



REPORT FROM: PLANNING, ECONOMIC DEVELOPMENT AND REGULATORY SERVICES MANAGER

TO: NELSON, BRIERFIELD AND REEDLEY COMMITTEE

DATE: 9th MAY 2023

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE ON THE 9TH MAY 2023

Application Ref: 22/0549/HHO

Proposal: Full: Erection of a porch.

At 5 Chatburn Park Drive Brierfield Nelson

On behalf of: Mr Aamir Khan

Date Registered: 15/08/2022

Expiry Date: 10/10/2022

Case Officer: Joanne Naylor

This application is put before the committee due to the level of objections.

Site Description and Proposal

The application site is a single storey bungalow facing a recreation area on the edge of Brierfield. The Bungalow is modest under a tiled roof. The porch has been substantially built.

Relevant Planning History

22/0323/HHO: Full: Proposed Porch to Front Elevation (part retrospective). Refused (15/07/2022)

Consultee Response

None received

Public Response

3 Letters of objection:

The porch does not fit in with the look of the area.

The Porch building has already been built so a tad late for asking for permission or expression of concerns. The entire construction of all the extensions on no 5 CPD are not in keeping with the properties in the area.

The Bungalow no longer resembles a Bungalow. In fact the additional homes that have been built recently in the area have had to follow and adhered to strict planning regulations & construction to give a desirable outcome to the properties in the area.

No5 Porch is a huge construction jutting out significantly into the front garden restricting views of neighbours both sides. The main roof is collapsing inwards, the back dormer extensions has created

Two further bedrooms with a 3rd further extension out into the rear garden that actually looks like it's about to fall down.

The remains of their garage attached to ours is sodden with no full intact roof just corrugated dangerous asbestos causing our garage to be riddled in damp on the adjacent wall.

Surely Pendle council have better standards that should be followed to the letter to ensure one building application is finished to the highest standard possible before allowing the next to be passed?

Allegedly work of a standard that Pendle Council has passed as fit for purpose already is barley standing will it survive winter? This dwelling is going to house 6 people it was a simple Bungalow never intended to have all the land it sits on used for so many extensions, double dormer, orangery, porch. No thought has gone into the adjacent neighbouring properties outlooks. It's an eyesore a disgrace and has been deemed as acceptable by yourselves.

Pendle/ Brierfield Council and councillors should be ashamed of themselves letting such a beautiful well-kept area be dragged down with what they've allowed to be built. This will now be the precedents that all other future building work in the area can set the bar at.

The porch is too big, sits out across the garden and is not in keeping with all other properties on the drive. Not that this will make any difference whatsoever it will like the rest of the builds on the property be passed as you have passed all the other plans that's been submitted it's a disgraceful derelict tipping ground that looks worse with every building erected on to it. Perhaps try viewing it, and whilst doing so take into account the neighbours and residents views on living with it

Relevant Planning Policy

Pendle Local Plan Part 1: Core Strategy Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV1 seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Saved Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Officer Comments

The development has been substantially completed. The porch sits to the front of the property and extends 2m from the front wall.

The development will leave adequate car parking spaces for the property. There would be no overlooking of neighbours windows although the garden of the neighbour could be seen. It can in any event be seen from the existing windows and the porch will not be a room used as permanent

living accommodation. The development is thus acceptable in terms of the impact on neighbours both in loss of privacy and the relationship of the porch on living conditions.

The main issue here is whether the development is acceptable in design terms. There is one other front porch in the row which is a upvc one but which is modest in scale and relatively unobtrusive.

The porch proposed would be made of stone and have roof materials to match the existing property. Whilst it would protrude to the front of the house, and is on the margins of what would be acceptable, the design is in scale with the main dwelling and would not unacceptably affect the street scene that would lead to the conclusion that it was poor design.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed housing development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework, subject to compliance with planning conditions. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Approve

Subject to the following conditions:

1. The proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 2020-11-26_100552, Drawing 2 Proposed Plans (received by Pendle on 23/2/2023)

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The material to be used on the roof shall match the existing roof materials and the materials to be used on the external walls shall be natural stone.

Reason: These materials are acceptable in the area.

Application Ref: 22/0549/HHO

Proposal: Full: Erection of a porch.

At 5 Chatburn Park Drive Brierfield Nelson

On behalf of: Mr Aamir Khan

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE ON THE 9TH MAY 2023

Application Ref: 22/0608/HHO

Proposal: Full: Insertion of dormer windows to the front and rear roof slopes.

At 31 Dover Street Nelson Lancashire.

On behalf of: Mr Amir Shahzad

Date Registered: 07/09/2022

Expiry Date: 02/11/2022

Case Officer: Neil Watson

This application has been called in by a Councillor.

Site Description and Proposal

The application site is a mid-terrace house located within the settlement boundary of Nelson. The dwelling house has natural stone walls to the front and rear elevations. The dwellinghouse has a pitched natural slate roof, there is a front garden area and a yard area to the rear with a rear kitchen extension. The application site is within an area of predominately residential area with uniform unbroken roofs being the predominant features.

The proposed development seeks to erect a front dormer and a rear dormer which would have flat roofs.

Relevant Planning History

None relevant.

Consultee Response

LCC Highways

No objection.

Public Response

The nearest neighbours have been notified by letter, no responses received.

Relevant Planning Policy

Pendle Local Plan Part 1: Core Strategy

Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV1 (Protecting and Enhancing Our Natural and Historic Environments) seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Saved Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system. The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Paragraph 134 of the Framework states that poor design should be refused where it fails to reflect local design policies.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Officer Comments

The main considerations for this application are the design and materials, and residential amenity.

Design and Materials

The Design Principles SPD advises that dormers should be in keeping with the dwelling and should not dominate the roof slope which could result in a property being unbalanced. The SPD also advises that front dormers will not normally be acceptable unless they are a feature of other similar houses in the locality and where 25% of the properties have front dormers and that front dormers with flat roofs are not acceptable.

The Design Principles SPD advise that the roof should echo that of the original house. Here the application site has a pitched roof to the main dwellinghouse and the rear kitchen extension has a sloping mono-pitched roof of felt.

The Design Principles SPD advises that dormers should be set below the ridgeline of the original roof by 0.2m, set back by at least 1m from the front elevation, and 0.5m from either side to avoid an overbearing effect and to have materials matching the existing roof. In addition, dormers on the front of a roof slope will not normally be acceptable unless they are a feature of other similar houses in the locality (e.g. where at least 25% of properties have front dormers in a terrace block/frontage). In this area front and rear dormers are not characteristic. The proposed dormer is poorly designed in relation to the street scene and would be clearly an alien and unacceptable feature in it. It represents poor design.

The rear dormer would be acceptable as it does not feature in the street scene and could largely be constructed under permitted development rights.

The dormers face the rear windows of other terrace properties but there are already windows and the dormers would not exacerbate the current situation.

RECOMMENDATION: Refuse

1. The proposed front dormer would be incongruous and out of keeping with its surroundings, this would result in unacceptable harm to the character and visual amenity of the area and would result in poor design. The proposal would be contrary to Policy ENV2 of the the Local Plan Part 1: Core Strategy, Paragraph 134 of the Framework, and the Design Principles Supplementary Planning Document.

