

Full Application

Background:

‘Stiperden House Farm’ is a farmstead in the Cliviger area of Burnley, located approximately 12.6 miles Southeast of Burnley town centre and 33.8 miles Northeast of Manchester. The site is located within the open countryside.

The farmhouse is a Grade II listed building. The track leading from Kebbs Road to Stiperden Farm and beyond is a medieval packhorse track (PRN1823) which is locally listed heritage asset (non designated).

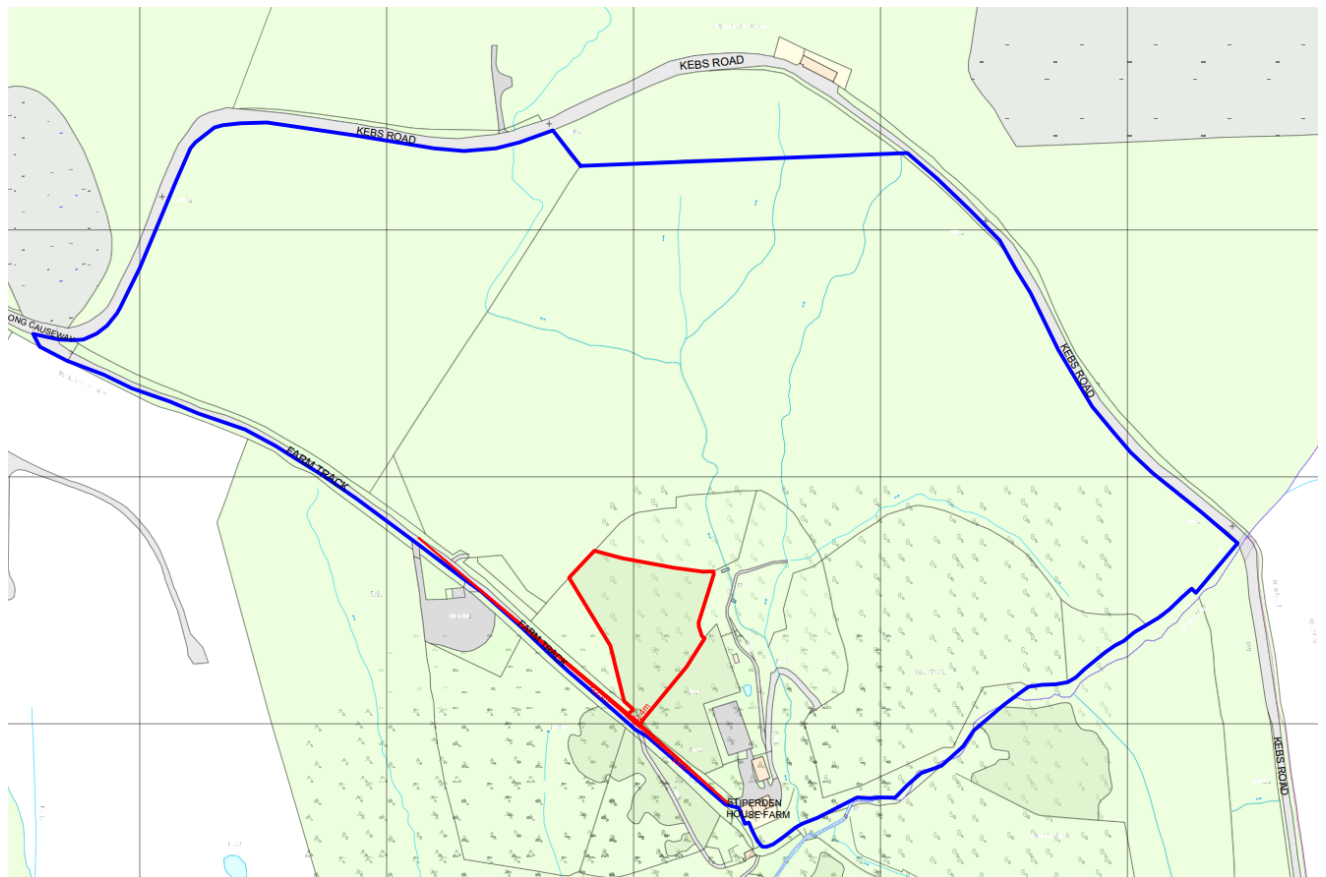


Fig 1: Site Location Plan



1.View Northeast from unnamed road to existing site entrance.



2.View Northwest of access point of site.



3.View East from entrance to site.



4.View Southeast from Kebs Road of access track to site.

Fig 2: Various views of the site

Proposal

The proposal includes the installation of 4no glamping pods which would be a maximum of 2.8m in height, 7.2m x 3.3m and would be timber look clad with tiled roofs. The pods would be used a year-round holiday lets.

