

Report Title	PLANNING APPLICATIONS
Meeting	NELSON, BRIERFIELD & REEDLEY COMMITTEE
Meeting Date	30TH MARCH 2026
Report Author	NEIL WATSON
Directorate	PLACE
Lead Executive Member(s)	COUNCILLOR L. WHIPP
Wards Affected	Marsden & Southfield, Brierfield East & Clover Hill, Whitefield & Walverden, Bradley, Brierfield West and Reedley
Public. Part Exempt, or Fully Exempt	PUBLIC
Appendices (if any)	NONE

PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 30th MARCH 2026

Application Ref: 25/0670/HHO

Proposal: Full: Installation of fence panels and gate to front of dwelling.

At: 10 – 12 Howgill Close, Nelson

On behalf of: Ms A Yousaf

Date Registered: 05/08/2025

Expiry Date: 30/09/2025

Case Officer: Craig Barnes

The application was deferred at the 6th January 2026 Nelson, Brierfield and Reedley Area Committee pending receipt of revised plans responding to visibility concerns from a highway safety prospective.

Revised plans have now been received. Following consultation with the Local Highway Authority, the proposal as revised remains unacceptable in highway safety terms. The applicant has been given the opportunity to submit further amended plans in response to comments made by the Local Highway Authority however no response has been received. The recommendation of this report therefore remains unaltered.

Site Description and Proposal

The application site is located within the settlement boundary of Nelson, taking place within the curtilage of 10-12 Howgill Close. The proposal relates to the installation of fence panels to the front and one side of the driveway to the front of the property, with two separate sliding gates featured. The amount of off-street parking provided at the property is unaffected by proposals.

This application follows the refusal of 25/0507/HHO which sought an almost identical development.

Following the application's deferral at the 6th January 2026 area committee, the applicant has sought to revise their proposals in response to concerns raised by the Local Highway Authority regarding the assessed unacceptable adverse impacts caused by the proposal on highway safety.

A revised plan has now been received (drawing no. U223-P03B) and forms the basis of this report. The revised plan reduces the fence panel between the application site and No 14 to 1 metre in height. A section of the sliding gates has been altered to railings in response to identified highway safety concerns.

Relevant Planning History

25/0507/HHO Full: Installation of fence panels and gate to front of dwelling (Refused, 10th September 2025).

Consultee Response

Local Highway Authority

Updated comments:

The infill panels in the gates will still create a solid feature, even though they're reducing the overall area, and will block visibility. It'll have the same effects between Nos 8 and 10.

To address visibility both gates should just be railings with no infill panels, and the railings should be spaced so that these don't create a solid feature. The two fence panels on the section of wall between the gates can be solid if the gates are all railings, or have infill panels no higher than 0.6m above the carriageway level, which is the minimum vertical measurement for children (Manual for Streets). Alternatively, the first 2.5 metres of the gates could be railings which would give some inter-visibility when the gates are closed particularly for a vehicle exiting No 14, but also from the application site is one gate is closed.

I've noted that they've lowered the height of fence panel 2 between them and No. 14, which is acceptable.

Public Response

No responses received.

Officer Comments

Policy

Local Plan Fourth Edition

Policy SP13 (Transport and Connectivity) advises that where there is an unacceptable impact on highway safety, planning permission is likely to be refused.

Policy DM16 (Design) sets principles to secure high quality, beautiful and sustainable development including the promotion of local character and distinctiveness, securing sustainable and climate resilient development, protecting residential amenity, encouraging active lifestyles and improving external appearance.

National Planning Policy Framework

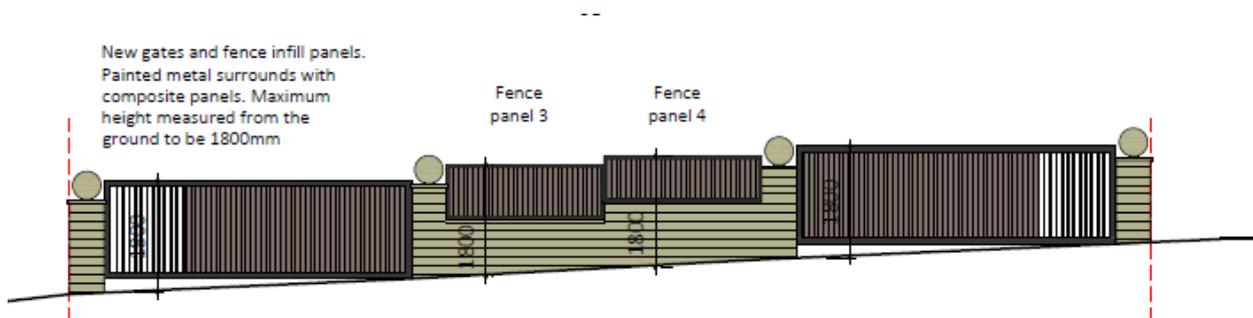
The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies of the Framework, taken as a whole, constitute the Government's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

