

Report Title	PLANNING APPLICATIONS
Meeting	WEST CRAVEN COMMITTEE
Meeting Date	2ND DECEMBER 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 2ND DECEMBER 2025

Application Ref: 25/0442/FUL

Proposal: Full: Change of use from an agricultural field to a residential garden with hard standing and altered vehicle access.

At: Land to the South East of 7 Harry Street, Salterforth

On behalf of: Mr Matthew Barnes

Date Registered: 22/09/2025

Expiry Date: 17/11/2025

Case Officer: Craig Barnes

To be determined at planning committee due to the number of objections received.

Site Description and Proposal

The application site comprises a plot of existing undeveloped land to the south east of 7 Harry Street, Salterforth. The site is outside but adjoins the settlement boundary of Salterforth.

The proposal is for change of use of the existing field to domestic use as a garden and hard standing for vehicles. The proposal also includes the formation of a new driveway access onto Kelbrook Road (the B6383) and erection of sliding gate and fencing fronting onto Kelbrook Road.

7 Harry Street is the only residential neighbour to the application site. As such a site notice has been erected to ensure wider publicity of the proposal. The application is retrospective with the development having already taken place. As a result, the development is not subject to biodiversity net gain requirements.

Relevant Planning History

None relevant

Consultee Response

Local Highway Authority

The application seeks to change the use of an existing field to a paved area, comprising of a 1.9m wide footway along the gable of No.7, and an 8m by 16.5m (132 sqm) concrete area.

A new access on Kelbrook Road is proposed, which has already been approved by the Vehicle Crossing Team at Lancashire County Council.

It is noted that the submitted plans do not reflect the gating arrangement that has been installed on site, particularly the set-back distance of the sliding gate and the gate to the path alongside the gable end of 7 Harry Street which has been erected but is not shown on the plans. This path is recorded as highway maintained at public expense and should remain ungated.

Access

The new access on Kelbrook Road comprises of a vehicle crossover arrangement which is 5m wide, reducing to a 4m wide opening to the site.

The principle of the new access has already been established under Lancashire County Council S171 licence for vehicle crossings. The vehicle crossing has already been constructed.

Gating

The gating arrangement is submitted with a sliding electronic gate across the access which is set back 5m from the footway as requested previously but this does not reflect the position on site (extract below shows the alignment with the red line on the site plan which has been installed on site). We would seek confirmation that this is proposed to be amended. The gate to the side of the gable end should be removed.

Hardstanding

The amended plan shows the parking and turning areas, the turning area must be kept clear to allow all vehicles must be able to enter and exist the access onto Kelbrook Road in forward gear.

The area of hardstanding should be used only for the parking of vehicles associated with the residential dwelling 7 Harry Street and not for any other purposes such as for other dwellings or commercial use.

The provision of a bound material for at least 5m into the site is considered necessary and is proposed.

The surface water from the proposed area of hardstanding is proposed to be collected by a slot drain across the access opening and drained to a soakaway within the site. This is acceptable however, we would request a minor amendment to relocate the drain along the back edge of the highway (extract of highway extent shown below).

Conclusion

Lancashire County Council acting as Highway Authority would request an amended layout of the surface water drainage channel to the back edge of the highway.

Should the application be approved the following conditions are requested.

1. Prior to first use of the development hereby permitted, the gating, surfacing and surface water drainage shall be constructed in accordance with the approved plans. Reason for highway safety.
2. All vehicles shall enter and exit the site in forward gear. Reason: for highway safety.
3. The development hereby permitted shall be used ancillary to the domestic use of 7 Harry Street and for no other uses. Reason: For highway safety.

Salterforth Parish Council

Having reviewed the documents submitted, Salterforth Parish Council wish to object to the above application and makes the following comments.

1. Unauthorised works prior to approval.

It appears that the applicant has already commenced and, in large part, completed the works relating to this proposal before planning permission has been granted. This is deeply concerning as it undermines the planning process and the opportunity for proper public consultation and assessment of potential impacts.

2. Highway Safety Concerns

The new driveway and entrance has been created directly onto an already busy main road, across a cycleway, a public footpath and is situated near traffic lights and bus stops. This location already experiences significant vehicle and pedestrian traffic, and the addition of a new access point poses a genuine risk to highway safety. Vehicles entering or exiting the property could cause obstruction or confusion, increasing the likelihood of accidents.