Each pod would have a hot tub on a decked sitting area, and a parking space. There would be secure cycle provision, recycling facilities and an underground water treatment plant for drainage to discharge to an underground soakaway. There is also landscaping proposed along the southwest boundary of the land and an access track which would be constructed form porous material with a passing place.

The existing entrance on the private farm track will be the access to the glamping site. Visitors will enter directly into the new permeable track which will guide them to their pod's parking space.

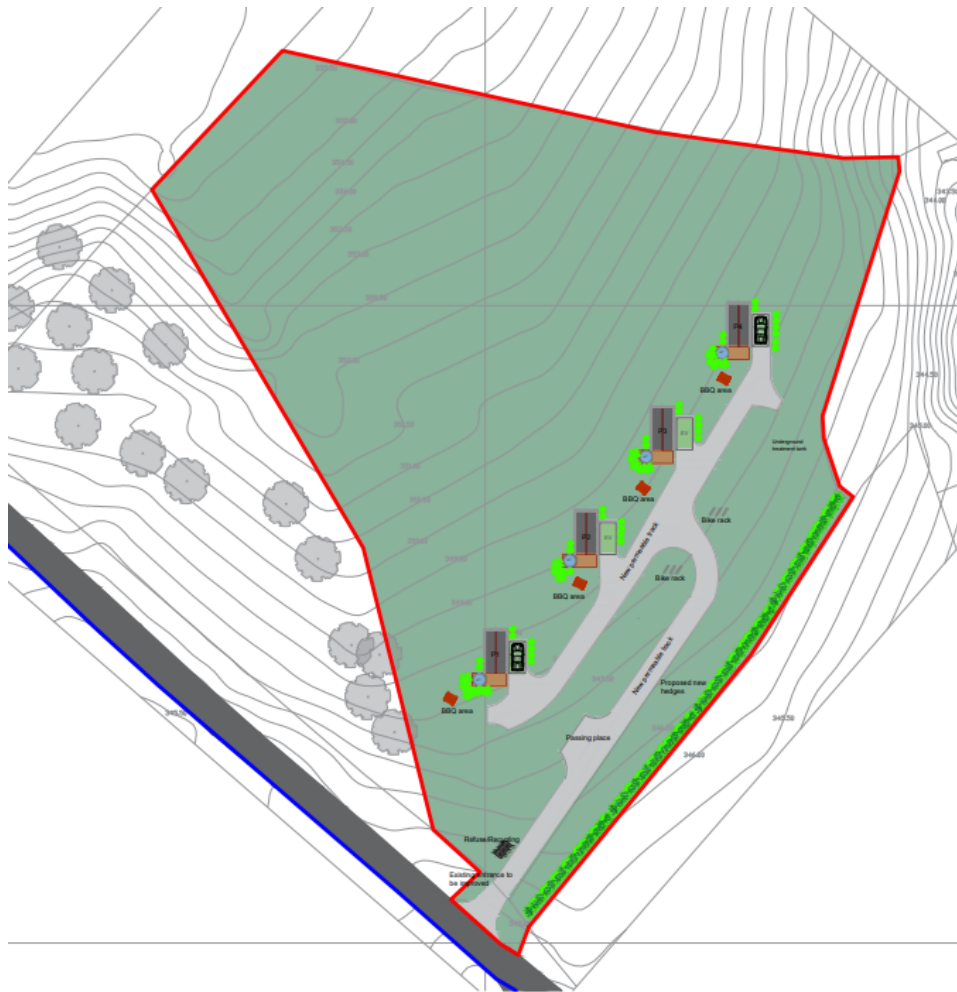


Fig 3: Proposed Site Layout

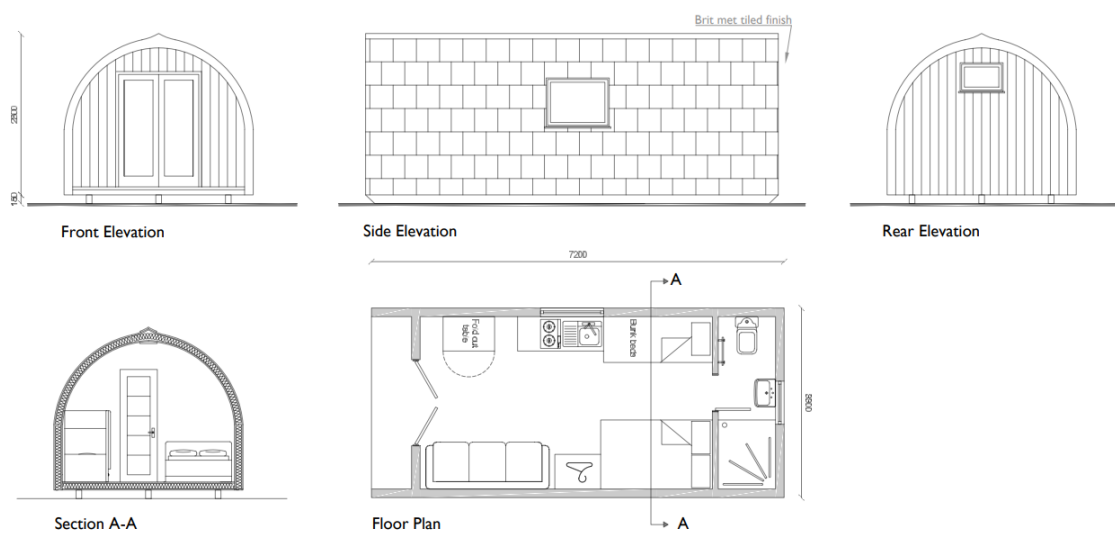


Fig 4: Proposed Pod Elevation and Floor Plan



1.View of P1-4 from Southeast.



2.View of P2-4 from Southeast.



3. View of P1 from East.

Fig 5: Artist's impressions submitted with the planning application.

Relevant Policies:

Burnley's Local Plan 2018

- SP1 – Achieving Sustainable Development
- SP4 – Development Strategy
- SP5 – Development Quality and Sustainability
- EMP5 - Rural Business and Diversification
- HE2- Designated Heritage Assets: Listed buildings, Conservation Areas and Registered Parks and Gardens.
- HE3- Non Designated Heritage Asset.
- 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
- IC4 - Infrastructure and Planning Contributions

IC3 – Car parking standards
National Planning Policy Framework (NPPF)

Site History:

None relevant to this proposal.

Consultation Responses:

LCC Highways: No objection and provide the following comments:

‘The Highway Development Control Section of Lancashire County Council has no objections to the planning application and is of the opinion that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

The proposed new access including sightlines onto Kebbs Road as shown within the submitted Technical Note dated 15/09/2022 is acceptable to Lancashire County Council Highways.

The new site access and associated off-site works (relocation of chevron sign) will need to be constructed under a section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works’

Request for conditions relating to site access and its construction, and visibility splay.

Environmental Health: No comments have been received.

Publicity: 2 no of objections have been received to the planning application, which are summarised below:

- Inadequate access on a blind bend and there is no provision for multiple vehicles entering and existing at this access point.
- Parking provision is inadequate
- Not sustainable- no public transport to the site
- Increase in traffic for maintenance/refuse collection not been considered
- Impact on the landscape in the open countryside which goes against the local plan
- The development will spoil a beautiful and historic landscape
- Traffic and highway safety on rural roads
- Impact on nature and carbon footprint
- Night lighting and impact on wildlife and food production
- WRT strategic policies.
- No provision on site for horse riders
- Not accessible by bike due to landscape
- Reinstatement of the bridleway would be more appropriate

2 no of support have also been received, summarised below:

