

DEVELOPMENT CONTROL COMMITTEE

Thursday, 5th November, 2020
6.30 pm





DEVELOPMENT CONTROL COMMITTEE

REMOTE MEETING - LIVESTREAM ON YOUTUBE

Thursday, 5th November, 2020 at 6.30
pm

Members of the public may ask a question, make a statement, or present a petition relating to any agenda item or any matter falling within the remit of the committee.

All meetings are currently being held remotely. Members of the public wishing to address the meeting should submit their request in the usual way, and will then be invited either to join the meeting by video conference or to make a submission in writing which will be shared with the Committee.

Notice in writing of the subject matter must be given to the Head of Legal & Democracy by 5.00pm three days before the meeting. Forms can be obtained for this purpose from the reception desk at Burnley Town Hall, Manchester Road or from the web at: [Request To Speak form](#). You can also register to speak via the online agenda. Requests will be dealt with in the order in which they are received.

All public meetings are being livestreamed on the Council's [Youtube Channel](#)

A G E N D A

1. Apologies

To receive any apologies for absence.

2. Minutes

5 - 18

To approve as a correct record the Minutes of the previous meeting.

3. Additional Items of Business

To determine whether there are any additional items of business which, by reason of special circumstances, the Chair decides should be considered at the meeting as a matter of urgency.

4. Declaration of Interest

To receive any declarations of interest from Members relating to any item on the agenda in accordance with the provision of the Code of Conduct and/or indicate if S106 of the Local Government Finance Act applies to them.

5. Exclusion of the Public

To determine during which items, if any, the public are to be excluded from the meeting.

6. List of Deposited Plans and Applications	19 - 22
To consider reports on planning applications for development permission:	
a) HOU/2020/0183 - 55 Grassington Drive, Burnley, Lancashire	23 - 32
b) HOU/2020/0403 - 25 Oakeneaves Avenue, Burnley, Habergham Eaves	33 - 42
c) FUL/2020/0188 - 143 St James Street, Burnley, Lancashire	43 - 50
d) OUT/2019/0625 - Land Off Rossendale Road - Emp 1/1 Rossendale Road, Burnley	51 - 76
7. Decisions taken under the Scheme of Delegation	77 - 86
To receive for information a list of delegated decisions taken since the last meeting.	

MEETING INSTRUCTIONS

8. Participants List	87 - 88
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10. Joining Instructions	91 - 96

MEMBERSHIP OF COMMITTEE

- | | |
|------------------------------------|-----------------------------|
| Councillor Frank Cant (Chairman) | Councillor John Harbour |
| Councillor Mark Payne (Vice-Chair) | Councillor Alan Hosker |
| Councillor Afrasiab Anwar | Councillor Mohammed Ishtiaq |
| Councillor Gordon Birtwistle | Councillor Marcus Johnstone |
| Councillor Saeed Chaudhary | Councillor Anne Kelly |
| Councillor Peter Gill | Councillor Lubna Khan |
| Councillor Sue Graham | Councillor Neil Mottershead |
| Councillor Sarah Hall | Councillor Jeff Sumner |

PUBLISHED

Wednesday, 28 October 2020

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DEVELOPMENT CONTROL COMMITTEE

**THE MEETING WAS A REMOTE MEETING HELD IN
ACCORDANCE WITH THE REGULATIONS UNDER
SECTION 78 OF THE CORONAVIRUS ACT 2020.**

Thursday, 8th October, 2020 at 6.30 pm

PRESENT

MEMBERS

Councillors F Cant (Chairman), M Payne (Vice-Chair), A Anwar, G Birtwistle, P Gill, S Graham, S Hall, J Harbour, A Hosker, M Ishtiaq, M Johnstone, L Khan and J Sumner

OFFICERS

Paul Gatrell	– Head of Housing & Development Control
Alec Hickey	– Planning Team Manager
Janet Filbin	– Principal Planner
Erica Eden-Porter	– Principal Planner
Emma Barker	– Principal Legal Officer - Litigation & Regulation
Amanda Rumbelow	– Property Solicitor
Mollie Wiggin	– Legal Assistant
Chris Gay	– Governance Manager
Alison McEwan	– Democracy Officer
Christine Wood	– Democracy Officer

43. Apologies

Apologies for absence were received from Councillor Anne Kelly.

44. Minutes

The Minutes of the remote meeting held on Thursday, 1st October 2020 were approved as a correct record.

45. Additional Items of Business

There were no additional items of business.

46. Declaration of Interest

There were no declarations of interest.

47. Exclusion of the Public

There were no items of business requiring the public to be excluded from the meeting.

48. List of Deposited Plans and Applications

The following members of the public attended the meeting and addressed the Committee under the Right to Speak Policy:

Application reference	Location	Speaker
FUL/2020/0181	Howarth Fold Stables, Howarth Road, Burnley.	Claire Bradley (for) (Kirkwells Town Planning Consultants)
HOU/2020/0275	Kenmuir. Burnley Road, Briercliffe	Brian Sumner, Avalon Town Planners (for)
HOU/2020/0137	76 West Street, Padiham, Lancashire	Jeff Kirby (for)
FUL/2020/0214	Land Off Wyre Street, Padiham, BB12 8DQ	Jonathan Harper (for)

The Committee was advised that Mrs Jackson had withdrawn an application to speak in relation to application HOU/2020/0137 – 76 West Street, Padiham, Lancashire.

49. FUL/2020/0152 - 8 Hope Street, Worsthorne-with-Hurstwood, Lancashire

Town and Country Planning Act 1990 - Demolition of a two-bed end terrace property and the construction of a new three bed attached dwelling with off street parking - 8 Hope Street, Worsthorne, Burnley.

Decision: That planning permission be granted subject to the following conditions:

1. The development must be begun within three years of the date of this decision.

Reason 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. The development hereby permitted shall be carried out in accordance with the following approved plans: 18-05-01-A, 18-05-05, 18-05-29, 18-05-30-B, 18-05-31; all received 3rd April 2020.

Reason To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. The external walls and roof of the development shall utilise the existing natural stone and natural stone slate where applicable and stone and natural stone slate which matches the existing dwelling in terms of its type, size, shape, texture and colour.

Reason To ensure a satisfactory appearance to the development, having regard to its impact on the Worsthorne Conservation Area, in accordance with Policies SP5, HS5 and HE2 of Burnley's Local Plan July 2018.

4. All gates and associated mechanisms to be located outside the adopted highway and the gates to have physical restraints to prevent the gates from opening onto the adopted highway.

Reason To ensure the adopted highway is not obstructed by the gates or are a hazard to other road users.

5. Before the access is used for vehicular purposes, the driveway shall be appropriately paved in tarmacadam, concrete, block paviments, or other approved materials and suitably drained in line with sustainable drainage solutions.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

6. The development shall, prior to the first occupation, provide for the reinstatement of the gable chimney as indicated on the approved plans. The chimney shall thereafter be retained at all times.

Reason To ensure the retention of a feature of the terrace that contributes to the distinctive and special character of the Worsthorne Conservation area, in accordance with policy HE2 of Burnley's Local Plan July 2018.

50. FUL/2020/0181 - Howarth Fold Stables, Howarth Road, Burnley
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Town and Country Planning Act 1990 - The development of an all-weather riding/turnout arena Lower Howarth Fold Stables, Howarth Road, Burnley.

Decision: That planning permission be granted subject to the following conditions:

1. The development must be begun within three years of the date of this decision.

Reason: 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. The development hereby permitted shall be carried out in accordance with the following approved plans; block plan, and computerised cross-section of arena both received 30.4.2020; amended location plan, cross-section through arena and fence, and cross section before work all received 1.6.2020.

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. The arena shall not be used between 20.00 hrs and 08.00 hrs.

Reason: To safeguard the amenity of nearby residents and to ensure there is no adverse effect on the quality of the area, in accordance with policy EMP7 of the Burnley's Local Plan July 2018.

4. The arena hereby permitted shall be used solely for the horses in the ownership of the applicant or their immediate family and shall not be used for competitions or for any other form of commercial use.

Reason: In order to ensure a commercial activity is not established in this location without the benefit of a full assessment of any potential impacts on nearby residential amenity taking place and having regard to the vehicular access to the site, in accordance with policy EMP7 of the Burnley's Local Plan July 2018 and the NPPF.

5. No development shall take place that obstructs any part of the Public Footpath No. 109 which runs close to the site.

Reason: To ensure that the existing public rights of way are not affected prior to in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

51. HOU/2020/0275 - Kenmuir, Burnley Road, Briercliffe

Town and Country Planning Act 1990 - Proposed Three Storey Side Extension, Rear Dormer Extension and Internal Alterations – Kenmuir, Burnley Road, Briercliffe, Lancashire, BB10 2JJ.

Decision: That planning permission be refused for the following reason:

1. By virtue of its excessive and dominant scale and design, the proposed development would not be subordinate or sympathetic to the character of the existing house or the wider character of the street scene. The proposals would appear as prominent and incongruously large additions which fail to appropriately respect the existing proportions and appearance. The application therefore conflicts with Policies HS5a) and b) and SP5(2)a) of the Burnley Local Plan (July 2018).

52. HOU/2020/0137 - 76 West Street, Padiham, Lancashire

Full Planning Application - Proposed part two storey and part single storey extension at rear of dwelling - 76 West Street, Padiham.

Decision: That planning permission be granted subject to the following conditions:

1. The development must be begun within three years of the date of this decision.

Reason: 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. The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing No 19/2351/05 (Proposed Floor Plan, Site Plans and Elevations Revised Scheme at 1:50 scale) dated 29.09.20

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. Prior to the commencement of any development above slab level, samples of all external facing and roofing materials including precise details of all new and replacement window frames and glazing shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To ensure that the development will be of a satisfactory appearance and to comply with Policies SP5, HS5 and HE2 of Burnley's Local Plan (July 2018).

4. 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: the parking of vehicles of site operatives and visitors; loading, unloading and storage of plant and materials used in constructing the development; measures to control the emission of dust and dirt during construction and a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In order to avoid the possibility of the public highway being affected by the deposit of mud/or loose materials which could create a potential hazard to road users, in order to protect the amenity of the occupiers of the adjacent properties in accordance with Policy SP5 of Burnley's Local Plan (July 2018) and in the interests of highway safety.

5. Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment, shall be carried out only between 0800 hours and 1700 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays. Deliveries associated with the construction of the development shall be made before or 0930 hours and after 1500 hours to avoid conflict with traffic (vehicular or pedestrian). Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to the Local Planning Authority.

Reason: To safeguard the amenities of nearby residents in accordance with policy SP5 of Burnley's Local Plan (July 2018) and in the interests of highway safety.

53. COU/2020/0280 - 66 St James Street, Burnley, Lancashire
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Proposed change of use of ground floor from Vacant A1 (shop) to a flexible A1 (shop), A2 (financial and professional services), A3 (café/restaurant) and A4 (drinking establishment) use pursuant to Schedule 2, Part 3, Class V of The Town and Country Planning General Permitted Development (England) Order 2015 – 66 St James Street, Burnley, Lancashire.

Decision: That planning permission be granted subject to the following conditions:

1. The development must be begun within three years of the date of this decision.

Reason: 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.The development hereby permitted shall be carried out in accordance with the ground floor layout in the following approved plan: Proposed Ground Floor at 1:50 Scale dated March 2020.

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3.Before any A3 or A4 uses hereby permitted takes place, a scheme for the storage and disposal of refuse (including segregated waste recycling and disposal of food waste) shall have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The implemented scheme shall be retained as approved thereafter.

Reason: To ensure satisfactory refuse storage provision and in the interests of the visual amenities of the area, in accordance with the Policies SP5 of Burnley's Local Plan (July 2018).

4.Before any hot food preparation equipment is used on the premises, a scheme to control the emission and dispersal of fumes, vapours and odours from the premises including details of the appearance, technical specification and siting of any external ventilation ducting and/or plant shall be submitted to and approved in writing by the Local Planning Authority. The implemented equipment, measures and specifications shall be retained and maintained as approved thereafter.

Reason: To protect the surrounding environment, including occupiers of nearby premises from nuisance from cooking odours in accordance with Policies SP5 and NE5 of Burnley's Local Plan (July 2018).

5.Before any fixed plant and/or machinery is used on the premises, it shall have been acoustically insulated/designed in accordance with a scheme that shall first have been submitted to and approved in writing by the local planning authority. The implemented measures and specifications shall be retained and maintained as approved thereafter.

Reason: To protect the surrounding environment, including occupiers of nearby premises from noise nuisance in accordance with Policies SP5 and NE5 of Burnley's Local Plan (July 2018).

6.This planning permission is granted for the duration of ten years from the date on which the permission was granted.

Reason: To clarify the terms of consent and in accordance with Part 3 Class V of the General Permitted Development Order 2015 (as amended).

54. FUL/2020/0092 - Lane House Farm, Burnley Road, Cliviger
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Town and Country Planning Act 1990 - Proposed partial demolition of existing house together with alterations and rebuild of new element - Lane House Farm Burnley Road Cliviger, Lancashire.

Decision: That planning permission be granted subject to the following conditions:

1.The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

2.The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings.

3.All materials to be used in the approved scheme shall be as stated on the application form and approved drawings received on the 24/1/20 and shall not be varied without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development will be of a satisfactory appearance and to comply with policies SP5 and HS5 of Burnley's Local Plan 2018.

4.The development shall not be occupied until the car parking areas to serve the development have been laid out and hard surfaced in accordance with approved drawings and made available for use and retained as such thereafter.

Reason: In the interests of highway safety in accordance with policies IC3 and SP5 of Burnley's adopted Local Plan.

5.Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification): (i) no external alterations, including roof alterations, or extensions shall be carried out to the building (ii) no garages or outbuildings shall be erected within the curtilage of the building; unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To enable the local planning authority to consider future development having regard to policies SP5 and HS5 of Burnley's adopted Local Plan.

6.Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1700 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays. Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to the Local Planning Authority.

Reason: To safeguard the amenities of nearby residents in accordance with policy SP5 of Burnley's adopted Local Plan.

55. FUL/2020/0371 - The Barn, Hollins Farm, Red Lees Road

Full Planning Application - Erect a single bungalow – The Barn, Hollins Farm, Red Lees Road, Cliviger.

Decision: That permission be refused for the following reasons:

1.The proposed development is located on land outside the development boundary and is not considered to be in a sustainable location; and by virtue of its modest scale it would not contribute in any meaningful way to the enhancing or maintaining the vitality of the rural community. Accordingly this would be contrary to Policy SP4 of Burnley’s Local Plan (July 2018) and NPPF Para 78 and is contrary to the presumption in favour of sustainable development in the NPPF.

2.The proposed development would fail to preserve the setting of the listed stable block, alongside other non-designated heritage assets within the group, and would result in less than substantial harm to significance. The applicant has not demonstrated public benefits to outweigh this harm and as such has failed to provide a clear and convincing justification for the harm to the significance of the listed building. Approval of the application would therefore be contrary to Policy HE2 of Burnley’s Local Plan (July 2018), the NPPF and the relevant statutory duty.

3.The overall visual impact of the proposed development would materially alter the character and appearance of the site such that it would cause an unacceptable adverse impact on the immediate setting and the open countryside contrary to the aims of Policies SP5 and NE3 of Burnley’s Local Plan (July 2018) and NPPF 127(c). Furthermore the development would result in the loss of the rural character of the site and would result in the encroachment of the urban form into the open countryside contrary to Policy SP4 of Burnley’s Local Plan (July 2018).

4.The proposed development is positioned such that it would result in undue pressures for felling or excessive pruning of a mature Lime Tree (T1) to the detriment of its visual amenity and conservation value as identified in the arboricultural assessment. Accordingly the proposal would conflict with the aims of Policy NE4 of Burnley’s Local Plan (July 2018).

