

Planning Committee Update Sheet – 3rd September 2025

11/25/0299 - 450 Manchester Road, Accrington, Lancashire BB5 2QG

78 further representations have been received, opposing the proposal:

Generally referring to issues already included in the main report and additional matters as follows:

- The tranquillity of the Baxenden would be disturbed;
- HMO occupiers are not permanent residents of the area and do not properly maintain property.
- Reference to recent Court action relating to Bell Hotel, Epping.

Two representations received supporting the proposal on the following grounds:

- HMOs support people in unfortunate circumstances.
- No need to spread fear about the proposed use.
- Young professional and students need a place to live.

11/25/0303 – 21 Union Street, Accrington, Lancashire, BB5 1PL

The Local Planning Authority have received comments from Lancashire County Council (LCC) Highways, which state that they have no objection to the proposal subject to conditions requiring the provision of a bicycle store, retention of part of the yard for refuse storage and approval of a construction method statement.

The transport impacts of the development are a prior approval matter. The proposed Ground Floor Plan includes a large ground floor room labelled as 'Bike Storage', which could provide at least eight cycle spaces with sufficient space for manoeuvring. The requirement for a Construction Method Statement is reasonable and appropriate given the absence of dedicated off-street parking.

LCC Highways recommend a condition requiring retention of yard space to prevent bins being left on the back street. However, the application site does not appear to include any yard space and bins have historically been stored externally to the rear. Nevertheless, the Proposed Ground Floor Plan includes a ground floor room labelled as 'Refuse Bin Storage', which appears of adequate size. While a direct external door may be necessary, a waste and recycling management and storage scheme could be secured by condition. This would achieve an improvement over the existing situation.

On this basis, prior approval should be required with regard to transport impacts and granted subject to conditions. The conditions recommended by LCC Highways have been amended to ensure compliance with the six policy tests.

Conclusion

In conclusion, the late information does not alter the ultimate recommendation that prior approval should be required and granted. However, the full schedule of recommended conditions and informatives are now as follows (or as subsequently altered to the satisfaction of the Chief Planning and Transportation Officer):

Conditions

1. No development shall commence until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. It shall include details of:
 - i. loading and unloading of plant and materials;
 - ii. parking of vehicles of site operatives and visitors;
 - iii. routing of delivery vehicles to and from the site; and
 - iv. working hours.

The approved statement shall be adhered to throughout the construction period.

Reason: In the interests of transport and highway safety.

2. Prior to first occupation of the flats, a scheme for the management and storage of waste and recycling shall be submitted to and approved in writing by the Local Planning Authority. It shall include details of the:
 - i. storage of containers on collection and non-collection days; and
 - ii. movement of containers in preparation for collection.

Reason: In the interests of transport highway safety.

3. Prior to first occupation of the flats, the windows approved under planning application reference 11/25/0136 shall be installed. They shall be retained as such thereafter.

Reason: To ensure provision of adequate natural light in the interests of the living conditions of future occupants.

4. Prior to first occupation of the flats, a noise impact assessment shall be submitted to and approved in writing by the Local Planning Authority. It shall demonstrate that the following standards would be met:

- LAeq 50-55 dB 16 hours – gardens and outside living areas;
- LAeq 35 dB 16 hours – indoors daytime;
- LAeq 30 dB 8 hours – indoors night-time (23.00-07.00);
- LAFmax 45 dB 8 hours – indoors night-time (23.00-07.00); and
- LAFmax 45 dB 4 hours – indoors evening (19.00-23.00).

The evening standard LADmax will only apply where the existing evening LAFmax significantly exceeds the LAeq and the maximum levels reached are regular in occurrence, for example several times per hour.

Any mitigation measures necessary to achieve the required standards shall be carried out prior to first occupation of the flats and retained as such thereafter.

Reason: To ensure acceptable living conditions with regard to noise.

5. Prior to first occupation of the flats, bicycle storage for a minimum of eight bicycles shall be provided within the building for use by future occupants. It shall be retained as such thereafter.

Reason: To promote travel by bicycle in the interests of sustainable transport and in the absence of dedicated off-street parking provision.

Informative Notes

1. It is a requirement of condition M.A.2 (5) that development must be completed within 3 years starting with the prior approval date.
2. It is a requirement of condition M.A.2 (6) that Any building permitted to be used as a dwellinghouse by virtue of Class MA is to remain in use as a dwellinghouse within the meaning of Class C3 of Schedule 1 to the Use Classes Order and or no other purpose, except to the extent that the other purpose is ancillary to the use as a dwellinghouse.