

Application Recommended for Delegation
Cliviger with Worsthorne Ward

APP/2018/0385

Full Planning Application

Proposed improvements to recreation ground including clubhouse, changing facilities, Multi-Use Games Area (MUGA), parking facilities, drainage/pitch improvements, creation of swale, new footpath and outdoor fitness equipment

WORSTHORNE RECREATION GROUND LENNOX STREET WORSTHORNE

Background:

The proposal is for a range of improvements to develop the Worsthorne recreation ground which comprises approximately 2.5ha to the north of the village, accessed from Lennox Street which is a private road serving residential properties, a number of farms and the recreation ground. The recreation ground is managed and maintained by Burnley Borough Council and is leased from the Worsthorne Estate.

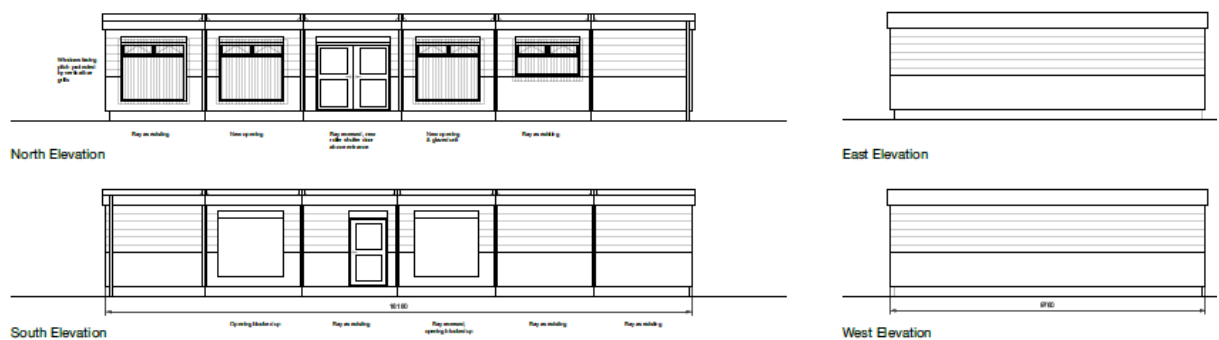


The current open space consists of mown grass, currently unused football pitches, a BMX track, a small tarmac games area, a youth shelter and informal parking. The pitches were played on until the early 2000's after which they have not been in regular use. The development is intended to improve the recreational value of the site for the whole community of Wosrthorne and to provide facilities and playing pitches for Fulfilled Colts Junior Football Club which is accredited by the Lancashire Football Association as a Chartered Standard Community Football Club and has more than 450 children playing in 32 teams. The applicant states that the club attracts most children from the east of Burnley with a significant number from the Worsthorne area.

The proposals involve the following:-

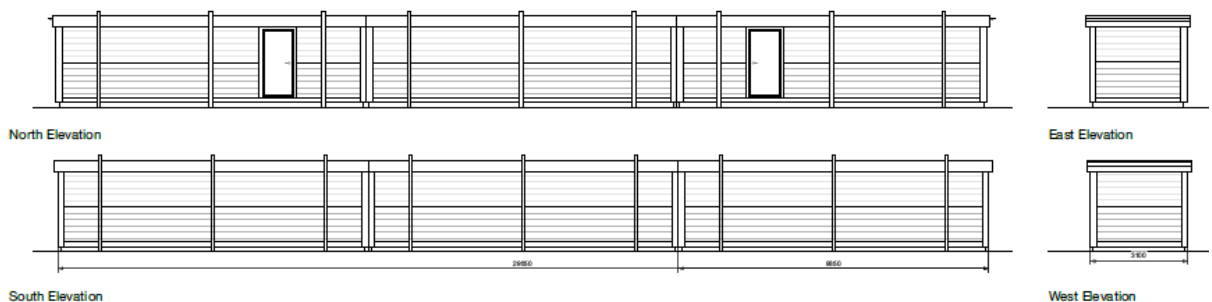
- Drainage improvements and localised regrading of sports pitches – the ground previously had two full sized adult pitches – the space would be used to provide the following junior pitches:-
 - 1 x 11v11 youth pitch
 - 1 x 9v9 junior pitch
 - 1 x 7v7 junior pitch
 - 1 x 5v5 junior pitch
- Construction of a swale/shallow pond to an average depth of 150-200mm in the western corner of the site which will drain to a stream along the site's edge. The swale would regulate the flow of water into the stream to manage the run-off from the pitches and would also be beneficial in creating a wetland habitat.
- Install a modular club house building, changing rooms and toilets for use by the club and wider community use. These are portable buildings, previously used at the Gawthorpe training ground. The proposed clubhouse measures 18.1m long x 9.7m wide with a flat roof up to 2.9m high and would be used to provide refreshments and toilet facilities for parents and team coaches.