Application Ref: 22/0608/HHO

Proposal: Full: Insertion of dormer windows to the front and rear roof slopes.

At 31 Dover Street Nelson Lancashire.

On behalf of: Mr Amir Shahzad

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE ON 9TH MAY 2023

Application Ref: 22/0648/FUL

Proposal: Full: Extension to existing shop and external refurbishment, forecourt alterations, raising the canopy, demolition of existing hand car wash and proposal of 2 No. Jet Wash Bays.

Address: Jet Service Station, Colne Road, Brierfield

On behalf of: GM Petroleum Ltd

Date Registered: 26/09/2022

Expiry Date: 21/11/2022

Case Officer: Laura Barnes

Site Description and Proposal

The application site relates to an existing petrol filling station on Colne Road. It is located within the settlement boundary and abuts the Local Shopping Centre Boundary.

The application seeks planning permission to extend the existing shop, raise the height of the canopy over the forecourt, alterations to the forecourt including renewal of surfacing and amending the pump position to allow for tanker navigation along with relocation of the Product Information Device signage, demolition of the existing hand car wash and replacement with 2 No. jet wash bays.

Relevant Planning History

13/00/0436P: Illuminated, double sided, freestanding poster display unit on commercial premises
Approved with conditions

13/01/0202P: Erect 2 illuminated free-standing advert panels
Withdrawn

13/91/0060P: Display of signs
Approved with conditions

Consultee Response

LCC Highways

The site was visited on 26 October 2022, following which further information was requested regarding the operation of the site. This has now been received.

Having considered the information submitted, together with site observations, the Highway Development Control Section does not have any objections regarding the proposed development at the above location, subject to the following comments being noted and condition being applied to any formal planning approval granted.

A revised Proposed Site Layout Plan (Drawing No 2407.P.104.C) was submitted on 6 December 2022, showing that the refuse and service yard had been re-located out of the visibility splay from Commercial Street. This revised location is acceptable from a highway safety point of view.

However, the visibility splay from the junction of Commercial Street onto Colne Road should be protected by condition so that nothing is erected on the site greater in height than 0.9m above the carriageway levels on Commercial Street and Colne Road which would obstruct or encroach into the visibility splay.

Condition

In connection with the development hereby permitted there shall not at any time be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 0.9m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of Commercial Street to a point measured 43m to the nearside edge of the carriageway on Colne Road.

Reason: To ensure adequate visibility at the Commercial Street junction.

Environment Agency

The previous use of the proposed development site as a petrol filling station presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is;

- located within 100 metres of a watercourse, (Hollin Mill Watercourse) and
- located upon a secondary aquifer A

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework. Without this condition we would object to the proposal in line with paragraph 174 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Condition

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reasons

- To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.
- To prevent deterioration of a water quality element to a lower status class in the underlying aquifer and the Hollin Mill Water course.

Condition

Surface water draining from areas of hardstanding shall be passed through an oil separator or series of oil separators, prior to being discharged into any watercourse, soakaway or surface water sewer. The separator(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water or vehicle washdowns and detergents shall not pass through the separator(s) and should be drained instead to foul sewer or sealed system.

Reason

- To reduce the risk of pollution to the water environment

Effluent discharged from any premises carrying on a trade or industry and effluent generated by a commercial enterprise where the effluent is different to that which would arise from domestic activities in a normal home is described as trade effluent.

If you are not able to discharge effluent it will be classed as waste and you must then comply with your duty of care responsibilities.

Proposing to discharge to mains - advice to applicant

A trade effluent consent or a trade effluent agreement with your water and sewerage company must be obtained before you discharge trade effluent to a public foul sewer or a private sewer that connects to a public foul sewer.

Environmental permit - advice to applicant

Hollin Mill Watercourse is a designated Main River which flows in a culvert along the northern boundary of the site. There does not appear to be any built development proposed within 8metres of the Main River, however the plans indicate the siting of a temporary structure adjacent to/ over the course of the river. We therefore remind the applicant of the rules governing environmental permits. To avoid the need for an environmental permit, the applicant should determine if this temporary structure can be located elsewhere on the site, away from the location of the culverted Main River

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)

- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

United Utilities

Response dated 02/11/2022

We request that the applicant submits a plan outlining the proposed levels (including finished floor levels and ground levels) shown in metres above Ordnance Datum and an indicative foul and surface water drainage strategy (including cover and invert levels). It is our recommendation this information is submitted for our review so that any risk of sewer surcharge can be further assessed. The applicant should note that it may be necessary to raise finished floor and ground levels and / or include mitigation measures to manage the risk of sewer surcharge.

We request the following drainage condition is attached to any subsequent approval:

CONDITION:

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water discharging to the public combined sewer, the rate of discharge shall be restricted to X l/s;
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Response dated 21/03/2023

We request the following drainage condition is attached to any subsequent approval:

CONDITION:

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water discharging to the public combined sewer, the rate of discharge shall be restricted to 5 l/s;
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development. Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

All fuel and chemical storage tanks must have adequate bund walls without outlets. The bund must be capable of holding more than the largest tank within it. Discharges from yard storage areas, vehicle washing areas, loading and unloading areas and any other areas likely to be contaminated by spillage should be connected to the foul sewer and may be regarded as trade effluent.

If this proposal results in a trade effluent discharge to the public sewer, the applicant will need Trade Effluent Consent. The applicant should discuss this with their chosen retailer of wastewater services.

Environmental Health

Requested a noise assessment which has been carried out and additional information regarding the jet wash facility have been provided.

Public Response

Nearest neighbours notified by post, one objection has been received raising the following issues:

- A tenant of the land has a claim to the land under a section 26 notice of the Landlord & Tenant Act 1954

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy

Policy SDP1 (Presumption in Favour of Sustainable Development) takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV1 (Protecting and Enhancing Our Natural and Historic Environments) seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 (Achieving Quality in Design and Conservation) identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Policy ENV4 (Promoting Sustainable Travel) seeks to reduce the need to travel by ensuring proposed development is proposed in appropriate locations. Proposals should consider the impact upon the highway network and highway safety.

Policy ENV5 (Pollution and Unstable Land) sets out that the Council will work with its partners to minimise air, water, noise, odour and light pollution and to address the risks arising from contaminated land, unstable land and hazardous substances

Policy WRK 1 (Strengthening the Local Economy) seeks to support proposals which would facilitate expansion in priority growth sectors and seeks to reduce levels of worklessness.

Policy WRK6 (Designing Better Places To Work) Encourages the provision of well-designed workplaces that meet the needs of businesses and their employees and contribute towards the aim of low carbon growth in Pendle. Proposals should take account of the general design principles set out in Policy ENV2 as well as the criteria in this policy.

Replacement Pendle Local Plan

Saved Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and developments, setting out the requirements for good design and protecting residential amenity.

Principle of Development

The application is for refurbishment and upgrading of the existing facility. The application site is located within the settlement boundary, the principle is acceptable, subject to design and amenity policies.

Design

The proposed development involves reconfiguring the existing forecourt to make it easier for fuel tankers to service the site. This involves raising the canopy height by 1.1m and moving the Product Identification Display closer to the shop building. The application also seeks to remove the existing hand car wash facility and replace this with two bays for jet washing. These would have a fixed jet wash unit centrally located between the two bays.

In terms of the extension to the shop, this involves increasing the floor space from 85sqm to 157sqm by extending the single storey building to the side closest to Commercial Street. The

proposed floor plate is to be broadly rectangular in shape with a longer narrower section extending towards the forecourt. The proposed extension is to remain single storey in height with an overall height of 3m. The building is to be in k-render in granite grey, with a new shop front and expanse of glazing to the side elevation closest to Colne Road. The shopfront and windows are to be framed in RAL 7016 (anthracite grey). There is to be a pedestrian door to the side facing Colne Road which would provide a staff entrance / exit. To the elevation with Colne Road there is also to be a fenced off area which would form the waste storage.

Although the proposed development is for a flat roof extension, this is not out of character for a petrol filling station and would not result in an unacceptable impact upon the wider visual amenity. Keeping the building to single storey in height will assist in assimilating it into the surrounding environment. The increase in height of the canopy by 1.1m will be read in the context of the wider site and would not be out of character with the site or surroundings. The proposed jet wash bays are to the rear of the site. Although they are to be bound by Perspex screens these do not front the highway and would not be unacceptably prominent within the site. Moving the Product Identification Display would not result in any unacceptable impact upon the wider visual amenity. The advertisements would be subject to a separate application for advertisement consent.

As such, the proposed development accords with Policies ENV1 and EVN2 of the Local Plan Part 1: Core Strategy and Design Principles SPD.

Residential Amenity

Policy ENV2 of the adopted Pendle Local Plan Part 1 requires good design including impacts on privacy. The Design Principles SPD adds non-policy guidance on how this can be achieved and seeks to ensure that proposed developments do not as a result of their design, scale, massing and orientation have an unduly adverse impact on amenity.

The proposed development intends to keep the existing retaining wall which runs along the rear of the site, adjacent to the rear of properties on Humphrey Street. Although the canopy is to be raised by 1.1m which would take it just above the existing retaining wall, this would not result in an unacceptable impact upon neighbouring amenity. The applicant has prepared a noise assessment which considers the impacts which the proposed development would have upon neighbouring residential dwellings. The retaining wall and canopy together would assist in screening noise impacts from Humphrey Street effectively.

The applicant has submitted a noise assessment relating to the jet washing element of the proposed development. This concludes that the predicted levels of the proposed development are no higher than the current levels and far lower than the general traffic noise. The assessment is based upon the jet washes only operating during the daytime. Therefore, it will be necessary to control the jet washing facility to only operate during sociable hours, whilst the remainder of the filling station seeks permission to operate 24hours a day. The control of operating hours for the jet wash could be controlled by condition, in the interests of neighbouring amenity.

The proposed development does involve the insertion of additional windows to the shop, along with a new shop frontage facing the forecourt. Although there are neighbouring properties on Colne Road which would face the proposed development the shop is not habitable accommodation and there is opportunity for overlooking into these properties from the existing highway which runs between the application site and properties on the other side of Colne Road. As such there would be no unacceptable neighbouring impact in this regard. To the elevation closest to Commercial Street no windows are proposed and there is a retaining wall to the rear with a significant change in levels between the application site and dwellings on Humphrey Street.

Overall in relation to residential amenity, the proposed development accords with Policy ENV2 of the Local Plan: Part 1 Core Strategy.

Drainage

Conditions have been put forward by the Environment Agency to ensure that contamination does not end up drainage to any nearby watercourses. Investigations of contamination and remediation are also recommended by the Environment Agency in this regard. United Utilities have recommended a condition in relation to surface water, again to ensure that trade effluent and run-off from a potential source of chemicals does not enter into the surface water drainage. This information can be secured by planning condition.

Highways

Initially the proposed development would have resulted in impeded visibility from Commercial Street. However, following the submission of amended plans which included a relocation of the bin storage area the visibility splay is acceptable. A swept path analysis of the tanker servicing the petrol filling station has also been submitted which is acceptable. A condition can be added to ensure that nothing is placed within the visibility splay which would be greater in height than 0.9m, in the interests of highway safety.

The proposed development is acceptable in terms of highways.

Other Matters

An issue has been raised by a tenant on the land relating to a section 26 notice under the Landlord & Tenant Act 1954. This is a private legal matter between the landlord and tenant in this case, it is outside of the scope of the planning application and not a material consideration.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Approve

Subject to the following conditions:

1. The proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan 2407.P.107, Proposed site layout Plan 2407.P.104.D Proposed Shop Floor Plan & Elevation Plan 2407.P.105.D, Proposed Drainage Layout 326352-GAU-ZZ-XX-DR-C-45001 02, Surface Water Management Details 326352-GAU-ZZ-XX-DR-C-45002 01.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Samples of materials including descriptions, name of source/quarry shall be submitted to the Local Planning Authority for written approval prior to commencement of work on the site. The development shall be carried out using only the agreed materials.

Reason: In order that the Local Planning Authority can assess the materials in the interest of the visual amenity of the area.

4. In connection with the development hereby permitted there shall not at any time be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 0.9m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of Commercial Street to a point measured 43m to the nearside edge of the carriageway on Colne Road.

Reason: To ensure adequate visibility at the Commercial Street junction.

5. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water discharging to the public combined sewer, the rate of discharge shall be restricted to 5 l/s;
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
 - (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

6. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
 - a) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors

- potentially unacceptable risks arising from contamination at the site
- b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- c) The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reasons: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.

To prevent deterioration of a water quality element to a lower status class in the underlying aquifer and the Hollin Mill Water course.

7. Surface water draining from areas of hardstanding shall be passed through an oil separator or series of oil separators, prior to being discharged into any watercourse, soakaway or surface water sewer. The separator(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water or vehicle washdowns and detergents shall not pass through the separator(s) and should be drained instead to foul sewer or sealed system.

Reason: To reduce the risk of pollution to the water environment

8. Despite the petrol forecourt and shop being open 24 hours a day, the jet washing facility shall not be available for use by anyone outside the hours of 08:00 and 23:00

Reason: In the interest of residential amenity.

Application Ref: 22/0648/FUL

Proposal: Full: Extension to existing shop and external refurbishment, forecourt alterations, raising the canopy, demolition of existing hand car wash and proposal of 2 No. Jet Wash Bays.

Address: Jet Service Station, Colne Road, Brierfield

On behalf of: GM Petroleum Ltd

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE ON THE 9TH MAY 2023

Application Ref: 23/0041/FUL

Proposal: Full: Conversion of dwelling into 2 no dwellings and the erection of kitchen extension to no. 44.

At 44 - 46 Commercial Street, Brierfield.

On behalf of: Mr Sanallah Khan.

Date Registered: 24/01/2023

Expiry Date: 21/03/2023

Case Officer: Joanne Naylor

This application has been called in by a Councillor.

Site Description and Proposal

The application site is two-storey dwellinghouse incorporating two mid-terrace dwellinghouses within a predominantly residential area and is within the settlement boundary of Brierfield. No. 46 Commercial Street has a single storey rear extension.

The proposal seeks to revert No. 44 and No. 46 back to two individual dwellinghouses with No. 44 erecting a single storey rear extension.

Relevant Planning History

13/06/0262P: Full: Erect kitchen extension to rear. Approved with Conditions.

Consultee Response

LCC Highways

LCC Highways raises no objections to the proposal on highways safety grounds.

Town/Parish Council

No comment.

Public Response

The nearest neighbours have been notified by letter without response.

Relevant Planning Policy

Pendle Local Plan Part 1: Core Strategy Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Saved Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Officer Comments

The main considerations for this application are the design and materials, residential amenity, and highways.

Design and Materials

The Design Principles SPD advises that extensions should be constructed in materials and style to match the existing dwelling, a pitched roof element is preferred, and the scale of the development should be subordinate to the original dwelling and that the extension should leave adequate room for bin storage, seating and hanging washing.

The proposal seeks to convert the dwellinghouse back to two terraces with each having two bedrooms. There would be no proposed changes to the front elevations of No. 44 and No. 46. To the rear elevation of No. 46 there would be no changes to the design and materials. To No. 44 it is proposed that a single storey rear kitchen extension would be erected to the rear yard and would have a pitched roof of dark grey concrete tiles and would have rendered and dashed walls, and uPVC windows and doors to match the existing. No. 44 has an outbuilding of circa 2.5m high and a length of circa 2m along the party boundary. The submitted plans indicate that this outbuilding would be removed and there would be a wall of circa 1.3m high between No. 44 and No. 42.

The proposed extension would be located on the party boundary with No. 46 and extend to the rear party boundary resulting in a length of 4.45m, although the Design Principles advise that a length of 4m for a rear extension is acceptable, the Design Principles also allows for a relaxation of this for some terraced properties for essential facilities subject to having an acceptable impact on neighbouring properties. No. 46 has a rear kitchen extension which extends to the rear party wall and adjoins the neighbouring party wall at No. 48, it has a similar design and materials to the proposed extension at No. 44. There are other properties with rear extensions which extend to the rear party boundary on this row, however these extensions have a lower roof height than the proposed extension. The proposed kitchen extension would be 4.45m in length and a height to the eaves of 1.95m and would be subordinate to the dwellinghouse. The proposed kitchen extension

would be viewed as an essential facility and would be acceptable in design and materials. The impact on neighbour's amenity will be considered in the following section.

The design and materials of this development are acceptable and comply with Policy ENV2 and the Design Principles SPD.

Residential Amenity

The Design Principles SPD advises that rear extensions should be designed to avoid overshadowing, loss of outlook and loss of privacy to neighbours and to not be unduly dominant.

The proposed site has combined two terrace houses into a four bedroom dwellinghouse, this application seeks to reverse that and form two terrace properties. As this was one larger dwelling, the rear extension would not have resulted in residential amenity issues here.

The Design Principles advise that a rear extension up to 4m in length would be acceptable, the proposed extension would be 4.45m in length which would be greater than the Design Principles advise, however in terrace rows a longer extension is acceptable for the provision of essential facilities which is the case here subject to impact on neighbours amenity. In addition the 45 degree guidance is designed to protect the neighbour's amenity from extensions close to a boundary. Here it is important to consider the impact of the proposed extension to the neighbouring properties at No. 46 and No. 42.

The application site is on a sloping site with No. 46 being elevated above the application site, there is a side wall of circa 1.9m high. The proposed extension would be located on the party boundary, here the proposal would present a blank wall to No. 46 being 4.45m long and 1.95m high to the eaves and 2.9m to the ridgeline. The proposed extension would be 0.3m lower due to sloping ground which would reduce the appearance of the proposed extension, however the proposal would still have a height of 2.6m to No.46 which would be detrimental to the occupiers outlook and would be overbearing.

The dwellinghouse at No. 42 has a circa 1.9m high wall which rises by circa 0.6m towards the rear boundary and has no rear extensions. The application site has an outbuilding to the rear boundary of the yard and adjoins the party wall of No. 42 which forms part of the boundary wall to No. 42. The plans for the proposed extension indicate that this outbuilding would be removed and a 1.3m high wall retained to the boundary between No. 44 and No.42. At No. 42 there is a habitable room window to the ground floor, from the mid-point of the neighbours window to the side elevation of the proposed extension there would be a distance of 4.1m, here the impact of the proposed extension to No. 42 would result in breaching the 45 degree guideline due to the length of the proposed extension, in addition the proposed extension is elevated above No. 42, the eaves of the proposed extension would be higher than the door of No. 42 and would have the pitched roof above. This would exacerbate the impact further resulting in an overbearing impact, the proposed extension would have a kitchen window facing onto No. 42 rear yard which would overlook the neighbours outdoor space, this would result in an unacceptable residential amenity issue to the occupiers at No. 42. Commercial Street.

The proposed extension would be overbearing and oppressive to the occupants of the neighbouring houses at No. 46 and No. 42 Commercial Street. The proposal would have a negative impact on their residential amenity and would be unacceptable in that respect. The proposed development would be contrary to Policy ENV2 and the Design Principles SPD.

RECOMMENDATION: Refuse

1. The proposed rear extension would result in an unacceptable loss of outlook and overbearing impact upon a habitable room at No. 42 Commercial Street and a loss of outlook and overbearing impact upon the occupiers of No. 46 Commercial Street to the detriment of the residential amenity of the occupants of those properties contrary to Policy ENV2 of the Local Plan Part 1: Core Strategy and the Design Principles Supplementary Planning Document.

Application Ref: 23/0041/FUL

Proposal: Full: Conversion of dwelling into 2 no dwellings and the erection of kitchen extension to no. 44.

At 44 - 46 Commercial Street, Brierfield.

On behalf of: Mr Sanallah Khan.

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE 9TH MAY 2023

Application Ref: 23/0115/PIP

Proposal: Permission in Principle: Residential development for up to 2 no. dwellings.

At: Area Of Land To The East Of 7 Edge End Lane, Nelson

On behalf of: Lancashire County Council

Date Registered: 22/03/2023

Expiry Date: 26/04/2023

Case Officer: Laura Barnes

The application is before committee due to the level of objection.

Site Description and Proposal

The application site is an area of land measuring 0.05 hectares. It is located within the Conservation Area and within the settlement boundary. There is a group Tree Preservation Order (TPO/NO4/1976). The Council's records indicate that this group of protected trees is made up of 11 sycamore, 1 horse chestnut, 1 beech and 4 elm. At the time of the site visit, there was a garage and two caravans on the site.

This is an application for Permission in Principle for the erection of two dwellings on the site.

Relevant Planning History

13/08/0158P: Full: County: Variation of conditions 5,11,17,18,19,20,22,25 & 26 of permission 13/05/0938P for the commencement of works at the Bent Head site & to allow the details for those conditions that relate to the Edge End site to be submitted by 29th June 2009.

No objection

13/05/0938P: Outline (Major): Erection of 1050 place Secondary School with associated accesses and demolition of Edge End High School on completion and site restoration as formal recreation area with changing accommodation and access.

Objection

13/07/0129P: Reserved matters application for the approval of details for the siting, design, external appearance of a new 1050 place secondary school, wind turbine and landscaping site.

Objection

Consultee Response

LCC Highways

Having reviewed the information submitted, together with site observations, the Highway Development Control Section makes the following comments.

The site is accessed from Edge End Lane; the section in front of the site is not maintained at public expense.

Public Footpath ref FP13-06-220 (Nelson) passes along the lane in front of the site.

Principle matters

The proposed development site lies within an existing area of residential properties and therefore the highway authority considers that the principle of development at this location is acceptable.

Technical details stage

If Permission in Principle is granted there are a number of matters that would need addressing at the technical details stage. These include, but are not exclusive to, the following.

Site access

If two dwellings are proposed the site access would need to be a minimum of 4.5m wide to allow two vehicles to pass within the access, avoiding the need for a vehicle to wait on Edge End Lane, given that the lane is only one vehicle width and a standing vehicle would block traffic movements.

The access would need to be surfaced in bound porous material for a minimum distance of 5m from the carriageway edge into the site to prevent loose material from being carried onto Edge End Lane, where it could pose a hazard to other highway users.

A means of collecting and draining surface water from any hardstanding area should be provided across the site access to collect the maximum amount of surface water run-off.

This would also need to drain to an internal outfall to prevent water from flowing onto Edge End Lane.

Car & cycle parking

The following recommendations regarding parking should be applied to detailed plans submitted:

• Provide off-road car parking for the dwellings in accordance with Pendle Borough Council's Parking Standards. That is:

- one space for a one bedroom dwelling
 - two spaces for two – three bedroom dwellings
 - three spaces for four plus bedrooms.
- Provide adequate internal manoeuvring space to allow vehicles to enter/leave the site in forward gear, with a minimum manoeuvring distance of 6m being provided.
- Parking bays should be a minimum width of 2.4m except where they provide joint vehicular and pedestrian access where they should be a minimum of 3.2m wide. They should be a minimum of 5m long.
- Provide secure, covered cycle parking for at least two cycles per dwelling.
- To be counted as one parking space single garages should have minimum internal dimensions of 6 x 3m. This size of garage could also provide secure storage for two cycles. To count as two parking spaces a double garage should have minimum internal dimensions of 6 x 6m.
- Provide an electric vehicle charging point per dwelling. Charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently available.

General

Given the development's site location within a residential area, single vehicle width access on Edge End Lane outside the site, the proximity to Public Footpath FP13-06-220 (Nelson) and close

to the vehicular access to Marsden Heights Community College a Construction Method Statement should be provided, including wheel washing facilities and mechanical road sweeping.

United Utilities

We provide this response as guidance to the applicant when considering any future application for Technical Detail Consent. Any future response issued or communication regarding this site, will be based upon the information that is available at the time of our response and therefore, our position and advice may vary.

We strongly recommend that the applicant or any subsequent developer contacts United Utilities, using our pre-development enquiry service to discuss their proposals directly with our Developer Services team. They can find further advice, along with a pre-development enquiry form, on our website: <https://www.unitedutilities.com/builders-developers/>

DRAINAGE

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Should the applicant receive Planning in Principle permission for this proposal, United Utilities will review the drainage element of any application for Technical Detail Consent in line with the surface water hierarchy. United Utilities will request evidence that the drainage hierarchy has been fully investigated and why more sustainable options are not achievable before a surface water connection to the public sewer is acceptable. Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, their proposed detailed design will be subject to a technical appraisal by our Developer Services team and must meet the requirements outlined in 'Sewerage Sector Guidance Appendix C – Design and Construction Guidance v2-2' dated 29 June 2022 or any subsequent iteration. This is important as drainage design can be a key determining factor of site levels and layout. The applicant should not presume that the principles outlined within a drainage strategy will meet the detailed requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

UNITED UTILITIES PROPERTY, ASSETS AND INFRASTRUCTURE

Where United Utilities' assets cross the proposed red line boundary, developers must contact our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition. Please see 'Contacts' section below.

Water pipelines

United Utilities will not allow building over or in close proximity to a water main. Wastewater pipelines United Utilities will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances. Nb. Proposals to extend domestic properties either above, or in close proximity to a public sewer will be reviewed on a case by case basis by either by a building control professional or following a direct application to United Utilities (see our website for further details).

Important information regarding water and wastewater pipelines and apparatus

It is the applicant's responsibility to investigate and demonstrate the exact relationship between United Utilities' assets and the proposed development. A number of providers offer a paid for mapping service, including United Utilities (see 'Contacts' section below). The position of the underground apparatus shown on water and wastewater asset maps is approximate only and is given in accordance with the best information currently available. Therefore, we strongly recommend the applicant, or any future developer, does not rely solely on the asset maps to inform decisions relating to the detail of their site and instead investigates the precise location of any underground pipelines and apparatus. Where additional information is requested to enable an assessment of the proximity of proposed development features to United Utilities assets, the proven location of pipelines should be confirmed by site survey; an extract of asset maps will not suffice. The applicant should seek advice from our Developer Services team on this matter. See 'Contacts' Section below. United Utilities Water will not accept liability for any loss or damage caused by the actual position of our assets and infrastructure being different from those shown on asset maps.

Developer's should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Any agreement to divert our underground assets will be subject to a diversion application, made directly to United Utilities. This is a separate matter to the determination of a planning application. We will not guarantee, or infer acceptance of, a proposed diversion through the planning process (where diversion is indicated on submitted plans). In the event that an application to divert or abandon underground assets is submitted to United Utilities and subsequently rejected (either before or after the determination of a planning application), applicants should be aware that they may need to amend their proposed layout to accommodate United Utilities' assets.

Where United Utilities' assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include sustainable drainage features, earth movement and the transport and position of construction equipment and vehicles.

Any construction activities in the vicinity of United Utilities' assets, including any assets or infrastructure that may be located outside the applicant's red line boundary, must comply with national building and construction standards and where applicable, our 'Standard Conditions for Works Adjacent to Pipelines', a copy of which is available on our website. The applicant, and/or any subsequent developer should note that our 'Standard Conditions' guidance applies to any design and construction activities in close proximity to water pipelines and apparatus that are no longer in service, as well as pipelines and apparatus that are currently operational. It is the applicant's responsibility to ensure that United Utilities' required access is provided within any proposed layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

Water and Wastewater Services

If the applicant intends to receive water and/or wastewater services from United Utilities they should visit our website or contact the Developer Services team for advice at the earliest

opportunity. This includes seeking confirmation of the required metering arrangements for the proposed development. See 'Contacts' Section below.

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the connection(s) will be suitable for the new proposal or that any existing metering arrangements will suffice. In addition, if reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

In some circumstances we may require a compulsory meter is fitted. For detailed guidance on whether the development will require a compulsory meter please visit <https://www.unitedutilities.com/my-account/your-bill/our-household-charges-20212022/> and go to section 7.7 for compulsory metering.

To promote sustainable development United Utilities offers a reduction in infrastructure charges for applicant's delivering water efficient homes and draining surface water sustainably (criteria applies). For further information, we strongly recommend the applicant visits our website when considering any water or wastewater design <https://www.unitedutilities.com/builders-developers/your-development/planning/building-sustainable-homes/>

Business customers can find additional information on our sustainable drainage incentive scheme at <https://www.unitedutilities.com/Business-services/retailers/incentive-schemes/>

To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services, and metering arrangements, at the earliest opportunity. Please see 'Contacts' Section below.

Environmental Officer (Trees)

The tree officer has noted that there is a group Tree Preservation Order on the site. Should the Permission in Principle be successful, a Technical Details consent should be accompanied by a full arboricultural assessment and method statement.

Public Response

Nearest neighbours have been notified by letter, a site & press notice have been posted, multiple responses have been received raising the following issues:

- The access is down a narrow lane
- There are several mature trees on the site which form a canopy over Edge End Lane when in leaf
- Local wildlife will be lost including deer
- This is an undisturbed piece of land which has a natural beauty
- The cottages on this lane are over 200 years old, they must be protected
- New development would be completely out of character with the Conservation Area
- There is an issue with traffic at the top of the lane when the school opens and closes each day
- The proposed dwellings would block natural light from the lane

- The lane is owned by the residents of Edge End Lane, it is a private road
- Previous application rejected on highway safety grounds
- Noise during construction phase and from two families living in the dwellings will affect people's quality of life
- All the dwellings currently have septic tanks – how would waste be disposed of from the new dwellings?
- Excess surface water run-off from the site
- Cars travel too fast down this lane anyway
- There would not be sufficient space for cars to park on here as well as two dwellings
- Development here would not preserve or enhance the Conservation Area
- Financial implications on the existing properties

Officer Comments

This type of application can only be determined on matters of the principle of the development with its scope limited to location, land use and the amount of development. Conditions and/or planning obligations cannot be imposed at this stage. If approved a Technical Details application would be required before the development could take place, which would include details such as plans and technical reports. Conditions and planning obligations can only be imposed at that stage.

Policy

Local Plan Part 1: Core Strategy

The following Local Plan policies are relevant to this application:

Policy ENV1 seeks to protect and enhance heritage assets, in line with the paragraph 202 of the Framework.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings. The proposal's compliance with this policy is addressed in the design and amenity sections.

Policy LIV1 sets out the housing requirements for 2011 to 2030 and how this will be delivered.

Policy LIV3 provides guidance on the housing needs in order to provide a range of residential accommodation.

Policy LIV5 requires all new housing to be designed and built in a sustainable way. New development should make the most efficient use of land and built at a density appropriate to their location taking account of townscape and landscape character. Provision for open space and/or green infrastructure should be made in all new housing developments.

Principle of Housing

The proposed development is within the settlement boundary. As such, the principle of development is acceptable subject to conformity with other policies within the development plan. The detailed design of the dwellings would be a matter for the Technical Details Consent stage of the process. It is noted that the site is within a Conservation Area and covered by a blanket 'TPO'. However, these are not issues for the principle of development and would be considered should this stage of the application process be successful, at the Technical Details Stage.

In terms of neighbouring amenity it is noted that there is a row of terraced dwellings adjacent to the application site. However, the closest of the properties on Edge End Avenue is 11m from the edge of the application site boundary. This would need to be taken into consideration in any layout, to ensure that appropriate separation distances between the proposed dwellings and the existing dwellings could be achieved. It would be for the Technical Details Stage to configure a suitable layout.

Other Matters

Concern has been raised regarding land ownership of Edge End Lane itself. There is no ownership certificate requirement as with a Full Planning Application, as such this is a private matter between the applicant and any third party owner. Other issues such as financial implications, cars travelling at speed and septic tanks are not material planning considerations and cannot be taken into account in the determination of this application.

Although issues such as habitat, Conservation Area impacts, highways, surface water and noise are material considerations, these would be for the Technical Details Stage, should the Permission In Principle stage be successful.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. Taking into account all material considerations the proposed development is acceptable in principle. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Approve

INFORMATIVE

As part of a technical details application the following information should be provided:

- Plans, including location plan, site plan, access visibility splay plan, elevation and floor plans.
- Planning Statement.
- Heritage Statement
- Arboricultural Impact Assessment
- Foul and Surface Water Drainage Scheme.
- Landscaping Scheme.

Application Ref: 23/0115/PIP

Proposal: Permission in Principle: Residential development for up to 2 no. dwellings.

At: Area Of Land To The East Of 7 Edge End Lane, Nelson

On behalf of: Lancashire County Council

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE 9TH MAY 2023

Application Ref: 23/0170/HHO

Proposal: Full: Loft conversion to provide 2 no bedrooms and a shower room including the erection of a dormer to front and rear.

At 62 Carr Road, Nelson.

On behalf of: Mr Akhtar Ali.

Date Registered: 21/03/2023

Expiry Date: 16/05/2022

Case Officer: Joanne Naylor

This application has been brought before committee at the request of a Councillor.

Site Description and Proposal

The application site is an end-terrace house located within the settlement boundary of Nelson and within the Whitefield Conservation Area. The existing house has natural stone walls with a pitched natural slate roof. The windows and doors are painted timber.

The proposed development would convert the loft to provide two bedrooms and a shower room through erecting a front dormer with a pitched roof and a rear dormer with a flat roof.

Relevant Planning History

22/0345/HHO: Full: Single storey extension to Rear. Approved with Conditions (19/10/2022).

Consultee Response

LCC Highways

LCC have no objections regarding the proposed development at the above location, subject to the following comments being noted, and condition being applied to any formal planning approval granted.

Given the development site's location within a residential area, also close to Whitefield Infant School, Morrisons Supermarket, and Nelson Health Centre, we recommend that a condition is applied restricting the times of deliveries to ensure there is no conflict with traffic, both vehicular and pedestrian, at peak times entering/leaving Clayton St and on the surrounding highway network.

Condition

1. Deliveries to the approved development shall only be accepted between the hours of 9.30am and 2.30pm, to avoid peak traffic on the surrounding highway network.

Reason: In the interest of highway safety

Parish/Town Council

No comment.

Public Response

A press notice and site notice have been posted and the nearest neighbours have been notified by letter, no responses received.

Relevant Planning Policy

Pendle Local Plan Part 1: Core Strategy

Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV1 seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Saved Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system. The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Paragraph 202 of the NPPF 2021 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The Conservation Area Design and Development Guidance Supplementary Planning Document seeks to ensure that development within or adjacent to conservation areas preserves and enhances its character.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Conservation Area Appraisal: Whitefield Nelson 2005.

Officer Comments

The main considerations for this application are the heritage and materials and amenity.

Design and Materials

The Design Principles SPD advise that dormers should be in keeping with the dwelling and should not dominate the roof slope which could result in a property being unbalanced. The Design Principles SPD also advises that front dormers will not normally be acceptable unless they are a

feature of other similar houses in the locality and where 25% of the properties have front dormers. To this row there is one dwelling house with a front dormer at 56 Carr Road, front dormers are not a feature in this locality, the roof scape has largely been retained in its original form which creates a harmonious and uniform character and appearance to the front roof slope.

The Design Principles states that dormers should be set below the ridgeline by 0.2m, set back from the front wall by 1m minimum, and set in by 0.5m from either side so as to avoid an overbearing effect on the street scene and adjoining properties. The proposed front dormer would be set in from the sides by 1m and 0.9m, set back from the front elevation by 0.5m, and it would be 0.17m below the ridgeline which is marginally less than the Design Principles advise. The proposed front dormer would have a slate pitched roof and walls and hanging slate to the walls and cheeks.

The proposed rear dormer would have would be set in from the rear elevation by 0.5m, set in from the side by 0.8m and 0.18m and set down from the ridgeline by circa 0.12m. The proposed rear dormer would create an overbearing effect to the adjoining property due to the scale and mass of the rear dormer.

In this area, front dormers are not characteristic to the area, the proposed front dormer would not respect the simple and unaltered roofscape of Carr Road, it would be incongruous and out of keeping with its surroundings. The proposal would have a negative impact on the visual appearance of the dwelling house and would disrupt the uniformity and visual harmony of the roofscene and street scene.

The proposed front dormer would cause unacceptable harm to the character and visual amenity of the area contrary to Policy ENV2 and the Design Principles SPD.

Amenity

The proposed front dormer would have a window facing the properties opposite, there are habitable room windows to these properties, the distance between is circa 17m across a highway, there is already an existing relationship of habitable room windows facing each other, the proposed dormer window does not result in an unacceptable impact over and above that currently existing. The proposed rear dormer would have a window facing towards the rear elevation of the property opposite which has habitable room windows to the rear, there is already an existing relationship here of windows in one property facing windows of the property opposite, the proposed rear dormer windows would have the same impact as existing. The proposed development would have no unacceptable reduction in privacy or other residential amenity impact. The proposed dormers would be acceptable in terms of residential amenity.

The proposed development would have no unacceptable residential amenity impact and would comply with Policy ENV2 and the Design Principles SPD.

Impact on Whitefield Conservation Area

The proposed site is within the Whitefield Conservation Area. The character appraisal of Whitefield Conservation Area notes the cumulative significance of the terraced housing and its positive contribution to the character of the conservation area and to the townscape.

The Conservation Area Design and Development Guidance SPD advises that alterations and extensions should not adversely affect the character or appearance of a building or conservation area, that inappropriate changes to the original roof structure, shape, pitch, cladding and ornament will have a detrimental impact on the character of the building and therefore conservation area and that new dormer windows are not normally acceptable unless they are appropriate to the age and

style of the building and surrounding architecture. It advises that new dormers on older buildings should be out of public view and to the rear elevation, that the design be sympathetic to the building in position, scale, design and materials.

The existing front dormer would be acceptable for the Conservation Area SPD, however, the proposed front dormer would change the original roof structure and its shape, the dormer would project outwards to the front elevation and disrupt the line of the roofscape on the terrace. The scale of the proposed front dormer would be disproportionate and incongruous, and would result in the dormer being visually obtrusive and clearly visible to the public view. The design would not be sympathetic to the dwellinghouse or the terrace. From Carr Road the proposed front dormer would be clearly visible. The proposal would be prominent in the roof scape and the streetscene, it would be visually obtrusive and disrupt the uniformity and visual harmony.

The proposed front dormer would cause unacceptable harm to the character and visual amenity of the area and would have an impact on the conservation area. That would be due to the proposal being out of scale and character with the properties in the row and would present as a large and alien feature due to its scale and poor design relationship with the existing building. The development would harm the conservation area.

The public benefits would be that of providing work and employment for those constructing the front dormer. The scale of the scheme would mean that these benefits are small and this would have to be weighed against the less than substantial harm to the conservation area. The public benefits here would not outweigh the harm.

The proposal would have a detrimental impact on the conservation area and would be contrary to Policy ENV1, Policy ENV2.

RECOMMENDATION: Refuse

1. The proposed front dormer would be an unsympathetic and unacceptable addition to the traditional terraced dwelling. It would have a detrimental impact on the character and appearance of the conservation area which is a designated heritage asset. Whilst that impact would be less than substantial it would not be outweighed by any public benefits. The development would thus be contrary to policy ENV2 of the adopted Pendle Local Plan – Core Strategy and to paragraph 202 of the National Planning Policy Framework and to the Conservation Area Design and Development Guidance SPD.

Application Ref: 23/0170/HHO

Proposal: Full: Loft conversion to provide 2 no bedrooms and a shower room including the erection of a dormer to front and rear.

At 62 Carr Road, Nelson.

On behalf of: Mr Akhtar Ali.

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE ON 08 MAY 2023

Application Ref: 23/0175/FUL

Proposal: Full: (Major) Replace existing slate roofing of the two storey blocks & re-roof with profiled metal sheeting.

At: Sportex Clothing, Malvern Mill, Waterford Street, Nelson

On behalf of: Sportex Clothing Limited

Date Registered: 23/03/2023

Expiry Date: 26/06/2023

Case Officer: Alex Cameron

Site Description and Proposal

The application site is an former mill building in industrial use, The building is of stone construction with slate roofing.

The proposed development is the re-roofing of the building adjacent to Waterford Street with profiled metal sheeting.

Relevant Planning History

None.

Consultee Response

LCC Highways – No objection, please attach an informative note regarding scaffolding.

Nelson Town Council

Public Response

Press and site notice posted and nearest neighbours notified – No response, publicity expires 10th May 2023.

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy (LPP1)

Policy ENV2 (Achieving Quality in Design and Conservation) identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Visual Amenity and Heritage Impact

The building is a stone former mill building, although it is not listed or located within a Conservation Area it does have some heritage value.

The loss of the slate roof would result in harm to the character of the building and the visual amenity of the area. The harm to the heritage value of the building would be less than substantial.

However, it is also relevant to consider that much of what is proposed could be carried out under permitted development rights allowing alterations to industrial buildings. That would allow such works provided that they are not within 5m of the boundary of the site.

Taking that into account, together with the economic and social benefits of the development in terms of supporting the use of the building, the proposed development is acceptable in terms of heritage and visual impacts in accordance with policies ENV1 and ENV2.

Residential Amenity

The proposal raises no unacceptable residential amenity impacts.

Highways

The proposal raises no unacceptable highways impacts.

Summary

It is recommended that the approval of the application is delegated to the Planning, Economic Development and Regulatory Services manager subject to the expiry of the publicity period.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development is acceptable in all relevant regards. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Delegate Grant Consent

Subject to the following conditions:

1. The proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan, D1, D3, D4, D6.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to their installation samples of the external materials to be used in the roof of the proposed development, including their colour and finish, shall have been submitted to and

approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved materials.

Reason: To allow the Local Planning Authority to control the external appearance of the development in the interest of visual amenity.

Note: There is a low bridge on Hallam Road measuring 4.3m/14'3" and routing of vehicles exceeding this height should be managed to avoid a bridge strike. If you wish to erect scaffolding on the highway, you must provide the council at least two working days' notice. Ensure that you have reviewed the Highways Act 1980 legislation and that your scaffolding will comply with the necessary walkways for pedestrians. If your scaffolding may cause an obstruction that will cause pedestrians to walk on the road, then you must provide a necessary pdf plan which indicates chapter 8 compliant traffic management in your application for the council to review and assess before a licence can be granted. You may be required to apply for a TTRO/road space application to facilitate a safe route for pedestrians. • lhsstreetworks@lancashire.gov.uk • 01772 533 433 The fees for scaffolding or hoarding licences are £33 per week

- Application Ref:** 23/0175/FUL
- Proposal:** Full: (Major) Replace existing slate roofing of the two storey blocks & re-roof with profiled metal sheeting.
- At:** Sportex Clothing, Malvern Mill, Waterford Street, Nelson
- On behalf of:** Sportex Clothing Limited

REPORT TO NELSON, BRIERFIELD & REEDLEY AREA COMMITTEE 9th MAY 2023

Application Ref: 23/0214/FUL

Proposal: Full: Engineering works to raise ground levels with sub soil from the adjacent development site.

At: Banking off Churchill Way, Nelson

On behalf of: PEARL 2 Limited

Date Registered: 12/04/2023

Expiry Date: 07/06/2023

Case Officer: Laura Barnes

This application has been brought before Committee because it relates to land which is owned by Pendle Borough Council.

Site Description and Proposal

The application site comprises an area of land measuring 0.37ha to the north of the extended Churchill Way. It is located within Lomeshaye Industrial Estate in Nelson.

The proposed development seeks to raise the natural ground level of the site with sub soil from the adjacent development site.

Relevant Planning History

17/0672/FUL: Outline: Major: Extension to industrial land to accommodate up to ten industrial units with open space, access roads, landscaping, infrastructure with means of access off Churchill Way, Nelson.
Approved with conditions

20/0457/REM: Reserved Matters: Major: Erection of a single industrial building with access from approved spine road (access, appearance, landscaping, layout and scale) of Outline Planning Permission 17/0672/FUL for the extension to industrial land to accommodate up to ten industrial units with open space, access roads, landscaping and infrastructure with means of access off Churchill Way including details to discharge conditions 5, 6, 8, 9, 10, 11 and 12 pursuant to application 17/062/FUL.
Approved with conditions

22/0825/NMA: Non-Material Amendment: Height reduction of approved building of Planning Permission 20/0457/REM.
Approved unconditionally

22/0575/CND: Approval of Details Reserved by Condition: Discharge of Condition 7 (off-site traffic signalling) of Outline Planning Permission 17/0672/FUL and Condition 3 (landscaping) of Reserved Matters 19/0504/REM.
Conditions Discharged

Consultee Response

LCC Highways

Response awaited

United Utilities

Response awaited

Environmental Health

Requested details of testing for the soil which is to be relocated, in terms of contamination.

The Coal Authority

I have reviewed the site location plans and the proposals and supporting information submitted and available to view on the LPA website and can confirm that part of the site falls within the defined Development High Risk Area.

The Coal Authority records indicate that part of the application site (Construction Site) lies in an area of recorded and probable unrecorded shallow coal mining.

As you will be aware, the Coal Authority's general approach in cases where development is proposed within the Development High Risk Area is to recommend that the applicant obtains coal mining information for the application site and submits a Coal Mining Risk Assessment to support the planning application.

However, when considering the nature of this particular development proposal; predominantly raising ground levels with subsoil from the adjacent development site, on this basis we do not consider that requiring a Coal Mining Risk Assessment would be proportionate to the scale and nature of the development proposed in this particular case and do not object to this planning application.

However, the Coal Authority does recommend that, should planning permission be granted for this proposal, the following wording is included as an Informative Note on any planning permission granted:

Informative

The proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

Officer Comments

Highways

The Highways Authority comments are awaited, these will be provided to members in the form of an update report.

However, no car parking is required because this application relates to the re-grading of land. There is no formation of an access because this application relates to land to the north of a newly formed extension to Churchill Way. It is unlikely there would be any serious highway safety danger as a result of the proposed development.

Landscape

The proposed development is located within a built-up area within an industrial estate. It is not located in any specially designated area in terms of landscape value. Views of the site would be possible from the roadside immediately adjacent to the site and also glimpsed views from the Public Right of Way along the side of the river. However, with more industrial buildings under construction this view will eventually be interrupted. In longer range views of the industrial estate, the application site would again be viewed in the context of the surrounding industrial units.

The proposal is acceptable in this regard and accords with Policy ENV1 of the Local Plan: Part 1 Core Strategy.

Trees

There are two mature trees on the site, one to either side, along with a belt of trees running down the side which screens the lorry park immediately adjacent to the application site. Subject to an appropriate condition, the proposed development would not result in any unacceptable impact upon the trees.

Other Matters

The applicant has submitted a Ground Investigation Report relating to the soils which are to be transferred from the construction site to the application site to the north of Churchill Way. The Council's Environmental Health Officer is reviewing this information and an update will be provided to committee.

Summary

In this case it is recommended that the approval of the application, and any conditions necessary, be delegated to the Planning, Economic Development and Regulatory Services Manager subject to the satisfactory expiry of the site notice.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The development is acceptable in highways terms and would not harm the wider natural or built environment. The proposed development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Delegate Grant Consent

Subject to the following conditions:

1. The proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan NE/LOM/PEARL, Cross Section Plans received on 05/04/2023, Cut & Fill summary Plan TRI-3998-07

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Unless approved in writing by the Local Planning Authority no ground clearance, demolition, or construction work shall commence until protective fencing, to BS 5837: 2005 at least 1.25 metres high securely mounted on timber posts firmly driven into the ground has been erected around each tree/tree group or hedge to be preserved on the site or on immediately adjoining land, and no work shall be carried out on the site until the written approval of the Local Planning Authority has been issued confirming that the protective fencing is erected in accordance with this condition. The fencing shall be located at least 1.00 metre beyond the protected area detailed in BS 5837. Within the areas so fenced, the existing ground level shall be neither raised nor lowered. Roots with a diameter of more than 25 millimetres shall be left unsevered. There shall be no construction work, development or development-related activity of any description, including the deposit of spoil or the storage of materials within the fenced areas. The protective fencing shall thereafter be maintained during the period of construction.

Reason: To prevent trees from being damaged during building works.

Application Ref: 23/0214/FUL

Proposal: Full: Engineering works to raise ground levels with sub soil from the adjacent development site.

At: Banking off Churchill Way, Nelson

On behalf of: PEARL 2 Limited

LIST OF BACKGROUND PAPERS

Planning Applications

NW/MP

Date: 12th April 2023