Supplementary Planning Documents / Guidance

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

Design

The proposal relates to the installation of fence panels to the front and one side of the driveway, and the provision of two separate sliding gates. The fence and sliding gates will be largely solid in appearance made from a metal frame with composite infill. The exception is a section extending 1.1 metres in length at the ends of both sliding gates where vertical railings are proposed. This grants some, although limited, visibility through to the enclosed driveway area. The fences/sliding gates fronting the highway will be a maximum of 1.8 metres above ground level reflecting a 20cm reduction in height to the development refused under 25/0507/HHO. The fence line facing towards 14 Howgill Close will be a maximum 1 metres in height.



The proposal will effectively enclose the front driveway space of 10-12 Howgill Close, visually removing this space from the wider streetscene. Whilst this space is in private ownership, the implementation of the proposal will introduce enclosure to an area where the prevailing character is open. The reduction in height to the highway frontage proposed through this application is not sufficient to overcome the previously assessed harm to the character and appearance of the wider street streetscene nor is the alteration made to the design of the sliding gates and insertion of railings. The proposal is therefore inconsistent with guidance set out in the Design Principles SPD and is contrary to Policy DM16 of the Pendle Local Plan Fourth Edition, and Chapter 12 of the NPPF.

Highway Safety

The introduction of solid boundary treatments at the highway edge raises highway safety concerns due to reduced visibility for highway users. The Local Highways Authority objects to the proposals noting the constraints to visibility introduced for the occupiers of 8,10-12 and 14 Howgill Close on exiting their driveways onto the highway, as well as for passing pedestrians. The Local Highway Authority notes the potential for increased pedestrian footfall passing by the frontage of the application site as the street is identified as a main pedestrian route to the nearby Quarry Hill Local Nature Reserve.

The Local Highways Authority has suggested an alternative design solution which could satisfactorily address the highways safety issue identified above. This would involve the erection of railings as the primary boundary treatment instead of the proposed solid fence and gates. This would provide for improved levels of visibility. The adoption of this approach may, subject to detailed design, sufficiently overcome concerns raised above regarding the impact of proposals on the character and appearance of the wider street scene.

Following deferral at the 6th January area committee, the applicant has altered their proposal. The revised proposal shows an alternation in height of boundary treatment with no 14. This is acceptable in highways terms. The Local Highway Authority is not satisfied with the limited alteration to the sliding gates in highway safety terms as this does not go far enough in addressing visibility concerns.

As such, and noting the issues identified above, the proposal is not acceptable for its effects on highway safety and is therefore inconsistent with Policy SP13 of the Pendle Local Plan Fourth Edition, and Paragraph 116 of the NPPF.

Amenity

No alterations are proposed to the existing 2-metre-tall boundary fence between 8 and 10-12 Howgill Close. There are no implications on the amenity of the occupiers of No 8 Howgill Close as a result of proposals. The proposal is sufficiently distant to avoid adverse effects on amenity on neighbours located opposite side of Howgill Close to the site. A new 1-metre-tall solid boundary

fence along the boundary is proposed between No 10-12 and 14 Howgill Close. Plans show this fence would be located around 6 metres from the habitable window located on the ground floor of 14 Howgill Close. This is sufficiently distant to avoid unacceptable levels of harm on the amenity of the occupiers of No. 14 Howgill Close. It would not break the 45-degree rule for this window for example. Permitted development rights enable the erection of boundary treatments up to 2 metres tall along this boundary. The proposal is half this height. The proposal is acceptable in amenity terms.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development is of an unacceptable design resulting in enclosure which would harm the character and appearance of the wider streetscene. It would obscure visibility for road users, creating an unacceptable risk for highway safety. The development would not therefore accord with the development plan and planning permission should be refused.