56. FUL/2020/0214 - Land Off Wyre Street, Padiham, BB12 8DQ

Town and Country Planning Act 1990 - Erection of food store (Class A1) with associated car park and new vehicular access following demolition of existing buildings - Land Off Wyre Street, Padiham, BB12 8DQ.

Decision: That planning permission be granted subject to the following conditions:

1.The development must be begun within three years of the date of this decision.

Reason: 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. The development hereby permitted shall be carried out in accordance with the following approved plans listed on this notice below.

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. (Revised condition as per the update report): The approved development shall be constructed in accordance with the external materials of construction to be used on the walls and roof of the development, including colour and finish details, as indicated on drawing number AD 113_REVG and shall not be varied unless otherwise previously agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development, having regard to the character of the local area, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

4.(Revised condition as per the Update report): The car parks, access and areas of hardstanding shall be surfaced in accordance with the details indicated on the Site Finishes Plan, drawing number AD115_REVA, unless any variation is otherwise previously agreed in writing by the Local Planning Authority.

Reason: To ensure a high-quality appearance to the development, in accordance and access/parking facilities, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

5.(Revised condition as per the Update report): Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any provision within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any statutory instrument revoking or re-enacting those Orders, the approved development shall be used as a Class A1 retail food store only with no more than 251sqm of net floorspace for non-food sales and shall not be used for any other purposes.

Reason: To ensure the satisfactory implementation of the proposal where the proposal has been assessed in accordance with the details of the proposed use as submitted. Other proportions of food/non-food retail sales other uses within Class E of the Town and County Planning (Use Classes) Order (as amended) would also require a new assessment in respect of impacts on the Town Centre and on highway and parking considerations.

6.No development shall be commenced until a scheme for the means of protecting the trees to the north side of the application 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.

Reason: To ensure adequate protection for the long-term health of trees which should be retained in the interests of the visual amenities and biodiversity of the local area, in accordance with Policy NE4 of Burnley's Local Plan (July 2018). The details are required prior to the commencement of development to ensure that provision can be made for their implementation at the appropriate stage of the development process.

7.(Modified condition as per the update report): All planting, seeding or turfing comprised in the approved details of landscaping set out on the approved Landscape Layout (drawing number R/2356/1) shall be carried out in the first planting and seeding seasons following the approved food store being first open for use; 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.

Reason: In the interests of the visual amenities of the site and its surroundings, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

8.Prior to the approved development being first brought into use, bat boxes shall be installed in accordance with details and locations to be first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure suitable measures to provide for bats in the vicinity of the development, in accordance with Policy NE1 of Burnley's Local Plan (July 2018).

9.(Modified condition as per the Update report): Prior to commencement of above ground works, a scheme for the construction of the site access and associated off-site works of highway improvement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory means of access to and from the site to serve the needs of the development, in the interests of highway safety, in accordance with Policy IC1 of Burnley's Local Plan (July 2018). The details are required prior to the commencement of above ground works to ensure that the details are satisfactory and can be implemented at the appropriate time and stages of the development in the interests of highway safety.

10.(Modified condition as per the Update report): The approved food store shall not be first occupied until the approved scheme referred to in condition 9 above has been constructed and completed in accordance with the scheme details.

Reason: To ensure a safe means of access to and from the site, in the interests of highway safety, in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

11.(Modified condition as per the Update report): The approved development shall not be first open for business until the car park areas have been constructed, drained, marked out and signed (as appropriate), including two electric car charging points and cycle parking and are available or use in accordance with the approved plans. The car parking layout, cycle parking and electric car charging points shall thereafter be retained for the purposes of customer and staff car parking at all times.

Reason: To ensure adequate parking to cater for the needs of the development, in the interests of highway safety and amenity, in accordance with Policy IC3 of Burnley's Local Plan (July 2018).

12.(Modified condition as per the Update report):Prior to any built development, details of improvements to the surfacing of pedestrian links to and from the application site at Wyre Street and between Clitheroe Street and the Town Centre shall be submitted to and

approved in writing by the Local Planning Authority. The approved pedestrian links shall thereafter be constructed in accordance with the approved details and be completed and available for use prior to the approved development being first open for business.

Reason: To ensure good quality pedestrian routes to and from the proposed development, in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

13. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To avoid the deposit of mud or debris on the public highway, in order to protect highway safety, in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

14. No development shall take place 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;
- v) Measures to control the emission of dust and dirt during construction;
- vi) Wheel washing facilities;
- vii) Details of working hour;
- viii) Contact details for the site manager; and,
- ix) Routing of delivery vehicles to/from the site.

Reason: To ensure that the safety and amenities of occupiers of neighbouring properties and users of the local highway are satisfactorily protected, in accordance with Policies NE5 and IC1 of Burnley's Local Plan (July 2018). The Construction Management Plan is required prior to the commencement of development to ensure that the measures contained therein can be carried out at the appropriate phases of the construction period.

15. Within six months of the first use of the approved development, a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plan shall thereafter be implemented in accordance with the timescales within the approved Travel Plan and shall be audited and updated at intervals of not greater than 18 months for a period of up to five years. The measures contained with the Travel Plan shall be adhered to at all times.

Reason: To promote and provide access to sustainable travel options, in accordance with Policy IC2 of Burnley's Local Plan (July 2018).

16. Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays. Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to the Local Planning Authority.

Reason: To safeguard the residential amenities of the local area, in accordance with Policy NE5 of Burnley's Local Plan (July 2018).

17.**(Modified condition as per the Update report)** Prior to the commencement of built development, details of the design and implementation of a surface water sustainable drainage scheme, based on sustainable drainage principles, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented and completed in accordance with the approved scheme prior to the approved food store being first brought into use. The approved drainage scheme shall be retained at all times thereafter.

Reason: To ensure the adequate drainage of the site and to reduce the risk of flooding, in accordance with Policies CC4 and CC5 of the Burnley's Local Plan (July 2018). The scheme is required prior to the commencement of development to ensure that acceptable works can be agreed before works start and can then be implemented at an appropriate stage in the development.

18.No dwelling shall be first occupied until details of a sustainable drainage management and maintenance plan for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. The development shall be completed, retained, maintained and managed at all times in accordance with the approved plan.

Reason: To ensure 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 Policies CC4 and CC5 of the Burnley's Local Plan (July 2018).

19.Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policies CC4, CC5 and NE5 of Burnley's Local Plan (July 2018).

20.Prior to the demolition of Unit 1, details of the materials, appearance, finish and guttering/downpipes of the adjoining retained unit shall be submitted to and approved in writing by the Local Planning Authority. The retained unit shall thereafter made good in accordance with the approved details.

Reason: To ensure an appropriate appearance and condition for the retained unit, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

Additional conditions as per the Update report::

21. The proposed boundary treatments as indicated on drawing number AD 114_RevC shall be carried out and completed with the exception of the western boundary on Clitheroe Street where details of how the existing perimeter wall can be altered or modified to form a new means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the demolition of the mill building. The boundary treatments shall thereafter be carried out and completed in their entirety prior to the approved development being first open for business.

Reason: To ensure a satisfactory appearance to the development from within the site and its environs, including views on the approach to the site from Padiham Town Centre and from the Padiham Conservation Area, in accordance with Policies SP5 and HE2 of Burnley's Local Plan (July 2018).

22. Prior to the commencement of development, the following shall be submitted to and approved in writing by the Local Planning Authority:-

- a) A site investigation entailing intrusive site investigations and associated risk assessment, in accordance with the recommendations of the Phase I Desk Study Assessment Report, reference GP/C4369/8959 (prepared by Brownfield Solutions Ltd, dated December 2019); and
- b) Where applicable, following the recommendations of a) above, a Method Statement and Remediation Scheme, based on the Information obtained from a) above.

The development shall thereafter only be carried out and completed in strict accordance with the approved Method Statement and Remediation Scheme and a Verification Report to demonstrate compliance and any future monitoring requirements shall be submitted to and approved in writing by the Local Planning Authority prior to the approved development being first brought into use.

Reason: To ensure public safety and to prevent pollution of groundwaters and watercourses from potential contaminants, in accordance with Policy NE5 of the Burnley's Local Plan (July 2018). The site investigation and remediation scheme are required prior to the commencement of development to ensure that measures that are necessary to make the development acceptable can be carried out at an appropriate stage in the development.

23. The development shall not be carried out otherwise than in accordance with the measures for water and energy efficiency and renewable energy provision contained within the Energy Statement (prepared by DDA, document reference 20/3471, dated 29.4.2) and shall be completed in their entirety prior to the approved development being first brought into use.

Reason: To ensure the development delivers the expected water and energy efficiencies and renewable energy measures and targets to ensure a high standard of sustainability in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

24. The recommendations for noise mitigation of the development within the Noise Impact Assessment submitted with the application (prepared by Miller Goodall, Report Number 102233, dated 27th April 2020) shall be carried out and completed prior to the approved

development being first brought into use. The noise mitigation measures shall thereafter be retained and suitably maintained at all times in perpetuity.

Reason: To safeguard the amenities of residential properties in the surrounding area, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

25.No demolition or site clearance shall commence until the developer has secured the implementation of a programme of archaeological works , in accordance with a written scheme of investigation which has first been submitted to and approved in writing by the Local Planning Authority. A copy of the final archaeological record shall be lodged with the local planning authority/appropriate historic archive within two months of its completion.

Reason: To ensure that adequate records are made, as the site is of archaeological importance, in accordance with Policy HE4 of the Burnley`s Local Plan (July 2018).

26.The glazing infill panels to be used on the southern elevation of the approved building shall not be installed until details of their colour and appearance have been first submitted to and approved in writing by the Local Planning Authority. The glazing panels shall only be installed in accordance with the approved details and shall thereafter be retained at all times and any replacement glazing shall be an equivalent colour to that first approved.

Reason: To ensure an appropriate and suitable appearance that permits open views into the store, in the interests of visual amenity, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

27.The development shall be constructed and completed in accordance with the submitted details of external lighting as indicated on drawing number 01 and accompanying lighting report (prepared by Signify, dated 17.7.2020), received on 20thAugust 2020, and shall not be varied at any time thereafter unless previously agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory but not excessive levels of external lighting, in the interests of visual amenity, in accordance with Policies SP5 and NE5 of Burnley's Local Plan (July 2018).

BURNLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE

REPORTS ON
PLANNING APPLICATIONS



Photograph McCoy Wynne

Part I: Applications brought for
Committee consideration

5th November 2020

Housing and Development

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DEVELOPMENT CONTROL COMMITTEE

5th November 2020

INDEX

App No	Description	Location	Recommendation
HOU/2020/0183	Two storey side extension with single story rear extension (amended plans received 21 September 2020 reducing size of extension) (re-submission following HOU/2020/0083)	55 Grassington Drive Burnley Lancashire	Approve with Conditions
HOU/2020/0403	Extend existing rear dormer and erect outbuilding (resubmission of HOU/2019/0576)	25 Oakeneaves Avenue Burnley Habergham Eaves	Approve with Conditions
FUL/2020/0188	Continuation of use as a private hire office with revised parking arrangements	143 St Jamess Street Burnley Lancashire	Approve with Conditions
OUT/2019/0625	Outline planning permission for the development of a new industrial estate comprising of new Use Class B1 and B2 units including approval of access and layout of the site (all other matters reserved)	Land Off Rossendale Road - Emp1/1 Rossendale Road Burnley	Approve with Conditions

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Housing & Development
Town Hall, Manchester Road

Ref.

HOU/2020/0183

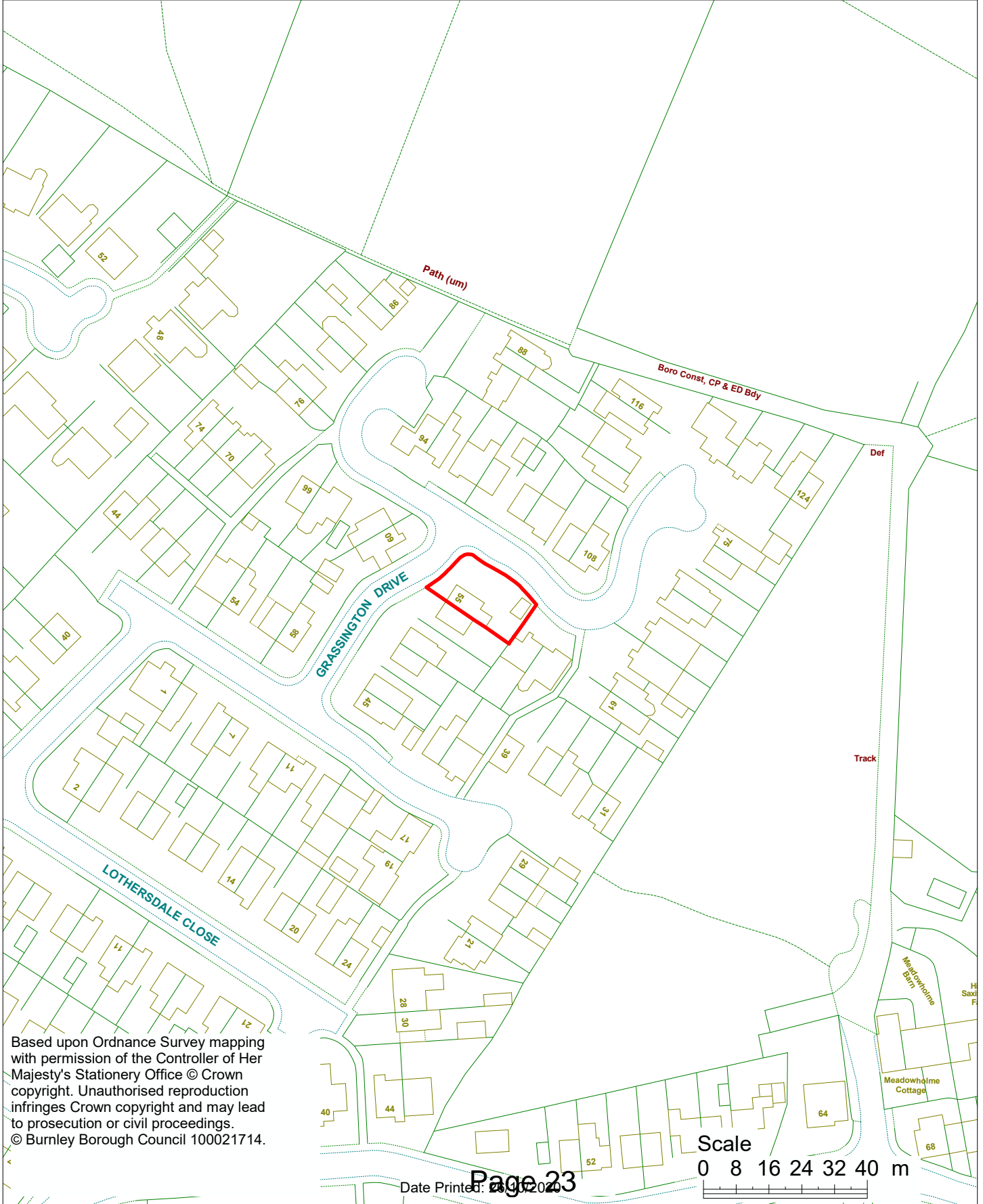
Paul Gatrell Head of Housing and Development

Location:



55 Grassington Drive, Burnley

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Town and Country Planning Act 1990

Two storey side extension with single story rear extension (amended plans received 21 September 2020 reducing size of extension) (re-submission following HOU/2020/0083)

55 Grassington Drive Burnley Lancashire BB10 2SP

Briercliffe

Background:

The application site is located within the defined development boundary as designated in Burnley's Local Plan. The site comprises a three-bedroom two-storey semi-detached house within a corner plot. Ground levels rise to the north side. The plot is on the eastern side of the highway and adjacent a T junction, with the road continuing, parallel along the eastern side curtilage, with the properties to the north facing the site's side curtilage on an even higher elevation.

There is a flat roof detached garage situated at the north eastern boundary, accessed separately from the highway to the existing wide, paved driveway to the front and north side.

