleworth College

Amenity

- Noise pollution from the volume of traffic visiting the site
- Noise from the nature of the business: movement of building materials and use of fork lift trucks and wood saws
- Night light pollution

- Building too close to the boundary hedge and lack of screening
- Early opening hours, starting at 7am. This is particularly early for a Saturday and object to opening on Sundays and Bank Holidays unless there is a guarantee of no noise

Trees

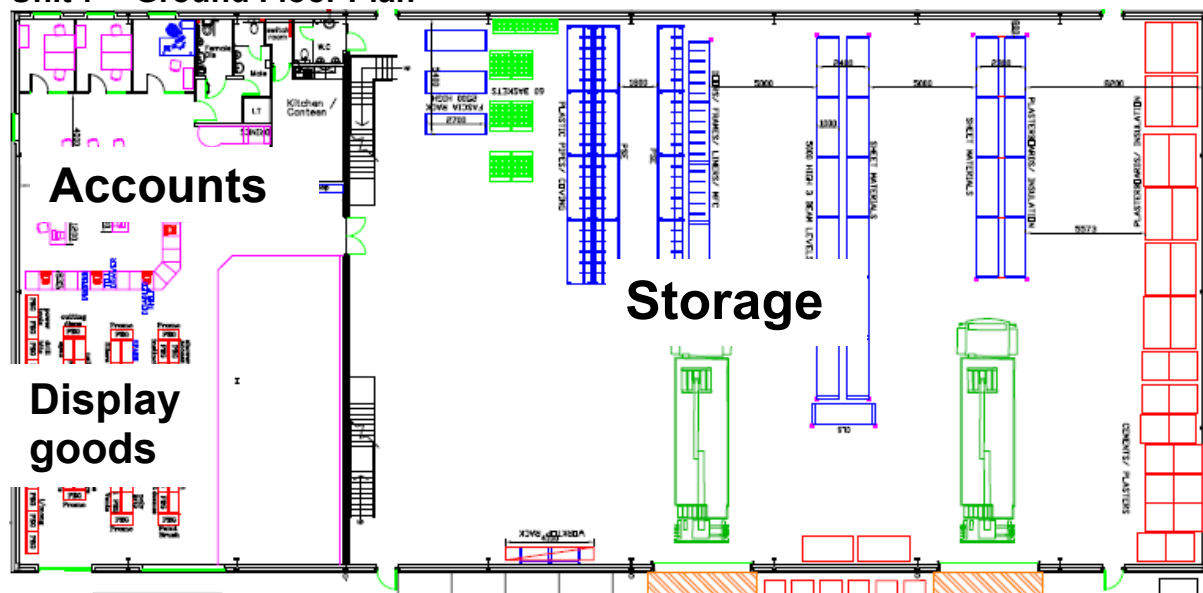
- Trees have already been lost when a protected hedgerow was destroyed during the building of the other units.

Planning and Environmental Considerations:

Principle of proposal

The site is within the main urban boundary where Policy GP1 seeks to focus development. This is the remaining part of the Empire Business Park to be developed and the proposal represents an alternative scheme to various previous approvals, the last being for three industrial units (APP/2013/0446) in 2013 which has now expired. The site is allocated as land for business (B1) and general industrial (B2) and warehousing (B8) under Policy EW1. Policy EMP2 of the Submission version of the emerging local plan similarly states that this site will be protected for B1b and c (light industry and research/development), B2 and B8 uses. The proposed Unit 8 would fall into these uses and would therefore comply with the local plan allocation. The proposed builders merchants is akin to a warehouse (Class B8) use but also has unique characteristics due to the type of goods it stocks and the level of outside storage which distinguishes it from other warehouses and makes it a 'sui generis' use. In this case, there is a potential user for the unit and it is anticipated that the site would generate 15-20 new full time jobs. It is accepted in this instance that the proposed sui generis use would fulfil the purpose of Policy EW1 in allocating land for employment purposes. Typically, builders merchants have a small element of selling to the public. The proposed floor plan shown below indicates a relatively small area for the display of small goods for sale (such as, fixings, nails, paint, tools etc). A retail use (Class A1)

Unit 7 – Ground Floor Plan



would not comply with the employment allocation and protection of the land and would also be contrary to the town centre first approach for main town centre uses as set out in the National Planning Policy Framework. A condition would therefore be necessary to restrict any sales to the public to be ancillary only to the main use which is sales to trade customers and to restrict the display of goods to the area as marked on the submitted plan (amounts to 85sqm). With this provision, the proposed uses would not

conflict with the objectives of Policy EW1 of the current local plan or Policy EMP2 of the emerging local plan.

Impact on flooding

Policy E8 states that development will not be permitted where it would increase the risk of flooding by, amongst other things, through the discharge of additional surface water. Policy CC4 of the emerging local plan states that the Council will seek to ensure that new development does not result in increased flood risk from any source or other drainage problems, either on the development site or elsewhere. The site falls within Flood Zone 1 which is where there is the lowest risk of flooding. There has, however, been a considerable number of neighbour objections, including the adjoining cricket club, to the proposal on the basis of the impact a development on this land would have on increasing run-off and leading to flooding elsewhere. Due to the size of the site, a Flood Risk Assessment (FRA) has been submitted with the application. The Lead Local Flood Authority has stated that the FRA does not meet the requirements as set out in the National Planning Practice Guidance and a more comprehensive FRA is required to include site drainage layout, a site investigation report to include results for Sustainable Drainage Systems, drawings and calculations and Sustainable drainage system flow calculations. An amended FRA has now been submitted and revised comments from the LLFA are awaited and will be reported at the meeting. The main conclusions from the revised FRA are that:-

- The site falls within a Flood Zone 1 area, indicating that flooding from rivers or streams is unlikely.
- Drainage proposals should be designed so that there is no flooding to property with a 1:100 year storm with a 20% increase for climate change.
- Ground investigations have been carried out and this has confirmed that the site is made up of clay which is not suitable for infiltration.
- An existing 300mm surface water sewer crosses the site. United Utilities has confirmed that a connection would be allowed into it to drain the site. Flows will be restricted to the pre-development greenfield run-off rate.
- Surface water run-off will be attenuated on site using a suitable underground cellular storage system such as Aqua Cell or Storm Bloc.
- The greenfield rate of run-off is calculated at 9.3l/s which proportionately gives a maximum of 6.2l/s for Unit 7 and 3.1l/s for Unit 8. From this a storage unit size can be calculated for each site (based on a 100 year storm with the addition of 40% for climate change): 551 cubic metres for Unit 7 and 322 cubic metres for Unit 8.
- Run-off from both sites would be controlled by a Hydro-brake flow control device that would restrict flows to the levels stated above.

From these findings, it is apparent that Sustainable Urban Drainage systems (SUDs) are not suitable on a large scale due to soil conditions. It is not clear whether any other measures could be included such as permeable paving, landscaping, ponds etc but the principal way of dealing with run-off through restricting run-off to the existing greenfield rate would ensure that the development does not increase run-off and would not therefore lead to an increased risk of flooding elsewhere. Notably, the issues relating to the localised flooding of the Lowerhouse area appear to be due to the United Utilities sewer network from a blockage or collapsed pipe somewhere off-site from the cricket ground. This is a matter for United Utilities to deal with. Notably, United Utilities state that it has no objections in principle to the development subject to conditions subject to the submission and approval of a surface water drainage scheme.

Subject therefore to the LLFA removing its objection which is based on the initial FRA submitted with the application, the proposed development is capable of being satisfactorily drained to avoid an increase in the risk of flooding on the site or elsewhere.

Impact on traffic and parking

Policy GP1 permits development where it does not, amongst other things, have a detrimental effect on the safe and efficient operation of the of the existing transport and road infrastructure. Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The proposed three smaller units (Unit 8) are likely to involve light servicing from small vans and cars whilst the proposed builders merchants (Unit 7) will require larger delivery vehicles, some of which will park in the yard overnight. At Unit 8, there would be a total of 36 parking spaces within a shared forecourt. At Unit 7, the car parking area (27 spaces) for staff and customers (principally trade customers) is separate from the delivery yard. Unit 8 would also have parking for four cycles and two motorcycles and Unit 7 would have parking for three cycles and one motorcycle which have been included at the request of LCC Highways to encourage sustainable travel. A small number of electric charging points are also provided at each unit to allow for changes in technology. Access to the site is from the existing estate road at the traffic light junction with Liverpool Road which has been designed with capacity to serve the whole of the business park site. The traffic generated by the proposal can therefore be accommodated by the existing highway network.

LCC Highways is satisfied with the level of proposed car parking, servicing and impact of traffic on the capacity of the highway network. The proposal is therefore unlikely to have a significant impact on traffic or highway safety.

Impact on residential amenities

Policy GP1 permits development where it does not, amongst other things, have a detrimental effect on residential amenity by reason of noise or other nuisance. The nearest houses surrounding the site are on its north side at Holyoake Street, Thornhill Street, Lowerhouse Fold and Lowerhouse Lane. Holyoake Farmhouse is within approximately 15m of the nearest part of the development (Unit 8) and beyond that the nearest property is the end terrace at Holyoake Street. The fronts of the terrace at Thornhill Street also overlook the site across gardens and the cricket ground.

The proposed development could lead to an increase in background noise levels, particularly from potential Class B2 (general industrial) uses at Unit 8 and from delivery vehicles, fork lift trucks etc at Unit 7. The proposed opening hours for the whole development are 7am to 6pm Monday to Friday; 7am to 4pm on Saturdays; and, 9am to 4pm on Sundays. The design of the industrial units with openings facing southwards (Unit 8) and eastwards (Unit 7) would direct most of the internally generated noise away from the neighbouring properties. Operations in the yard area of the proposed builders merchants in particular are more likely to increase background noise levels. The Council's Environmental Health Officer recommends that a condition be imposed to require a scheme of noise control to deal with the potential noise. Notably, early morning opening is more a more sensitive time of day at weekends and it would be reasonable to require opening on Saturdays to start from

9am and on Sundays from 10am. A condition is recommended to deal with this. Subject to these provisions, the impacts of the development on the amenities of neighbouring properties can be adequately mitigated.

Impact on visual amenities

Policy GP3 requires development to be of good design and quality. The proposed industrial units would be constructed in materials and finishes similar to other industrial units on the business park site and would be appropriate for their proposed use. The external storage that is proposed within the yard of the proposed builders merchants would be visible from Liverpool Road and the site's surroundings, although would be less prominent due to the drop in levels between Liverpool Road and the site and the boundary landscaping. No trees would be removed as a result of the proposal and the proposed plans indicate that the existing landscaped boundary with the cricket field would be reinforced. A condition is recommended to require a landscaping scheme to be submitted, approved and carried out. With this provision, the proposed development would have a satisfactory impact on the visual amenities and appearance of the area.

Other issues

Reports on contamination, gas monitoring and soil investigation have been submitted with the application. The Environment Agency affirm that the site has been subject to a previous investigation and that there is no contamination from inert waste deposited on the site.

Conclusion

The proposed development would be beneficial in developing this undeveloped part of the Empire Business Park for Class B1/B2/B8 purposes and builders merchants that will also enhance employment opportunities in the local area. There have been some objections to the proposal, particularly in respect of the risk of increased flooding in the site's environs. The Flood Risk Assessment that has been submitted outlines how the site would be drained which would attenuate run-off flows to greenfield rates. Subject to conditions, therefore, to require a surface water drainage scheme and management plan, the development would not significantly affect the risk of flooding on-site or elsewhere. The proposed development would comply with the objectives of the development plan and there are no material considerations which would outweigh this finding.

Recommendation: Delegate authority to the Head of Housing and Development Control to approve the application following the receipt of confirmation from the Lead Local Flood Authority (LLFA) that they remove their objection to the application and subject to the following conditions and any further conditions or variation of conditions as recommended by the LLFA.

Conditions

1. The development must be begun within three years of the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: Loc1 (1:1250 location plan), 2017/27/PD01, 2017/27/PD02RevB, 2017/27/PD03RevA, 2017/27/PD04RevA, 2017/27/PD05

and 2017/27/PD06, received on 25 July 2017; 2017/27/PD07RevA, received on 25 September 2017; and, FIL1143/PT, received on 29 September 2017.

3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction
 - vii. a scheme for the recycling/disposing of waste arising from demolition and construction works.
4. Prior to the commencement of built development, a scheme for the control of noise from the approved units shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be carried out and completed for each unit prior to it being first brought into use and shall be retained at all times thereafter.
5. The premises shall not be open for business and no machinery shall be operated nor any process carried out, no loading or unloading take place and no delivery vehicles be allowed to enter or leave at the approved units or any part of the site except between 07:00 and 18:00 hours Monday to Friday, 09:00 and 16:00 hours on Saturdays, and 10:00 and 16:00 hours on Sundays and Bank Holidays.
6. Unit 8 shall be used for purposes falling within Class B1(b), Class B1(c), Class B2 or Class B8 of the Town and Country Planning (Use Classes Order) 1987 only and shall not be used for Class B1(a) office use apart from where an office use is solely ancillary to main use of the unit for the above named approved uses.
7. Unit 7 shall be used as a builders merchants (sui generis) for trade customers and the display of related goods for sale shall be restricted to the area as marked on drawing number FIL1143/PT and any retail sales to the public shall be ancillary only to the use of the premises for trade sales.
8. Prior to any development being commenced there shall be submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development, as well as details of new planting along the southern edge of the site, providing details of species, planting numbers, heights on planting, cultivation, staking and maintenance.
9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of any part of the approved development or its completion, whichever

is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation.

10. No development shall be commenced until a scheme for the means of protecting trees and hedges which are to be retained within and immediately adjacent to the site, in accordance with BS 5837 (2012), including the protection of root structures from injury or damage prior to and during the development works, has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall also provide for no excavation, site works, trenches or channels to be cut or laid or soil waste or other materials deposited so as to cause damage or injury to the root structure of the retained trees or hedges. The approved scheme of protection measures shall be implemented in its entirety before any works are carried out, including any site clearance work, and thereafter retained during building operations until the completion of the development.
11. There shall be no external lighting on any part of the development unless details of a scheme of lighting have been first submitted to and approved in writing by the Local Planning Authority. Only external lighting approved by the scheme shall thereafter be installed at the site.
12. The external materials of construction to be used on the walls and roof of the approved development shall be as described on the approved plans unless any variation to this is otherwise first approved in writing by the Local Planning Authority.
13. No unit hereby approved shall be first brought into use until the car parking spaces, covered cycle parking and motorcycle parking spaces, have been installed and marked out and are available for use, as indicated on the approved plan. The car parking, covered cycle and motorcycle parking spaces shall thereafter be retained and remain available for use at all times.
14. No unit hereby approved shall be first brought into use until electric vehicle charging points within its associated parking area have been installed with three-pin 13-amp electrical sockets in positions as indicated on the approved plans.
15. There shall be no outside storage of any goods, materials, products or equipment at any part of the application site except in the case of Unit 8 where outside storage is permitted only in the positions as indicated and at a height not exceeding those as stated on the approved plans.
16. No development shall be commenced until details of a surface water sustainable drainage scheme, based on sustainable drainage principles, and including details of water quality controls and a timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the first occupation of either approved unit, and the approved drainage scheme shall thereafter be retained at all times.

17. No unit hereby approved shall be occupied until details of a management and maintenance plan for the sustainable drainage system required by condition 16 which shall to cover the lifetime of the development, has been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage system shall thereafter be managed and maintained at all times in accordance with the approved details.

Reasons

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.
3. In order to avoid nuisance to the occupiers of adjacent properties, in accordance with Policies GP1 and EW1 of the Burnley Local Plan, Second Review (2006).
4. To safeguard the amenities of nearby occupiers, in accordance with Policies GP1 and EW1 of the Burnley Local Plan, Second Review (2006).
5. To protect the residential amenities of neighbouring properties, in accordance with Policy GP1 of the Burnley Local Plan, Second Review (2006).
6. A Class B1(a) office use would be unsuitable at this location due to its location away from a town centre and would be contrary to the National Planning Policy Framework and to Policy EMP2 of Burnley's Local Plan - Submission Document, July 2017.
7. To ensure the satisfactory implementation of the proposal. The site is away from the town centre and is inappropriate for Class A1 retail use, in accordance with the National Planning Policy Framework and Classes GP1 and EW1 of the Burnley Local Plan, Second Review (2006).
8. To ensure the integration of the development with its surroundings and a satisfactory appearance, in accordance with Policy GP3 of the Burnley Local Plan, Second Review (2006). The details are required prior to the commencement of development to ensure that provision can be made for the implementation of measures at the appropriate stage of the development process.
9. To ensure the satisfactory implementation of the approved landscaping scheme and the achievement of its objective, in accordance with Policy GP3 of the Burnley Local Plan, Second Review (2006).
10. To ensure the protection of trees and hedges which contribute to the character of the local area and its surroundings, in accordance with Policy GP3 of the Burnley Local Plan, Second Review (2006).

11. To avoid excessive lighting adjoining a residential area and cricket pitch, in accordance with Policy GP1 of the Burnley Local Plan, Second Review (2006).
12. To ensure a satisfactory appearance to the development, in accordance with Policy GP3 of the Burnley Local Plan, Second Review (2006).
13. To ensure adequate parking to cater for the needs of the development and to allow for travel to the site by means other than the car, in the interests of highway safety and sustainability, in accordance with Policies GP1 and TM15 of the Burnley Local Plan, Second Review (2006) and the National Planning Policy Framework.
14. To encourage the use of electric vehicles in order to reduce emissions and protect the local air quality in accordance with paragraph 35 of the National Planning Policy Framework and the Burnley Green Infrastructure Strategy 2013-2031.
15. To safeguard the visual amenities of the site and its surroundings, in accordance with Policies GP1 and GP3 of the Burnley Local Plan (Second Review) 2006.
16. To ensure the adequate drainage of the site and to reduce the risk of flooding, in accordance with Policy E8 of the Burnley Local Plan, Second Review (2006). The scheme is required prior to the commencement of development to ensure that the measures identified in the scheme can be carried out at the appropriate stage of construction.
17. To ensure that adequate and appropriate funding, responsibility and maintenance mechanisms are in place for the lifetime of the development, in order to ensure the appropriate drainage of the site and to reduce the risk of flooding, in accordance with Policy E8 of the Burnley Local Plan, Second Review (2006).

JF

9/10/2017