- The camping pods will help the farmer to continue to run a sustainable farm
- The pods are sited in a position which does not impinge on the landscape
- Positive addition to the local economy

Conservation Officer: No objection, with regards to archaeology, as an ancient packhorse route, the Long Causeway area is known to have archaeological significance and as such I would advise that advice is sought from LCC Archaeology.

LCC Archaeology: While there aren't any sites within the field, the adjacent farm track, which is named The Long Causeway and runs along the western boundary of the proposals as shown by the red line of the attached excerpt from the HER, is recorded as a medieval packhorse track (PRN1823)

Parish council- No comments have been received

Councillor Townley: Objection received to the planning application, reasons for objection are provided below:

'1. SP4 Strategic Policies - 4.5.16: Key Gateway: Development in open countryside and no manner of screening will disguise the intrusion on the landscape from the northern, western or Eastern approaches into and out of the Borough. On these grounds alone this application runs counter to the Local Plan.

2. 3.2.1: Spatial objectives (5) The Natural Environment: 5. To protect and enhance the borough's distinctive landscape character, which such a development certainly will not in spite of the proposed landscaping which will only further draw attention to the change in landscape character.

3. SP1 Achieving Sustainable Development: There is no public transport to the application site and although it is presumed, due to the inclusion of bicycle use, that people will use non-motorised means it is likely that journeys for food and evening entertainment will, of necessity, be undertaken by car.

4. Policy SP6: Green Infrastructure – (2b-ii) Where loss of or negative impact on G1 is unavoidable mitigation measures are proposed – This application will add to the carbon footprint of the Borough unless a mitigating factor is added. I would suggest a mitigating factor would be to insert a condition which would open the main access track from Kebbs/Long Causeway Road to the boundary of the applicants land thus reopening a route that was in use until 2003 and which constitutes a main arterial connection between Burnley (Lancashire) and Calderdale.

5. Policy EMP5 : Rural Business & Diversification – with regard to this policy it is clear that unless measures are implemented to ensure access and use is available and encouraged by non-motorised means that most of the benefit of this application will be to a joining Unitary of Calderdale which has a better rights of way network open for cyclists, who can legally use bridleways. By confirming the condition to reinstate a bridleway along the access track to Stipperden House Farm, the Burnley green infrastructure will be positively added to and access on horse, bike and foot along circular routes will benefit other rural diversifications and business establishments within the Borough, including pubs, other overnight providers etc. and Burnley will be able to compete for visits on a more equal playing field'.

