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**Design and Access, Heritage and Planning
Statements in Request
For
a
Planning Application
at
Former Engine House
Ashfield Mill, Ashfield Road,
Burnley
for
HPW Ltd**

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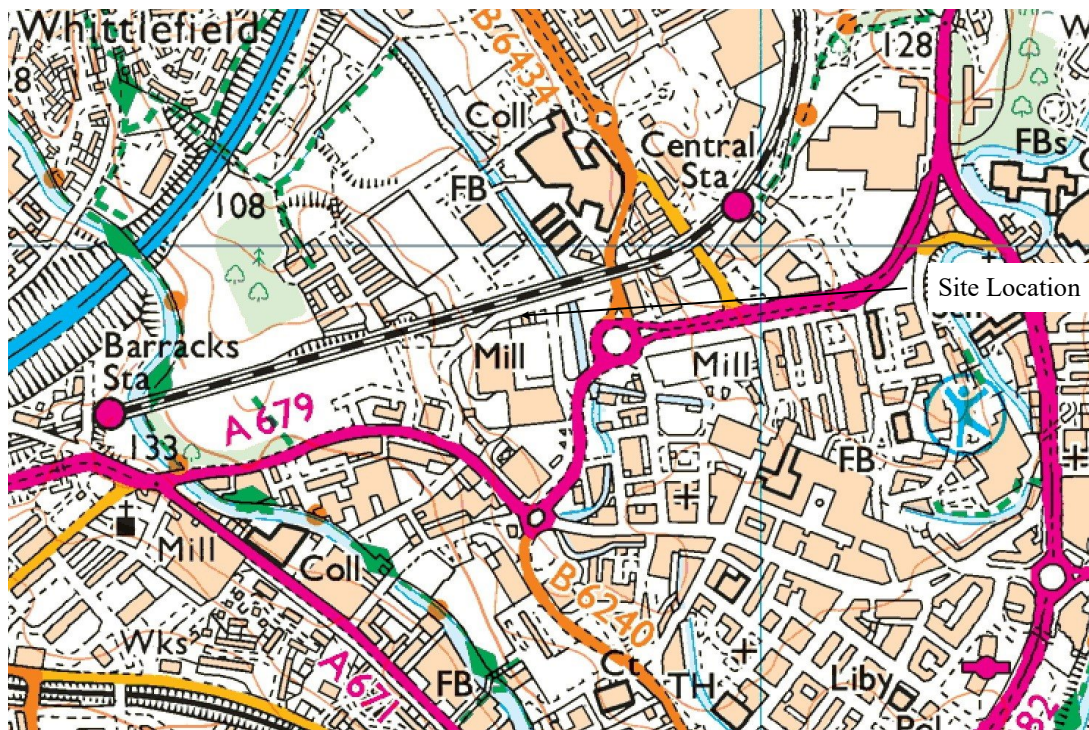
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Location Plan

Proposed Change of Use from a Disused Engine to Plumbers Merchants with a Residential Accommodation

1. 0 Introduction

This Statement is intended to accompany and support documentation for full planning application submitted by Geoff Hook on behalf HWP Ltd, The intended planning application is for a change of use from a disused engine house to a plumbers merchant with residential accommodation above. This Statement is intended to satisfy the Planning and Compulsory Purchase Act 2004 (Section 42) which requires a Design and Access Statement to be submitted with a submission of this type.

In addition to the forms, and plans, the application is supported by this Planning, Design and Access Statement.

Context

A railway viaduct is to the north a DIY store car park to the south, an open space and river to the east is Ashfield Road



View Looking North Towards Ashfield Mill Engine House

2 Site Characteristics and History

The subject engine house is situated to the south of Ashfield Road, Burnley adjacent to the railway viaduct. The engine house formed part of a larger mill complex much of which has now been demolished to form a DIY outlet with car parking. The building has a Grade II listing.

Listing text as follows:-

SD8332NE ASHFIELD STREET 906-1/15/6 (South side)

Mill chimney and attached engine house west of junction with Calder Vale Road.

GV II

Mill chimney and attached former engine house, now derelict. Later C19, altered. Coursed squared sandstone, with slate roof to engine house. Slightly tapered cylindrical chimney. Small rectangular engine house, one high storey, with a gabled 2-window facade to Ashfield Road and a 3-window east side wall: round-headed windows with plain voussoirs, arched and circular wooden tracery in the heads (those in the east side partly covered by a lower addition). Close to British Railways Viaduct (qv), the chimney standing in striking group relationship with it when seen from a distance. Included for group value.

Listing NGR: SD8370132911

The area of the plot edged in red is some .137 hec.

Access and Parking

Access to the site is off Ashfield Road, parking facilities are provided within the curtilage of the site at the east and west to Lancashire County standards.



View of round headed windows from Ashfield Road



View looking west along Ashfield Road

3 Application Proposals

The application proposal would be for a change of use from a disused warehouse and to incorporate a residential apartment at a third floor level.

It is envisaged that the proposed development will retain all of the features of the listed building with the insertion of 4No windows at third and forth floor levels. Three windows will over look the DIY Outlet car park, with one window looking over the west car park off Ashfield Road.

The entrances to the site are existing and from Ashfield Road, the west car park will be for the trade counter customers whilst the east car park will be for the general public visiting the showrooms.

Plans depicting a layout and site access have been included ref 2018/23/1, 2018/23/2, 2018/23/3 and 2018/23/4



View looking into the west car park entrance

4 Crime Prevention

4.1 The Council's Supplementary Planning Guidance "Crime Reduction Through Environmental Design" has also been taken into account. Its development will reduce the opportunity for crime. Windows, doors and locks will all be designed to meet "Secured by Design" standards.



