

Report Title	PLANNING APPLICATIONS
Meeting	WEST CRAVEN COMMITTEE
Meeting Date	3RD FEBRUARY 2026
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 application.

REPORT TO WEST CRAVEN COMMITTEE ON 03RD FEBRUARY 2026

Application Ref: 25/0813/FUL

Proposal: Full: Erection of 1 no. dwelling with associated vehicular access, infrastructure, siting of a temporary caravan, and the provision of 3 no. parking spaces.

At Land to The North of The Stables, Old Stone Trough Lane, Kelbrook, Lancashire

On behalf of: Mrs L Lancaster

Date Registered: 03.12.2025

Expiry Date: 28.01.2026

Case Officer: Athira Pushpagaran

This application is sent to committee as it recieved 3+ objections contrary to officer recceomendatiion.

Site Description and Proposal

The application site is a parcel of land located immediately adjacent to and accessed from Old Stone Trough Lane in Kelbrook. It is situated in the open countryside, outside the settlement boundary of Kelbrook albeit adjacent to it. The application site consists of a grassed area which has an existing access track to the applicant's stables.

The proposed development is the erection of 1 no. dwelling with associated vehicular access, infrastructure, siting of a temporary caravan, and the provision of 3 no. parking spaces. The site currently benefits from an extant permission in principle for the erection of one dwelling, although the red edge is slightly bigger than the one approved at PIP.

Relevant Planning History

24/0773/PIP Permission in Principle: Erection of 1 no. dwelling. Allowed at appeal (ref 25/0008/AP/REFUSE). 2025

13/06/0295C1 Approval of Details Reserved by Condition: Discharge Conditions 5, 6, 10, 11, 13 and 14 of Planning Permission 13/06/0295P. Conditions Discharge split Decision. 2014

13/06/0295P Full: Erect two stables, tack room and feed store, and form new access track (re-submission). Approved with Conditions. 2006

Consultee Response

Highways

Site access

The formation of the amended vehicle access from Old Stone Trough Lane to the site would need to be carried out under a legal agreement (short-form Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to, the construction of the amended access to the highway authority's specification including radius kerbs to protect the grass

verges from damage by vehicle overrun; the access constructed to properly tie into the existing carriageway edge and constructed to prevent surface water from flowing from the highway into the site.

The submitted drawings, including Drawing 8 – Entrance Details, show that a resin finish type surfacing would be provided from the carriageway edge into the site. This is not to the highway authority's specification, and it does not consider it a suitable material for the increase in traffic movements which the development will generate. Therefore the first 5.6m of the access should be surfaced in tarmac of a type to be agreed with the highway authority in the construction of the amended access/tie-in to the carriageway edge.

If planning approval is granted the developer is advised to contact Lancashire County Council as soon as possible to start the Section 278 process and should not wait until condition discharge stage. Due to the high volume of agreement submissions currently being received by the county council this process can take at least six months to complete. No works should be undertaken within, or which affect, the highway network maintained at public expense without the necessary agreement first being in place in order to prevent legal action from being taken against the developer.

The access should also remain ungated to allow all vehicles using it to enter and leave in one movement without having to wait on Skipton Old Road to open or close the gate as these vehicles could obstruct the free flow of traffic. Alternatively, any gate erected should be set back at least 10m into the site so that any vehicle waits wholly off the carriageway whilst the gate is opened and closed.

Visibility splays

In response to the Permission in Principle application the highway authority requested an automated traffic survey to establish whether the previously conditioned visibility splays were still adequate given the intensification in use of the access.

A Highway Report (ref 662-25-1A dated 10.11.25) prepared by AMNI Transportation has been submitted in support of the development. This report includes details of the automated traffic survey outside the site access carried out between 10 and 16 September. The highway authority has been made aware of an emergency temporary road closure on Skipton Old Road, Foulridge 11.09.25 – 17.09.25, which was during the traffic survey period. (Skipton Old Road turns into Old Stone Trough Lane.)

The report states that 85th percentile speeds recorded outside the site access were 24.1mph (north-east bound) and 25.4mph (south-west bound) (Table 2). Based on this data visibility splays of 31m (NE bound) and 34m (SW bound) would be required. The submitted Visibility Splays Plan (Drawing 662-25-1B) show visibility splays of 31m and 34m. Vehicles approaching the access from the left (away from Kelbrook) would be travelling in a SW direction and those approaching from the right (towards Kelbrook) in a NE direction. Therefore the visibility splay to the left of the access should be 34m and that to the right should be 31m. The plan should be amended to reflect this to avoid confusion.