If the Authority is minded to approve this application the following condition is added:

'1. That the route along the access track from the highway at Long Causeway, also known as Kebbs Rd, along its length and within the ownership or joint ownership of

the applicant to land adjoining the bridleway on the Calderdale side be upgraded to bridleway and opened up for use by all non motorised traffic.

2. That the route be opened with immediate effect and before any development contained within the application is implemented'.

Regional Bridleways: Make the following observations:

'The development of the glamping units would be development in the countryside on a very visible hillside so the development is contrary to the local plan, and will also change the landscape. SP4 Strategic Policies 4.5.16 & 3.2.1 Spatial objective (5) the Natural Environment. However, if permission is given the following points must be observed.

- SP1 Achieving Sustainable development. Non motorised access needs to be reinstated on Kebb Cotes Road. There is no public transport along the Long Causeway so all methods of green transport should be encouraged – cycling, horse riding as well as walking.*
- To minimise the impact of such a development Kebb, Cotes Road should be upgraded to bridleway. Until 2003 the route (Kebb Cotes Road) through the farm was ridden by many local people until the new owners stopped access citing the “foothpath only” reason, although cyclists continue to use the route to present day. Walkers are also*
- denied use of the correct line and must make a short unofficial detour. It is a significant point that when the route reaches Calderdale it becomes bridleway indicating that the status on the Lancashire side should probably also be*
- bridleway.*
- If the route through Stipperden was reinstated as bridleway it would link the extensive bridleway network in Burnley to the greater network in Calderdale, adding to the green infrastructure and will benefit other rural diversifications and businesses in Burnley such as pubs, B&Bs etc.*

I would therefore like to recommend that the route is reinstated with immediate effect before any development is started'.

Public Rights of Way Officer: No comments have been received

Planning and Environmental Considerations:

Main issues

The main issues in the consideration of this application are;

- Principle of the development
- Visual amenity and landscape character
- Neighbour amenity
- Traffic and highway safety
- Heritage
- Biodiversity
- Other matters

- **Principle of development**

Section 36(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) complements this requirement.

Section 6 of the NPPF (Building a strong, competitive economy) sets out under paragraph 81 that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter and weaknesses and address the challenges of the future. Paragraph 84 states that planning policies and decisions should enable (amongst other things):

- The sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
- The development and diversification of agricultural land and other land based rural businesses
- Sustainable rural tourism and leisure developments which respect the character of the countryside.

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. Policy SP4 states that the open countryside is defined as land beyond any development boundary such as this, and that in the open countryside development is strictly controlled.

Para 5.2.32 of the supporting text states:

‘The Council acknowledges the needs of rural businesses, the employment opportunities they create and the services, rural leisure and tourism facilities they can provide, and will be supporting of those enterprises that have genuine requirements to be located in the countryside’.

Policy EMP5 refers specifically to rural business and diversification in the open countryside.

The policy requires that for proposals that expand existing or establish new business in the open countryside such as this, the other relevant policy requirements of the plan should be met along with relevant points noted below.

- a) Support the retention or growth of an existing business or the establishment of a new enterprise and area at a scale that is appropriate to and in keeping with the area in which they are located
- b) Comprise uses and services appropriate to a rural area
- c) Represent appropriate home working enterprises at an existing dwelling
- d) Are located within or immediately adjacent to the development boundary or are well related to an existing group of buildings
- e) In the design of any buildings, access and car parking arrangements are in keeping in terms of their scale and character with the surrounding landscape and would not lead to an increase in traffic levels beyond the capacity of the surrounding local highway network

f) Do not have an unacceptable negative impact on residential amenity

Parts a b e and f are relevant to this application. The proposal is also required to meet with Part 2 of the policy as it is not closely related to and existing group of buildings.

Part 2 states:

2) In addition to the above requirements, the Council may also consider favourably new tourist facilities in the wider open countryside where:

a) The proposed facility by virtue of its specialist nature has a clear need to be located close to an existing tourism asset, or

b) it can be demonstrated through a supporting statement that the facilities will add to the Borough's tourism offer and there are no suitable sites within the Development boundaries.

Part b is relevant to this application.

The applicant has provided a Market Research report with the application which considers whether current accommodation options local to Burnley and the surrounding areas are sufficient to meet existing and future tourist demand. It also looks at tourism trends to suggest if a new glamping site in this area is warranted.

The report states that existing accommodation in the area was examined, and a clear demand in the market for glamping development was identified. Also, it states that glamping is an indisputably accelerating trend within the UK, and one which is likely to increase with the continuous impact of Covid-19. Demanding a higher nightly rate than traditional camping, is an excellent way to diversify accommodation offerings within Burnley and boost the nightly rate in the area.