Clubhouse Elevations



Changing facilities and toilets for players would be in a separate modular building measuring 39.4m long x 3.1m wide with a flat roof to 3.2m high. The modular buildings would be faced with pebble-dash rendered panels on their lower half and panels above which would be painted green. Windows and doors would be protected by vertical metal bars, painted green to match the building.

Shower & Changing Room Elevations

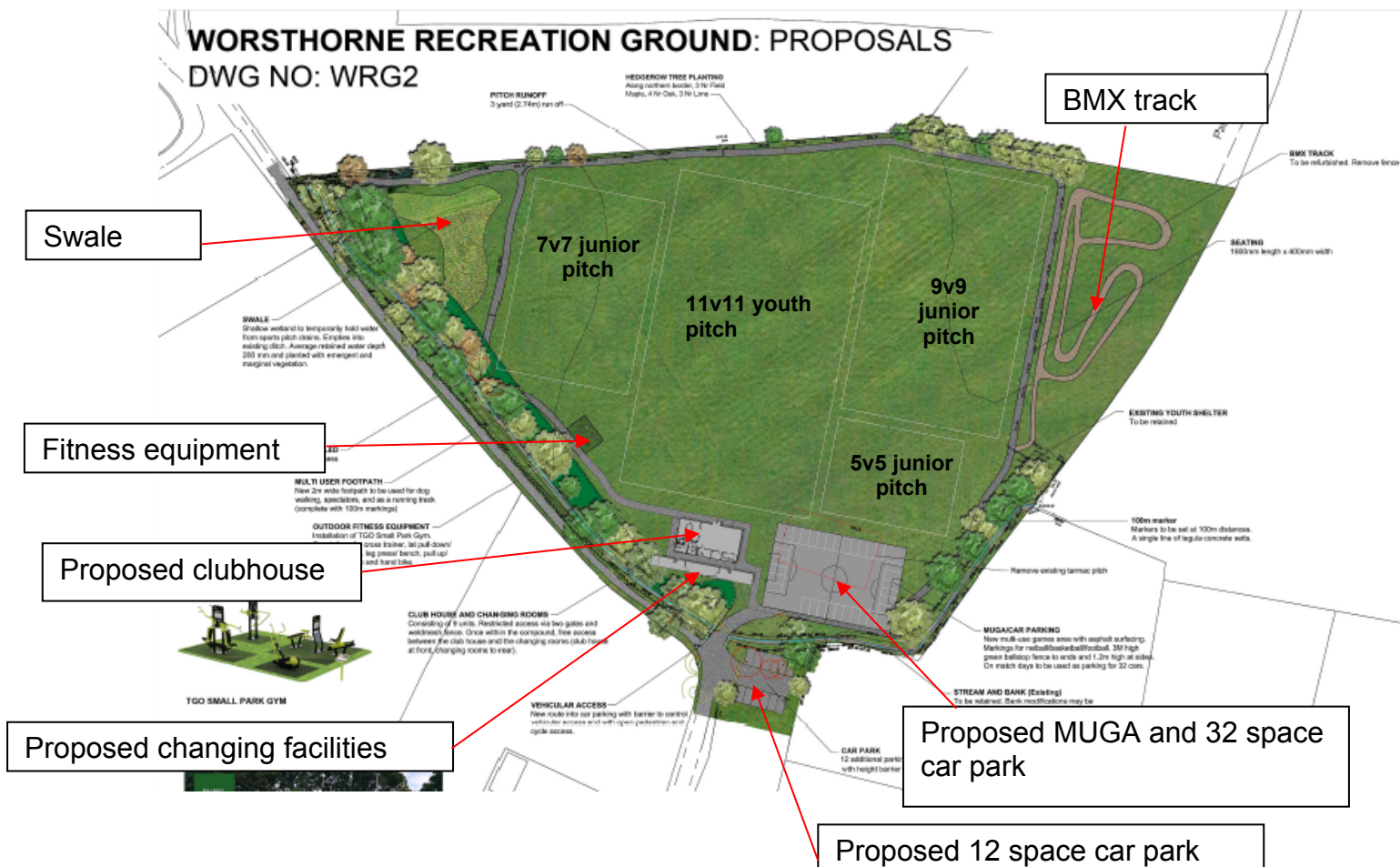


- A tarmac surfaced Multi-Use Games Area (MUGA) would be formed by extending an existing tarmac surfaced games area to create a larger MUGA

surrounded by 3m high green weldmesh fencing which would also function as a temporary car park for up to 32 car parking spaces at the times when football games area played. Parking on the MUGA would be reserved for use by the parents of away teams and their coaches only and would be managed by the club.