3. Obstruction of Public Footpath

Gates have been installed which now block a previously accessible footpath that provided a walkway around the houses to the rear of Harry Street. This obstruction is detrimental to residents who rely on safe pedestrian routes and appears to contravene public access arrangements.

4. Visual Impact and Character of the Area

The newly erected gates are not in keeping with the character and appearance of the surrounding properties. The design and scale are out of context with the local area and detract from the established streetscape.

Salterforth Parish Council object to this after the event application given that work has continued despite lodging a complain in respect of these works in June 2025 and suggests refusal of the application on the grounds of highway safety, obstruction of public rights of way, and harm to the visual amenity and character of the area.

Public Response

Three objections have been received from members of the public. The comments highlight the following issues:

- Works commenced prior to planning approval including the lowering of the kerb and removal of previous hedge. The applicant has not followed the proper procedures.
- Access onto a busy road raising highway safety issues for highway users. The access is very close to a pedestrian crossing, bus stop and bus junction and crosses a popular footpath used regularly by pedestrians and cyclists.
- The revised location of the sliding gate will not address highway safety issues associated with the development.
- Obstruction of public footpath to the side and rear of properties on Harry Street.
- Gates are not in keeping with the character and appearance of surrounding properties. The design and scale is out of context with the local area and detracts from the established streetscape.
- Land is being used for the storage of plant equipment attracting usage by commercial vehicles including HGVs which block the carriageway.
- Drainage and flooding issues especially during heavy rain.
- Removal of trees to facilitate the access point onto Kelbrook Road.

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) sets out that proposals for new development should have regard to the potential impacts they may cause to the highway network, particularly in terms of safety and the potential to restrict free flowing traffic, causing congestion. Where an adverse impact is identified, applicants should ensure adequate cost-effective mitigation measures can be put in place. Where residual cumulative impacts of development are severe, planning permission should be refused.

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 of the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Supplementary Planning Documents / Guidance

The Development in the Countryside Supplementary Planning Guidance (SPG) Sets out criteria for new development in the countryside areas of Pendle including the change of use of agricultural land to private garden space.

Principle of Development

The site is located outside the settlement boundary and within the open countryside. Its lawful land use is for agriculture. The Development in the Countryside SPG outlines that planning permission for gardens that are 'excessive' will not normally be granted planning permission. Gardens may be considered 'excessive' where they project beyond the line of other existing garden extensions; and where the garden extension is greater than 0.1 hectares.

The application site relates to land located to the southeast of 7 Harry Street. The adopted eastern boundary, demarking the boundary of the agricultural field, aligns with garden extensions of existing properties located on James Street to the south. The total area is 0.02ha or 280 square metres and is therefore below the 0.1 hectare threshold applied through the SPG. As such, the proposed conversion and use of the site as a residential garden with hard standing is acceptable in principle.

Highway Safety

The development functions to also provide off-street parking for the occupiers of 7 Harry Street. The applicant advises of insufficient parking available at the site to meet their needs and consequently relies upon parking provision intended to serve another development. Submitted plans confirm that the driveway is to be accessed directly from Kelbrook Road (the B6383). This work has already been completed.

The B6383 is one of the main routes for vehicles travelling between Barnoldswick and destinations to the south. It is used by a wide range of traffic including commuters, local buses and freight. Running alongside the road is a combined cycleway / footpath which is well used by walkers, families, cyclists, runners and horse riders. The access onto the highway is close to a signalised pedestrian crossing. A bus stop is located opposite the access point and the junctions for Broadstones, James Street, Salterforth Lane and Earby Road are located nearby.

The Local Highway Authority has expressed no objection to the principle of the new access point onto Kelbrook Road on highway capacity or safety grounds. The access is to service the domestic needs of an existing residential property and as such, is unlikely to generate a noticeable increase in entries or exists from Kelbrook Road. The associated total number of vehicle trips is not sufficiently high to warrant changes to the layout of Kelbrook Road. The road already features space facilitating right hand turns into the site from the direction of Barnoldswick increasing the safety of this manoeuvre.

The drop kerb and driveway access has already been constructed. Concern has been raised about whether the correct process has been undertaken to implement these works. This issue is for the local highways authority to address and is not material to the consideration of this application.

The application is made for the change of use of the agricultural field for a domestic garden. The lawful use of this land would be determined by this planning application and is for domestic purposes associated with 7 Harry Street. The site's use for any other purpose, including the storage of materials and/or machinery associated with an existing business (Use Class B8), is enforceable by the Council.