On considering this report, Officers are satisfied that it has been demonstrated that the proposed development will boost the local and rural economy and offers a desirable accommodation style for visitors. As such the first part of part 2 b of EMP5 has been demonstrated.

Initially the applicant did not submit any supporting information in relation to the remainder of part 2 b of EMP5 (which requires demonstration there are no suitable sites within the Development boundaries). However they have considered this further and have explained that:

'Careful consideration was taken when determining an appropriate development site, the chosen application site has been selected due to a number of factors. As the site forms part of a farm diversification plan, the site is well located to benefit the existing business and allow the site operators to manage the day-to-day running of the farm, alongside the glamping pods. This allows the site operators to be nearby at all times and available to supervise the site and be on call for any guest requests.

Sites within the development boundaries were considered when selecting the application site. However, they were deemed unfit for purpose due to the following reasons:

- *Glamping sites thrive in rural areas, especially the countryside and rural areas.*

- *The site is well located and near to existing tourist attractions such as Bridestones Moor, Hardcastle Crags and the Cludders.*
- *Guests appreciate the scenic, peaceful surroundings and look for these when booking their getaway.*
- *The site is near to multiple small towns and villages, allowing guests to contribute to the economy of each one.*
- *There are many public footpaths surrounding the site allowing guests to explore the natural environment.*
- *The site will still thrive to provide luxury facilities as part of the borough's tourism sector.'*

As such Officers are satisfied that part 2 b of the Policy EMP5 is met, and the principle of the development is therefore acceptable provided that it meets with the relevant provisions of part 1 of the policy and the other local and national planning policy requirements.

- **Visual amenity and landscape character**

This proposal is located within the wider open countryside area, and as such the main policy consideration are point 1 a b d e and f and 2 b of Policy EMP5, which are set out above. Policy SP5 is also relevant. It states that the Council will seek high standards of design, construction and sustainability in all types of development. As such proposals are expected to meet minimum requirements, the relevant ones to this application are set out below:

- 2 e: Have respect for their townscape setting and where appropriate, landscape setting
- 4 a: Use a palette of high-quality materials where appropriate to the local context in all respects.

Policy EMP5 a detailed in the 'Principle of Development' section above is also relevant to the consideration of the visual amenity and the countryside impact.

Policy NE3 also states that:

- 1) The Council will expect development proposals to respect and where possible enhance and restore landscape character, as appropriate to their nature and scale. It provides a list of criteria which need to be considered as set out below:
 - a) They relate well to local topography and built form and are of an appropriate scale, siting, layout, design, density and use of materials to minimise the impact on the landscape character of the site and its surroundings;
 - b) They are designed and located to ensure that the health and future retention of important landscape features is not likely to be prejudiced and include provisions for the long term management and maintenance of any existing and proposed landscaping, woodlands and trees;
 - c) They avoid detrimental effects on or loss of features that make a significant contribution to the particular landscape character type, and where possible proposals should aim to conserve, enhance or restore important natural and historic landscape features such as farmsteads and barns, mills, ponds, lodges and bridges and protect historic field boundaries, including individual trees, stone walls and hedgerows that make a positive contribution to the character of the landscape type;

- d) They maintain and extend tree cover, where practicable, through the retention of important trees, appropriate replacement of trees to be lost and new planting to support green infrastructure;
- e) They incorporate native screen planting as a buffer to soften the edge of the building line in valley side locations; and
- f) They do not have an unacceptable visual impact on skylines, key views and roofscapes and undertake measures, such as landscaping, to reduce those impacts where appropriate.

2) Planning applications should be supported by a landscaping scheme that responds to the above matters and includes new landscaping measures that positively integrate the development into the landscape character of the area.

3) Planning applications should be supported by a landscape analysis and management plan in appropriate cases. This should take account of, as a minimum, the Lancashire Landscape Strategy and information obtained from the Lancashire Historic Environment Record.

Impact on landscape has been raised in objections received to the planning application. There is a main road (Kebbs Road) at the north of the site where cars travel past on a fast route, and a mix of footpaths to the south of the site (see fig 6).

The proposal includes 4no glamping pods at a maximum of 2.8m in height. They are provided ready built and clad in a timber finish with a tiled roof. They lay low in the landscape and 4no pods is considered a relatively small-scale development. To support the development's use as a holiday let, the applicant has applied for additional provisions for the pods: a decking area with hot tub, waste and recycling centre, parking areas and access track. It is accepted that views from the north and the south of the site will be important, but that those from the south of the site would be more prominent. The applicant has provided artist impressions of the developed site which show visuals of the finished development (see fig 5).

The purpose of Policy NE3 is that development should respect and where possible enhance and restore landscape character, as appropriate to their nature and scale and the policy gives a list of strict criteria which need to be considered.