- A 2m wide stone multi-use path is proposed around the perimeter of the recreation ground to provide an all-weather route for walking, running and cycling.
- Provision of outdoor fitness equipment (a collection of 4/5 items of equipment) to be sited to the west side of the site.
- A stone surfaced car park with 12 car parking spaces (including one designated disabled space) to be open at all times for recreation ground users to be located at the entrance to the recreation ground. A 1.9m high height barrier would prevent its use by larger vehicles and caravans. A lockable barrier would also enable the car park to be closed if required.
- Native oak, lime and field maple trees will be planted along the northern boundary of the recreation ground to compensate for an equivalent number of trees that would be removed on the site of the proposed car park and the route of the path construction. Five trees (all rated as Class C trees) would be removed; one Class B tree replanted, one Class tree have a stem removed and some crown lifting.

Proposed Site Layout



The youth and junior pitches would be used for competitive games on Saturdays and Sundays throughout the football season (late August to early May). The pitches would not be used for regular training or for matches on weekdays with the exception of re-scheduled matches at the end of the season due to any previously cancelled matches). The football club, Fullede Colts, would manage the use of the Worsthorne Recreation Ground under the terms of a lease with the Council. The lease would set out the maximum number of games that can be played. The applicant states that the following would apply:-

11v11 youth pitch – maximum of 2 games per day

9v9 junior pitch – maximum of 3 games per day

7v7 junior pitch -- maximum of 3 games per day

5v5 junior pitch – No competitive games played

The kick-off times of matches would be spaced out during the day between 9.00am and 2.45pm to allow players from match to leave before the arrival for players of a later match. A schedule of kick-off times has been provided to demonstrate how this would work.

The applicant states that the players/parents of the away team park on the recreation ground car park and that players/parents of the home team will park at Worsthorne's school car park (permission for this has been obtained from the school).

Relevant Policies:

Burnley's Local Plan (July 2018)

SP1 – Achieving sustainable development

SP4 –Development strategy

SP5 – Development quality and sustainability

SP6 – Green infrastructure

NE1 – Biodiversity and ecological networks

NE4 – Trees, hedgerows and woodland

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

IC5 – Protection and provision of social and community infrastructure

National Planning Policy Framework

Burnley Playing Pitch Strategy 2015-2025

Site History:

None.

Consultation Responses:

LCC Highways

We would not wish to raise any objections to the principle of the development, however there are a number of concerns regarding the access road which could be overcome by way of suitable conditions.

The section of Lennox Street between no 23 and the proposed development is unmade and has no provision for pedestrians. Additionally, the final section of the access is over a stream that has been culverted in a pipe. This is exposed in some parts and may be in need of some attention.

In light of this we would wish to condition that the section of the street previously detailed should be made up as detailed in the further plan provided by the Applicant (WRG11 Worsthorne Recreational Ground Lennox Street Improvements VA3) including the culverting of the stream and a footway. The original site plan made reference to a gate and height barrier it is expected that these will be installed and suitably marked with regards to the height clearance. It is expected that some of this improvement work will be carried out as part of the Construction Management Plan.

There have been a number of objections raised by local residents in relation to the amount of traffic that is to be generated by the application. The volume of traffic claimed by the residents differs from the volumes indicated by the applicant in the access statement. The design and access statement makes reference to an arrangement with the local primary school regarding some 'Home Team' parking, no details of this arrangement have been provided. Confirmation as to how this arrangement is to be managed should be provided. It is not felt that this arrangement can be guaranteed to be sustained for the perpetuity of the application.

The access statement refers to the traffic volume expected for a number of league or cup matches spread across the day in order to control the traffic volume we would wish to condition the number of games that can be played at any one time and the number over the day in line with the details set out in the access statement. Additionally, we would also wish to limit the usage to league or cup matches only, knockout or round robin style, multi team tournament style competitive competitions should not be permitted. This is to limit the number of games and teams that are present on the application site at any one time rather than multiple teams being present and playing each other over the course of a day.

Whilst it is expected that the general amenity of the area such as the shared use footpath, the BMX Track, additional small park Gym equipment, will also be used by other residents not directly linked to the football club. It is expected that the proposed car park of 12 spaces would support this usage.

There have been a number of concerns raised regarding the access to the site from Brownside Road along Lennox Street. It is noted that the area is within the Brownside and Worsthorne 20 M.P.H. Zone and that there have been no recorded collisions in the last 5 years, within the vicinity of the junction. Although Lennox Street is narrow there are a number of informal passing places such as the entrance to Gordon Street and Nos 12 & 14 Lennox Street. The expected use of the site by the football club is not expected to coincide with the traffic peaks generated by the local primary school. Conditions are recommended to require a scheme of off-site works of highway improvement (to improve the width and surfacing of the un-made up section of Lennox Street) and a Construction Method Statement.

Public Rights of Way Officer (LCC)

No objection to the proposed development subject to the footpath diversion (Public Footpath No. 17) being completed prior to the development taking place.

Sport England

A holding objection is raised until the following details can be provided:-

1. Revised pitch layouts showing pitches including run offs to FA recommended sizes.
2. Floor plans for the proposed clubhouse and changing rooms.
3. Sport England do not support the potential for the MUGA to serve as overflow parking, therefore we would request that this element of the application is removed so the MUGA surface is protected for sporting use. Clarity is therefore needed that proposed car parking without this overflow is adequate.
4. Details of the proposed drainage and localised regrading of sports pitches.

The applicant is addressing these matters and a further response will be reported in late correspondence prior to the meeting.

Worsthorne with Hurstwood Parish Council

1. The Parish Council does not oppose in principle the application made to develop the recreation ground, but has serious reservations regarding traffic management and access issues. The Parish Council believes these issues have not been properly addressed and consequently we are reluctant to support the application while they remain unresolved, and would request that prior to any approval being given a proper traffic survey/simulation/impact assessment is carried out.
2. The concerns relate to the proposed access to the ground, the parking arrangements, and the suggested traffic management solutions.
3. The following points should be addressed:-
 - i. Lennox Street is a narrow residential street. It has not been adopted as yet by Burnley Borough Council or the Highways Authority. Along its first part there are houses and residents' parked cars. This effectively makes the road single track with little prospect of two cars passing each other on it. The latter part of the road to the recreation ground is unmade and in a poor state of repair. If it is to be used to any significant extent, it needs to be properly surfaced and brought up to adoption standard, and thereafter maintained accordingly by the Local Authority.
 - ii. The access to Lennox Street from Brownsie Road is narrow with very poor sight lines. It was indeed an unsurfaced road until comparatively recently, never intended for much use. When approaching from the north west (i.e. from Burnley) traffic already on Lennox Street cannot be seen until the turn into Lennox Street has been commenced. Similarly, traffic emerging from Lennox Street cannot see traffic on Brownsie Road until it is actually emerging from Lennox Street. The potential for a collision or at the very least frayed tempers at this junction is significant.

- iii. The surrounding streets (Gordon Street, Cross Street, Hope Street and Water Street) are all narrow and particularly at weekends are full of parked cars from residents. Again, two cars passing on those streets would be difficult.
4. The Council's submissions concerning traffic management and traffic flow are based on assumptions that cars will arrive in a given window of time, will leave in another given window of time, and hence there should be no congestion or traffic arriving meeting traffic leaving. With respect, this is something entirely beyond their control, in reality people will arrive late, and they will stay on after the end of a game. The assumption is also there that there will be no additional spectators which will add additional cars to the flow of traffic.
5. There are concerns that the effect of the congestion will be such as to render Lennox Street and surrounding streets unable to receive, for example, shopping deliveries or parcel deliveries during match days and that the congestion could prevent the emergency services getting into this area.
6. We submit that the traffic management and access aspects of this application need to be considered in further detail and alternatives advanced.
7. The wood yard opposite Worsthorne Primary School is for sale, presently with outline planning permission for residential development. Maybe as part and parcel of that development, an access road and/or car parking could be provided for.
8. Another alternative would be to make Lennox Street and surrounding streets resident only parking at weekends, with an effective marshalling/policing strategy to regulate traffic flow and parking.

Publicity

22 letters of objection have been received from local residents, mainly residents living on Lennox Street. The main points of objection are summarised below:-

Access and parking

- Access is poor, single track and unadopted
- Residents own up to half the width of Lennox Street; there would be no enforcement of any parking restrictions
- No turning point on Lennox Street
- Would lead to an 80% increase in traffic on Lennox Street
- Volume of traffic - estimated that there will be 200+ cars using Lennox Street which would increase with the success of the club
- There is no footpath to the bottom of Lennox Street
- Restricted visibility at junction of Brownside Road and Lennox Street
- Disruption of traffic flow on Brownside Road
- Would affect access for emergency vehicles
- There is already congestion and competition for parking
- Inadequate parking arrangements
- Residents will be unable to park near their houses
- Residents will have to plan their weekends around the football matches in order to keep/find a parking space
- Safety for children on Lennox Street; risk of accidents
- Surrounding roads are double parked

- People would park where it is convenient to leave from after matches
- Traffic marshals are unsuitable on a residential street
- People do not follow parking guidelines
- Damage to residents' parked cars – scratched cars/mirrors damaged
- May also be summer competitions
- The Coaches' cars have not been taken into account
- Limited/no access for agricultural vehicles
- Impact of wagons of building materials
- The village is a destination for walkers and cyclists

Character

- Will remove the rural character of the village
- The development is too close to a small community
- The community has had minimal influence on its design and facilities
- The use of metal bars on windows is out of keeping with the village