Concern has been expressed about the potential conflict between vehicles using the access and users of the footpath / cycleway located along Kelbrook Road. This principally is in relation to the potential blocking of this route as vehicles cross it, and limited visibility for highway users noting the proximity, scale and materials of the boundary treatment including sliding gate close to the footpath.

Revised plans have been submitted in response to this issue and form the basis of this report (drawing number NPA 298.A01 Rev D). The revised plan confirms proposals to relocate the sliding gateway a further 1.5m into the site setting it back 5m from the existing footpath. The relocation of the sliding gate will enable sufficient space for vehicles entering and exiting to wait without blocking the footpath whilst the sliding gate opens and closes.

The relocated position of the gate increases the visibility of vehicles using the site for users of the passing footpath, satisfactorily addressing concerns raised of the development's impact on highway safety of the users of this footpath.

Drawing No. NPA 298.A01 Rev D also confirms that the site can be entered and exited in forward gear, with hardstanding provided within the development of a sufficient scale to facilitate vehicle manoeuvres to be made within the site boundary. Plans demonstrate these turns can be made within the site alongside parking requirements to meet the maximum parking requirements of 7 Harry Street. Conditions are applied in relation to this for highway safety reasons.

Concern has been raised about the development blocking access to a footpath which runs along the side of 7 Harry Street. A gate has been erected across the footpath which provides access to the rear of terraced properties located on Harry Street. The footpath has been confirmed to be maintained by the local highway authority and is outside the red-line boundary for this planning application. There is no reference to the gate made within the description of development or on submitted plans and its erection is unrelated to the proposals. Consideration of this gate is

therefore beyond the scope of this application although the gate exceeds permitted development rights and so planning permission is required.

Design and Appearance

Submitted plans confirm the design and appearance of the sliding gate which in effect provides the boundary treatment of the application site to Kelbrook Road. The sliding gate / fence is 1.8m tall. The sliding gate is opaque, with a recessive wooden finish. It is adjacent to, and read in the context of, the terraced properties found on Harry Street. Salterforth does not feature a Conservation Area, and the development does not relate to or affect any designated or non-designated heritage asset with very limited visual relationship to the historic core of the settlement located off to the north of the site. A modern housing development is located opposite the site and features materials similar in appearance to those adopted by this development.

Gates of this style are not untypical in a domestic setting, and the adopted grey finish provides a recessive appearance. The relocation of the sliding gate further into the site to address highway safety concerns, pushes the development away from the roadside edge, reducing its prominence. Taking the above into account, the design and appearance of the development is acceptable for its location and accords with Policy ENV2 of the Pendle Local Plan Part 1: Core Strategy.

Drainage

Comments have been made suggesting that during flooding events hardstanding at the development site floods. No evidence has been submitted to support this comment, and the site is located within Flood Zone 1 and subject to a very low risk of surface water flooding according to EA mapping. To protect the safe operation of the public highway, drainage from the site should not make use of highway drainage infrastructure. Submitted plans confirm that water will be drained away from the highway by way of a drainage channel dispersing into a soakaway within the grassed area. For highway safety reasons, the local highway authority has requested a minor amendment to the drainage strategy with the proposed surface water drainage channel relocated to the back edge of the highway. This amendment is reflected in Drawing No. NPA 298.A01 Rev D and so the development as revised is suitable in drainage terms.

Ecology

Comments have been made setting out that the extensive hedgerow and trees have been removed in order to facilitate the development with this having taken place prior to the submission of this planning application. The application has been made retrospectively and as such is not subject to biodiversity net gain requirements. The trees and hedgerow sit in the highway verge and are not protected by planning policy. The applicant gained approval from the local highway authority (the landowner) for the removal of the trees and hedgerows. Taking the above into account, there are no ecological reasons to refuse this application.

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 principle, and its design would not result in unacceptable adverse effects on the character and appearance of the area. The site can be accessed safely with sufficient off-road parking provided whilst maintaining sufficient turning space to enable entry and exit by forward gear. Subject to condition, the development is acceptable in drainage terms and there are no ecology grounds on which to refuse the development. 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. Within one month of the date of this decision notice, the relocation and erection of the sliding gate, boundary treatment works, site drainage and all surfacing work shall have been carried out in full in accordance with the following approved plans:

- Drawing No. NPA 298.A01 Rev D 'Proposed Site Layout Plan and Location Plan' Received 17th November 2025
- Drawing No. 00000 'Front Elevation' Received 14th November 2025.