The temporary road closure potentially could have affected the results of the above traffic survey as through traffic from Foulridge was prevented. However, only a short section of the road was closed at the Foulridge end so allowing continued access to most of the properties along Skipton Old Road/Old Stone Trough Lane, with access and exit being from the Kelbrook direction. The survey was to establish traffic speeds and not volumes. As Old Stone Trough Lane is mainly used by local traffic the highway authority considers that any reduction in through traffic caused by the

road closure would not have adversely affected the results of the traffic survey as two-way traffic past the site access was still possible by local residents.

Furthermore, the visibility splays proposed based on the 85th percentile speeds are not significantly different from those imposed by condition on application 13/06/0295P, which were for 33m Y distance splays.

Car & cycle parking

Recommendations in the borough council's Parking Standards are that two adequately sized car parking spaces should be provided for a dwelling with three bedrooms. The proposed detached garage is considered adequately sized internally to provide one car parking space and secure storage for at least two cycles, plus an electric vehicle charging point. A further parking space can be provided on the driveway in front of the garage. The highway authority therefore considers that an adequate level of off-road parking can be provided for the type and scale of development proposed. The site layout should also allow vehicles to enter and leave in forward gear.

Construction phase

A Construction Traffic Management Plan including site layout would need to be submitted as this is a greenfield site. There is also no capacity for on-road parking for construction and contractor vehicles due to the narrow carriageway along this section of Old Stone Trough Lane nor on the highway network in the general area. In addition, the timing of deliveries by HGVs would need to be considered given the limited carriageway width of the roads between the site and the main highway network, together with the route to the site past Kelbrook Primary School. The highway authority recommends that no HGV construction traffic movements to and from the site shall occur before 9.30am or between 2.30pm - 3.30pm Monday-Friday during school term time to avoid peak traffic on the surrounding highway network.

Temporary siting of caravan

The temporary siting of the caravan should be controlled by condition to limit the timescale so that additional residential accommodation is not established on site, which has not been fully accessed. Paragraph 5.4 of the submitted Planning Statement also refers to such a condition.

Conclusion

Based on the information submitted Lancashire County Council acting as the highway authority considers that the proposed development is unlikely to have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions and informative note being applied to any formal planning approval.

PBC Environmental health

Request a condition for a construction method statement and Informatives on burning and contaminated land.

Yorkshire water

No comments

Parish/Town Council

No response

PBC Engineering

No response

Public Response

The nearest neighbours have been notified by letter with 24 responses received so far. 10 of these were objections and 14 were in support. The issues raised in these are summarised below:

Objections

- Not a technical details consent and therefore should be treated as a separate planning application
- No need for the applicant to live on site
- The extra land added to the red edge needs a change of use permission
- Calculations of the drainage impact assessment wrong as it is based on the red edge of the PIP and hasn't properly considered all the proposed elements.
- Busy road with no pavements which HGVs and agricultural vehicles use.
- The traffic survey was done during a period of road closure and does not reflect the actual numbers.
- No Construction Traffic Management Plan
- Neighbours currently and have always parked vehicles on the highway, without any restrictions imposed, which are well within the visibility splay indicated on the plans and also on the opposite side of the carriageway without causing any obstruction of the highway.
- There is now a horsebox trailer permanently kept on site which is often used. When it is towed on and off site the road is blocked in both direction whilst the gate is locked/unlocked and opened/closed. Gateway is not set back sufficiently for safe opening and closing of gate whilst towing a trailer.
- The caravan would be a blot to the landscape
- The changes made from the PIP are material amendments
- Details have not been provided in the application documentation for Electricity, Resin Drive, Parking and Construction Management Plan.
- Unachievable Visibility Splays and Highway Safety
- No details of water collection from the resin drive or gateway to stop flooding or overspill onto road.
- No external lighting scheme, given the original stable planning grant specifically stated that no external lighting was permitted, is provided
- Building is much bigger than original specification and now has a garage as well and does not accord with existing setbacks.
- Materials are completely different to all other houses in the area and do not conform to the neighbourhood plan.
- water ingress to the site from the road which will be affected by the proposal
- This proposal would result in an increase in vehicular movements, given the proposal is for a 3 bedroom and 3 parking facilities for multiple occupancy and introduces risks that would compromise highway safety
- Unclear whether the 'garage' is meant to be used as an actual garage
- Contrary to Kelbrook and Sough Neighbourhood Plan
- it fails the PIP requirements and would allow overdevelopment
- The drainage condition for the stables was never discharged
- Bat boxes are discussed but no bat survey is presented
- The position of the three car parking spaces is not shown