Officers have considered the criteria set out in the policy and have proposed various conditions which enable them to be satisfied that the development would be acceptable and in accordance with Policy NE3.

Conditions included are:

- Finished land levels: to will ensure that minimal level changes will be made to the landscape)
- Materials: to ensure that only suitable materials for a countryside location are used which minimises the visual intrusion into the landscape.
- Landscape track and parking areas: to be constructed from a mesh which allows grass to grow through, again reducing the visual impact on the landscape.
- Landscaping.

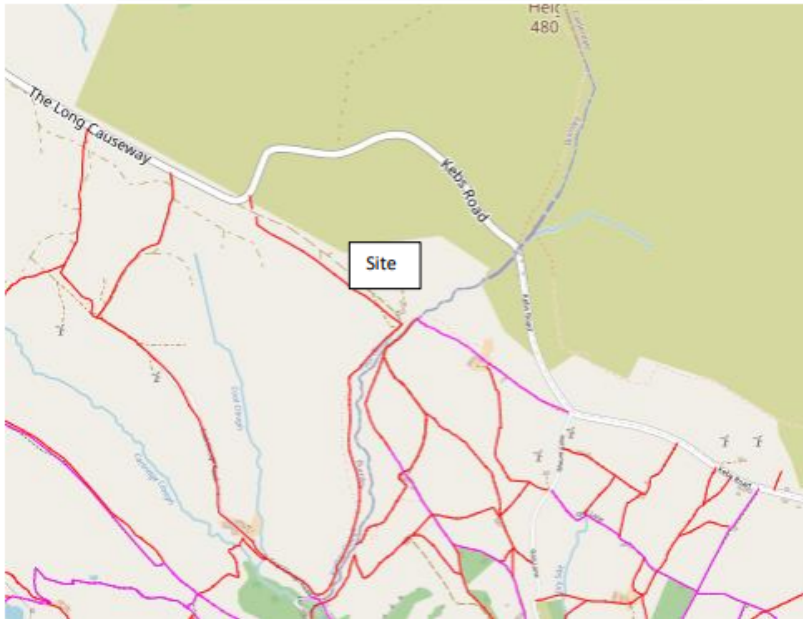


Fig 6: Public Rights of Way to the south of the proposed development

As such, with the inclusion of the relevant conditions set out at the end of this report, officers consider that the development would not have an undue impact on the character of the landscape and that it meets with the provisions of the relevant local and national planning policy in this regard.

- Traffic and Highway Safety

Policy IC1 of the Burnley Local Plan notes that development schemes should, as appropriate to their nature and scale, promote sustainable travel and have safe and convenient access. Policy IC3 of the same document requires that there is adequate parking provided at development in line with the requirements set out in the Local Plan. Safe access and highway impact are also a consideration of Policy EMP5.

The NPPF 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. Objection has been received to the application in relation to traffic and highway safety, parking provision and the sustainability of the site. Objections have been received to the development in relation to traffic and highway safety and lack of sustainable travel options in the area.

The site is located in a rural area which is quite typical for this type of provision, the applicant has provided secure cycle storage and electric vehicle charging points to try and improve the sustainable travel provision of the development. As a lot of people who use this glamping facility are likely to be bringing cycles and walking the extensive footpath network in the area, this is welcome. It is accepted that the site is likely to have to be visited by car and as such the electric charging vehicle points will be welcomed by those customers who have electric vehicles.

Initially when the application was submitted, the Highway Authority requested further survey work to be carried out at the access to the site (outside the school holiday period) on Kebbs Road, to ensure the development could be provided with a safe access. The reports have been submitted and have been considered by the Highways Authority.

The report confirms that there is no record of accidents at this access, despite it being on a difficult bend and serving the existing farm and clay pigeon shooting site. It goes on to state that given the low number of pods, the increase in movements will be 2-3 per day on average, which is considered to be 'de minus' in nature and would not suggest the small increase would create an unacceptable impact in road safety. The applicant has amended the location of the site access to provide better visibility.

The Highways Authority have confirmed that they have no objections to the planning application and is of the opinion that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site. The proposed new access including sightlines onto Kebbs Road as shown within the submitted Technical Note dated 15/09/2022 is acceptable to Lancashire County Council Highways.

The new site access and associated off-site works (relocation of chevron sign) will need to be constructed under a section 278 agreement of the 1980 Highways Act. A suitable condition and informative are included at the end of this report.

As such with the agreed S278 works, and the conditions requested by the highways authority. Officers are satisfied that this development is acceptable and in accordance with the relevant local and national planning policy in this regard.

- **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 by reason of overlooking. Policy HS4 gives more detail in relation to specific separation distances to protect occupants in terms of levels of privacy and outlook for occupants and for existing adjacent residents. Policy EMP5 also has provisions relation to residential amenity.