The house has facing brickwork walls, grey upvc windows and a side gabled, concrete tile roof. There is a conservatory to the rear elevation. The garden is enclosed by close boarded fencing together with a large evergreen hedge to the side, itself which provides a large visual screen from views from the north.

Adjoining to the south side is no. 53, whilst to the east is no. 57 which faces north. The Grassington Drive street scene is characterised by semi-detached properties of the same style, many of which have been extended to side and/or rear. The dwellings sited with some regularity, but not positioned on a definable building line, though all are arranged with their front façade facing the highway.



Photo 1: Front of no. 55 (to left)



Photo 2: Side of no.55



Photo 3: Rear of no. 55 (right) and front of no. 57 (left)



Photo 4: Part of rear elevation of no. 55 (right), with no. 53 adjoining (left)

Proposal:

Proposed plans have been amended following discussion with Officers. The latest plans have been through a further period of neighbour notification.

It is proposed to remove the rear conservatory and to erect a two storey side extension and single storey rear extension

The development is sought to add additional open plan living space on the ground floor and an additional bedroom, with en-suite, bringing the total up to 4 bedrooms.

The two storey side extension extends the host dwelling northwards by 4.9m, to the same width as the existing house. It's ground and first floor front elevations are set staggered behind the existing principal elevation, whilst the upper rear elevation is set flush in line with the existing rear elevation. The two storey part has a depth of 6.5 metres, together with an eaves line at the same height as existing and a ridgeline set down below and behind that of the existing house.

The single storey element extends a further 3.6 metres in depth and measures 9.8 metres in width, comprising the full width of the original house together with the side extension.

Following the development there would remain a 3.6 metres gap to the side boundary and a 6.2 metres gap to the rear boundary, itself forming the side boundary no. 57.

The rear extension has a shallower single pitched roof, whilst the side extension has a matching angle gable ended roof. A short pitched roof is also used to the front where the first floor is set back behind the ground floor. Three roof velux windows are sited within the single storey part, which is also designed with two sets of folding doors onto the rear garden. There are two windows of matching style to the front and rear walls of the side extension.

The materials proposed are to match existing, as are the window openings and framing dimensions and materials.





Proposed plans and elevations

Relevant Policies:

Burnley's Local Plan 2018

HS5 – House Extensions and Alterations
 SP5 – Development Quality and Sustainability

NPPF 2019

Site History:

HOU/2020/0083 | Two storey side extension with single story rear wrap around – Refused 22 April 2020 for following reason:

The proposed extension is considered to be a disproportionate addition to the host dwelling, it would fail to respect the existing host structure and, by virtue of position, result in an unduly prominent addition to the streetscene. Further, the sought development fails to respect the local defined character of the surrounding architectural vernacular and therefore contrary to Policies HS5 and SP5 of Burnley's Local Plan (July 2018).

Consultation Responses:

LCC Highways: With respect to the proposed application we would wish to raise an objection to the development. However there is some concern regarding the off street parking. The dwelling is being extended to become a 4 bedroomed house and in line with Appendix 9 of Burnley's local plan there should be 3 car parking spaces. These should measure 2.4m x 5m, if a garage could be included it should measure 3m x 6m internally. A plan showing how 3 space may be accommodate on the premises should be provided.

Neighbours:

Objection from no. 57 on grounds of blocking of natural light and an unpleasant view, including when combined with impact of existing garage.

Planning and Environmental Considerations:

The principle of development

The site is located within the development boundary of the adopted Local Plan, as such policy SP4 states that development will be focused on Burnley and Padiham with development of an appropriate scale.

Main issues

- Impact on the character of the area including design and appearance
- Impact on amenity of neighbours

Impact on the character of the area

Local Plan policy SP5 sets out requirements for the design quality of all types of development. Policy HS5 further sets out specific requirements for the design of house extensions and alterations:

- 'a) The extension is subordinate to the existing building, to allow the form of the original building to be clearly understood;
- b) The design respects the architectural characteristics, scale and detailing of the host building and its setting. High quality matching or complementary materials should be used, appropriately and sensitively in relation to the context. This would not preclude proposals that are innovative or contemporary where these are of an exceptional design quality;
- c) The proposal will not have a detrimental impact on the amenity reasonably expected to be enjoyed by the occupants of neighbouring properties through overlooking, lack of privacy or reduction of outlook or daylight, using the distances set out in Policy HS4 3)c);
- d) The proposal does not lead to an unacceptable loss of parking, both in curtilage or on street and does not create a danger to pedestrians, cyclist or vehicles; and
- e) The proposal does not lead to an unacceptable loss of useable private amenity space.'

Paragraph 124 of the NPPF states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- The proposal, as amended, is now of a significantly reduced scale and improved design when compared to both the proposal refused under reference HOU/2020/0083 and that as originally submitted in this application. The side extension has been reduced by 1.1 metres in width, set further behind (subordinate to) the existing front elevation building line and now has suitably aligned front facing windows.
- Whilst the scheme would nevertheless still constitute a relatively large addition to the floorspace and massing of the original house, it is now considered that both the side and rear elements are satisfactorily subordinate to the existing in terms of their overall scale and appearance. The original form of the house will still be apparent as the larger mass in terms of its depth and height, whilst a spacious gap will be appropriately retained to the side boundary with the highway.
- The design of the scheme is furthermore now deemed to be of a good quality, with the proposed roof form, building lines, window placement and materials all respecting the existing appearance and helping to ensure a sensitive visual impact upon the street scene.
- First floor side or two storey side extensions are commonplace in the locality, and therefore within this context and given the merits of the scheme, as detailed above, there would be no adverse impact upon visual amenity of the street scene. The extension would no longer be unduly prominent / dominant, as was a concern with the previous application.
- There will be a reduction in the size of the enclosed rear/side garden area, however it is considered that a sufficiently sized space would still remain for the occupants to benefit from. It is not considered that the proposal would 'overdevelop' the site; the resulting building footprint would be comparable to many other properties within the road that have extended to the side and rear.
- No changes are proposed to the existing driveway parking provision and/or separately located garage. The comments of LCC Highways are noted, however these refer to parking standards for new residential development, of which this application is not. The proposal does not lead to an unacceptable loss of parking; there is existing and will remain space for 2+ vehicles to park within the property, which is a sufficient provision for this existing property.

- The proposal would therefore be satisfactorily in keeping with the existing form and character of the house and street scene and is considered acceptable in accordance with Policies SP5 and HS5.

Impact on the amenity of neighbours

Policies SP5 and HS5 seek to ensure that development does not result in an unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reasoning of overlooking, lack of privacy or reduction of outlook or daylight.

- No. 57 to the east has objected to the amended proposal for the reasons summarised above. These concerns have been carefully considered.
- It is considered that due to the respective positioning of the houses (as proposed), the separation distance between them and the differing facing direction of their habitable room windows, any adverse impact upon existing daylight and/or outlook/view would be only very minor. The impact would not approach the significant/unacceptable level of harm required to justify a refusal on the basis of neighbouring amenity impact. This assessment is consistent with that of HOU/2020/0083, which deemed the impact of the earlier wider proposed extension upon no. 57's (incorrectly identified as no. 66 in the officer report) amenity as acceptable. There would also be no material increase in overlooking, given that the new upper rear window serve the proposed en suite.
- There are therefore also no reasonable grounds to require the associated removal/reduction in size of no. 55's garage (which is sited adjoining the front of no. 57), as requested by the neighbour. Whilst the garage and extension would combine to limit outlook/view from the front garden/driveway of no. 57 in an westerly direction, it is not reasonable to conclude that this massing represents an unacceptable harm to their amenity. Loss of view itself is not a material planning consideration.
- This single storey rear extension would project 3.6 metres in depth, flush to the common boundary with adjoining no. 53. The existing boundary treatment between the two properties consists of a 1.8m high timber panel fence and, as existing, no. 55 does have a rear conservatory, again, positioned flush to the boundary. Taking this into consideration, the impact of the proposed rear, single storey element is not considered to be of particular detriment to the existing outlook conditions of no. 53 or no. 57. The resulting outcome would also not increase overlooking past the existing conditions, nor would the extensions appear unduly dominating from neighbouring gardens.
- As such the application complies with the above policy requirements as concern the protection of neighbouring amenity from unacceptable / significant levels of harm.

Conclusion

The proposed development is acceptable in principle, will satisfactorily maintain the character of the dwelling and area and will not have an unacceptable impact upon neighbouring amenity.

Recommendation: Approve subject to conditions

1. The development must be begun within three years of the date of this decision.

Reason: 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. The development shall be carried out in accordance with the approved plans listed on this notice below.

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. All materials to be used in the approved scheme shall be as stated on the application form and approved drawings and shall not be varied without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development will be of a satisfactory appearance and to comply with Policy SP5 of Burnley's Local Plan (July 2018).

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Housing & Development
Town Hall, Manchester Road

Ref.

HOU/2020/0403

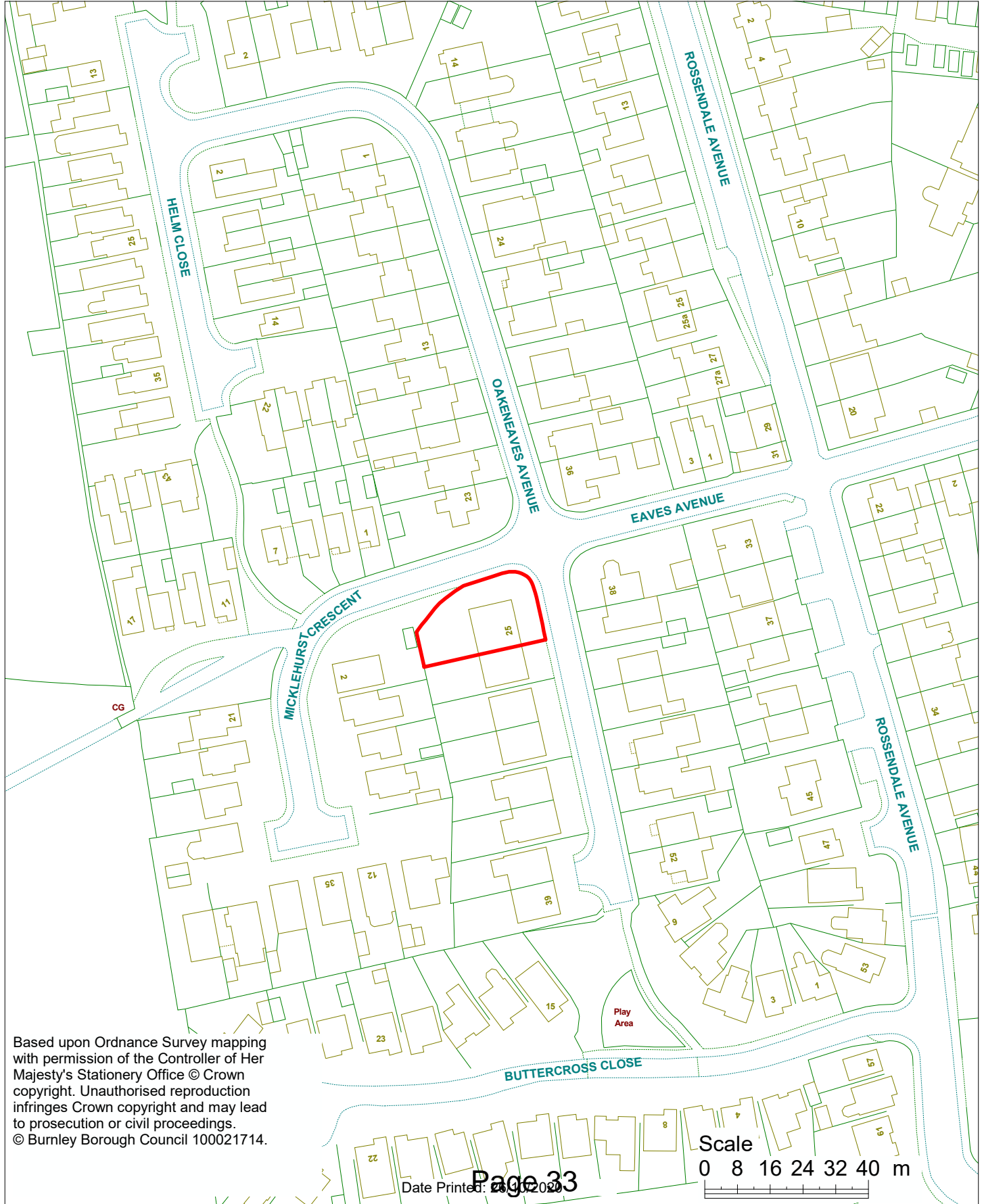
Paul Gatrell Head of Housing and Development

Location:



25 Oakeneaves Avenue, Burnley

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Application Recommended for APPROVAL

HOU/2020/0403

Coal Clough With Deerplay

Town and Country Planning Act 1990

Proposed extension of existing rear dormer and erection of outbuilding

25 Oakeneaves Avenue, Burnley

Background:

The application site is a semi detached bungalow property which sits on the corner of Micklehurst Crescent and Oakeneaves Avenue. The attached property is No. 27 Oakeneaves. The application site has a driveway to the front and also parking to the side off Micklehurst Crescent.

The property has altered over the years with an approved side extension and front and rear piked dormers which were approved in October 2012. The property has visual prominence given its corner location and the open aspect of the secondary parking area to the side of the property.

The property is surrounded by other similar house types and this property appears to be the only one within the vicinity which has had alterations to the roofline.

The application has been brought before the committee as an objection has been received.



Photo 1: gable elevation from Micklehurst Crescent



Photo 2: rear elevation and existing dormer



Photo 3: existing rear elevation



Photo 4: existing front elevation

A previous application was refused (HOU/2019/0576) for the following reason:

1. The proposed rear dormer extension would appear over prominent and incongruous when viewed in context with the shared roofline with No.27 Oakeneaves Avenue. The dormer would harm the visual amenity and character of the area contrary to policies HS5 and SP5 of Burnley's Local Plan.



Plan extract: of the previous refusal which would have resulted in interlinked rear piked dormers and raised roof profile inbetween.

Proposals

The application seeks consent for a rear piked dormer extension which would mirror the dormer on the gable side of the property. The proposed dormer would have approximate dimensions of 3.5m in width, 3.7m projection from the existing roofline, set back 1.2m from the eaves of the property and be set back 500mm from where the roofline meets the attached property No. 27.

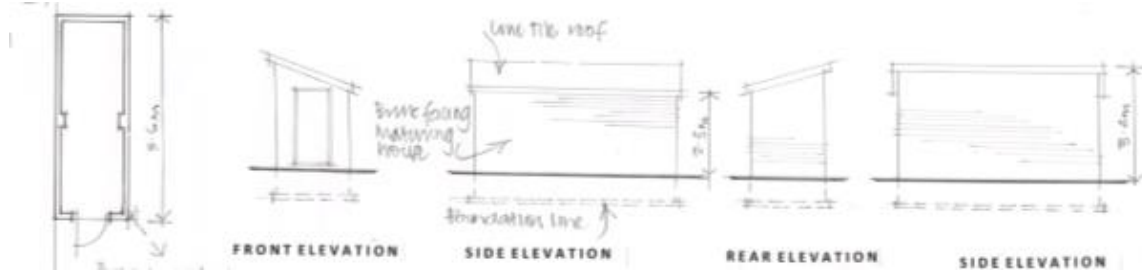
A series of velux rooflights will be inserted to the front roof profile, 3 in total and a larger single velux on the rear roof slope which will sit inbetween the rear piked dormers.

The dormer would create a larger playroom in the roofspace and larger 4th bedroom with the additional projection of the dormer. The existing plans show the property to be 6 bedrooms. Proposed materials of the dormer are; concrete roof tiles and upvc to the sides and front of the dormer.