- Proposed caravan location, size, duration, services – including wastewater removal details are not provided
- Do not meet requirements of DM09
- The waste treatment plant selected needs to be emptied periodically. Its location on the northwest side of the buildings has no access for this type of removal. This should be clarified so that a future problem is removed.
- No details for PV arrays, Solar Assisted Heat Pump, Ground, Air and Water Source Heat Pumps
- The proposed dwelling would be isolated in the open countryside and fails to meet the very limited exceptions in the NPPF for new homes in such locations, nor does it demonstrate exceptional design or justification
- Given the use of soakaways have been dismissed due to the high clay content of this site, permeable surfaces or not, will not reduce the surface water that is already an issue on this site. The proposed hard landscaping and now extended stable block, is nowhere near the applicant solution of an attenuation tank. The tank will only remove roof runoff via guttering and drainpipes, and not from other aspects of surface water. Due to the footprint this will increase the already established flooding issues on this site.
- No survey, which would identify the likely and significance of any impacts to habitats or species of principal importance has been offered in this application, in relation to this policy, and should therefore be refused.
- This development proposal does not demonstrate that trees, woodland, hedgerows have been considered. The recent planting on site will conflict with the proposed siting of the attenuation tank as well as residential amenity and are in close proximity of the existing old fragile cast main water pipes that run within the boundary, as advised by Yorkshire Water consultee.
- Due to the current siting of this proposed dwelling, midway between the developments on Old Stone Trough Lane and Quernmore. The nearest neighbours will be able to view into the proposed front windows along with rear units respectively. It is understood that the applicant is going to mitigate this with high hedging thus developing a large barrier for light and views. Should this proposal be approved, then a condition applying to hedge height in line with the antisocial act and high hedges act needs to be applied to ensure light/view obstruction remains
- The flooding issues downhill will be exacerbated and would potentially impact highway safety on the A56
- If this proposal is approved a condition to ensure no commercial or business ventures are made from this site, and enforced accordingly, and the site is for the applicant's private horses only.
- Scale of the building too big as what was indicated at PIP
- It is believed that there are currently Lapwings in the Kelbrook area
- It would increase the vehicle movements as currently the applicant visits the site once a day on average and the a dwelling here would result in much more than that daily including school, office runs, errands and other visits daily.

Support

- the lane is a quiet country lane
- agree with the LCC comments

- The build will blend in, not look out of place due the other houses in the vicinity using various materials
- there surely is an engineering solution for it if water from the road flows into the site
- there is a clear functional and welfare related need for the applicant to live on site. The land is used for the keeping and care of horses, including a veteran horse with previous injuries and ongoing health concerns, a young colt, and two further horses
- the presence of a permanent resident would act as a strong deterrent, enhancing security and reducing the risk of crime.
- I notice one objection from a direct neighbour state there are no garages along Old Stone Trough Lane. Quite clearly there are numerous garages, Spring House has a large double detached garage and large garden room, Oliver Croft also has a detached garage situated next to the house, Newlynn used to have a garage which they have converted into a kitchen/dining room (see planning application 13/98/0435P), yellow hall both have garages, Old Stone Trough Cottage a garage, and all of Quern more drive have garages.
- Most dwellings along the lane stop in the middle of the road to open their driveway gates then reverse onto their driveway. This has never caused any accidents/near misses on this road. The direct neighbour parks multiple cars on the lane, causing obstructions. If this was a problem and a dangerous lane as mentioned in numerous comments, then this maybe needs looking into and possibly double yellow lines added to the road.
- It is only for one house and not a housing estate
- Ideal site with access already in place and used multiple times a day
- The applicant has already planted numerous hedgerows and trees
- Surface water and drainage can be managed via standard planning conditions, ensuring there will be no adverse impacts on neighbouring land or downstream watercourses. - The site is of sufficient size to incorporate sustainable drainage measures where required
- It would cause a temporary disturbance to neighbours for only a time while the building takes place, just like any developments do.