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

3. All materials of the proposed development shall be as stated on the application form and approved drawings and shall not be varied without the prior written permission of the Local Planning Authority.

Reason: These 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 development hereby permitted shall be used ancillary to the domestic use of 7 Harry Street and for no other uses.

Reason: For highway safety. To ensure the use of the development is consistent with adopted planning policy.

5. The manoeuvring area shown on Drawing No. NPA 298.A01 Rev D 'Proposed Site Layout Plan and Location Plan' shall at all times be kept free from obstruction to enable vehicles to enter and exit the site in forward gear.

Reason: For highway safety.

Application Ref: 25/0442/FUL

Proposal: Full: Change of use from an agricultural field to a residential garden with hard standing and altered vehicle access.

At: Land to the South East of 7 Harry Street, Salterforth

On behalf of: Mr Matthew Barnes

REPORT TO WEST CRAVEN COMMITTEE ON 2ND DECEMBER 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 was deferred from the committee that took place on 4th of November, to enable discussions with the applicant regarding street light provision on the estate roads. The applicant has explained that, as the estate roads are not being offered for adoption and will remain private, public street lighting cannot be installed on them. This position was confirmed with LCC Highways. No other street lighting provision is being proposed due to the maintenance liability issue for residents.

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 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

REPORT TO WEST CRAVEN COMMITTEE ON 2ND DECEMBER 2025

Application Ref: 25/0635/HHO

Proposal: Full: Erection of a storage building.

At: Grange Hill, Skipton Road, Earby

On behalf of: Mr Andrews

Date Registered: 02.10.2025

Expiry Date: 27.11.2025

Case Officer: Luke Jones

Site Description and Proposal

The application site is a semi-detached dwelling with an associated detached annex in the Earby Conservation Area in the settlement boundary of Earby. The main access is off Skipton Road. The site slopes upwards significantly from the entrance in the southeast up to the property in a westerly direction, perpendicular to the highway.

The proposed development seeks to erect a storage building to the south-east of the site, ahead of the principal elevation of the existing dwelling, next to the main vehicle entrance, directly adjacent to the highway.

Note that this is a retrospective application with minor changes proposed to the current structure, including the removal of the front elevation double doors.

Relevant Planning History

24/0809/FUL – Full: Erection of a detached single-storey annex. REF.

25/0074/FUL – Full: Erection of a detached single-storey annex. APPCON.

25/0367/CND – Approval of Details Reserved by Condition: Discharge Condition 3 (Surface Water collected within site and drained to an internal outfall) of Planning Permission 25/0074/FUL. CDS.

Consultee Response

Highways

Having reviewed the documents submitted the Highway Development Control Section of Lancashire County Council has no objections to the planning application. The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.' (Paragraph 116). My detailed examination of this application concludes there are no highway grounds to support an objection as set out by NPPF.

Reference is made in the submitted Planning Statement (Highway Safety section) that the applicant is willing to accept a condition on highway safety grounds restricting the installation of doors in the front elevation to prevent its use by motor vehicles.

The highway authority presumes that if such doors were installed this would be in contravention of the approved plans and the applicant or future owner would be liable to planning enforcement

action. However, for clarity, the highway authority recommends the following, or similarly worded, condition is applied to any formal planning approval granted.

Condition

The detached building hereby approved shall at no time have any doors or openings on the elevation facing Skipton Road (A56) which would allow its use by motor vehicles as vehicles reversing to or from the highway would pose a hazard to other highway users. Reason: In the interest of highway safety.

Environmental Services (Health)

No response.

Parish/Town Council

No response.

Public Response

The nearest neighbours have been notified by letter, a site and press notice has been posted with one public response raising no objections.

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.

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.

The Conservation Area Design and Development Guidance SPD sets out that new development should use good quality and predominantly natural building materials, be well detailed, and respect local architectural detailing and styles.

Officer Comments

The proposed development is in Earby Conservation Area in the settlement boundary of Earby. There are no underlying policies which would prevent the development in principle. The principal material considerations for the application are as follows:

Design and Materials

The Conservation Area Design and Development Guidance SPD provides general guidance on the erection of ancillary buildings. If they can be seen from the public realm then particular care should be taken over design and materials. Simple building forms and natural materials are the preferred approach. The Design Principles SPD further requires additions to domestic buildings to be proportionate in scale to the original dwelling.