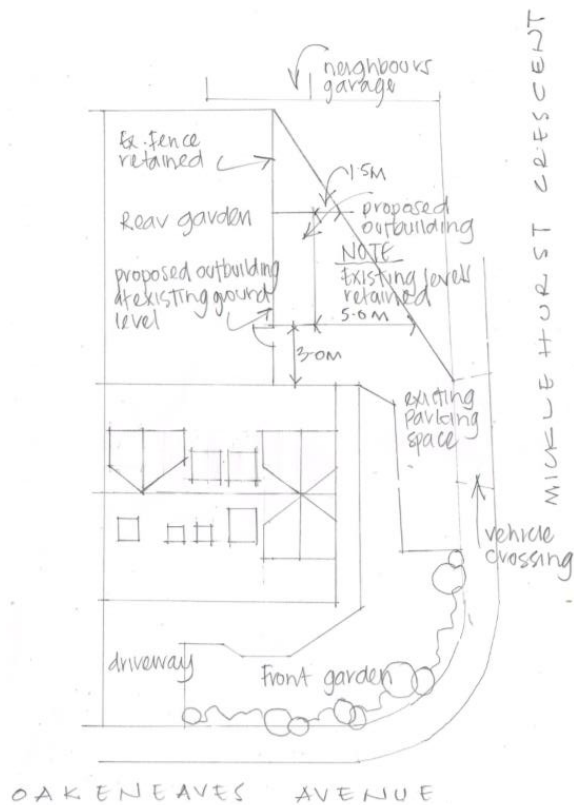
Outbuilding

The application also seeks planning permission for an outbuilding to the rear which measures 5.6m in length, 3.2m to the ridge and 2.3m to the eaves (sloping roof). The materials comprise facing brick, concrete roof tiles and uPVC door and the building would be located approximately 3m from the rear elevation of the property. The building will be visible from the street as it is located outside the main fenced area of

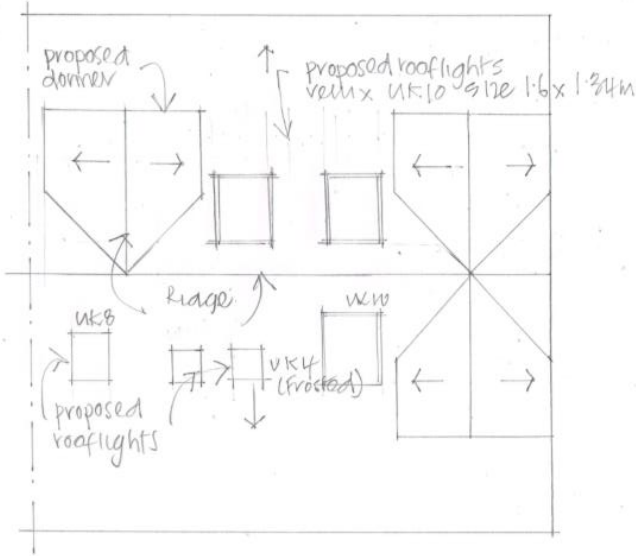
the garden, approximately 6.8m from the edge of the pavement. The area in which the outbuilding is shown, appears to be at a higher level to the pavement, no site levels or cross section has been supplied as part of the application submission so it is presumed that the site levels will remain the same.



Plan extract: proposed outbuilding



Plan extract: site layout revised plans received 16/10/20



ROOF PLAN



REAR ELEVATION

Plan extract: amended plans received 16/10/20 detailing the amended rear rooflights



Approximate location of the outbuilding

Relevant Policies:

National Planning Policy Framework 2019

Burnley's Local Plan 2018

HS4 – Housing Developments

HS5 – House Extensions and Alterations

SP4 – Development Strategy

SP5 – Development Quality and Sustainability

IC3 – Car Parking Standards

Site History:

HOU/2019/0576 – Proposed extension of existing rear dormer and erection of outbuilding Refused 29/4/20

APP/2012/0337 – extension and new dormer Approved 1/10/12

APP/2012/0220 – 2 storey side extension, Refused 5/7/12

98/0260 – proposed conservatory – granted

Consultation Responses:

Habergham Parish Council – no objection

Neighbour consultations: 1 Objection which can be summarised as follows;

- Loss of privacy to garden area
- Impact on character of the area

Highways – no objections to the application

Planning and Environmental Considerations:

The principle of development

The site is located within the development boundary of the adopted Local Plan, as such policy SP4 states that development will be focused on Burnley and Padiham with development of an appropriate scale. The Council's main policy in relation to extensions to houses/dwellings is outlined in HS5 'House Extension and Alterations'.

Main issues for considerations:

- Impact on the design and appearance of the area
- Impact on residential amenity

Paragraph 124 of the NPPF states the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Whilst there is already a front and rear piked dormer to the property, there are no other rear or front dormer extensions within the area.

When set against the attached property No. 27 (to which the property shares a continued roofline with), the introduction of a piked dormer will have a visual impact, but given the previous interlinked dormer has been removed, the impact is reduced. The site is located on a corner and so there is visual presence on the street scene, however the creation of the additional dormer is to the outer edge of the roof and therefore greater distance from the road.

The revised design, whilst still having an impact on the overall design and appearance of the rear aspect of the property and the adjoining property, is considered to be an improvement to the previous design and on balance can now be supported.

Residential Amenity

Policy SP5 of the adopted Local Plan seeks to ensure that there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including reasoning of overlooking.

There is already a dormer to the rear of the property so there is some degree already for the potential for overlooking especially into the neighbouring garden No. 27. The proposed extension will increase the potential of overlooking given that the proposed dormer moves closer to the boundary with the No.27. Whilst there are already velux roof lights and a dormer at present, the proposed extension will create an additional 3 windows projecting from the roofline.

The nearest properties to the rear are numbers 2 and 4 Micklehurst Crescent, which sit approximately 23m away. This distance is an acceptable distance away to not cause any issues with privacy or overlooking.

Whilst there are concerns in terms of the potential of overlooking, the scheme would not be significantly detrimental to the amenity of neighbouring residents in terms of loss of privacy or overshadowing and as such complies with policy HS4 part 3

Recommendation: Approve subject to the following conditions

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

2. The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings.

3. All materials to be used in the approved scheme shall be as stated on the application form and approved drawings received on the 16/10/20 and shall not be varied without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development will be of a satisfactory appearance and to comply with policies SP5 and HS5 of Burnley's Local Plan 2018.

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Housing & Development
Town Hall, Manchester Road

Ref.

FUL/2020/0188

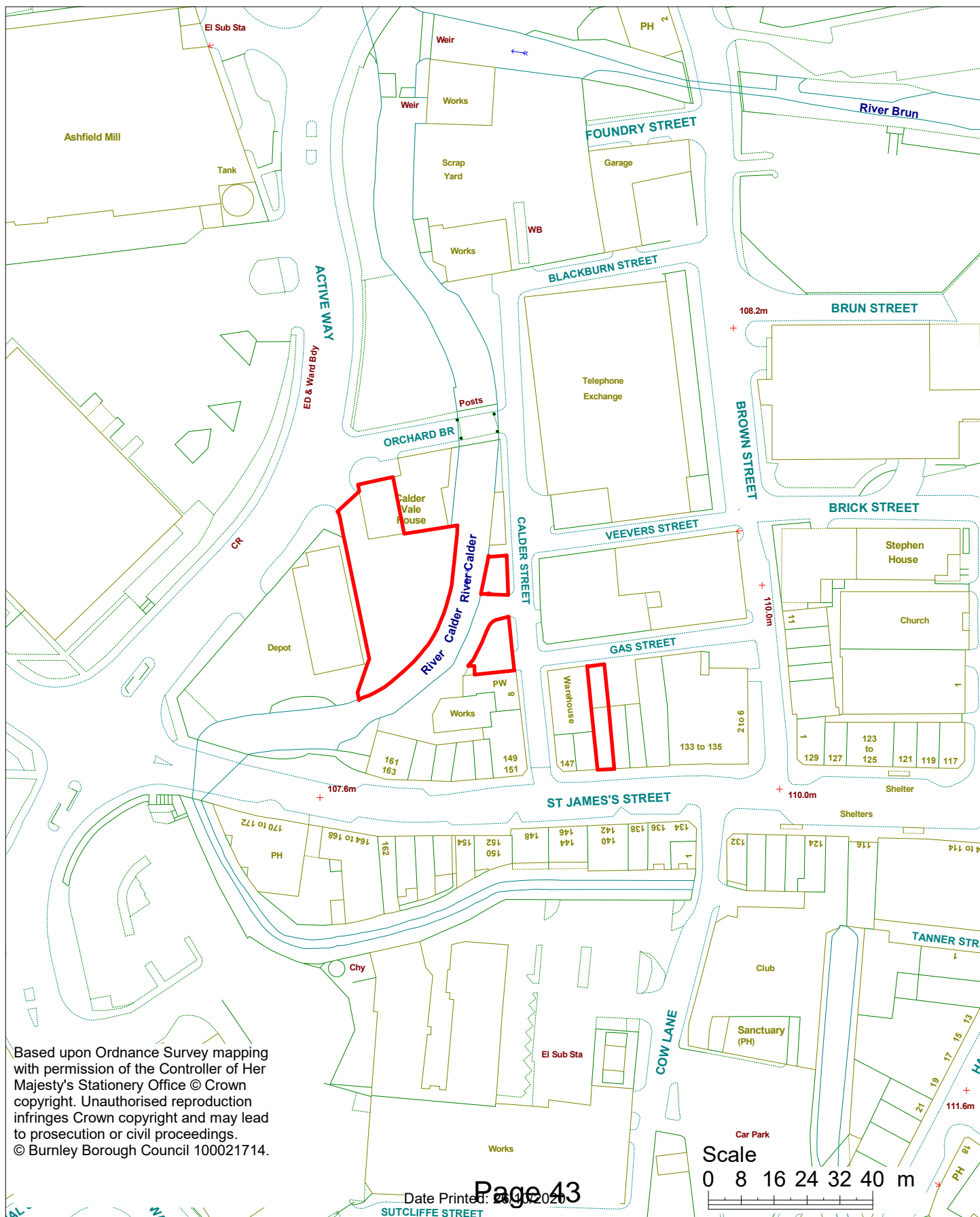
Paul Gattrell Head of Housing and Development

Location:



143 St James's Street, Burnley

1:1250



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Application Recommended for Approval with Conditions

APP/2020/0188

Daneshouse with Stoneyholme Ward

Variation of Condition

Continuation of use as a private hire office with revised parking arrangements (Operate 60 vehicles from the 24 spaces proposed).

143 St James's Street, Burnley

Background:

The application site has been used as a taxi booking office since the 1980's with various Private Hire firms operating from these premises. Recently City and Ronnies Private Hire have relocated to these premises and expanded the operation.

It is proposed a total of 24 parking spaces are provided to operate 60 private hire vehicles. This is in line with a similar planning permission for a private hire firm granted in March 2020. Given the vehicles operate in shifts and the use of an advanced booking system it is accepted that use of such technology does not require vehicles to return back to base after every to await their next job.

An objection has been received.

The NPPF states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

A pre-app is beneficial as – *“This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.”*

A telephone discussion took place with the Agent (Inspire Planning) and was advised to submit a formal pre-application to discuss the key elements of the proposal before an application is submitted. The agent later advised that the applicant would like to submit a variation of condition application instead.

No objections have been received.

Relevant Policies:

Burnley's Local Plan 2018

TC3 – Burnley Town Centre – Primary and Secondary Frontages

TC4 – Development Opportunities in Burnley Town Centre

SP4 – Development Strategy

IC6 – Taxis and Taxi Booking Offices

National Planning Policy Framework 2019

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application, in accordance with paragraph 38 of the National Planning Policy

Framework, by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern within the application as originally submitted and negotiating acceptable amendments to the proposal with the applicant in order to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

Site History:

APP/2018/0123 - Variation of Condition 1 on planning approval APP/2013/0369 to allow relocation of 3no. car parking spaces in connection with existing taxi office (granted)

APP/2013/0369 - Variation of condition 2,3,5 of planning permission 12/02/0117 to allow use for 15 private hire vehicles with parking for: 6 vehicles at rear of 139,141,143 St James's Street; 3 at rear of Garden Bar (No. 135); 4 adjacent to No. 8 Calder Street parking area; and 2 at rear of No. 8 Calder Street, within a garage (granted)

Objections Received by adjoining neighbour:

- *Parking is a massive issue and very problematic at this current time.*
- *Taxis always congregating around 143 St James Street but always transgressing and causing issues around neighbouring properties, especially to our property at 141 St James St.*
- *Extra traffic flow issues*
- *Illegal parking on double yellow Lines*
- *Blocking my direct property at the back*

This proposal will reduce the number of vehicles visiting the booking office and the above issues would be overcome.

Consultation Responses:

LCC Highways Burnley

With respect to the proposed application we would not wish to raise an objection to the application. However, there is a concern regarding the parking provision for this application.

Following further correspondence from the agent the applicant is suggesting that a reduction to an operation of 65 private hire vehicles could be forthcoming.

The planning statement makes reference to a similar application elsewhere within Burnley Town Centre and references the 18 car parking spaces allocated on the Thompson Centre car park as detailed in the decision notice. This was the figure that Burnley Borough Council proposed, a higher figure of 22 was suggested by Lancashire County Council.

Using the same vehicle utilisation figure from similar applications, it is suggested that 55% of the licenced vehicles would be in use at one time which equates to 35.75 or 36 private hire vehicles. If Lancashire County Councils Parking Standards were applied at 1 parking space per 1.5 car, 36 (55% of 65) vehicles operating from business this

would require 24 car parking spaces. Following from the other application which is being used as a precedent for this site a mid-point of 30 spaces could be requested. Both Burnley and Lancashire's Parking Standards state that the allocated parking spaces should be located within 100m of the office. It is expected that not all the spaces will be available within 100m of the office reasonable alternative locations could be considered

In order to support this application we would look for further plans showing where 26 car parking spaces are to be located. Which is still a reduction on the mid-point proposed in line with the other application, however it is in line with the 40% of the total spaces as stated in my earlier response to this application.

Should you wish to support the application we would look for the following condition to be added to the decision notice.

1. No private hire vehicle operating from the booking office hereby approved shall be parked on the highway within 100 metres of the office. Reason: In the interests of highway safety having regard to Policy IC6 of Burnley's Local Plan 2018.

Planning and Environmental Considerations:

The main issues are the effect of the proposed development on the vitality and viability of the Burnley Town Centre; highway safety and sustainable economic growth.

Location

- 1) Proposals for taxi booking offices will only be permitted in the following areas as defined on the Policies Map:**
 - a) Within Burnley Town Centre outside of the Primary Shopping Frontages**
 - b) Within Padiham Town Centre; or**
 - c) Within a defined District Centre.**

The property is outside the primary shopping frontages within the town centre area where Policy TC3 applies. It sets out that the development should not result in more than 20% of the length of the ground floor frontage being in non-retail use and not be unduly prominent by location or relationship to the other uses.

In principle the continued use as a private hire office use hereby is acceptable.

- 2) if no appropriate sites can be found within these locations, other sites can be considered. Where this is the case the applicant will be required to demonstrate through a supporting statement why the site being proposed is suitable and how the development accords with other policies in the plan and criteria 3) to 7) below**

The taxi booking office is an existing use in an appropriate location within the Town Centre.

Clustering

- 3) The proposal should not create an unacceptable concentration of similar uses.**

The taxi booking office does not lead to an unacceptable concentration in the number of private hire uses in the immediate area.

Parking

- 4) On-site parking should be provided. Where this cannot be achieved, spaces should be located no more than 100 metres from the booking office.**

The policy requirements set out a maximum distance of 100 metres to ensure that the spaces are practical and likely to be properly used to avoid vehicles parking near the booking office or gathering on the highway

The parking arrangements in the private car park are ideal and split in various locations with existing permission (see site plan). These spaces comply with the policy and no issues have been raised since the firm has been in operation, therefore the distance element is acceptable.