Relevant Planning Policy

Pendle Local Plan Fourth Edition (2021-2040)

Policy SP01 (Presumption in Favour of Sustainable Development) echoes the presumption set out in National Policy and promotes the three strands of sustainable development: economic, social and environmental. Applications which accord with policies contained within the Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy SP02 (Spatial Strategy) sets out the spatial development principles for developments in Pendle. Proposals to develop outside of a defined settlement boundary will only be permitted for exceptions to Policy DM09 that are identified in the NPPF, an adopted development plan document, or a made neighbourhood plan, or that are in accordance with Policy SP04 part 5 when the Council is unable to demonstrate a five year housing land supply.

Policy SP04 (Housing requirement and delivery) sets the minimum annual requirement for the number of dwellings to be delivered in Pendle.

Policy SP08 (Towards Net Zero Carbon) encourages applicants to incorporate renewable and low carbon energy generation into development.

Policy SP09 (Water Management) considers water quality, supply infrastructure, wastewater, efficiency and flood risk. It requires that proposed development does not increase the risk of flooding elsewhere.

Policy DM01 (Climate change resilience) requires developers to create accessible development which consider pedestrian, cycling and public transport movement. Proposals should minimise the use of natural resources and help mitigate the effects of climate change.

Policy DM02(a) (Flood Risk) echoes the sequential test set out in national policy. The use of SUDs should be prioritised, and the use of permeable surfaces should be avoided wherever possible.

Policy DM02(b) (Surface Water & Foul Water Management) requires applications to be accompanied by a strategy for foul and surface water management and to follow the sustainable drainage hierarchy.

Policy DM04 (Biodiversity Net Gain) sets out that development is required to provide a measurable 10% enhancement above the baseline conditions. If this cannot be provided on site, it should be provided by way of an off-site contribution or biodiversity credits.

Policy DM09 (Open Countryside) sets out the exceptions to develop outside the settlement boundary.

Policy DM10 (Landscape character) sets out that development proposals will be expected to respect and wherever possible enhance the landscape in which they are located.

Policy DM13 (Environmental Protection) seeks to ensure development does not result in any adverse impacts relating to air quality, lighting, noise and vibration and soil and water from the development and from the construction phase.

Policy DM16 (Design & Place Making) seeks high quality design in all new developments. Proposals should promote local character and distinctiveness and demonstrate a good standard of amenity for existing and future occupants.

Policy DM21 (Design & Quality of Housing) requires residential development to make a positive contribution to the built and natural environment. It sets out that new homes should make efficient use of land.

Policy DM26 (Housing in the countryside) sets out the criteria to be met for new housing outside of a defined settlement boundary. Only those meeting these criteria will be supported.

Policy DM37 (Parking) standards are set out in Appendix 5 of the plan, adequate parking provision is required to serve all new 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.

Para 139 of the framework states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking

into account any local design guidance and supplementary planning documents such as design guides and codes.

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

Supplementary Planning Guidance: Development in the Open Countryside places great importance on proportion and setting and provides guidance on the materials which would be acceptable for agricultural buildings. Developments must not be detrimental to the landscape and the materials and design must reflect traditional farm buildings.

Kelbrook & Sough Neighbourhood Plan KS DEV1 ensures that all development should, by virtue of its design, siting, access, use, visual impact, layout, materials, height, scale and location, protect and respond positively to the character and heritage of the natural and built environment.

Officer Comments

The proposed development is situated outside the settlement boundary of Kelbrook, within the open countryside. The site is a greenfield land and an existing stable to its side. The greenfield portion of the site benefits from a permission in principle (PIP) for one dwelling. The dwelling and associated parking is proposed within this part of the site.

The red edge of the application site extends outside the PIP red edge to include the stables as a temporary caravan is proposed to be sited adjacent to it. This will be occupied by the applicant while the new dwelling is in construction. The siting of temporary buildings on a construction site is permitted development as per class A of part 4 of the GDPO and therefore the principle of the caravan is acceptable subject to a condition to control its duration.

The principle of the erection of one dwelling on this site has been established through the PIP. A PIP is a type of application that only looks at the location, land use and amount of development. The design, appearance and layout of the development is only considered at the next stage which is the technical details consent stage. The current application is not a technical details consent but a full application and therefore does not necessitate for the red edge of the application site to be the same as the earlier PIP. As only the caravan is cited within the part of the site outside the red edge of the PIP, the principle of the development is still acceptable for this application.