It is not considered that the proposed pods would have a significantly detrimental impact on the outlook, daylight or privacy enjoyed by residents of the nearby Stiperden Farmhouse, given their siting and the separation distances involved. It is not considered that the proposed development would lead to noise disturbance and the Environmental Health team at the Council have legislation, which is outside the planning process, available to them to deal with any matters should they arise.

It is therefore not inappropriate to assume that the development will be appropriately managed and that it will not lead to any nuisance complaints. There are no objections received to the planning application from the Council Environmental Health Officer.

As such, the development is considered acceptable and in accordance with the relevant local and national planning policy.

- **Heritage**

Policy HE2 of the Burnley Local Plan ensures that proposals affecting heritage assets and/or their setting will be assessed having regard to the desirability of sustaining and enhancing the significance of the asset. This is supported by the provisions of the NPPF.

Stiperden House Farm, barn and stable is a Grade II listed building, with the list entry number 1205649, listed on the 10th of March 1987.

In considering proposals for planning permission, the duty imposed by section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard must be had to the desirability of preserving the special interest of listed buildings, including their setting and any features of special architectural or historic interest which it possesses. With regard to the NPPF 'preservation' has the meaning of doing no harm to heritage significance as opposed to keeping it utterly unchanged. NPPF Paragraph 200 states that significance can be harmed or lost through development within the setting of a heritage asset. In cases where harm is found, it should require clear and convincing justification. This is reflected in Local Plan Policy HE2. The NPPF defines the setting of a Heritage Asset as *"the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral"*.

The matter most relevant to the determination of this application is the impact on the significance of the listed building by virtue of development within its setting.

Although the application is accompanied by a document which is headed "Heritage Statement", the Council's Conservation Officer has noted that there is minimal description of the significance of the heritage asset including any contribution made by their setting. It shows no evidence that the Historic Environment Record has been consulted and I consider that it does not comply with the requirements of NPPF para 194.

In the absence of a robust heritage assessment with the application, the Council's Conservation Officer has undertaken an appraisal based on the information available to me as follows:

Stiperden Farm (attached barn and stable) is a heritage asset of high significance reflected in its grade II Listing. The nature of this significance lies chiefly in the architectural and historical interest of the earliest phase of the building (No. 1 Hill End House) which dates from the late 17th century and has an aesthetic (historic fabric, materials and architectural features) that is representative of local building traditions at the time of construction. The building is noted for its association with the early development of domestic cloth (woollen) production that led to an increased prosperity and occupational diversity within local upland farming communities.

Having regard to the NPPF and Local Plan Policy HE2, the magnitude of impact arising from the proposal is considered to have little effect on the significance of the listed building and no real change in our ability to understand and appreciate the heritage asset, its historical context or setting. It is considered that there is no harm to

significance (special interest) through development within the setting. The proposal is therefore considered to comply with the NPPF, Policy HE2 and the duty assigned by the LBCA Act.

LCC Archaeology have considered the proposals and have no objections. They note that the access track from Kebbs Road is an ancient pack horse way.

- **Biodiversity:**

Policy NE1 of the Burnley Local Plan 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 were possible. A Phase 1 Ecology report has not been submitted with the planning application.

Objections have been received in relation to impact on wildlife as a result of the development. However, officers are satisfied that the enhancements made to the site, through the additional hedgerow and landscaping, and the condition requiring the submission of details of any lighting to be agreed, should help to improve biodiversity on the site. As such this is not considered a suitable reason to refuse the planning application.

- **Other matters**

Bridleway: Objection has been made to the application and a request made to open up the track from Kebbs Road to beyond the access to the site as a bridleway. The comments received have stated that the access track was previously used by the public until 2003 when the current owners stopped this. The access track was never a public right of way and / or a bridleway. In any case, should they consider the need to include a condition to ensure that this bridleway is opened up to horses it would need to be considered whether it meets the tests for conditions set out in para 55 – 56 of the NPPF. This states:

‘Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations’

It goes onto say that

‘Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects’.

Officers do not consider that this would be necessary, relevant to planning and the development, or reasonable, and a such do not require this to be imposed as a planning condition.

Support for the proposal: It is also noted that 2no letters of support have also been received in the response to the publicity associated with the application. They have stated the support on the following grounds:

- The camping pods will help the farmer to continue to run a sustainable farm
- The pods are sited in a position which does not impinge on the landscape
- Positive addition to the local economy

Conclusion

The proposed development is acceptable in principle, and subject to conditions and the s278 agreement with Lancashire County Council, would not be significantly detrimental to visual amenity and landscape character, neighbour amenity, traffic and highway safety, heritage or biodiversity on the site. As such the scheme is in accordance with the relevant local and national planning policy.

Recommendation: Approve with Conditions

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 shall be carried out in accordance with the approved plans listed below.