The proposal is for a storage building circa 25.76 square metres (7.02 x 3.67) with white render lower walls and dark timber cladding above with a single timber door on the rear elevation for access. The roof is pitched with corrugated bitumen sheets with an eaves height of circa 2.13m and a ridge height of circa 4.19m when measured from the east elevation. Due to the topography of the site, with land rising from east to west, the proposed building would appear significantly taller on its east-facing elevation and consequently more visually prominent when viewed from the public realm on Skipton Road.

A site visit confirmed that the proposed structure would be readily and directly visible from Skipton Road, particularly when travelling northwards, where removal of vegetation along the front boundary has opened up views into the site. This contrasts with the Heritage Statement, which relies on Google Maps Street View imagery from July 2023 and does not reflect the current openness of the site. Given this increased visibility, the use of appropriate traditional materials and a modest, unobtrusive form is essential to preserve the character and appearance of the Conservation Area.

The proposed building uses materials which are not consistent with the Conservation Area Design and Development Guidance SPD. The use of corrugated bitumen sheeting results in a roof finish that does not reflect traditional or high-quality materials characteristic of the Conservation Area. The height of the building and proximity to the adjacent highway (circa 1.5m) would also result in a structure that appears visually dominant when viewed from the public realm. This results in an incongruous and unsympathetic addition that fails to preserve or enhance the designated heritage asset, contrary to the Conservation Area Design and Development Guidance SPD that requires ancillary buildings to be well designed and located.

The proposed development would therefore be contrary to policies ENV1 and ENV2 of the Pendle Core Strategy: Part 1, the adopted Design Principles SPD, and the adopted Conservation Area Design and Development Guidance SPD in terms of design.

Residential Amenity

The Design Principles SPD advises that proposed developments should not result in an unacceptable adverse impact upon neighbouring dwellings.

The proposed development would be situated circa 12.5m from the nearest dwelling, separated by the adjacent highway. Given this separation distance and modest domestic use of the structure, the development would not result in any unacceptable impact in terms of overlooking, overbearing, or loss of light.

The proposed development would therefore be acceptable in terms of residential amenity in accordance with ENV1 and ENV2 of the Adopted Pendle Local Plan Part 1: Strategy and Adopted Pendle Design Principles SPD.

Heritage Assets

The development lies within Earby Conservation Area, a designated heritage asset characterised by historic stone buildings, traditional materials, and a well-preserved streetscape. The impact on this designated heritage asset needs assessing as part of the application.

The proposed outbuilding, by virtue of its height, visual prominence arising from the site's topography, and the use of non-traditional roof materials, would fail to respect the established character of the Conservation Area and would introduce an incongruous and visually intrusive form within public views from Skipton Road. This would result in a low level of less than substantial harm to the significance of the designated heritage asset.

In accordance with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council must give special attention to preserving or enhancing the character or appearance of the Conservation Area. Paragraph 215 of the NPPF requires that where a proposal results in less than substantial harm to a designated heritage asset, that harm must be weighed against the public benefits of the proposal.

The proposal would deliver limited public benefit as it relates to private domestic use. As such, the identified low level of less than substantial harm to the conservation area must be weighed carefully in the planning balance.

Highways

The proposed development would be circa 1.5m from the highway adjacent to the main vehicle entrance of the site. The current structure includes timber double doors on the elevation facing the highway however these are proposed to be removed to eliminate any potential for vehicular access. Due to the distance away from the highway the proposed development would not result in any highway visibility concerns and therefore there are no highway implications arising from the proposal. LCC Highways raises no objections subject to a condition to ensure no vehicular access doors are inserted on the elevation facing the highway.

RECOMMENDATION: Refuse

1. By reason of siting, scale and design the proposed outbuilding would cause harm to the character and appearance of the Earby Conservation Area. Whilst it would cause a low level of less than substantial harm, the harm would not be outweighed by public benefits associated with the development. As such the development is contrary to paragraph 215 of the Framework, Policy ENV1 and Policy ENV2 of the Local Plan: Part 1 Core Strategy, the adopted Design Principles SPD and the adopted Conservation Area Design and Development Guidance SPD.

Application Ref: 25/0635/HHO

Proposal: Full: Erection of a storage building.

At: Grange Hill, Skipton Road, Earby

On behalf of: Mr Andrews

LIST OF BACKGROUND PAPERS Planning Applications

NPW/MP

Date: 19th November 2025