The other principal material considerations for the application are as follows:

Design and Materials

The site is located adjoining the settlement boundary, as a continuation of existing frontage on old stone trough lane. There is an existing stable on site, and the proposed building would be between the stables and Newlyn to the northeast. There is an existing track with access from Old stone trough lane that curves and run parallel to the lane to the stables. The proposed dwelling would be to the north of this track and set back from the road, almost in line with the rear elevation of neighbouring Newlyn. There is no defined building line along the frontage of old stone trough lane on either side and the positioning of the dwelling in this case is acceptable.

The neighbouring dwellings have a variety of designs, massing and finishes including stone, render and pebble dash exteriors. The proposed dwelling would be a bungalow with an apex roof, with gables to the side. It would have a small gabled porches to the front elevation and the side and a gabled element to the rear. It would also have a detached garage to the northeast side. The walls would be finished in sterling white K-render, and roof in concrete roof tiles, with PV panels

and openings in UPVC or aluminium. The garage and porch would be clad in vertical timber. A condition would be added to control the exact finish and colours of all external materials.

Overall, subject to the above condition the proposed development would be acceptable in terms of design and visual impact in accordance with policies DM16 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), Development in the Open Countryside SPG and the Adopted Pendle Design principles SPD.

Residential Amenity

The proposed new dwelling would be to the southwest of Newlyn, with the proposed detached garage between them. The garage is circa 13m from the side elevation of Newlyn and positioned setback from Newlyn. The nearest neighbours on Quernmore drive would be more than 21m away from the rear elevation of the proposed development. The proposed dwelling would not result in any overbearing impacts, unacceptable loss of light or privacy to any adjacent property.

The council's environment health officer has suggested a condition for a construction method statement to control any nuisance during the construction stage. This would be added to any approval.

Therefore, the proposed development would be acceptable in terms of residential amenity in accordance with policy DM16 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), and the Adopted Pendle Design principles SPD.

Highways

The development raises no issues of highway safety. LCC Highways had suggested a tarmac finish at the entrance instead of the previous resin finish and to setback the gate by 10m so that any vehicle waits wholly off the carriageway whilst the gate is opened and closed. These has been updated in the site plan and acceptable.

In response to the Permission in Principle application, the highway authority requested an automated traffic survey to assess whether the previously approved visibility splays remained adequate given the increased use of the access. A Highway Report has been submitted in support of the proposal. The highway authority was advised that an emergency temporary closure of Skipton Old Road occurred for six days during the survey period, which may have affected through traffic from Foulridge. As the survey assessed vehicle speeds rather than traffic volumes, and Old Stone Trough Lane is primarily used by local traffic and only a short portion was closed off, the highway authority is satisfied that the closure would not have materially affected the survey results. Nonetheless the visibility splays proposed based on the 85th percentile speeds are not significantly different from those imposed by condition on application 13/06/0295P, which were for 33m Y distance splays.

The proposal includes sufficient parking provision.

LCC Highways request conditions for a Construction Traffic Management Plan, condition to limit the timescale of the caravan, Construction Method Statement, for highway works, for maintain visibility splays, retention of parking areas. These will be added to any approval.

Biodiversity Net Gain

The application claims exemption from BNG requirements as it is a self-build or custom build dwelling. The applicant has in the statement detailed that the dwelling would be occupied by

themselves and are involved in the designing. The plot consists of only one dwelling and the site is less than 0.5 hectares and meets the requirements set by the BNG legislation.

Drainage

A drainage strategy has been submitted with the application. This demonstrates that the scheme follows the hierarchy of surface water required by national policy. Since the soil type is 'Slowly permeable seasonally wet acid loamy clay soils' infiltration via soakaway is not considered and the surface water is proposed to be discharged directly into the nearest watercourse which is an unnamed watercourse southwest of the site along the boundary wall, flowing west where it is culverted under Colne Road.

Discharge rate will be restricted to a maximum of 1l/s using a minimum orifice diameter of 50mm. Flows in excess of this will be attenuated in a geo-cellular storage tank within the car parking area. Foul from the development to be directed into a package treatment plant located at the south of the site, with clean effluent being discharged into the watercourse at the southwest of the site.

Yorkshire water raises no objection to the scheme. The proposed drainage strategy and drainage scheme is acceptable.

Ecology

A preliminary Ecology Appraisal is expected before the committee date. An update will be sent to committee regarding this and if this necessitates any change in recommendation, or conditions to be added.