The use has operated properly without any complaints whilst the business has grown with additional parking spaces.

- 5) One parking should be provided for each taxi licensed. Where less than one space for each taxi licensed is proposed, the applicant must demonstrate how the number of parking spaces would meet operational needs.**

The applicant has amended the proposal to allow operation of 60 vehicles with a parking provision of 24 vehicles located in the existing parking areas.

Many private hire firms are transitioning to automatically allocating incoming jobs to drivers depending on their location, availability and type of vehicle. This will reduce the need for customers in the town centre to physically be at the booking office and avoid traffic congestion.

Furthermore, the move away from a traditional private hire service which required a parking space per vehicle operated, from which drivers would be dispatched from and to, reduces the need for on-site parking for all the vehicles in operation. Although it is envisaged that very few drivers would need to go to the booking office after completing a job or when waiting for the next fare.

- 6) Applications for new booking offices or alterations to extend existing premises will be required to submit a clear parking layout indicating the precise number of spaces. These parking spaces should be dedicated and be available 24 hours a day.**

The existing parking is located at the following locations and clear parking layout is indicated:

- Two parking spaces – directly to the rear of booking office
- Four parking spaces – on Calder Street
- Three parking spaces – on Calder Street
- Fifteen parking space – at Calder Vale House Car Park



All of these parking spaces are existing spaces that form part of the existing permissions.

Amenity

- 7) Developments should not have a detrimental impact on the character and amenity of surrounding uses, particularly residential uses, by reason of increased traffic movement, noise, vehicle fumes or other nuisance.**

The application site is in the town centre with no residential uses close by. The private hire office is an acceptable use here

Conclusion

Taking all of the above together, it is accepted that throughout the working day a number of cars may be dispersed throughout the area and therefore not requiring a parking space close to the booking office the provision of only 40% parking is considered to be inadequate to meet operational needs. At any one time this would leave 24 cars needing a space to park between fares. Therefore, this is a reasonable and a workable solution for a permanent solution to meet business needs.

Recommendation:

That planning permission be granted subject to the relevant conditions.

Conditions

1. The approved 24 parking spaces located at:

- *Two parking spaces – directly to the rear of booking office*
- *Four parking spaces – on Calder Street*
- *Three parking spaces – on Calder Street*
- *Fifteen parking space – at Calder Vale House Car Park*

shall be retained at all times in connection with the applicant's private hire operation for 60 private hire vehicles in total. Should any spaces become unavailable, then the applicant shall provide a revised parking scheme within one month of losing the parking spaces to The Local Planning Authority for further approval.

Reason:

To ensure that appropriate parking provision is available for the use, in the interests of preventing congestion on the highway, in accordance with Policy IC6 of Burnley's Local Plan 2018.

2. No private hire vehicles operating from the booking office hereby approved shall be parked on the highway within 100 metres of the office.

Reason:

In the interests of highway safety having regard to Policy IC6 of Burnley's Local Plan 2018.

3. No more than 60 private hire vehicles shall operate or be permitted to operate, from the booking office hereby approved.

Reason:

To ensure there is sufficient off-street parking for private hire vehicles operating from the premises in accordance with Policy IC6 of Burnley's Local Plan 2018.

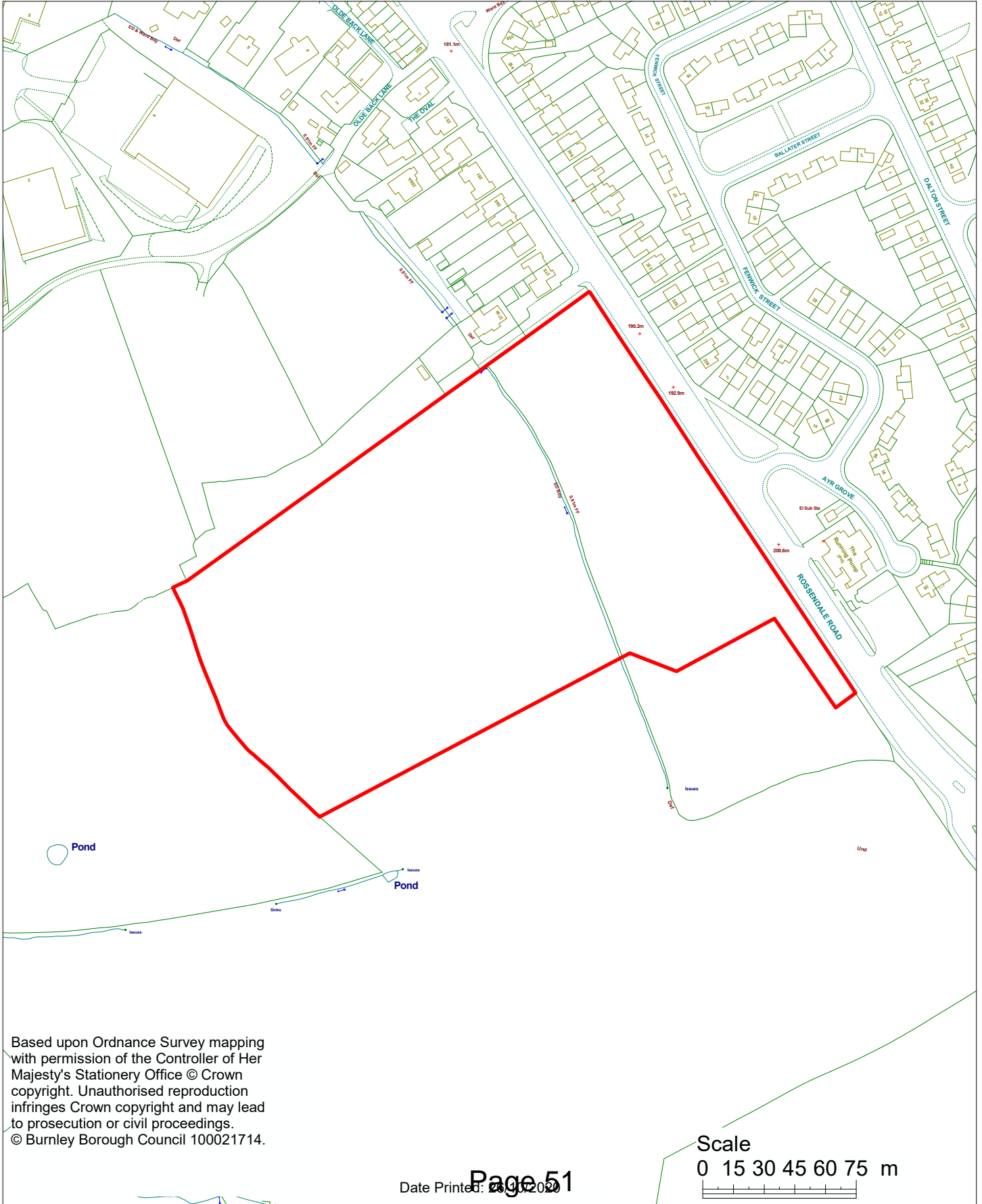
Paul Gatrell Head of Housing and Development

Location:



Land Off Rossendale Road, Burnley

1:2500



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Town and Country Planning Act 1990

Outline planning permission for the development of a new industrial estate comprising of new Use Class B1 and B2 units including approval of access and layout of the site (all other matters reserved)

LAND OFF ROSSENDALE ROAD – EMP1/1 ROSSENDALE ROAD BURNLEY

Background:

The application has been brought to Development Control Committee as objections have been received from neighbours; Lancashire Wildlife Trust; and Burnley Wildlife Conservation Forum.

The application site is located in the south west of the borough, approximately 3km from Burnley town centre, and accessed from Rosendale Road (A646) a two-way dual carriageway road forming part of the ring road around the town linking Accrington Road (A679) to Todmorden Road (A671). The site is located to the west of Rosendale Road and south of Farrington Road industrial estate in an area characterised by a mix of residential and employment uses. It lies within the development boundary as defined in the Local Plan with open countryside surrounding the site to all but its eastern edge.



Image showing the site within its context and the extent of the site boundary

The application site covers some 3.6ha of grazing land that is bounded to the east by Rosendale Road, the boundary being formed by agricultural wire fencing. Residential properties to the Nos 322-336 Rosendale Road and Nos 2-12 Ayr Grove directly overlook the site from the east. To the north the site is bounded by the domestic curtilage of Nos 275 and 275a Rosendale Road and open fields with the Farrington Road Industrial Estate located 0.2km beyond. To the south and west the site borders open fields comprising predominantly grazed pasture. There is a gentle slope to the site rising to the north-east and a shallow stream/ditch that runs south to north across the site. Scattered trees, scrub and hedgerows are located along parts of the north and eastern boundaries and north west corner with marshy grassland scattered throughout.



Image taken from google street view approaching the site from the south.



Image taken from google street view approaching the site from the north.



Image taken from google street view showing the view west across the site from Rossendale

The application site forms part of a larger area of land (4.65ha) allocated for employment development under Local Plan Policy EMP1/1 Rossendale Road (North). The policy states that the development of the site will be acceptable for B1(b and c) and B2 use and will be required to be delivered in accordance with the specific requirements set out at Policy EMP1/1 together with other policies of the Local Plan.

The Proposal:

The application seeks outline planning permission for the development of a new industrial estate comprising around 10,200 sqm of B1(b), B1(c) and B2 business and industrial use, split across 35 individual units ranging in size from 200sqm to 600sqm, with the creation of a new access from Rossendale Road. All matters, with the exception of access and layout, are reserved for future approval. This is a speculative development and as such there is no defined split of uses in order to ensure sufficient flexibility to respond to the market.

For the avoidance of doubt, B1(b) comprises research and development of products and processes; B1(c) comprises light industrial uses (ie. those compatible in a residential area) and B2 comprises general industrial use other than those falling within B1 uses.

The site will be accessed from a new junction with Rossendale Road located to the northern part of the site, in accordance with the site specific requirements in EMP1/1.



Proposed Access



Approximate Location of Access (view south) (Google Maps)

The layout (as shown below) includes internal access roads, service yards, pedestrian and cycle routes, parking and cycle storage. A total of 166 car parking spaces are proposed.



Proposed Site Layout

The layout has been designed to meet the requirements of EMP1/1 with the majority of the development is located to the west of the stream in terraces of low rise units facing shared service yards. The proposed layout includes areas of landscaped public open space with natural stone walling forming an 8.0m wide easement around the stream and a further area of public open space will be provided in the northern corner incorporating wildflower planting and sustainable drainage system in the form of a dry pond. Tree planting is proposed along all boundaries. Post-submission amendments have been made to the layout of the scheme to create a more generous landscaped buffer to the Rosendale Road frontage that accommodates a green foot/cycle way and enhanced tree planting.

The application is supported with drawings that show proposed floor plans and elevations for a small terrace of units and a landscaping scheme. Given that the application is for outline consent with all matters reserved except for access and layout, the submitted drawings are to be treated as indicative details only. The indicative drawings show that the units are proposed to be no more than 7.0m in height and proposed materials are shown as horizontal grey cladding and composite blockwork.

Whilst this application is submitted in outline form it is clear that the intention is to create a high-quality estate in a landscaped setting, with an emphasis on ecology and sustainability, and which is designed to ease the transition from town to country.

The application is accompanied by a Design and Access Statement; Flood Risk Assessment and Drainage Management Strategy; Flood Risk and Hydraulic Modelling Scoping Exercise; Transport Assessment and Addendum; Framework Travel Plan; Ecological Appraisal; Phase 1 and 2 Geo-Environmental Assessment; BREEAM letter; Coal Mining Report; Planning Response Statement and Breeding Bird Assessment. Throughout the determination period additional documents were received to address consultee responses and re-consultation has been undertaken accordingly.

Site Constraints

The application site includes a stream/ditch running south to north across the full width of the site. It has no existing access from the highway. The site may house protected species and priority habitat. The site falls within the Coal Authority High Risk Area and has the potential for shallow coal mining features and ground gas risk. The Grade II listed Habersham Hall Farmhouse is located approximately 180m to the west of the site.

Relevant Policies:

Burnley's Local Plan (July 2018)

SP1: Achieving Sustainable Development

SP3: Employment Land Requirement

SP4: Development Strategy

SP5: Development Quality and Sustainability

SP6: Green Infrastructure

EMP1: Employment Allocations

EMP1/1- Rosendale Road (North)

NE1: Biodiversity and Ecological Networks

NE3: Landscape Character

NE4: Trees, Hedgerows and Woodland

NE5: Environmental Protection

CC4: Development and Flood Risk

CC5: Surface Water Management and Sustainable Drainage Systems

IC1: Sustainable travel

- IC2: Managing Transport and Travel Impacts
- IC3: Car parking standards
- IC4: Infrastructure and Planning Contributions

Policy EMP1/1 sets out additional and site-specific policy requirements and design principles as follows (extract from the Local Plan):

Additional and Site Specific Policy Requirements and Design Principles

- 1) The majority of development should be located to the west of the stream, leaving an 8 metre easement around the stream itself (indicated in blue on the above site plan). No built form should be located within the area indicated in green on the above site plan; this should be landscaped as open space forming part of a network of green infrastructure utilising the stream that runs across the eastern section of the site. Facilities to encourage employee usage of the site during breaks should be incorporated into any design.
- 2) Development on this site will be expected to consist of low rise units with a maximum ridge height of 7 metres which takes into account and integrates with the contours of the natural landscape. The development will be expected to incorporate natural materials such as local stone to ensure a quality design which will lessen the development's impact on the surrounding landscape and streetscape.
- 3) Appropriate landscaping and boundary treatment should include screening to the western boundary along with roadside trees and shrubs adjacent to Rossendale Road. New planting on the site should accord with Policy NE3.
- 4) Vehicular access should be from a single point on the northern part of the site onto Rossendale Road. Appropriate traffic management systems may be required to both ingress and egress the site.
- 5) Pedestrian and cycle routes should be provided on site and contributions may be sought for off-site provision or improved cycle links.
- 6) An ecological survey should accompany any planning application which addresses any impacts on Protected Species and/or Priority Habitats in accordance with Policy NE1.

National Planning Policy Framework (2019)

Relevant Recent Site History:

APP/2006/0718: Certificate of Appropriate Alternative Development for use of land – Certificate issued stating that permission would have been granted for development in connection with agriculture, forestry or outdoor recreation uses not requiring large buildings.

NOT/2005/1117: Notification of outline application for the construction of new 1050 place secondary school and associated accesses including pedestrian/cycle bridge over Rossendale Road including Reserved Matters for means of access – Granted by LCC

Pre-application Engagement: No pre-application discussions have taken place with officers in Development Control.

Consultation:

Highways Authority: There has been an extensive period of engagement regarding necessary and critical highway works on Rossendale Road in connection with the formation of the new access; and improvements to the signalled junction with Manchester Road which is operating close to capacity and highlighted in the Local Plan Highways Impact Assessment Report (Jan 2017) as likely to require improvement due to the cumulative impact of development.

The Highways Authority raises no objection to the principle of development. There are a number of concerns regarding the site and the new access, however following negotiation with the applicant and their transport consultants, it is considered that these concerns can be allayed by way of a suitable conditions and legal agreements. These would include a Section

278 agreement of the 1980 Highways Act to ensure the safety of highway users on Rossendale Road and Section 38 should the site be put forward for adoption. The Section 278 would be required to carry out works to Rossendale Road these will include the provision of a right turn lane on Rossendale Road, a pedestrian island on Rossendale Road, a street lighting assessment will be required for the extents of the junction and the limit of the 30mph speed limit may need to be repositioned which will require a new Traffic Regulation Order to be implemented. There will also be the need for some traffic calming features to ensure that the reduction in speed approaching the junction downhill from the south is achieved. This list is not exhaustive and other works may also be required as part of this agreement. A Traffic Assessment has been undertaken, we feel that this shows that there will be an unacceptable increase in the traffic at the signals at the junction of Rossendale Road, Glen View Road and Manchester Road. In order to mitigate this we expect that additional works for the installation of a MOVA system at the traffic signals should also be undertaken as part of a Section 278 Agreement.