220121-01-00 Rev A Aerial View A2
220121-01-01 Rev B Location Plan A2
220121-01-03 Rev A Site Photographs A2
220121-01-04 Rev A Drainage Plan A1
220121-01-05 Pod Elevations A2
220121-01-06 Rev A Road and Access A1
220121-01-07 Rev A Visibility Plan A1
220121-01-08 Rev A Lighting Plan A1
220121-01-09 Rev A Artist Impressions A1
220121-01-10 Visibility Splay A1
220121 – Rev B Design and Access Statement
220121 – Rev A – Market Research

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

3. The glamping pods hereby approved shall be used for short term holiday let accommodation only. The accommodation shall not be occupied by any one person or group for a period exceeding six weeks in any one calendar year, unless prior approved in writing by the local planning authority. The owner shall maintain a register of occupants for each calendar year which will be made available for inspection on request by the Local Planning Authority.

Reason: To define the planning permission and in order to protect the amenities of local residents in accordance with provision of the Burnley Local Plan.

4. Prior to the commencement of development details of levels shall be submitted to and approved in writing by the local planning authority. The development

shall be constructed in accordance with the approved details and retained as such thereafter.

Reason: In the interest of visual amenity and the landscape character in accordance with the provisions of Policy NE3 of the Burnley Local plan and the National Planning Policy Framework.

5. Prior to the commencement of development scheme for the construction of the site access and the off-site works of highway improvement shall be 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. The submitted scheme shall include, but is not limited to, the following: -
 - Proposed new access
 - Repositioning of street signage
 - Closure of redundant access onto Kebbs Road

Reasons: To ensure traffic and highway safety in accordance with the provisions of Policy IC1 and IC2 of the Burnley Local Plan and the National Planning Policy Framework.

6. Prior to the first use of the development hereby approved, visibility splays 2.4 metres back from the centre line of the new access and extending 203 metres to the West and 114 metres to the North on the nearside carriageway edge have been provided at the junction, as shown on the approved plans within the submitted Technical Note dated 15/09/2022. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reasons: To ensure traffic and highway safety in accordance with the provisions of Policy IC1 and IC2 of the Burnley Local Plan and the National Planning Policy Framework.

7. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 10m into the site shall be appropriately paved in tarmac, concrete, block pavements, or other hard material to be approved by the Local Planning Authority. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

Reasons: To ensure traffic and highway safety in accordance with the provisions of Policy IC1 and IC2 of the Burnley Local Plan and the National Planning Policy Framework.

8. Notwithstanding the approved plans, the access road within the site shall be constructed with grass reinforcement mesh and seeded with grass seed prior to the first use of the development hereby approved.

Reason: In the interest of visual amenity and the landscape character in accordance with the provisions of Policy NE3 of the Burnley Local plan and the National Planning Policy Framework.

9. Prior to their use in the development, full details of materials to be used for the following shall be submitted to and approved in writing by the local planning authority. The development shall then be completed in accordance with the agreed details. These details shall include, but not be limited to the following:
- Boundary treatment
 - Screening
 - Decking and hot tub areas
 - Road surfacing (grass reinforcement mesh, or similar)
 - Recycling centre
 - Cycle storage
 - Parking area surfacing.

Reason: In the interest of visual amenity and the impact on landscape character in accordance with the provisions of Policy SP5, EMP5 and NE3 and the provisions of the National Planning Policy Framework.

10. Prior to the commencement of development, a landscaping scheme (including maintenance and management) detailing all planting on the site shall be submitted to and approved in writing by the local planning authority. The approved landscaping scheme shall then be implemented no later than the first planting season following the first use of the development hereby approved. Should any trees, hedgerows and / or associated planting be damaged, die or be removed it shall be replaced in the following planting season in accordance with the approved scheme.

Reason: In the interest of visual amenity and the impact on landscape character in accordance with the provisions of Policy SP5, EMP5 and NE3 and the provisions of the National Planning Policy Framework.

11. Prior to the installation of any external lighting on the development, details shall first be submitted to and approved in writing by the local planning authority (including levels and direction of illumination). The lighting shall then be installed in accordance with the approved scheme and retained as such.

Reason: In the interest of the protection of biodiversity on the site in accordance with the provisions of NE1 of the Burnley Local Plan and the National Planning Policy Framework.

12. Prior to the commencement of development, a Phase 1 Ecology report (completed by a qualified, competent person) shall be submitted to and approved in writing by the local planning authority. This report shall provide details of any mitigation which shall be provided to ensure a net gain in biodiversity is achieved on the site.

Reason: In the interest of improving biodiversity on the site in accordance with Policy NE5 of the Burnley Local Plan and the provisions of the National Planning Policy Framework.

13. The Electric vehicle charging points as detailed on the approved plans shall be installed and available for use prior to the first use of the development hereby approved. They shall thereafter be retained as such for the duration of the development

Reason: In the interest of promoting sustainable travel in accordance with Policy IC1 of the Burnley Local Plan and the provisions of the National Planning Policy Framework.

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30.09.2022

Informative Note

- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.
- Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the Highway Authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage