

Report Title	PLANNING APPLICATIONS
Meeting	WEST CRAVEN COMMITTEE
Meeting Date	4TH NOVEMBER 2025
Report Author	NEIL WATSON
Directorate	PLACE
Lead Executive Member(s)	COUNCILLOR L. WHIPP
Wards Affected	EARBY & COATES
Public. Part Exempt, or Fully Exempt	PUBLIC
Appendices (if any)	NONE

PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO WEST CRAVEN COMMITTEE ON 04TH NOVEMBER 2025

Application Ref: 24/0810/FUL

Proposal: Full: (Major): Erection of 28 no. dwellings with new access from Park Avenue along with associated infrastructure and landscaping.

At: Land To The West Of White Leys Close, Earby

On behalf of: Mr R Calderbank

Date Registered: 16/12/2024

Expiry Date: 03/04/2025

Case Officer: Alex Cameron

This application was deferred from July's Committee meeting to address the objection raised by Yorkshire Water.

Site Description and Proposal

The application site is agricultural land located in the parish of Salterforth on the south west corner of Earby and lies outside the settlement boundary in Open Countryside.

The site is a rectangular piece of land which measures 0.5ha and is bounded by housing on White Leys Close to the east, Earby Road to the south and Open Countryside to the north and west. Access to the site would be directly off Earby Road.

The application seeks planning permission for the erection of 28 dwellings.

Since this application was last at Committee the applicant has purchased the site with existing planning permission for a residential development to the south and it is now proposed for surface water to be discharged via that site to a watercourse to the south.

Relevant Planning History

18/0624/OUT - Outline: Major: Residential development (0.5ha) (Access Only) (Re-Submission) - Approved

21/0769/OUT - Outline: Major: Residential Development (Access only) – Approved

Consultee Response

LCC Lead Local Flood Authority – No objection subject to conditions for surface water drainage strategy, surface water construction drainage management plan, drainage management and maintenance and surface water drainage verification report.

Yorkshire Water – Object. It is noted that surface water is proposed to discharge to the public combined sewer network. The public combined sewer network does not have capacity to accept any surface water from the site. Yorkshire Water promote the surface water disposal hierarchy. It is understood that the previous application 18/0624/OUT was to discharge surface water to watercourse. The developer is proposing to discharge surface water to public sewer however, sustainable development requires appropriate surface water disposal. Yorkshire Water promote the surface water disposal hierarchy and the developer must provide evidence to demonstrate that

surface water disposal via infiltration or watercourse are not reasonably practical. It is understood that a culverted watercourse is located to the north of the site. This appears to be the obvious place for surface water disposal. The developer and LPA are strongly advised to seek comments on surface water disposal from other drainage bodies as further restrictions may be imposed.

Additional response 21st March 2025:

The drainage details submitted on drawing 22005/100/1 (revision F) dated 23/02/2025 prepared by REFA Consulting Engineers are unacceptable. The following points should be addressed: 1) It is understood that a surface water sewer/culvert exists within Earlesdon Avenue, this pipe discharges to watercourse. 2) Evidence should be submitted to show that discharge to the above culvert is not possible. 3) The developer should note that the advice given in the preplan prepared in 2022 carries no weight at this time.

Additional response 10th June 2025:

Objection still stands. No drainage details have been submitted showing the drainage strategy for the site. Any submitted drainage drawings should show foul and surface water drainage proposals both on and off site and include the eventual outfall of surface water.

Additional response 04th July 2025:

To clarify why we want further information as to why the culvert has been discounted because on Planning Application 18/0624/OUT (the site is included in the current application), a Drainage Strategy Report prepared by JOC Consultants Ltd (Report 17/035.01) dated 27/06/2018 was submitted and included a drainage survey which showed that the culvert located within Earlesdon Avenue connected to and had an eventual discharge to the watercourse located in the field at the rear of Craven View. The drainage report concluded that surface water from site would discharge to the watercourse utilising this culvert.

Additional response 15th September 2025:

The Drainage Strategy Southern Outfall 22005/150/1 dated 31/07/2025 prepared by REFA Consulting Engineers is acceptable. That is the drawing shows that curtilage surface water will discharge to a watercourse located to the south, across Earby Road. (Please note, the drawing has labelled the road as Park Avenue, however, our record shows it as Earby Road). Foul water from the development will discharge to 225mm diameter public combined water sewer located within Warwick Drive junction with Churchill Avenue.

In view of the above, if planning permission is to be granted, the following condition should be attached in order to protect the local aquatic environment and Yorkshire Water infrastructure:

Yorkshire Water has no objection subject to the condition:

No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority. (To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the public sewer network)

PBC Environmental Health – Please attached a construction management condition and contaminated land note.

PBC Environment Officer – The initial layout had some limitations that were causing concerns with regards to trees to be retained, T12 & T13 (as numbered in the AIA), The proposed plots were too close to these trees which were showing special measures for working within their Root Protection Areas. By moving the proposed plots slightly further away this is an improvement.

The size and potential spread of trees can be a concern when they're placed too close to properties. Issues like perceived root damage to foundations, branches reaching in close proximity to buildings, or the risk of falling debris during storms are common concerns in such situations. It's important to ensure the trees have enough space to grow to their full size without causing issues for the surrounding properties and residents alike.

There is a compromise here as, in general terms, the layout offers other available planting areas along the road frontage. Proposed new tree planting along Earby road will, over time, create a buffer zone and break up roof lines for road users.

Lancashire Fire and Rescue Service – Comments relating to Building Regulations.

Public Response

Press and site notices have been posted and nearest neighbours notified. Responses received objecting the proposed development on the following grounds:

- Impacts on the visual amenity and character of the area
- Loss of privacy to adjacent properties
- Overbearing impacts on adjacent properties
- Highway safety and capacity impact of additional traffic and site access
- The proposed footway on Earby Road would affect the deliverability of the extant approved development of 34 houses to the south.
- Increase in flood risk
- Inadequate affordable housing provision
- Impacts on protected trees
- Environmental and wildlife impacts
- The field is used by foraging bats
- Potential for contamination
- Noise pollution
- Light pollution
- Disruption of services
- The site is in Salterforth Parish which has met its housing target
- Inadequate services in the area to meet the needs of additional residents
- Brownfield land should be used first
- Impact on the potential future Earby bypass
- Impacts on views from adjacent dwellings

Officer Comments

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 SDP2 sets out the roles each settlement category will play in future growth. Earby is a Local Service Centre which will play a supporting role to the Key Service Centres and accommodate levels of new development to serve a localised catchment.

Policy SDP3 identifies housing distribution in West Craven Towns as 18%, this is a general indication of the level of development expected rather than a maximum limit.

Policy ENV1 of the Replacement Pendle Local Plan 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 of the Pendle Local Plan Part 1 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) requires new development to have regard to potential impacts that may be caused on the highway network, particularly in terms of safety. Where residual cumulative impacts cannot be mitigated, permission should be refused. Proposals should follow the settlement hierarchy approach in Policy SDP2 and minimise the need to travel by ensuring that they are developed in appropriate locations close to existing or proposed services.

Policy ENV5 (Pollution and Unstable Land) seeks to minimise air, water, noise, odour and light pollution.

Policy ENV7 (Water Management) states that the design of all new developments (Policy ENV2) must consider:

1. The potential flood risk to the proposed development site.
2. The risk the proposed development may pose to areas downslope / downstream.
3. The integrated, or off-site, use of Sustainable Drainage Systems (SuDS) to help reduce surface water run-off from the development.
4. The availability of an adequate water supply and disposal infrastructure.

Policy LIV1 (Housing Provision and Delivery) states that until such time that the Council adopts the Pendle Local Plan Part 2: Site Allocations and Development Policies sustainable sites outside but close to a Settlement Boundary, which make a positive contribution to the five year supply of housing land will be supported.

Policy LIV4 sets targets and thresholds for affordable housing provision. For 15 or more dwellings in West Craven towns this is 5%.

Policy LIV5 states that layout and design should reflect the site surroundings, and provide a quality environment for its residents, whilst protecting the amenity of neighbouring properties. Provision for open space and/or green infrastructure should be made in all new housing developments.

Replacement Pendle Local Plan

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

Principle of the Development

Although the site lies with the parish of Salterforth, it is immediately adjacent to the settlement boundary for Earby and has a much closer relationship to the facilities in Earby rather than the rural village of Salterforth. The development is not an extension of Salterforth but is an extension of the settlement of Earby and previous applications for part of this site have been determined on that basis.

Policy LIV1 of the Pendle Local Plan: Part 1 Core Strategy states that until the Council adopts the Pendle Local Plan Part 2: Site Allocations and Development policies then sustainable sites outside but close to a Settlement Boundary, which make a positive contribution to the five year supply of housing land, will encourage significant and early delivery of the housing requirement.

This site is in a sustainable location adjacent to the settlement acceptably accessible subject to the details discussed in the Highways section below. The proposed development is acceptable in principle in accordance with policies SDP2 and LIV1.

National Planning Policy Framework

Following changes to the method for calculating housing supply introduced by the revised National Planning Policy Framework published in December 2024 the Council has sufficient housing supply for 2.8 years. As this is below the 5 year supply requirement the Council is in a position of undersupply and the Council's housing policies are out of date. Paragraph 11 of the Framework requires that in this circumstance that applications for housing development are approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, this is referred to as the 'tilted balance'.

Visual Amenity

The design, materials and scale of the proposed housing would be in keeping with the character of the surrounding area, similar to other modern housing development in the vicinity and with features that reflect the character of the area such as their simple form window and doors surrounds and mullions.

it lies immediately adjacent to the settlement boundary of Earby. The site is not prominent in the landscape and is limited in terms of its landscape value.

The proposed application site is located on a valley side, which drops down into Earby. This is not a prominent hill top location which would detrimentally affect the local landscape value. The development would be seen as a natural extension of the existing residential development similar to the approved development to the south.

However, as detailed further in the Trees section below the impact of the development upon protected trees would result in unacceptable harm to the visual amenity of the area.

Trees

As part of the development proposals, the intention is to remove 2 trees to facilitate the proposed development, T9, T10, that are subject to the TPO No2/2024, and 4 trees, T1, T3, T4 and T20 that are not protected.

To facilitate the footway link it would also be necessary to remove a group of highway trees G6 adjacent to the boundary of 1 White Leys Close.

The trees proposed for removal are of low quality (category U and C2) with limited life expectancy and their removal is acceptable subject to compensatory landscaping, and necessary irrespective of the development in the case of the Ash trees adjacent to the road.

The amended layout would provide adequate areas of replacement tree planting and would acceptably retain T12 and T13, replacing the buildings to give adequate space for future growth and for root areas not to be unacceptably impacted by services.

With conditions for tree protection and replacement the proposed development is acceptable in terms of its impact on trees.

Residential Amenity

The amended plans remove two plots and create landscaped buffer between the gardens of the proposed dwellings and the gardens of White Leys Close.

This provides acceptable separations distances to fully resolve the issues of loss of privacy and overbearing impacts raised by the original plans. The amended proposal is acceptable in terms of residential amenity impacts.

The proposed development would provide an acceptable living environment for its residents and would not unacceptably impact upon the residential amenity of the residents of any adjacent property.

Ecology and Biodiversity

An ecological survey of the site has been submitted with the application.

No potential bat roosts were identified and the site is of low potential for foraging. Mitigation and enhancement measures would ensure that bats are not unacceptably impacted.

There is low potential for ground nesting birds. Whilst the trees and hedgerows have some bird nesting potential mitigation and enhancement measures would ensure that birds are not unacceptably impacted.

No other notable or protected species have been recorded on the site.

The development is required to provide an uplift of 10% in biodiversity, which should be provided on site if possible. An assessment of the current biodiversity value of the site and the post development value, this would result in a 3.4% uplift in habitat, it is proposed for the remaining 6.6% to be provided off-site.

Subject to conditions to require that the recommendations of the reports are implemented and contribution provided for the costs of monitoring the BNG provision the development would not result in any unacceptable ecology impacts and would provide a 10% uplift in biodiversity.

Open Space

Policy LIV5 requires that provision for public open space and/or green infrastructure is made in all new housing developments. The proposed layout includes acceptable areas of open space and green infrastructure, this would acceptably meet this requirement of policy LIV5.

Affordable Housing Provision

Policy LIV4 sets a target of 5% affordable housing for developments of this scale in West Craven. The applicant proposes to provide two affordable housing units within the site, affordable housing requirements are rounded down and therefore one affordable housing unit is required in accordance with the policy LIV4, this can be ensured by condition.

Highways

Subject to the proposed relocation of the 3mph speed limit to the south of the access acceptable visibility splays could be achieved at the access by condition and the development would be acceptable in terms of highway safety and capacity.

With the removal of highway trees it is feasible for a new footway link to be provided as off-site highway works to the north side of Earby Road to provide acceptable pedestrian access to Earby. As assessed in the Trees section above, their removal is acceptable subject to adequate replacement within the site.

The approved site to the south includes a footway link to the south side of Earby Road. It would not be possible for footways on both sides to be built out. LCC Highways have confirmed that if that development were to go ahead first then it would be acceptable for this site to just provide a link to cross Earby Road to that footway, and vice versa if this development were to go ahead first. This can be controlled by a off-site highway works condition and the section 278 process.

A section 106 contribution towards the Colne-Skipton Greenway is requested by LCC Highways. This would directly support active travel in relation to the development. An acceptable level of off-street car parking is also proposed.

The development is acceptable in highway terms in accordance with policy ENV4.

Drainage and Flood Risk

Previously it was proposed for surface water to be drained to the combined sewer, to which Yorkshire Water objected. The approved housing development site to the south has been acquired by the applicant and it is now proposed for surface water to drain to a watercourse to the south of that site. This is acceptable in terms of the surface water disposal hierarchy and Yorkshire Water have withdrawn their objection.

The submitted flood risk information requires updating to reflect the revised drainage arrangements. Subject to acceptable updated information and conditions the proposed development is acceptable in terms of drainage and flood risk.

Planning Balance

The Council is in a position of housing undersupply and therefore the tilted balance applies to the consideration of this application, the benefits of the development and level of undersupply must be balanced against the adverse impacts of the development and the application approved unless the adverse impacts significantly and demonstrably outweigh the benefits.

The development would provide economic and social benefits from contribution to the economy from the construction of housing, the provision of new housing and would contribute towards addressing the 2.2 year deficit in the borough's 5 year housing supply, it would also provide an affordable dwelling. Taking into account the scale of the development at 30 dwellings, those benefits would be moderate.

The proposed development has minor harms in terms of the visual impact of development of a field where there previously was no development and the loss and replacement of existing trees, however, those harms are significantly outweighed by the tilted balance of benefits of the development.

Summary

It is recommended that the approval of the application is delegated to the Assistant Director Planning, Building Control and Regulatory Services subject to the submission of acceptable updated flood risk details.

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 accords with Local Planning Policy and 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: 21-90-LP01, 21-90-P01 Rev C, 21-90-P02 Rev C, 21-90-P03 Rev C, 21-90-P04 Rev C, 21-90-P06 Rev C, 22005/101/1 Rev E, 22005/101/2 Rev D, HT-LNS01, HTDS01, HT-FS01, HT-GS01, HT-RUS01, HT-CS01, HT-JS01, HT-SGD01, HT-DGD01, HT-RP01, HT-RP02, HT-RP03.

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

3. Prior to the commencement of above ground works involved in the erection of the external walls of the development samples of external materials / finishes of the walls, roofs, windows and doors shall be 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 ensure that the materials are appropriate to the locality and in order to allow the Local Planning Authority to control the external appearance of the development.

4. The window openings shall be set back from the external face of the wall. Unless otherwise agreed in writing by the Local Planning Authority the depth of reveal shall be at least 70mm.

Reason: To ensure the continuation of a satisfactory appearance to the development.

5. Windows in the north facing side elevations of plots 1 and 39, and west facing side elevation of plot 29 shall at all times be glazed with obscure glazing to a minimum obscurity level of Pilkington

Level 4 (or equivalent). The windows shall at all times be hung in such a way that prevents the effect of the obscure glazing being negated by opening.

Reason: To ensure an adequate level of privacy to adjacent dwellings in the interest of residential amenity.

6. No development shall commence unless and until details of proposed site levels and finished floor levels of each plot have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of residential amenity and visual amenity.

7. A scheme for the management (including maintenance) of the open space and landscaped buffer areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the first dwelling. The management arrangements shall be implemented in accordance with approved scheme before the first dwelling is occupied and the open spaces and buffer area shall thereafter be managed in accordance with the approved scheme.

Reason: To ensure the site is properly maintained and managed in the interests of visual amenity.

8. The development shall only be carried out in strict accordance with the recommendations of the Preliminary Ecological Appraisal. Prior to the commencement of the development a scheme of ecological mitigation measures in accordance with the recommendations of the Preliminary Ecological Appraisal, including a timetable for implementation, shall have been submitted to and approved in writing by the Local Planning Authority. The approved mitigation scheme shall be implemented in accordance with the approved timing and maintained thereafter.

Reason: To ensure protection and enhancement of ecology.

9. The development shall not commence unless and until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed boundary treatments with supporting elevations and construction details;
- e. all proposed hard landscape elements and pavings, including layout, materials and colours;
- f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety within the first planting season following the commencement of the use of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.

10. No ground clearance, demolition, changes of level or development or development related work shall commence until protective fencing, in full accordance with BS 5837 : 2012 has been erected around each tree/tree group or hedge to be preserved on the site or on immediately

adjoining land, in accordance with a details that have been submitted to and approved in writing by the Local Planning Authority 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 the approved details. 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. All works involving excavation of soil, including foundations and the laying of services, within the recommended distance calculated under the BS 5837 (2012) of the trees to be retained on the site, shall be dug by hand and in accordance with a scheme of works which has been submitted to and approved by the Local Planning Authority, prior to the commencement of works.

Reason: To prevent trees or hedgerows on site from being damaged during building works.

11. No part of the development shall be commenced unless and until a Construction Code-of-Practice has been submitted to and approved in writing by the Local Planning Authority. The code shall include details of the measures envisaged during construction to manage and mitigate the main environmental effects of the relevant phase of the development. The submitted details shall include within its scope but not be limited to:

- a) A programme of works including phasing, hours of operation and measures for the control of traffic to and from the site, and within the site, during construction.
- b) The areas and methods of loading and unloading of plant and materials.
- c) The areas for the storage of plant and materials.
- d) Details of wheel-washing facilities including location
- e) Measures related to construction waste management
- f) Soil resource management including stock-pile management
- g) Location and details of site compounds
- h) Hoarding details during construction
- i) A Construction Waste minimisation Strategy
- j) A Construction-Risks Education plan/programme
- k) Parking area(s) for construction traffic and personnel
- l) Routing of construction vehicles
- m) Measures to control the emission of dust and dirt during construction
- n) Measures to control noise and vibration during construction
- o) Details of working hours
- p) Details of timing and routing of delivery vehicles to/from site
- q) Restriction of burning on-site

The Construction Code-of-Practice should be compiled in a coherent and integrated document and should be accessible to the site manager(s), all contractors and subcontractors working on site. As a single point of reference for site environment management, the CCP should incorporate all agreed method statements, such as the Site Waste Management Plan and Demolition Method Statement. All works agreed as part of the plan shall be implemented during an agreed timescale and where appropriate maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To mitigate the impact of the construction traffic on the highway network.

12. No part of the development shall be commenced until all the highway works to facilitate construction traffic access have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority.

Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

13. No part of the development shall be commenced until the visibility splays measuring 2.4 metres by 52 metres in both directions to be provided, measured along the centre line of the proposed new road from the continuation of the nearer edge of the existing carriageway of Earby Road, to the satisfaction of the Local Planning Authority. The land within these splays shall be maintained thereafter, free from obstructions such as walls, fences, trees, hedges, shrubs, ground growth or other structures within the splays in excess of 1.0 metre in height above the height at the centre line of the adjacent carriageway.

Reason: To ensure adequate visibility at the street junction or site access in the interest of highway safety for residents and construction vehicles.

14. No development shall commence until a scheme for the construction of the site access and the off-site highway works has been submitted to and approved in writing with the Local Planning Authority. The off-site highway works include:

- a) New site access with associated street lighting and surface water drainage
 - b) Extension of 30mph speed limit on Earby Road with associated traffic regulation order
 - c) Construction of a footway on Earby Road (minimum width 1.5m) between the site and Warwick Drive/Kenilworth Drive with associated street lighting and surface water drainage.
 - d) Removal of highway trees with a scheme of replacement trees planted within the development.
- No part of the development shall be occupied until the works have been carried out in accordance with the approved details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highways scheme/works.

15. Within 3 months of commencement details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into with the Highway Authority or a private management and maintenance company has been established.

Reason: To ensure that the infrastructure is maintained in the future in the interest of highway safety.

16. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the infrastructure is constructed to a suitable standard in the interest of highway safety.

17. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the infrastructure is completed in a timely manner.

18. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied.

Reason: To ensure adequate parking provision is provided.

19. The development shall not commence unless and until a scheme of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The foul water drainage for each dwelling shall have been completed and implemented in accordance with the approved scheme prior to the occupation of each dwelling and maintained thereafter.

Reason: To ensure adequate foul water drainage to address the risk of flooding and pollution.

20. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the indicative surface water sustainable drainage strategy (23rd February 2025 / 22005 / REFA) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly and shall be limited to a maximum peak flow rate of 3.5l/s.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
- i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep

Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.

- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
- i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components;

c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltration rates and groundwater levels in accordance with BRE 365.

d) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason To ensure satisfactory sustainable drainage facilities are provided to serve the site.

21. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.

b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase.

22. The occupation of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The details of the manual to be submitted for approval shall include, as a minimum:

a) A timetable for its implementation;

b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures, including all watercourses and their ownership;

c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;

d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;

e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;

f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and

g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

Reason To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained.

23. The occupation of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

Reason To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems.

24. One of the dwellings hereby approved shall be affordable housing. The affordable housing to be provided shall meet the definition of affordable housing in Annex 2 of The National Planning Policy Framework or any future guidance that replaces it. No dwelling hereby approved shall be occupied unless and until an affordable housing scheme has been submitted to and approved in writing by the Local Planning Authority. The affordable housing scheme shall include:

- i) the type, tenure and location on the site of the affordable housing provision to be made;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing] (if no RSL involved);
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: in order for the development to contribute to the supply of affordable housing in accordance with the identified need.

25. No part of the development shall commence unless and until a Planning Obligation pursuant to section 106 of the Town & Country Planning Act, 1990 (or any subsequent provision equivalent to that section) has been made with the Local Planning Authority. The obligation shall provide for a contribution towards the Colne-Skipton Greenway, 10% Biodiversity Net Gain and monitoring for a 30 year period.

Reason: To ensure provision is made for sustainable travel and for 10% biodiversity net gain for a 30 year period.

Biodiversity Net Gain Condition:

1. The development may not be begun unless—

- (i) a biodiversity gain plan has been submitted to the planning authority and
- (ii) the planning authority has approved the plan

Phase plan

- (b) the first and each subsequent phase of development may not be begun unless—
- (i) a biodiversity gain plan for that phase has been submitted to the planning authority and
 - (ii) the planning authority has approved that plan

Reason: In order to fulfil the obligations for Biodiversity Net Gain, in accordance with the Environment Act 2021, Schedule 14

Notes:

The grant of planning permission will require the applicant to enter into a Section 38/278 Agreement, with Lancashire County Council as Highway Authority. The applicant should be advised to contact Lancashire County Council, Highway Development Control email - developeras@lancashire.gov.uk in the first instance to ascertain the details of such an agreement and the information to be provided. This response does not grant the applicant permission to connect to the ordinary watercourse(s) and, once planning permission has been obtained, it does not mean that land drainage consent will be given. The applicant should obtain Land Drainage Consent from Lancashire County Council before starting any works on site. Information on the application process and relevant forms can be found at www.lancashire.gov.uk/flooding

Connection to Public Sewer: The applicant will require an agreement with the appropriate Water and Sewerage Undertaker to connect to the public sewerage system, alongside any Section 104 agreements for the adoption of the proposed surface water sustainable drainage system.

Appropriate Legal Agreement: The proposed outfall may require a legal agreement with a third party to access and construct the outfall in addition to any permission(s) from flood risk management authorities. Evidence of an in-principle agreement(s) should be submitted to the Local Planning Authority.

Contaminated Land: If during any stage of the development any miscellaneous substances, made ground or potentially contaminated ground that has not been previously identified and planned for in a report is uncovered, work in the area must stop immediately and the Environmental Health Department at the Borough of Pendle should be made aware. No work should continue until a contingency plan has been developed, and agreed with the local planning authority.

Application Ref: 24/0810/FUL

Proposal: Full: (Major): Erection of 28 no. dwellings with new access from Park Avenue along with associated infrastructure and landscaping.

At: Land To The West Of White Leys Close, Earby

On behalf of: Mr R Calderbank

REPORT TO WEST CRAVEN COMMITTEE ON 4TH OF NOVEMBER 2025

Application Ref: 25/0543/VAR

Proposal: Variation of Condition: Vary Condition 7 (Estate Road) of Planning Permission 13/14/0172P.

At Site of Hope Mill, Skipton Road, Barnoldswick

On behalf of: Nick Doherty

Date Registered: 26.08.2025

Expiry Date: 25.11.2025

Case Officer: Athira Pushpagaran

This application has been 'called in' to committee by the Chair.

Site Description and Proposal

The site falls within the defined settlement boundary of Barnoldswick, adjoining the Leeds Liverpool canal. The main access is from Skipton Road.

This application seeks to vary condition 7 of the original planning permission for the erection of 30 dwellings, formation of highways access from Skipton Road with associated estate roads and landscaping. The dwellings and estate roads have been constructed at the time of the site visit. The variation would be to the wording of the condition.

Relevant Planning History

25/0533/CND Approval of Details Reserved by Condition: Condition 4 (Scheme for highway works) of Planning Permission 13/14/0172P - Conditions Discharged. 2025

19/0488/NMA Non-Material Amendment: Amend approved plans of Planning Permission 13/14/0172P to change landscaping from grass to gravel - Approved. 2019

13/15/0166C1 Approval of Detail Reserved by Condition: Discharge of Condition 4 (Highways works), 6 (Access), 13 (Landscaping), 14 (Landscaping), 15 (Noise), 17 (Drainage), 18 (Parking), 19 (Method Statement) and 20 (Adopted Road) of Planning Permission 13/15/0166P- Conditions Discharged. 2016

13/15/0166P Full: Major: Variation of Condition: Vary Conditions 4, 6, 9 and 13 of Planning Permission 13/14/0172P to amend timescales - Approved with Conditions. 2015

13/14/0172P Full: Major: Erection of thirty dwellings (11 houses, 15 flats and 2 bungalows), formation of highways access from Skipton Road with associated estate roads and landscaping. (Amended Scheme) - Approved with Conditions. 2014

Consultee Response

Highways

No response

Parish/Town Council

No response

Public Response

The nearest neighbours have been notified by letter, with no 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 SDP2 sets out the spatial development principles for developments in Pendle.

Policy SDP3 (Housing Distribution) sets out the location of new housing in the Borough in conjunction with SDP2 and LIV1.

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.

Policy ENV4 (Promoting Sustainable Travel) seeks to promote sustainable travel as well as development impacts and accessibility and travel plans for major developments to mitigate any negative impacts.

Policy ENV5 (Pollution and Unstable Land) concerns the risks of air, water, noise, odour and light pollution in addition to addressing the risks arising from contaminated land.

Policy ENV7 (Water Management) concerns the risk of flooding from flood or surface water. It requires flood risk to be assessed and sustainable drainage measures to be used.

Policy LIV1 (Housing Provision and Delivery) sets out the requirement for housing to be delivered over the plan period. This policy allows for non-allocated sites within the Settlement Boundary as well as sustainable sites outside but close to a Settlement Boundary

Replacement Pendle Local Plan

Saved Policy 31 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 and protecting residential amenity.

Officer Comments

The proposed development is located within the defined settlement boundary.

Condition 7 of planning application 13/14/0172P is as copied below:

The new estate road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level to each plot before any development commences on that plot. The final wearing course shall be completed to each plot within 2 years of the substantial completion of each plot unless another timescale is agreed in writing by the Local Planning Authority. If an alternative timescale is agreed the completion of the highway shall be undertaken in strict accordance with the agreed timescale.

Reason: To ensure that satisfactory access is provided to the site before construction of the development hereby permitted commences.

The proposed variation seeks to amend the wording "...Construction of Estate Roads, to at least base course level to each plot before any development commences on that plot, unless otherwise agreed in writing by the Local Planning Authority. The final wearing..."

The applicant wishes to vary the condition so that, they can apply to discharge the condition even if it is not constructed in accordance with the LCC Specification for Construction of Estate Roads. Based on the information provided by the applicant, the estate road does not have lighting and drainage that complies with the specification. This proposed variation is only to the wording of the condition to add the phrase 'unless otherwise agreed in writing by the Local Planning Authority'.

However, it is to be noted that the condition can only be discharged if the details submitted, even if not compliant with the specification for adopted roads, are considered acceptable by the Local Planning Authority. This assessment would be carried out when an application is submitted to discharge this condition.

In this case, the variation to amend the wording of the condition is acceptable.

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, 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 the original permission which is 22nd of July 2014.

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: 2423.6A, 2423.4C, 2423.5B, 01-(06)-7749 Rev H

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

3. The development shall be carried out in accordance with the material samples and details submitted to the Local Planning Authority on the 21st November 2014.

Reason: To ensure a satisfactory form of development in the interest of visual amenity of the area.

4. Prior to first occupation of any dwelling hereby approved, all highway works to facilitate the proposed access to the site along Applegarth from Skipton Road, including; the formal closure, stopping up and diversion of the existing access; reinstatement of footway and the creation of a new access to The Orchards, shall be constructed in accordance with the details approved under 25/0533/CND.

Reason: To ensure that the access can be achieved to a suitable standard to enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users.

5. The highway works to facilitate construction traffic shall be as submitted to the Local Planning Authority on the 12th November 2015 and shall be retained throughout the construction process.

Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

6. Prior to the commencement of development, the access shall be so constructed that there is clear visibility from a point 1.05 metres above ground level at the centre of the access and 2.4 metres distant from the adjoining edge of carriageway, to points 1.05 metres above ground level at the edge of the adjoining carriageway and 43 metres distant in each direction measured from the centre of the access along the nearside adjoining edge of carriageway prior to the commencement of any other works on site and thereafter be permanently retained.

Nothing shall be planted, erected or allowed to grow on the triangular areas of land so formed, which would obstruct the visibility described in the condition above.

Reason: In order to ensure satisfactory visibility splays are provided in the interests of highway safety.

7. The new estate road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level to each plot before any development commences on that plot, unless otherwise agreed in writing by the Local

Planning Authority. The final wearing course shall be completed to each plot within 2 years of the substantial completion of each plot unless another timescale is agreed in writing by the Local Planning Authority. If an alternative timescale is agreed the completion of the highway shall be undertaken in strict accordance with the agreed timescale.

Reason: To ensure that satisfactory access is provided to the site before construction of the development hereby permitted commences.

8. The development shall be undertaken in line with the construction method statement submitted to the Local Planning Authority on the 12th November 2014 and the 16th December 2014 respectively. Reason: In the interest of the amenity of the area and highway safety during construction work.

Reason: In the interest of the amenity of the area and highway safety during construction work

9. No dwelling shall be occupied unless and until all agreed construction, reinstatement and boundary works adjacent to the canal have been implemented and completed in accordance with plan numbers 2131-S102A & 2131-S105 submitted to the Local Planning Authority on the 12th November 2014.

Reason: To safeguard the canal bank and ensure appropriate construction methods.

10. Before a dwelling unit is occupied waste storage areas and associated containers shall be provided on each plot.

Reason: To ensure adequate provision for the storage and disposal of waste.

11. Notwithstanding the provisions of Article 3 and parts 1 and 2 of the second Schedule of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no development as specified in Classes A, B, C, D, E, F and G of Part 1 and Classes A, B and C of Part 2 of Schedule 2 of that Order shall be carried out without express planning permission first being obtained from the Local Planning Authority.

Part 1

A) no extensions shall be erected

B+C) no alterations to the roof of the building shall be carried out

D) no porches shall be erected

E(a)) no buildings, enclosures, swimming or other pools shall be erected or constructed within the curtilage of the building(s)

F) no hard surface shall be provided within the curtilage of the building(s)

Part 2

A) no gates, fence or wall structures shall be erected within the curtilage of the building(s)

B) no means of access shall be constructed to the curtilage of the building(s)

Reason: To enable the Local Planning Authority to control any future development on the site in order to safeguard the character and amenity of the area and impacts on neighbouring properties.

12. The development shall be constructed in accordance with the finished floor levels shown on plan number 01-06-7749 Rev C submitted to the Local Planning Authority on the 19th December 2014. Any deviation from this shall only be permitted with the prior written consent of the Local Planning Authority. The development shall at all times comply with the levels shown on the approved plan or any deviation that has been approved in writing by the Local Planning Authority

Reason: In order that the Local Planning Authority can assess and control the height of the development in the interests of the visual amenity of the area.

13. The development hereby approved shall be in strict accordance with the Landscape Plan approved under 13/15/0166C1. The approved scheme shall be implemented in its entirety approved form within the first planting season following the substantial completion of each phase of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.

14. All hard and soft landscape works shall be carried out in accordance with the recommendations of BS 4428 (1989). The works shall be carried out prior to occupation of any part of the development or in accordance with a timetable to be agreed in writing by the Local Planning Authority. Any trees or plants that within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season thereafter.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

15. The recommended mitigation measures as detailed in the Noise Assessment report carried out by 'Sound Advice' and dated 21st May 2014, including the provision suitable glazing and necessary ventilation to the identified dwellings as indicated on pages 7, 8 and 9, shall be carried out prior to the occupation of any dwelling on site. The development hereby shall be in strict accordance with the mitigation measures as approved under 13/15/0166C1, and shall thereafter, unless otherwise agreed in writing by the local planning authority, be permanently maintained and retained in accordance with the approved details.

Reason: In the interests of residential amenity.

16. No vegetation or tree clearance work shall take place during the bird breeding season. Such activities shall be confined between the months of October (start) to February (end) unless a bird breeding assessment and is undertaken by a suitably qualified ornithologist along with a report of the findings to identify if any breeding birds would be affected. Any clearance outside of the period between October to February (inclusive) must be agreed in writing by the Local Planning Authority and clearance thereafter shall be undertaken in strict accordance with the approved details.

Reason: To ensure that suitable habitats for breeding birds are not harmed.

17. The scheme of foul sewers and surface water drains, as shown on drawing numbers 2131-S102A, 2131-S120A, 2131-S121A, 2131-S122 approved under 13/15/0166C1, shall be installed in their entirety prior to the first occupation of any dwelling and shall thereafter be retained. Reason: in order that the Local Planning Authority may be satisfied with the details of the proposal and to avoid flooding.

Reason: In order that the Local Planning Authority may be satisfied with the details of the proposal and to avoid flooding.

18. The designated car parking shown on each plot shall be provided prior to the first occupation of any house it relates to. This shall include the surfacing of the driveway/parking areas in accordance with the materials to be agreed under conditions 3. The spaces shall thereafter at all times be retained for the parking of cars associated with the occupants of the dwelling.

Reason: In order to ensure the site is provided with adequate off-street parking in the interests of highway safety

19. Prior to the first occupation of any dwelling hereby approved the applicant shall have undertaken the approach detailed in the agreed method statement, submitted to the Local Planning Authority in writing on the 12th November 2014 and supplemented by the additional sampling submitted on the 3rd February 2015 regarding the timing for the investigation and subsequent remediation of any contamination which may be present on site.

All agreed remediation measures shall thereafter be carried out in accordance with the approved implementation timetable under the supervision of a geotechnical professional and shall be completed in full accordance with the agreed measures and timings, unless otherwise agreed in writing by the Local Planning Authority.

In addition, prior to commencing construction of any building, the developer shall first submit to and obtain written approval from the Local Planning Authority a report to confirm that all the agreed remediation measures have been carried out fully in accordance with the agreed details, providing results of the verification programme of post-remediation sampling and monitoring and including future monitoring proposals for the site.

Advisory Notes:

- (i) Where land identified as having the potential to be contaminated is undergoing redevelopment, a copy of the leaflet entitled "Information for Developers on the investigation

and remediation of potentially contaminated sites" will be available to applicants/developers from the Council's Contaminated Land Officer. The leaflet will be sent to the developer by request.

(ii) Three copies of all contaminated land reports should be sent to the Local Planning Authority.

(iii) This condition is required to be fully complied with before development is commenced. Failure to comply with the condition prior to commencement of work may result in legal action being taken.

Reason: To identify any contamination of the site from previous uses and to ensure remediation of any contamination to safeguard future users or occupants and the environment beyond the site and prevent contamination of the controlled waters.

Informatives

All construction work shall be carried out only within the hours of 8am – 6pm Monday – Friday, 9am – 1pm Saturday and no working Sundays and Bank holidays. Failure to work within these hours may result in a service of a notice under the Control of Pollution Act 1974, and potentially prosecution thereafter.

Application Ref: 25/0543/VAR

Proposal: Variation of Condition: Vary Condition 7 (Estate Road) of Planning Permission 13/14/0172P.

At Site of Hope Mill, Skipton Road, Barnoldswick

On behalf of: Nick Doherty

LIST OF BACKGROUND PAPERS

Planning Applications

NPW/MP

Date: 16th October 2025