Other matters

The design, scale or appearance of the dwelling was not assessed at the PIP stage as it was outside the scope of the application.

Private views and property value are not planning consideration.

Reason for Decision

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

RECOMMENDATION: Approve

Subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

- 662-25-1C Visibility Splays
- 3324/5B Plan Elevation & Section as Proposed
- 3324/8A Entrance Detail
- 3324/6A Site Plans as Proposed
- 3324-7 Proposed Site Sections
- 3324-1 Location Plan
- 662-25-1A Highway Report
- Landscape & Management Plan
- Proposed Drainage Strategy
- PV specification sheet- Eco Line Glass-Glass Non-Reflect M60/ 290 - 310 W

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

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

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

4. Prior to first occupation of the approved development the parking and manoeuvring areas shown on the approved plans shall be constructed, laid out and surfaced in bound porous materials and thereafter always remain available for the parking of vehicles associated with the dwelling and shall be kept free from obstructions in perpetuity.

Reason: In the interest of highway safety to ensure that satisfactory levels of parking and manoeuvring are provided within the site.

5. Prior to the first occupation of the approved development surface water drainage measures as detailed in the approved site plan 3324/6A shall be installed and maintained thereafter.

Reason: To prevent flooding

6. The approved landscaping as per the site plan 3324/6A and Landscape & Management Plan shall be implemented in its entirety approved form within the first planting season following the substantial completion 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.

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

8. No development shall take place, including any works of clearance, until a Construction Method Statement including a site plan has been submitted to and approved in writing by the

Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) Wheel washing facilities and means of mechanical road sweeping
- v) Measures to control the emission of dust and dirt during construction
- vi) A scheme for recycling/disposing of waste resulting from clearance and construction works
- vii) Hours of operation and deliveries
- viii) Routing of delivery vehicles to/from site
- ix) Timing of deliveries, particularly HGVs
- x) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.
- xi) Construction site noise and vibration
- xii) Control of Dust
- xiii) Burning onsite

Reason: In the interest of highway safety and residential amenity.

9. No part of the development hereby approved shall be occupied until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Works shall include, but not be exclusive to, the construction of the amended access to the Local Highway Authority's specification including radius kerbs; the access constructed to prevent water flowing from the highway into the site; construction details of the tie-in to the existing carriageway edge.

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

10. Notwithstanding the documents submitted, prior to first occupation of the approved development visibility splays measured 2 metres back along the centre line of the access from the carriageway edge and extending 34 metres to the north east and 31 metres to the south west of the access shall be provided. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splays. The visibility splays shall be maintained free from obstruction at all times thereafter for the lifetime of the development.

Reason: In the interest of highway safety to ensure adequate inter-visibility between highway users at the site access.

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.

No deliveries shall be taken at or dispatched from the site outside the hours of 08:00 and 17:30 on weekdays and 09:00 and 13:30 on Saturdays and there shall be no deliveries taken or dispatched from the site at all on Sundays, Bank or Public Holidays. No Vehicles shall be left idling onsite with the engine running.

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the Highway Authority prior to the start of any development. For the avoidance of doubt works shall include, but not be exclusive to, the construction of the amended access to the 5 Highway Authority's specification including radius kerbs; the access constructed to prevent water flowing from the highway into the site; construction details of the tie-in to the existing carriageway edge. The applicant should contact the county council for further information by telephoning the Development Control Section (Area East) on 0300 123 6780 or by email on developeras@lancashire.gov.uk , in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.

The Borough of Pendle Council has announced a climate emergency, therefore to help improve air quality there should be no burning of any materials on site. Pendle Borough Council receives many complaints about smoke from bonfires, which are inappropriate in any area of the borough. The practice of burning wastes on site is an old-fashioned practice, which normally constitutes an offence under the Duty of Care provisions of the Environmental Protection Act 1990. The applicant is cautioned against permitting any bonfire to take place during demolition, site clearance or construction. For further information contact Environmental Health at Pendle Borough Council by telephoning (01282) 661199.

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: 25/0813/FUL

Proposal: Full: Erection of 1 no. dwelling with associated vehicular access, infrastructure, siting of a temporary caravan, and the provision of 3 no. parking spaces.

At Land to The North of The Stables, Old Stone Trough Lane, Kelbrook, Lancashire

On behalf of: Mrs L Lancaster

LIST OF BACKGROUND PAPERS

Planning Applications

NPW/MP

Date: 12th January 2026