View looking east from the car parking area

5 Climate Change

5.1 The design fully responds to the most recent Government guidance in NPPF. Building codes and appliance standards, if well designed and implemented, have been among the most environmentally and cost effective instruments for emission reductions. Substantially strengthening these codes, adopting them in further jurisdictions, and extending them to more building and appliance types will be key factors in reaching ambitious climate goals and in helping adapt to the changing climate.

6.0 Planning Policy

The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision-taking. If a development is sustainable and in line with the local plan, it should be approved without delay. If local plans are absent, silent or out of date, developments must be approved, unless they are on otherwise protected land. Primacy of the local plan. Applications must be determined in accordance with the local development plan (P11), which must “follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay” (P15). “Development that accords with an up-to-date local plan should be

approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise” (P12). The default answer is a qualified ‘yes’. The NPPF has dropped its blunt insistence that decision-takers at every level should assume that the default answer to development proposals is “yes”. But the final NPPF still repeats the mantra that planning permission “must be granted” in cases where “a plan is absent, silent or relevant policies are out of date”, unless the “adverse impacts of doing so would significantly and demonstrably outweigh the benefits” (P14). The NPPF now makes it explicitly clear that the presumption in favour of sustainable development cannot override designations and policies that otherwise restrict development. As examples of these restrictions, the NPPF cites sites protected under the Birds and Habitats Directives, SSSIs, Green Belt, Local Green Space, AONBs, Heritage Coast, National Parks, the Broads Authority, designated heritage assets, and locations at risk of flooding or coastal erosion. It does not cite local landscape and wildlife designations, or unprotected countryside.

NPPF encourages the conversion of disused listed buildings.

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring
- the desirability of new development making a positive contribution to local character and distinctiveness; and

opportunities to draw on the contribution made by the historic environment to the character of a place

The proposals will enhance the listed building and safeguard its future as a result of the change of use proposed.



View of yard area partially demolished



View of Chimney Base

7 Summary and Conclusions

This full planning application seeks to secure planning permission to develop the site in accordance with the Local Plan.

Its inclusion within the development plan is encouraged in principle by development policies.

The building has been delict for many years and subsequently remedial repairs were undertaken in 2009 to secure the building, resulting in the rear south facing elevation being reduced in height and rebuilding of the main engine house wall

The proposals would :-

1. would not detract from the vernacular architecture of the area
2. would produce a conversion in character with the surrounds.
3. materials will be sympathetic to the existing.

There will be minimum impact on neighbouring properties due to the location of the site.

The conversion of this Listed Building will safeguard its future and arrest the premises from decay and ultimately its demolition should a use not found.

ASHFIELD MILL ENGINE HOUSE BURNLEY:

HERITAGE STATEMENT IN SUPPORT OF THE CHANGE OF USE INTO A PLUMBERS MERCHANTS WITH ACCOMMODATION ABOVE

1 Introduction

1.1 This heritage statement has been produced to support an application to Burnley Borough Council for full planning consent for a change of use to a plumbers merchant with living accommodation above.

1.2 Given the fact that the proposed building for development is a Grade II Listed Building which is a designated heritage asset, the application requires a statement of significance of the asset, and a statement of impact of the proposed developments (in accordance with paragraph 128 of the National Planning Policy Framework, and the advice given in Historic Environment Planning Practice Guide), to enable the planning authority to consider the application.

1.3 This statement has been produced by Geoff Hook.

2 The existing site

2.1 The building consists of a former engine shed which has been disused for many years. The listing schedule is as follows;

Mill chimney and attached former engine house, now derelict. Later C19, altered. Coursed squared sandstone, with slate roof to engine house. Slightly tapered cylindrical chimney. Small rectangular engine house, one high storey, with a gabled 2-window facade to Ashfield Road and a 3-window east side wall: round-headed windows with plain voussoirs, arched and circular wooden tracery in the heads (those in the east side partly covered by a lower addition). Close to British Railways Viaduct (qv), the chimney standing in striking group relationship with it when seen from a distance. Included for group value.

3 Development proposals

3.1 The proposals are to convert the building into a plumbers merchants with a showroom at ground and first floor together with a trade counter at ground floor with access from the west car park, to insert 4 new windows at third and fourth floor levels to facilitate the conversion to living accommodation

4 Heritage assets to be considered

4.1 The building is Grade II listed (designated on 19th November 1997). The main assets are the mill chimney and the arched windows none of these elements will be affected by the conversion

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4.2 Under the Planning (Listed Buildings and Conservation Areas) Act 1990 (Section 69), conservation areas are defined as “areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance”.

4.3 The local authority has not produced a listing appraisal for the building.

4.4 Other designated or undesignated heritage assets are adjacent to the site, namely British Railway Viaduct:-

Railway viaduct. 1847-8. For the East Lancashire Railway Company. Coursed rock-faced sandstone blocks with freestone dressings and red brick soffits to the arches. Straight line approx 400m long. 15 semicircular arches with rusticated voussoirs, carried on slightly battered piers with plain impost bands carried round; with a continuous chamfered cornice and low coped parapets (part damaged). A conspicuous and imposing feature of the urban landscape, closing the view north-east from the town centre. Forms a group with Clifton Street railway bridge approx 100m west (qv).

4.5 Historic maps show that the mill engine room was part of a larger complex including a weaving shed demolished and developed into a DIY store with car parking facilities



Existing circular wooden tracery inside view

5 Assessment of the site's heritage significance and impact of proposals

5.1 The site proposals for the development does not possess any demonstrable damage to the listed building, as the proposed windows are on elevations that have been rebuilt or elevations that have little architectural merit being adjacent to areas of demolition, The main elevations of interest are the ones with the curved windows present with the circular wooden tracery which it is proposed are refurbished.

5.2 The mill chimney is not affected by the development.