A number of swept path analysis' will be required for the site access to ensure that all expected vehicles, including articulated HGV carrying standard 12m containers will be able to enter and leave the site in a forward gear.

It is expected that the new access and all associated works from Rossendale Road are completed prior to any construction works being undertaken. This is in order to provide a safe access for the construction works and the existing traffic. The installation of MOVA at traffic signals at the junction of Rossendale Road and Manchester Road will need to be completed prior to the first occupation of any of the industrial units.

Should you wish to support the application we would look for the following conditions:

1. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.
Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.
2. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development commences trade, the turning area is to be maintained thereafter.
Reason: Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.
3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.
Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
4. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 3 has been constructed and completed in accordance with the approved scheme details, without prior agreement from the Local Planning Authority.

Reason: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading.

5. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highway infrastructure serving the approved development.

6. The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

7. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:- a) The parking of vehicles of site operatives and visitors; b) Loading and unloading of plant and materials used in the construction of the development; Storage of such plant and materials; c) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made) d) Routes to be used by vehicles carrying plant and materials to and from the site; e) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reason: to protect existing road users.

8. The Framework Travel Plan prepared by Mode Transport Planning dated November 2019 shall be implemented in full in accordance with the timetable within it unless otherwise approved in writing by the Local Planning Authority. All elements of the Framework Travel Plan shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used for a minimum of at least five years.

Reason: In order to ensure appropriate provision exists for safe and convenient access by sustainable transport modes.

Ecological Advice (GMEU Ecology) to the LPA: Makes the following summarised comments during the course of the determination period:

Policy NE1 states that all development proposals should, as appropriate to their nature and scale, seek opportunities to maintain and actively enhance biodiversity in order to provide net gains where possible. The proposed development involves the loss of open grassland and open habitat but incorporates strengthened planting along the roadside and an 8.0m buffer around the water course. The scheme has an emphasis on ecology and sustainability which is evident through the inclusion of greenspace/wildlife habitats within the indicative landscape scheme. The ecology report also makes references to additional proposals (eg. measures in paras 5.4 and 5.14) which I would encourage to be incorporated into the detailed landscape plan for the site. [Officer note: landscaping is reserved for future approval].

Protected Sites:

The site is not designated for any conservation designations, legal or otherwise nor is it adjacent to or likely to have any negative impacts on such sites. It falls within the SSSI impact zone for South Pennine Moors (SSSI, SPA, SAC) however it would be unlikely to impact upon the designated site. No further recommendations

Habitats:

The site includes grassland, hedgerows, ditch and trees. Approximately 250m from the site woodland habitat is present (Habitat of Principle Importance). Without mitigation there is potential for the scheme to have direct and indirect negative impacts on these habitats, therefore mitigation and compensation measures are proposed to reduce the risk of these negative impacts. Recommends that development should be undertaken in line with the recommendations of the ecology report, including paragraphs 5.2, 5.3 and 5.5 of the ecology report to protect the retained habitats on site.

Protected Species: Ground Nesting Birds

The site is suitable to support a number of ground nesting birds, as identified in the ecology report, including Species of Principle Importance (Section 41 of the NERC Act, 2006). The subsequent breeding bird surveys identified one section 41 species (priority species) as a possible breeder on the site (Reed Bunting). The breeding bird surveys were constrained and did not follow best practice methodology (all surveys conducted in June) a more precautionary approach should be adopted in terms of mitigation. The ecology report also refers to suitable foraging habitat for raptors/owls. It is not considered sufficient to rely on the wider environment as mitigation as this could be subject to change which could impact on its suitability. The initial ecology report recommends green/brown roofs and this would provide appropriate mitigation. The subsequent breeding bird survey recommends 4 2GR Schwegler nest boxes and this should be incorporated into the scheme at detailed design stage. Recommends that details of the mitigation/compensation measures for ground nesting birds such as green roofs should be submitted in support of this application and informed by the breeding bird surveys. No works should be undertaken in the main bird nesting season (March – August inclusive) unless it can be otherwise demonstrated that no active bird nests are present.

Protected Species: Bats

No suitable bat roost habitat was found within the site, with the trees present having negligible potential to support roosting bats. The overall value of the landscape for foraging and roosting bats was considered to be low. Recommends any new external lighting must be designed to minimise the impact on nocturnal mammals (eg. bats) in line with the guidance in para 5.7 of the ecology report.

Other Protected Species:

No other protected species or evidence of protected species were recorded during the survey. However the habitat is suitable for species such as brown hares or reptiles to be present on the site. Recommends that during the construction phase, the RAMs methodologies outlined in section 5.6 and 5.13 of the ecology report should be followed to ensure no incidental harm to species which may be present. The hibernacula described in paragraph 5.12 of the ecology report should be incorporated into the landscape scheme for the proposals. An informative should be used so to that the developer is aware of the laws which are in place to protect biodiversity. If at any time protect species are present or suspected of being present on the site, work should cease immediately and an ecologist/LPA be contacted.

Environmental Health (Amenity and Air Quality): No objection subject to the imposition of conditions. The conditions will require the following to be submitted to and approved by the LPA in advance of the development commencing:

- A noise assessment to determine any appropriate noise mitigation measures required to protect the amenity of adjacent noise sensitive properties;
- A scheme and programme for the lighting;
- A scheme for refuse storage including the design and location of enclosures; and
- A construction method statement

Natural England: Has no comments to make.

Coal Authority: Do not object in principle and makes the following summarised comments: The site is located within an area of probable shallow coal mining and the risk from shallow unrecorded mine workings cannot be fully discounted at this time. Therefore further intrusive ground investigation works (rotary probe boreholes) including gas monitoring are required in accordance with the recommendations of the submitted Phase 1 & 2 Geo-Environmental Assessment. There is no objection subject to the imposition of a pre-commencement condition requiring intrusive site investigation to inform any remedial/mitigatory measures that may be required to ensure that the development is safe and stable.

Lancashire Police: Provided advice on detailed security measures.

Lancashire Wildlife Trust: Object as follows:

- No ecological survey available as such the ecological impact cannot be determined [*Officer Comment: the report has consequently been published*]
- The application does not take the Lancashire Ecological Networks (grassland and woodland) into consideration. [*Officer Comment: the site is not within the ecological network but is part of its wider corridor*].
- The NPPF para 8 requires development to deliver a net gain in biodiversity/nature. Whilst the proposal includes some wildlife habitat features within the landscape this does not suffice as demonstrable net gain. Defra's Biodiversity Metric 2.0 should be applied by a suitably qualified ecologist to demonstrate the overall impact of the scheme on biodiversity/nature.

Burnley Wildlife Conservation Forum: Object on the basis that the wildlife habitat and landscaping proposals are wholly inappropriate and inadequate mitigation for the total loss of this valuable in-by-pasture habitat resource for foraging and breeding of upland bird species.

This is a greenfield site in agricultural use as pasture for low intensity grazing and forms part of the attractive open countryside in the vicinity. The LERN assessment of the Local Plan (2015) states that species have been recorded with European and NERC Act section 41 protection along with Lancashire BAP list of key species; and wildlife and countryside act 1981 Schedules 1,5 and 8 species having been recorded within 250m of the site with the site being in the Historic Woodland Survey as it intersects Lancashire Woodland and Grassland Ecological Network Stepping Stone Habitat. Because the land's pasture is used for low intensity grazing by sheep or cattle it is in good condition for upland in-by-pasture bird species and in particular is an important foraging and breeding site resource for them, especially for Skylark and Lapwing.

Habergham Eaves Parish Council: Make the following comments:

- The existing industrial estate and petrol station puts an enormous stress on the already busy road

- There are a number of dwellings on Rossendale Road with roadside parking and the Usha Restaurant which will be affected by additional development
- Impact on the Manchester Road junction from associated traffic will be dramatic
- Speed of traffic on Rossendale Road could cause make access dangerous
- Increased pollution from associated traffic and associated air quality impacts
- No clear measures to deal with climate change
- Coal mining risk and potential impact on stability of adjacent land/dwellings
- More than basic tree screening should be provided with a more imaginary and environmentally friendly landscaping scheme.

Neighbour Responses: Four letters of objection have been received from neighbouring residents with the following points summarised:

- A further addition to the over concentration of industrial estates in such a small area
- Increase in traffic on already busy roads
- Noise pollution
- Loss of Green Belt Land
- Security measures are required to prevent vandalism, burglary and anti-social behaviour
- Would be better to expand existing industrial estates
- The traffic reports under-estimate the actual traffic that will be generated and does not take into account the traffic generated by the existing industrial estate or that the Manchester Road junction is at capacity
- The junction with Manchester Road requires improvements to ease queuing times
- Phase two of the development should be factored into consideration of highway impacts
- There are sufficient empty units and brownfield sites to re-use and regenerate
- Assumptions concerning traffic are misleading and unrealistic
- Increased vehicle emission fumes
- Increased water run off may not be adequately mitigated by the proposed drain pond
- Loss of only green space on Rossendale Road
- Inappropriate use in predominantly residential area
- Increased congestion

The above representations are a summary of the comments that have been received. Full details of the representations (with details redacted as relevant) are available for inspection upon request. The matters raised are considered in the report below.

Planning and Environmental Considerations

This is an outline application for the development of a new industrial estate, comprising a mix of employment uses B1(b), B1(c) and B2, on a site allocated for employment use in the Local Plan. All matters, with the exception of access and layout, are reserved for future approval. As such, the main consideration is the principle of the proposed development and whether there are any other issues to consider in respect of this proposal.

Assessment

The Principle of Development:

Policy SP1 states that when considering development proposals, Burnley Borough Council will take a positive approach that reflects the presumption in favour of sustainable development set out in the NPPF, a core principle of which is to proactively drive and support sustainable economic development and ensuring that it makes a positive contribution to the creation of sustainable communities. In doing so Local Plans are required to set out a clear economic vision and strategy that encourages economic growth and to

identify sites for local and inward investment to match the strategy and to meet anticipated needs.

Policy SP3 establishes the employment land requirement for the 20 year period up to 2032 identifying an overall need to provide at least 66ha of land of which a residual requirement of 27.87ha will be met by sites allocated under Policy EMP1. These sites have been selected in accordance with the development strategy in Policy SP4 and the principle of development assessed on their individual characteristics and locations taking into consideration potential adverse impacts of development and whether they could be mitigated to an acceptable level. Moreover, the allocated sites and their potential impacts have been subject to a high level of scrutiny by third parties and examination by the Planning Inspectorate as part of the Local Plan adoption.

Policy EMP1 states that development on the allocated sites will be acceptable for the specified use classes provided they are delivered in accordance with the site specific requirements and are compatible with other relevant policies of the Local Plan.

The application site lies entirely within the Local Plan employment allocation EMP1/1 where development for B1(b), B1(c) and B2 employment and business uses is considered acceptable. The development of the site will make a valuable contribution to meeting the borough's identified demand for employment land as set out in Policy SP3. The mix of uses proposed will enable the site to respond to market need, creating a more viable and successful development, bringing forward the aspirations of the policy allocation.

It is considered that the proposal would support the Local Plan's strategic approach to employment delivery and sustainable growth. It would meet the objective of sustainable development as set out in Policy SP1 and the type of employment uses specified under Policy EMP1. Accordingly, the principle of development is considered to be acceptable subject to consideration of the suitability of the proposed access arrangements including highway safety and traffic impacts; and layout as sought by the outline application. Matters relating to ecology, visual impact, neighbouring amenity and environmental protection have also been considered.

Layout (Including Design and Energy Efficiency):

The NPPF sets out the importance of good design, advising that this is a key aspect of sustainable development and enables better places to live and work to be achieved. Local Plan Policies SP5, SP6, NE3 and IC1 are used in the determination of planning applications in terms of their design and layout and specifically requires development to be of a high standard of design, construction and sustainability. This requires developments to relate to and respect local characteristics and their setting; provide for new open spaces and landscaping that mitigates for loss of biodiversity and assists with their physical and visual integration; and ensure there is no unacceptable impact on the amenity of neighbouring occupants or new occupiers. Development should also be designed to incorporate and promote cycle and walking routes and should ensure the safety of users including access and servicing arrangements.

Policy EMP1/1 sets out additional site specific policy requirements and principles to ensure development delivers a high standard of design. In relation to layout, development on this site is expected to be designed to take into account and integrates with the contours of the natural landscape and to incorporate natural materials and landscaping which will lessen the development's impact on the surrounding landscape and streetscape. The majority of the development should be located to the west of the stream which should include an 8.0m easement and the northern corner shall be landscaped as open space and kept free from development. Vehicular access should be from a single point on the northern part of the site

and pedestrian and cycle routes should be provided alongside measures to enhance green infrastructure on Rossendale Road including roadside tree planting. The western boundary shall be screened with appropriate planting.

The detailed layout has been designed to meet the requirements of EMP1/1 and reflect the context of the site with the majority of the development is located to the west of the stream in linear blocks of low rise units with service areas and dedicated parking areas along the frontage. The general layout of the internal estate road has been designed to make efficient use of the developable area to ensure an appropriate quality and quantity of development is achieved. The estate is formed around 3 cul-de-sacs with the internal road providing each unit with direct access, adequate services and sufficient manoeuvring space for articulated HGVs such that they can leave all areas of the site in forward gear and pass unhindered. Having regard to the additional details provided by the applicant in the Planning Response Statement (Sept 2020) and the advice of the Highways Authority, it is considered that the on-site highways arrangements are acceptable.

The proposed layout includes connected areas of landscaped public open spaces with natural stone walling forming an 8.0m wide easement around the stream and an area of public open space located in the northern corner incorporating wildflower planting and sustainable drainage system in the form of a dry pond. Tree planting is proposed along all boundaries and a generous landscaped buffer is proposed to the Rossendale Road frontage that incorporates a pedestrian and cycle way and roadside tree planting to enhance green infrastructure and the general visual amenity.

The precise details of the design, appearance and landscaping are not matters for consideration of this application and would be covered as part of a reserved matters application. Nonetheless, the supporting drawings indicate a high-quality design approach with significant opportunities for landscaping, the incorporation of natural materials and creation of green infrastructure within the development which will assist in creating a high quality design and a positive transition between the built-up area to the north and east of the site and the open countryside to the south.

In terms of the energy efficiency, the applicant has submitted the advice of a BREEAM assessor that confirms the scheme has been designed to achieve a BREEAM rating of "Very Good" in accordance with Policy SP5(1)(b). The construction detailing will focus on air tightness in an effort to reduce the energy consumption for space and water heating. Renewable energies will also be considered in accordance with the recommendations and target energy efficiency of the buildings. The inclusion of an attenuation pond for surface water soakaway further boosts the developments sustainable credentials. The approach would meet the expectations and comply with Policy SP5.

For the reasons set out above, it is considered that the proposed layout has taken into account the site specific requirements in Policy EMP1/1 and the relevant criteria in Policies SP5, SP6, NE3 and IC1 insofar as it can at outline stage. Furthermore, the supporting drawings and information provide a sound basis against which future detailed design proposals can be assessed against at reserved matters stage. This will ensure that the appearance, layout, scale and landscaping associated with the development meets the high quality design aspirations for the site as set out in the Local Plan.

Car Parking:

Policy IC3 requires the adequate provision of car parking for developments as appropriate to their nature and scale. For commercial development car parking should be adequate to serve the needs of the development but should normally be in accordance with specific parking standards set out in Appendix 9.

The proposed layout makes provision for 166 no. parking spaces including 35 no. mobility spaces. Provision is also made for 12 cycle spaces, 4 motorcycle parking spaces and 2 electric vehicle charging bays.

The site makes provision for 10,000m² of B1 and B2 floorspace with no defined split to maintain adequate flexibility. When assuming a scenario based on exclusive B2 use the development yields a total requirement of 268 spaces and for exclusive B1 use this increases to 340 spaces. The proposed provision therefore falls between 38% to 50% short of the parking standards in the Local Plan.

The applicant makes the case that the Local Plan parking standards do not reflect the broad range of parking requirements that are associated with the diverse nature of uses that fall within Use Class B1. Accordingly, a parking accumulation assessment has been submitted to substantiate their view that the parking provision is adequate. The assessment uses TRICS to provide robust data on the number of vehicular movements that will be generated by the development and assumes B1(c) and B2 are the predominant uses. It demonstrates that the peak car parking accumulation is not expected to exceed 67 vehicles over the day and as such the proposed level of parking (166 spaces) is more than adequate and will operate with spare capacity to accommodate any peaks in demand or varying occupier requirements to be met. Furthermore, the submitted Transport Assessment demonstrates that the site is sustainable in transport terms being accessible by a range of alternative modes of transport including foot, cycling and bus services within an acceptable walking distance which has the potential to reduce parking demand.

In applying the parking standards Policy IC3 allows for the overall merits of the proposal to be considered and allows for local circumstances to be taken into account including the need to encourage sustainable travel; and whether any under-provision would cause or exacerbate congestion, highway safety issues or on-street parking problems.

The Highways Authority accept the findings of the Transport Assessment. They do not raise any objection to the proposal and do not draw attention to any resulting unacceptable impact on local highway safety or on-street parking.

The opportunity for the provision of increased secure cycle parking is recommended to be secured by condition. Linked to this is the requirement for a Travel Plan which would be expected to set out how sustainable modes of transport will be promoted. The combination of these measures should encourage alternative means of travel and as such reduce demand for parking.

For the reasons set out above it is considered that it has been adequately demonstrated that the proposed car parking is sufficient to meet the needs of the development and that the departure from the local plan parking standards would not result in any unacceptable impact upon highway safety or local highway conditions that would be so detrimental as to justify refusal of the application.

Highway and Transport Impacts:

NPPF 108 advises that in assessing applications for development it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be taken up;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (capacity and congestion), or on highway safety can be cost effectively mitigated to an acceptable degree.

NPPF 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Local Plan Policy IC1 requires development schemes to, amongst others, provide for safe pedestrian, cycle and vehicular access to, from and within the development; maintain the safe and efficient flow of traffic on the surrounding highway network; and provide or contribute to the provision or improvement of off-site infrastructure to mitigate any unacceptable impacts on highway safety or efficiency.

As an employment land allocation in the Local Plan, the site has already been through a process of assessment with regards to its locational sustainability and potential cumulative highways impacts. The site is considered to be sustainable in transport terms being accessible by a range of alternative modes of transport including foot, cycling and bus services within an acceptable walking distance. The Local Plan Highways Impact Assessment (2017) assessed the cumulative impacts of developments, including this site, on the Accrington Road (Rosegrove) and Manchester Road signalised junctions. It was found that the planned improvements to the Accrington Road junction would be sufficient to mitigate any impact on the highway but that improvements to the Manchester Road junction would be necessary due to the cumulative impact of all nearby allocations coming forward.

A Transport Assessment and Framework Travel Plan have been submitted in accordance with Policy IC2. The former has examined the impact of additional vehicular movements on the existing highway network and concludes that the site is locationally sustainable and accessible by public transport (bus), walking and cycling. It uses robust data to demonstrate that there are no safety issues presently arising from the operation of the local network. Additionally, an assessment of present and forecasted traffic flows demonstrate that there would be no unacceptable impact on highway safety or the safe and efficient flow of traffic on the surrounding highway network.

The Highways Authority has reviewed the assessment and are satisfied that the access requirements and traffic movements can be absorbed safely into the highway network subject to the provision of off-site highway works, to be secured by way of condition and legal agreements, as follows:

- The provision of a right turn lane on Rossendale Road
- A pedestrian island on Rossendale Road
- A street lighting assessment for the extents of the new junction and implementation of any recommended works as necessary
- Traffic calming measures to reduce downhill traffic speeds approaching the junction (from the south)
- A Traffic Regulation Order may be required to extend the 30mph zone to the south.

The applicant has expressed their acceptance of the provisions to be secured through a Section 278 Agreement. The details of the off-site works have not been finalised or agreed and a pre-commencement condition is recommended to achieve this.

With regards to the potential impact on Manchester Road junction, the Highway Authority consider that there will be an unacceptable demand on capacity and that additional works to improve the efficiency of the junction should also be undertaken as part of a Section 278 Agreement. The most cost effective works being the installation of a MOVA control system to the existing signals which would maximise the operational efficiency of the junction leading to reduced queuing times and delays. The submitted Transport Assessment demonstrates that the scheme would have a low residual impact on queuing, capacity and delay at the Manchester Road junction at peak times. However, it is acknowledged that the Highways

Impact Assessment for the Local Plan finds improvements to the junction are likely to be necessary during the plan period due to the cumulative impact of all nearby allocations coming forward. Accordingly, the applicant has expressed their acceptance to enter into a Section 278 Agreement for the signal improvement works as specified by the Highways Authority.

With regards to promoting sustainable travel, the application is supported with a Framework Travel Plan setting out measures to maximise opportunities for sustainable modes of travel to and from the site. Implementation of the Travel Plan will be secured through condition.

For the reasons set out above it is considered that, subject to the imposition of relevant conditions and legal agreements, safe and suitable access to the site can be achieved and that there will be capacity within the highway network to cater for the additional traffic that will be generated by the proposed development. Adequate connectivity will be provided between the development and its surroundings and the proposed layout would provide a safe and satisfactory environment for all users. The proposal would therefore satisfy Policy IC1 and the NPPF which aims to only prevent or refuse development on highway grounds where there is an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Accordingly, there are no material reasons to refuse this application on its highway and transport impacts.

Ecological Impacts:

The NPPF advises that developments should contribute to and enhance the natural and local environment by, amongst others, minimising impacts on and providing net gains for biodiversity; and that planning permission should be refused for development that results in any significant harm to biodiversity that cannot be avoided through location to an alternative site, adequately mitigated or compensated for.

Policy NE1 states that all development proposals should, as appropriate to their nature and scale, seek opportunities to maintain and actively enhance biodiversity in order to provide net gains where possible. It requires development to avoid disturbance to protected or priority species as a first preference with the provision of suitable inter-connecting new habitats for the species within the site as second preference; and where this is not feasible suitable alternative habitats should be provided such that there is no net loss of biodiversity across the site. With regards to priority habitats, they should be retained, enhanced or created within the development site or suitable alternative habitat created elsewhere. Where this is not viable, the benefits of the development should clearly outweigh the loss of the habitat concerned. In all cases measure should be taken to safeguard protected and priority species and habitats before any development commences.

The Council's ecology consultant confirms that the site is not designated for any conservation designations, legal or otherwise nor is it adjacent to or likely to have any negative impacts on such sites. It falls within the SSSI impact zone for South Pennine Moors (SSSI, SPA, SAC) however it would be unlikely to impact upon the designated site.

The proposed development involves the loss of semi-improved and marshy grassland which is considered to be relatively species poor and therefore of low ecological value and is noted as forming part of a much larger extent of open grassland in the immediate area. Approximately 250m from the site woodland habitat is present (Habitat of Principle Importance). Although the site does not include Priority Habitat, the large extent of open grassland is however likely to support foraging and commuting habitat for birds, bats, invertebrates and small mammals. The site also contains scattered trees, ditches, hedgerows and scrub that provide habitat for a variety of species. There is the potential for

direct impacts to species (disturbance, injuring or killing) and loss of habitat such that the development would result in a negative ecological impact and loss of biodiversity. Therefore mitigation and compensation measures are required to reduce the risk of these negative impacts.

The application has been supported with an Ecological Survey including a Phase One Habitat Survey (October 2019) and Breeding Bird Survey (June 2020). The findings and recommendations of the surveys are summarised below:

Mitigation and Enhancement Measures (Habitats):

The loss of grassland and open habitat is compensated by the provision of suitable alternative habitats including wildflower grassland planting; species rich hedgerow planting around the whole site and a new woodland belt to the south to enhance habitat connectivity; the creation a pond and wetland area (aquatic habitat) within the new open space to the north of the site; strengthened planting along the roadside; and the retention and widening of the stream with enhanced planting along its banks providing an 8.0m wide buffer around the stream. These measures are considered to result in significant ecological benefits to the site and formal approval of a detailed scheme of landscaping, including sensitive and appropriate planting, would be sought at any reserved matters application. The Ecological Survey also recommends measures to protect retained habitats before, during and after development. Adherence to the recommended measures can be satisfactorily dealt with via condition and/or informative.

Mitigation and Enhancement Measures (Species):

The submitted Ecology Survey finds that the site offers some value as foraging ground for badger; brown hare; common small mammals, amphibians and reptiles; and birds. The site also offers potential nesting habitat for both ground nesting and perching birds; and refuge habitat for common amphibians and reptiles. No suitable bat roost habitat was found within the site and the overall value for foraging and roosting bats was considered to be low. The Ecological Survey recommends measures to ensure no direct or incidental harm to species which may be present during site clearance and construction works. It is also recommended that any external lighting is designed to minimise the impact on nocturnal mammals.

The Survey recommends the incorporation of alternative habitat (a hibernacula) for amphibians and reptiles to mitigate for the loss of remnant dry stone walls. It also recommends suitable mitigation/compensatory measures for the loss of nesting habitat for tree and shrub nesting species by way of additional planting and nest boxes. With regards to ground nesting birds, the submitted Bird Surveys assessed three possible Priority Species as possible breeders including Dunnock, Linnet and Reed Bunting. The Survey finds that although the loss of the habitat will reduce the availability of ground nesting sites there is more favourable habitat in the adjacent grassland such that, subject to works being undertaken outside the nesting period or with pre-clearance bird survey, there will no harm to the species. Adherence to the recommended measures can be satisfactorily dealt with via condition and/or informative.

The loss of the open grassland will reduce the availability of ground nesting sites and it is not proposed to provide any mitigation on the basis that there will be no harm to the species as a consequence; that more favourable ground nesting habitat lies adjacent to the site; and that the proposed enhancement proposals for the scheme as a whole provides suitable alternative habitats such that there would be no net loss of biodiversity across the site in accordance with Policy NE1(6).

The Council's ecology consultant has examined the Ecological Appraisal and makes comments and recommendations for conditions which are detailed in their consultation response, to secure the implementation of the measures recommended within the Ecological

Appraisal and Bird Survey through any reserved matters application. The recommended conditions are considered necessary to safeguard species and habitats before and during the construction phase, and to maintain and actively enhance overall biodiversity as necessary such that there is no net loss across the site. Subject to these conditions, the proposal would not result in any significant harm to biodiversity and would therefore meet with the aims of Policy NE3 and the NPPF. Accordingly there are no material reasons to refuse this application on its ecological impacts.

Other Considerations:

It should be noted that other matters, with the exception of access and layout, cannot form part of the assessment of the current proposal. Notwithstanding this, it is reasonable to consider whether or not the proposal will lead to other matters that are likely to be significantly adverse or constitute grounds why planning permission should not be granted.

Design and Visual Impact

Subject to satisfactory design in terms of scale, massing and materials and detailing, it is considered that the site could be developed for the proposed use in a way that would not result in any unacceptable visual harm to the surrounding character and appearance of the area in accordance with Policy SP5, HS4 and EMP1/1.

Impact on Neighbouring Amenity

With regard to neighbouring amenity, it is considered that the built form could be designed and accommodated within the site without having an adverse impact upon the current level of residential amenity by virtue of a loss of light, privacy and/or overbearing impact. Final detail will be dealt with under reserved matters application. In particular, the potential impact on the amenity of residential properties on Rossendale Road has been addressed by the exclusion of development from the northern corner of the site and enhanced tree planting as required by policy EMP1/1. Furthermore, appropriate landscaping and boundary treatment is proposed to adequately screen the site along its frontage to Rossendale Road to reduce its visual impact.

Noise may affect some properties close to the site and the Council's Environmental Health Officer recommends a condition to require a noise assessment to determine any appropriate mitigation measures that may be required to protect the amenity of adjacent noise sensitive properties.

Environmental Protection

A Phase One Land Contamination Desktop Study and a Coal Mining Risk Assessment have been carried out. The documents make recommendations regarding the need to undertake intrusive site investigations. The documents have been examined by the relevant consultees who have made comments and recommendations for conditions which are detailed in their responses as set out above.

Flood Risk

The site falls within Flood Zone 1 where there is the lowest risk of flooding. The submitted Flood Risk Assessment and Drainage Strategy demonstrates that the likely flood risk potential would be low and the potential residual sources of flood risk to the development and others would be effectively managed through the implementation of recommended mitigation measures including the implementation of a sustainable management strategy which will attenuate to greenfield rates, equivalent to the pre-development situation, and therefore would not increase the risk of flooding on site or elsewhere.

Use Restriction

The site is allocated in the Local Plan as suitable for B1(b), B1(c) and B2 uses. The acceptable uses were identified through the Local Plan process on the basis of the development strategy and the individual characteristics of the sites and their location including likely traffic impacts, their proximity to the town centre, and their ability to satisfactorily accommodate the likely built form into the landscape/townscape. In giving consideration to the above, EMP1(4) states that the Council will consider withdrawing permitted development rights [by means of a condition] to protect allocated sites for the uses proposed.

In order to retain planning control over the use of the site in the interest of safeguarding the amenities of the area; and to ensure that it continues to contribute to meeting the supply of suitable employment uses that are appropriate to the characteristics of the site and its location, it is considered necessary to limit the use of the proposed development to Class B1(b), B1(c) and B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) by way of condition.

Conclusion:

The proposal seeks to develop a site that is allocated for employment use in the Local Plan. A suitable scheme has come forward that complies with the site specific requirements of the local plan and plan policies insofar as it can at outline stage. Issues relating to the impact of the development on the ecology, highways and traffic, neighbouring amenities, ground conditions have been assessed and can be adequately addressed by conditions. The applicant has also indicated their willingness to enter into a S278 agreement with the Highways Authority to secure off-site highway works to ensure that the access requirements and traffic movements can be absorbed safely into the highway. The proposal therefore complies with the development plan and there are no material reasons to outweigh this finding. The NPPF and Burnley's Local Plan therefore indicate that the application should be granted.

Recommendation:

It is recommended that outline planning permission be granted subject to the conditions listed below.

Conditions:

1. Application for approval of the reserved matters shall be made to the council before the expiration of 3 years from the date of this permission. The development hereby permitted shall begin not later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The outline permission (access and layout) hereby approved shall relate to the development as shown on drawings: Proposed Site Plan (Drawing No 003N) received on the 26 May 2020; and Proposed Development with Retained and Newly Created Habitats (Drawing No BOW17/1085) received on the 21 September 2020.

Reason: To ensure the development accords with the agreed general principles in relation to overall layout and arrangement.

3. The layout of the development hereby approved shall include provisions to enable vehicles to enter and leave the highway in forward gear. Vehicular turning space shall be

laid out and be available for use prior to first occupation of any part of the development hereby approved and shall thereafter be retained in perpetuity.

Reason: To prevent vehicles reversing to and from the highway creating a hazard to other road users in the interests of highway safety, in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

4. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site highway works has been submitted to, and approved in writing by the Local Planning Authority in consultation with the Highway Authority as part of a Section 278 Agreement, under the Highways Act 1980. Thereafter the site access and off site highway works shall be completed prior to first occupation.

Reason: To ensure a satisfactory means of access to and from the site to serve the needs of the development, including the construction phase, in the interests of highway safety in accordance with Policy IC1 of Burnley's Local Plan (July 2018). The details are required prior to the commencement of development to ensure that the details are satisfactory and can be implemented at the appropriate time and stages of the development in the interests of highway safety.

5. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 4 above has been constructed and completed in accordance with the approved details, without prior agreement from the Local Planning Authority.