Impact on noise and local amenities

- Will affect quality of life for residents
- Will disrupt evenings and weekends
- Disruption and noise from the scale of the development
- Noise from car doors slamming, traffic noise, people noise from children, parents and spectators shouting
- Increase in litter and fouling
- Traffic fumes
- Loss of privacy
- Light pollution

Wildlife/trees

- Will have a negative impact on wildlife
- Loss of trees, some of which were planted in the 1980's and many are older, including oak trees
- Will remove habitat and affect deer which are frequently sighted grazing on the recreation ground as well as badgers and foxes

Other points

- The development is for the benefit of Fulfilled Colts Junior football club, not for the village of Worsthorne
- Other sites not as close to housing or with such restricted access should be considered instead
- Facilities already exist and should be made use of at Towneley Park
- Concerns that other sports groups would make use of the site at any time of the day/week
- Would attract illegal campers, vans and lorries
- The recreation ground is already well used and local people would be effectively prohibited from using it.

Planning and Environmental Considerations:

Principle of proposal

The proposal seeks to improve the facilities and use of an existing under-used recreation ground which lies in the open countryside just outside the Worsthorne development boundary. Policy NE4 of Burnley's Local Plan seeks to protect and make provision for social and community infrastructure which includes playing fields and sports pitches. Policy SP4 of Burnley's Local Plan states that development in the open countryside will be strictly controlled. Given that the proposed development relates solely to the recreation use of an existing recreation facility, there is no objection in principle to the proposed improvements. Notably, the recreation ground is identified in Burnley's Playing Pitch Strategy as a playing field and as such, works to improve the playing field and provide facilities to support its use and its overall recreational use would normally be appropriate. The main considerations in this case relate to the impacts of the proposal on parking and highway safety, residential amenities and visual amenity.

Impacts on car parking and highway safety

The National Planning Policy Framework (2018) states that proposals should provide appropriate opportunities to promote sustainable transport modes, provide safe and suitable access to the site and mitigate against any significant impacts in a cost effective manner. It also states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy IC1 requires, amongst other things, for development to promote sustainable travel by locating in areas well served by walking, public transport and cycling; to provide safe pedestrian, cycle and vehicular access. The recreation ground is convenient for pedestrian access from Worsthorne village and by cycling and a limited public transport service. The use of the playing fields for junior playing pitches by Fulfilled Colts Football Club would generate home and away players and parents from Worsthorne and the wider eastern area of Burnley. It is anticipated that there would therefore be an increase in car traffic. A substantial number of objections have been received from residents on this basis. A key concern is congestion and the take-up of the limited amount of available on-street parking, as well as the restricted width and condition of Lennox Street and its junction with Brownside Road.

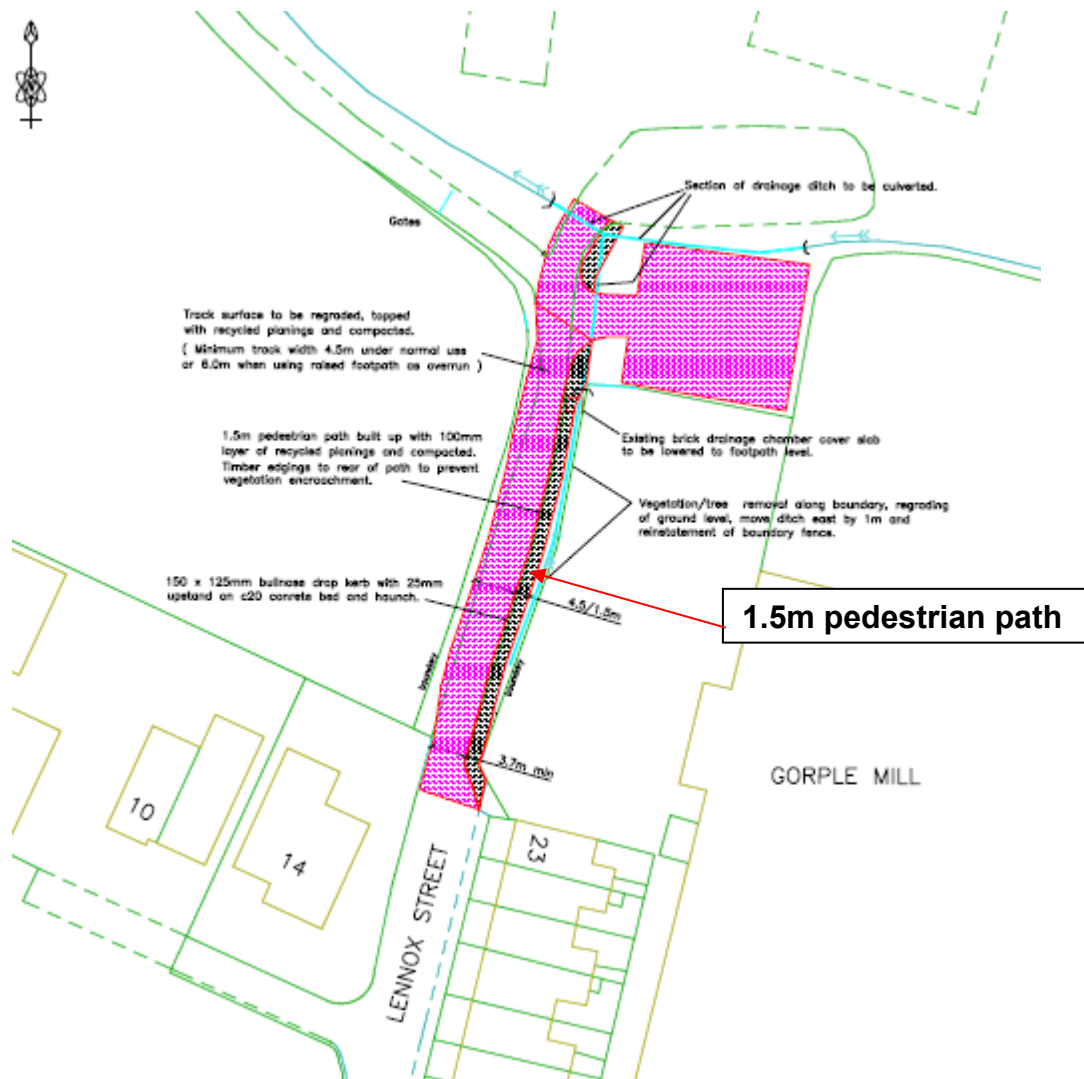
The proposal provides some off-street parking - a permanent 12 space car park and a 32 space car park to be used on match days (the latter to be reserved for away teams). The applicant has also agreed with the nearby primary school to use the school car park for home teams and a licence agreement will be made between the school and Fulfilled Colts Football Club. The permanent 12 space car park at the entrance to the recreation ground would be available at all times for general use. The Design and Access Statement submitted with this application indicates that when all three match pitches are in use there would be a maximum of up to 30 car parking spaces required (based on one in five away team players sharing a car and one official) from the away team which would fall to a minimum of 18 during the course of the playing time (between 9am and 2.45pm). The rise and fall of these figures is due to staggered match finishing and starting times - for example, two matches per day (Saturdays and Sundays) would be played on the youth pitch (11 a side) and these would kick off at 9.30 and then 1.00pm. This would enable the on-site car park for away teams to operate efficiently without causing congestion or the need for away teams to seek on-street parking. In respect of home teams, making a reasonable allowance for walking (20%), there would be a maximum car parking demand for 25

spaces which would similarly fall to a minimum of 15 spaces over the course of the match day. It is expected that this demand will be catered for at the local primary school which is convenient to the site. A licence arrangement would be made between the football club and the school to formalise this. LCC Highways is satisfied with this arrangement which would provide some certainty but less than 'in perpetuity' certainty which is unlikely to be practicable. A Car Park Management Plan could be required however to detail the car parking arrangements as well as any future arrangements to adjust to any new circumstances. This would also take into account that the proposal provides 12 additional on-site parking spaces at the site entrance.

In these circumstances, the likely traffic generated by the use of the youth and junior pitches for competition football can, subject to restrictions and controls that can be conditioned, be accommodated without adversely affecting on-street parking. It is noted that Sport England has commented on the dual use of a MUGA and car park. Given, however, that the on-site car park is required to mitigate the impacts of an increased demand for car parking, the applicant asserts that the use of the site as a car park would prevail.

The applicant has proposed improvements to the un-made up stretch of Lennox Street to make allowance for its increased use by vehicular traffic and to improve safety for pedestrians.

Proposed improvements to Lennox Street



The surface of the track would be regraded and topped with recycled planings and compacted. Vegetation clearance to widen the track to provide a footway would be carried out and some thinning back of trees but none of the trees along the side of the track would be removed.

LCC Highways has considered the impact of increased traffic at the junction of Lennox Street and Brownside Road which falls within a 20mph zone and notes that the football generated traffic would not coincide with school peak hours and is unlikely to significantly increase the risk of accidents.

Public Footpath Nos. 11 and 17 are routed along eastern and western edges of the recreation ground. In the case of the latter, the definitive route of the footpath which is undefined on site passes through the proposed MUGA (and across an existing area of tarmacadam). The applicant has provided a plan to show a proposed diversion route which skirts around the site boundaries and would involve no significant harm in terms of inconvenience or amenity. The Public Rights of Way Officer at LCC raises no objection to this. The applicant will need to make a separate application for a Public Footpath Diversion Order to deal with this matter.

Subject therefore to the conditions recommended by LCC Highways, inclusive of restrictions on the number of matches and playing days, a Car Park Management Plan and improvements to Lennox Street, the proposal would not significantly affect parking conditions or highway safety.

Impact on residential amenities

Policy SP5 requires development to ensure there is no unacceptable impact on the amenity of neighbouring occupants or adjacent land users. Objections from neighbouring properties refer to a number of concerns, including noise and disturbance. Noise generated on the recreation ground would be during daytime hours (9am to 2.45pm) on weekends and may at times be audible from nearby properties but is a reasonable distance from the nearest property and is unlikely to significantly affect background noise levels. Noise from additional traffic movements would be managed by the scale of the car parks and the staggering of match times. No illumination is proposed of the pitches or the car parks. Residential amenities would not therefore be significantly impacted on.

Impact on visual amenities

Policy SP5 seeks high standards of design in development. The proposed modular buildings are of a simple design, being functional and portable. They are however suitable for their intended use and would be neatly presented by the use of a dark green colour on the upper walls. Sited towards the southern edge of the site, the modular buildings would be reasonably unobtrusive and screened by tree cover. The proposed buildings are therefore suitable for the site and would not significantly affect the character or appearance of the village or surrounding countryside.

Impact on ecology and trees

Policy NE4 states that development should provide for the protection and integration of existing trees and hedgerows for their wildlife, landscape and/or amenity value. Policy NE1 requires all development proposals to seek opportunities to maintain and actively enhance biodiversity. The recreation ground consists mainly of mown grass which is of little habitat value. Some neighbour objections refer to sightings of wildlife on the playing fields which is not unexpected given the close proximity of open countryside. The proposal provides for the creation of a swale which would have gentle shelving and suitable planting to attract wildlife. The proposal involves a minimal amount of tree removal, all of which are trees of a lower amenity value (Class C trees), one Class B tree (a young oak) would be dug up and replanted. New tree planting inappropriate native species on the site's norther boundary would adequately compensate against the limited loss of trees which would also be beneficial to local biodiversity.

Other issues

In respect of safety around water, the applicant states that the proposed swale will not have open water and the presence of emergent vegetation and shallow approaches will deter children from entering and so provide a safe wetland feature. A condition can be imposed to require detailed profile drawings and planting details for this feature.

Sport England has raised a holding objection whilst their comments regarding the details and specifications of the scheme can be addressed. An update on this matter will be reported in late correspondence.

Conclusions

The proposal would make significant improvements to an existing recreation ground which already contains two adult football pitches which have not for some time been

used in an organised manner. The Burnley Playing Pitch Strategy identifies that there is an overall shortfall in provision of football pitches across the borough and in East Burnley and Cliviger, there is a shortfall of junior 9v9 and 7v7 pitches. This proposal would make efficient use of the existing facility and bring about improvements to allow it to be used for junior league matches, occurring at weekends during the football season (late August to early May). This would be a benefit to Worsthorne village and the wider local area. At other times and weekdays the recreation ground would provide enhanced facilities which are likely to be used by just residents and benefit the village. The impact of an increased use of the recreation ground on car parking, traffic and residential amenities has been carefully considered. In this case, the applicant has sought to manage these impacts by the provision of car parking facilities and the scheduling of matches. Subject to conditions to make provision for improvements to Lennox Street, to require compliance with the details set out in the submitted Design and Access Statement, to require a Car Park Management Plan and restrictions on types of matches played on the site, it is accepted that the proposed impacts can be satisfactorily mitigated. Other impacts such as the effect of the proposal on residential amenities have been considered but the likely noise and disturbance from a greater use of the recreation ground is not considered to be unreasonable or to significantly detract from living conditions. The proposal therefore represents a sustainable form of development; it complies with the development plan policies set out in this report and there are no material considerations which outweigh this finding.

Recommendation: Delegate authority to the Head of Housing and Development Control to approve subject to the receipt of no objections from Sport England and subject to the following conditions and any other conditions deemed appropriate by Sport England:-

Conditions

1. The development must be begun within three years of the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: Loc1 (1:3000 location plan), CX1505/WRG2/6J, CX1505/WRG2/K, 18-036-01A, 18-036-02A, 18-036-03, 18-036-04A and TBP5700 Sheet 1 of 1, received on 7 August 2018; and, WRG10 (Works to access track), received on 3 October 2018.
3. No part of the development hereby approved shall be commenced until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved, in writing, by the Local Planning Authority.
4. No part of the development hereby approved shall be occupied or first brought into use for organised matches until the approved scheme referred to in Condition 3 has been constructed and completed in accordance with the scheme details.
5. The improved playing pitches as indicated on the approved plans shall not be used for football matches other than in accordance with the details which specify the football season, the playing days, the number, frequency and intervals

between matches contained within the Design and Access Statement submitted with this application. No knockout competitions or round robin style games shall at any time be played on the site.