Reason: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy, in the interests of highway safety, in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

6. No part of the development hereby approved shall commence until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure these details are adequate to provide satisfactory access and amenity for the occupiers of the development, in accordance with Policy IC3 of Burnley's Local Plan (July 2018).

7. The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extended before any development commences fronting the new access road.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative, in the interest of highway safety in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

8. The Framework Travel Plan prepared by Mode Transport Planning dated November 2019 shall be implemented in full in accordance with the timetable within it unless otherwise approved in writing by the Local Planning Authority. All elements of the Framework Travel Plan shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used for a minimum of at least five years.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling in accordance with Policies IC1 and IC2 of Burnley's Local Plan (July 2018).

9. The use hereby approved shall not start until an assessment has been submitted for written approval to the Local Planning Authority which details the levels of internal noise likely to be generated from the proposed use of the site. This assessment shall be used to identify and determine appropriate noise mitigation measures (such as soundproofing) required to protect the amenity of adjacent noise sensitive properties. The approved noise mitigation measures shall be implemented prior to the start of the proposed use and retained thereafter.

Reason: To prevent noise nuisance to adjoining properties in accordance with Policies SP5 and NE5 of Burnley's Local Plan (July 2018).

10. All external plant and machinery at the development hereby permitted shall be designed so that the rating levels for cumulative noise shall not exceed the existing background noise level (LA90) when measured as an LAeq,15min in any one third octave band at the external façade of the nearest noise-sensitive premises, as assessed in accordance with British Standard 4142 (2014), or any subsequent replacement national standards. Alternative levels and monitoring locations may be used subject to the prior written approval of the Local Planning Authority.

Reason: To ensure there is no adverse effect on the health and quality of life of the occupiers of noise-sensitive premises and to avoid an unacceptable impact on residential amenity by virtue of noise in accordance with Policies SP5 and NE5 of Burnley's Local Plan (July 2018).

11. The reserved matters shall include a detailed plan for refuse storage enclosures showing the design, location and external appearance. The approved enclosures shall be provided prior to first occupation of the approved development and thereafter permanently retained.

Reason: To ensure adequate refuse and recycling storage in order to cater for the needs of the development and to protect the visual amenities of the area, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).

12. Prior to first occupation of the development hereby permitted, details of the scheme and programme of external lighting shall have been submitted to and approved in writing by the Local Planning Authority. The scheme and programme shall include details of location, type and intensity of lights; types of masking or baffle at head; type, height and colour of lighting columns; number and size of lighting units per column; and light spread diagrams showing lux levels at the site boundary and calculation of the impact of these on nearby properties. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with Policies SP5 and NE5 of Burnley's Local Plan (July 2018).

13. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall not be occupied until a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that the built has

achieved a minimum BREEAM rating of at least 'Very Good' has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with Policy SP5 of Burnley's Local Plan (July 2018).

14. No part of the development hereby approved shall commence until intrusive site investigations have been carried out on site to establish the exact situation in respect of coal mining legacy features. The findings of the intrusive site investigations shall be submitted to the Local Planning Authority for consideration and approval in writing. The intrusive site investigations shall be carried out in accordance with authoritative UK guidance. Where the findings of the intrusive site investigations identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until a detailed remediation scheme to protect the development from the effects of such land instability has been submitted to the Local Planning Authority for consideration and approval in writing. Following approval, the remedial works shall be implemented on site in complete accordance with the approved details.

Reason: To ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with Local Plan Policy NE5 of Burnley's Local Plan.

15. The reserved matters planning application shall provide details of a surface water drainage scheme, based on sustainable drainage principles, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and completed prior to any part of the development being first brought into use. The approved drainage scheme shall thereafter be retained in perpetuity.

Reason: To ensure the adequate drainage of the site and to reduce the risk of flooding, in accordance with Policy CC4 of Burnley's Local Plan (July 2018). 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.

16. As part of reserved matters, a landscaping scheme shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all hard surfacing; details of all boundary treatments; and details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees. All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the development or the completion of the development, whichever is the sooner.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.

17. As part of reserved matters, a Biodiversity Mitigation Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should provide detailed measures for mitigating against the loss of biodiversity as set out in the approved Ecological Survey (October 2019) and Bird Survey (June 2020), including the compensatory bird boxes, hibernacula and stumperies and their maintenance and

management to secure long term benefits for biodiversity. The approved measures shall be implemented in full prior to the first occupation of the development hereby approved. The whole of the site shall be maintained and managed in accordance with the approved Biodiversity Mitigation Plan at all times.

Reason: To safeguard these protected species from the impact of the development and ensure appropriate integration of new nature conservation and enhancement features in accordance with Policy NE1 of Burnley's Local Plan (July 2018) and the National Planning Policy Framework.

18. All planting, seeding or turfing forming part of the approved details of landscaping shall be carried out within the first planting season following the completion of the development or following the first occupancy of the development, 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.

Reason: In the interests of the visual amenities and the ecology of the site, to ensure adequate mitigation for the loss of habitat, in accordance with Policies HS4, SP5 and NE1 of Burnley's Local Plan (July 2018).

19. No works shall occur in the main bird nesting season 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.

Reason: To ensure the satisfactory implementation of the approved landscaping scheme, to ensure a satisfactory appearance to the development and the effective mitigation against the loss of habitat for birds and wildlife, in accordance with Policies HS4, SP5 and NE1 of Burnley's Local Plan (July 2018).

20. As part of reserved matters, details of the surface water drainage scheme, based on sustainable drainage principles, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and completed prior to first occupation of the development. The approved scheme shall thereafter be implemented and completed in accordance with the approved scheme prior any dwelling being first occupied. The approved drainage scheme shall be retained at all times thereafter.

Reason: To ensure the adequate drainage of the site and to reduce the risk of flooding, in accordance with Policy CC4 of Burnley's Local Plan (July 2018).

21. Foul and surface water shall be drained on separate systems. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with policy CC5 of Burnley's adopted Local Plan.

22. No development shall take place until a Construction Method Statement and Traffic Management Plan 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) Periods when plant and materials trips should not be made to and from the site
- v) Routes to be used by vehicles carrying plant and materials to and from the site
- vi) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties
- vii) The erection and maintenance of security hoarding
- viii) Measures to control the emission of dust and dirt during construction

Reason: To ensure that the safety and amenities of occupiers of neighbouring properties and users of the local highway are satisfactorily protected, in accordance with Policies NE5 and IC1 of Burnley's Local Plan (July 2018). The Construction Management Plan is required prior to the commencement of development to ensure that the measures contained therein can be carried out at the appropriate phases of the construction period.

23. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To avoid the deposit of mud or debris on the public highway, in order to protect highway safety in accordance with Policy IC1 of Burnley's Local Plan (July 2018).

24. Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 08:00 hours and 17:00 hours on Mondays to Fridays and between 08:00 hours and 13:00 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays. Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to the Local Planning Authority.

Reason: To safeguard the amenities of nearby residents in accordance with policy SP5 of Burnley's adopted Local Plan (July 2018).

25. Prior to first occupation of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and shall thereafter be retained for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with Policies IC1 and IC2 of Burnley's Local Plan (July 2018)

26. The development hereby approved shall be used for Uses B1(b), B1(c) and B2 only and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification), no change of use shall occur without planning permission obtained from the Local Planning Authority.

Reason: In order to retain planning control over the use of the site in the interest of safeguarding the amenities of the area; and to ensure that it continues to contribute to meeting the supply of suitable employment uses that are appropriate to the characteristics of the site and its location in accordance with Policy EMP1 of Burnley's Local Plan (July 2018).

BURNLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE

REPORTS ON
PLANNING APPLICATIONS



Photograph McCoy Wynne

Part II: Decisions taken under the scheme of delegation.
For Information

5th November 2020

Housing and Development

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List of Delegated Decisions

Application Number	Applicant	Location	Proposal	Decision	Decision Date
HOU/2019/0580	Mr Paul Duerden	3 Higham Road Padiham Lancashire BB12 9AP	Proposed rear extension to existing garage	Approve with Conditions	2nd October 2020
HOU/2020/0059	Mr Christian Fielding	Longshay Farm Cottage Bacup Road Cliviger Lancashire BB11 3RL	The construction of a grass roofed, partially subterranean, double Garage with associated driveway (amended Block Plan received 29 September 2020)	Approve with Conditions	1st October 2020
VA02020/0073	Mr N Windsor	46 Church Street Padiham Lancashire BB12 8JQ	Removal of Condition 5 on planning permission APP/2017/0142 to allow operation of delivery service, however, if the LPA wish to vary the condition the applicant suggests "The delivery service shall only operate between 6pm and 10.30pm on any day."	Refuse	9th October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
HOU/2020/0076	Mr & Mrs Beneduce	Croft House Todmorden Road Briercliffe Lancashire BB10 3QQ	(1) Demolition of the existing single storey extension and erection of replacement single storey extension to the west elevation. (2) Erection of a single storey lean to extension to the north elevation. (3) Demolition of the existing front porch and erection of replacement porch. (4) Demolition of the existing detached garage and erection of replacement detached double garage. (5) Blocking up of existing ground floor window to the west elevation. (6) Removal of existing windows and installation of metal framed double glazed windows.	Approve with Conditions	5th October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
LBC/2020/0075	Mr & Mrs Beneduce	Croft House Todmorden Road Briercliffe Lancashire BB10 3QQ	(1) Demolition of the existing extension and erection of replacement single storey extension to the west elevation. (2) Erection of a single storey lean to extension to the north elevation. (3) Demolition of the existing front porch and erection of replacement porch. (4) Internal Re-plastering. (5) Removal of existing concrete floor and installation of new concrete floors with under floor heating system. (6) Removal of existing windows and installation of metal framed double glazed windows. (7) Proposed alterations to internal layout. (8) Partial rebuilding and structural repairs to the west gable including infilling an existing window. (9) Stripping out and renewal of services. (10) Removal of paint to internal exposed timbers and application of a clear varnish finish.	Approve with Conditions	5th October 2020
TPO/2020/0212	Dr Zeenat Sykes	Isles House Arbory Drive Padiham Lancashire BB12 8JS	Application to prune various trees protected by the Burnley (Arbory Drive, Padiham) TPO 1989	Approve with Conditions	12th October 2020
CND/2020/0286	Mr Billy Hasler-Cregg	Land At: Florence Avenue Burnley BB11 5LL	Discharge of Condition 3 (highway details) of planning permission APP/2018/0513 for 24 dwellings	Conditions discharged	20th October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
COU/2020/0284	Mr Liam Veitch	34 Burnley Road Padiham Lancashire BB12 8BW	Proposed change of use from A2 (Bank) to B1 (Office)	Approve with Conditions	12th October 2020
VAR/2020/0223	Euro Garages Ltd	Barracks Service Station Barracks Road Burnley Lancashire BB11 4SB	Remove Condition 12 (opening hours) of planning permission APP/2018/0080 to permit 24 hour opening at petrol filling station and associated shop	Approve with Conditions	28th September 2020
VAR/2020/0235	Euro Garages Ltd	Barracks Service Station Barracks Road Burnley Lancashire BB11 4SB	Remove Condition 8 (provision of electric vehicle charging points) of planning permission APP/2018/0080 for PFS with shop and drive through coffee shop	Refuse	28th September 2020
HOU/2020/0342	Mr Lee Smith	41 Heckenhurst Avenue Worsthorne-with-hurstwood Lancashire BB10 3JN	Proposed bedroom extension over existing garage and single storey extension to rear	Approve with Conditions	28th September 2020
HOU/2020/0312	Mr Michael Holmes	Cant Clough Farm Hurstwood Village Worsthorne-with-hurstwood Lancashire BB10 3LJ	First floor extension to bungalow to form new bedrooms	Approve with Conditions	19th October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
HOU/2020/0345	Mr Steven Goodyear	71 Hargrove Avenue Burnley Lancashire BB12 0JX	Proposed attached garage and creation of driveway from Gawthorpe Road	Approve with Conditions	9th October 2020
LBC/2020/0317	Norris	Apartment 9 Holme Hall Burnley Road Cliviger Lancashire BB10 4SY	Retrospective application for air source heat pump unit and casing.	Approve with Conditions	9th October 2020
COU/2020/0331	Mr Mudassar Iqbal	130 Colne Road Burnley Lancashire BB10 1DT	Change of use for ground floor from office (A2) to residential (C3) 1 bed flat.	Refuse	25th September 2020
FUL/2020/0333	Mr Mujeeb Rehman	2-4 Edmund Street Burnley Lancashire BB10 1XG	Proposed two storey new building with ground floor garage and store with flat above	Approve with Conditions	23rd September 2020
HOU/2020/0391	Mr Andrew Bottomley	Low Sym Halifax Road Briercliffe Lancashire BB10 3QY	Proposed garage extension to create family gym and fitness area	Refuse	21st October 2020
PTEL/2020/0348	Atlas Tower Group	Woodplumpton Road Burnley BB11 3RS	The proposed installation consists of a telecommunications mast.	Prior Approval refused	1st October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
HOU/2020/0295	Mr Chris Beeston	21 Hillside Burnley Lancashire BB11 5JN	Two storey extension to side of dwelling, widen existing drive to accommodate 2no. cars	Approve with Conditions	9th October 2020
COU/2020/0353	Morgan	36 Deer Park Road Burnley Lancashire BB10 4SD	Change of use from C3 dwelling to C2 young children's care home.	Refuse	1st October 2020
HOU/2020/0352	Mrs R Heaton	22 Greenbrook Close Burnley Lancashire BB12 6PE	Rear single storey extension	Approve with Conditions	1st October 2020
HOU/2020/0300	Mr Chris Wallace	27 Kibble Crescent Burnley Lancashire BB10 2BW	Erection of detached double garage	Refuse	19th October 2020
HOU/2020/0383	Mr Jason Marshall	347 Brunshaw Road Burnley Lancashire BB10 3HX	Two storey side extension and single storey rear extension	Approve with Conditions	13th October 2020
FUL/2020/0379	Mr M Gormally	76 Lyndhurst Road Burnley Lancashire BB10 4DH	Rear flat roof extension to existing rear pitched roof extension	Approve with Conditions	23rd October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
FUL/2020/0380	Mr Simon Dickinson	3 Central Buildings Burnley Road Padiham Lancashire BB12 8NB	Proposed replacement of a shop front	Approve with Conditions	19th October 2020
HOU/2020/0388	Mr D Graham	75 Castlerigg Drive Burnley Ightenhill Lancashire BB12 8AT	Single storey side extension with pitched roof	Approve with Conditions	20th October 2020
PDEM/2020/0389	Mr Mark Quinn	Tesco Superstores Ltd Finsley Gate Burnley Lancashire BB11 2HE	Demolition of suspended car parking deck and access ramp	Prior Approval Granted	25th September 2020
HOU/2020/0399	Mr M McDevitt	1 Higher Fennymoor Cottage Walverden Road Briercliffe Lancashire BB10 3QR	Proposed demolition of porch and construction of single storey orangery with boot room and cloaks	Approve with Conditions	19th October 2020
PAH/2020/0393	Miss Sarah Simpson	28 Herschel Avenue Burnley Lancashire BB12 0LN	Proposed single storey extension to rear to extend 6.00m externally beyond the rear wall, height of the extension to eaves is 2.5m and maximum overall height 3.6m	Prior Approval not required accept	14th October 2020

Application Number	Applicant	Location	Proposal	Decision	Decision Date
CND/2020/0394	x	Land Off Tay Street Burnley BB11 4BU	Discharge of Conditions 10 (Walkover badger survey), 26 (Geoenvironmental site assessment) and 28 (mine working remediation) of planning permission FUL/2019/0606	Conditions discharged	20th October 2020
FUL/2020/0401	Mr Jason Smith	Charter House Resource Centre Morse Street Burnley Lancashire BB10 4PB	Siting of converted container	Approve with Conditions	20th October 2020

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