6. None of the proposed playing pitches shall be first brought into use until all the proposed on-site car parking facilities indicated on the approved plans have been constructed, marked out and made available for use. The approved on-site parking facilities shall thereafter be retained at all times.
7. None of the proposed playing pitches shall be first brought into use until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall provide details of all on and off-site parking arrangements and/or agreements and measures to prevent players/parents from parking on-street in the vicinity of the site and this shall be updated prior to the start of each season to reflect any changes in circumstances and submitted to and approved in writing by the Local Planning Authority prior to the start of a new football season.
8. 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 measures contained within the approved Statement shall be carried out in their entirety and be adhered to throughout the construction period. The Statement shall provide for the following:
 - a) The parking of vehicles of site operatives and visitors
 - b) The loading and unloading of plant and materials
 - c) The storage of plant and materials used in constructing the development
 - d) The erection and maintenance of security hoarding
 - e) Wheel washing facilities
 - f) Measures to control the emission of dust and dirt during construction
 - g) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - h) Details of working hours
 - i) Routing of delivery vehicles to/from site.
9. Prior to the construction of the proposed swale/pond, sections to show its depth and gentle shelving and planting details shall be submitted to and approved in writing by the Local Planning Authority. The swale/pond shall thereafter be constructed and maintained in accordance with the approved details.
10. Tree protection measures shall be carried out and remain in situ throughout the construction period until its completion in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to any development being commenced.
11. All planting in the approved details of landscaping as indicated on drawing number CX1505/WRG2/K (received on 7 August 2018) shall be carried out in the first planting and seeding seasons following the first use of the approved playing pitches or the completion 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.

12. The approved clubhouse and changing rooms shall not be first brought into use until the external elevations of each respectively has been treated and finished in accordance with the details on the application forms.
13. The clubhouse shall be used for purposes ancillary to the use of the playing pitches and recreation ground only and shall not be used for any other purpose.
14. There shall not at any time be any floodlighting of the playing pitches or facilities on the recreation ground.

Reasons

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.
3. To ensure that improvements to the site access which are necessary to mitigate against the traffic generation of the development are agreed, in accordance with Policy IC1 of Burnley's Local Plan (July 2018). The scheme is required prior to the commencement of development to ensure that a satisfactory scheme can be secured, without which, the development would have a significant impact on highway safety and would be unacceptable.
4. To ensure that the necessary highway improvements agreed under condition 3 are carried out at the appropriate time, in the interests of highway safety, in accordance with Policy IC1 of Burnley's Local Plan (July 2018).
5. To ensure the satisfactory implementation of the proposal, in order to manage and control traffic generation to the site, in the interests of highway safety and residential amenity, in accordance with Policies IC1 and SP5 of Burnley's Local Plan (July 2018).
6. To ensure adequate on-site parking is provided in order to prevent the need for on-street parking nearby, in the interests of highway safety and residential amenity, in accordance with Policies IC1 and SP5 of Burnley's Local Plan (July 2018).
7. To ensure that potentially complex parking arrangements are adequately provided and appropriately used to prevent congestion and on-street parking in the vicinity of the site, in the interests of highway safety and residential amenity, in accordance with Policies IC1 and SP5 of Burnley's Local Plan (July 2018).
8. To ensure that the safety and amenities of pedestrians, drivers and residents in the vicinity of the development are satisfactorily protected, in accordance with Policy NE5 of Burnley's Local Plan (July 2018). The Construction Method

Statement 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.

9. To ensure the drainage and water/habitat feature is suitable for its intended purpose at this location within an area of public open space, in accordance with Policies CC5 and SP5 of Burnley's Local Plan (July 2018).
10. To ensure adequate protection for the long term health of trees which should be retained in the interests of the visual amenities and the biodiversity of the site and its surroundings, in accordance with Policies NE1, NE4 and SP5 of Burnley's Local Plan (July 2018). The details are required prior to the commencement of development to ensure that the agreed measures are carried out at the appropriate time.
11. To ensure adequate compensation for trees that are affected by the development, in the interests of the visual amenities and the biodiversity of the site and its surroundings, in accordance with Policies NE1, NE4 and SP5 of Burnley's Local Plan (July 2018).
12. To ensure a satisfactory appearance to the development, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).
13. To ensure the satisfactory implementation of the proposal and to safeguard the residential amenities of nearby dwellings, in accordance with Policy SP5 of Burnley's Local Plan (July 2018).
14. To protect the open countryside from excessive illumination and protect residential amenities from lighting glare, in accordance with Policies NE5 and SP5 of Burnley's Local Plan (July 2018).

JF

09/09/2018