RECOMMENDATION: Refuse

For the following reason:

1. By virtue of its scale, form, appearance and location the proposed development will introduce enclosure into the streetscene harming the character and appearance of the local area. The development is contrary to Policy DM16 of the Pendle Local Plan Fourth Edition and Chapter 12 of the NPPF, and is inconsistent with guidance of the Design Principles SPD.
2. The proposed scale, form and location of the proposed development at the Highway edge will reduce visibility for road users causing unacceptable risks for highway safety owing to the potential for vehicle/pedestrian conflict created and is thus contrary to Policy SP13 of the Pendle Local Plan Fourth Edition, and Paragraph 116 of the National Planning Policy Framework.

Application Ref: 25/0670/HHO
Proposal: Full: Installation of fence panels and gate to front of dwelling.
At: 10 – 12 Howgill Close, Nelson
On behalf of: Ms A Yousaf

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 30th MARCH 2026

Application Ref: 25/0698/FUL

Proposal: Full: Insertion of a new doorway opening to side elevation.

At 100-104 Every Street, Nelson

On behalf of: Mr Sajid Maqsood Butt

Date Registered: 27.01.2026

Expiry Date: 24.03.2026

Case Officer: Luke Jones

This application has been brought before Committee due to the number of objections received.

Site Description and Proposal

The application site is a two-storey stone-built commercial property within the settlement boundary of Nelson in the Town Centre. The main access is from Every Street with the side elevation accessed from Albion Street.

The proposed development involves the replacement of the door and glazing on the shop frontage and insertion of a new double door opening to the side elevation.

Relevant Planning History

13/99/0218P – ALTERATIONS TO EXTERNAL ELEVATIONS AND USE FIRST FLOOR (PART) AS OFFICES. APPCON.

Consultee Response

Highways

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).

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF.

However, the applicant should note the No Waiting At Any Time (double yellow lines) on Albion Street outside the proposed new doorway opening. Whilst vehicles are permitted to park on double yellow lines whilst actively loading and unloading once these have been completed the vehicle should be moved immediately.

Revised comments – Highways

Having reviewed the amended drawings, which appear to only relate to changes to the doors on the front elevation, Lancashire County Council as the highway authority does not raise an objection; comments in its original response of 3 February should still be noted though.

Parish/Town Council

No response.

Environmental Services (Health)

No comment.

Public Response

The nearest neighbouring properties have been notified by letter with four responses raising objections to the following:

- Highway safety concerns along Albion Street
- Pedestrian safety concerns
- Affect noise and privacy of neighbouring residents
- Existing parking concerns

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 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 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.

Paragraph 116 of the Framework 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.

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 situated within the Town Centre in the settlement boundary of Nelson. 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 proposed development would include the replacement of the existing timber front door and surrounding glazing with grey aluminium framed doors and glazing frames. This would be in a similar style to the existing doorway with double glazed doors and two full-length windows either side of the doorway. The use of materials would be acceptable and would not have a detrimental impact on the character and appearance of the existing property or wider street frontage.

The proposed development would also include the insertion of an external double door on the side elevation of the property. This doorway would be located in the original arched opening using materials to match the existing property. Any replacement of the surrounding brickwork will also match the existing stone-built walls.

Overall, the proposed development includes minor alterations which would not have an adverse impact on the character and appearance of the existing property or wider street scene. The proposed development would therefore be acceptable in terms of design in accordance with Policy DM16 of the Pendle Local Plan Fourth Edition (2021-2040) and the adopted Design Principles SPD.

Residential Amenity

The proposed insertion of a doorway on the side elevation would be directly adjacent to residential properties. However, any outlook from this opening would be across the public highway (Albion Street). Views across a highway are not generally considered to result in unacceptable overlooking or loss of privacy, as there is no reasonable expectation of a high level of privacy in such circumstances. As such, the proposed development would not give rise to unacceptable privacy impacts.

The proposed doorway on the side elevation would also not directly result in any significant noise or disturbance to neighbouring occupiers. Whilst the doorway may facilitate occasional servicing activity associated with the use of the premises, such activity would not intensify the existing use of the property and would take place adjacent to an existing public highway where background noise and vehicular movements are already present. The proposal is therefore not considered to give rise to unacceptable impacts on the residential amenity of neighbouring occupiers in accordance with Policy DM16 of the Pendle Local Plan Fourth Edition (2021-2040) and the adopted Design Principles SPD.

Highways

The development would create a new access directly onto Albion Street. Double yellow line restrictions (No Waiting at Any Time) are present outside the proposed doorway and parking along Albion Street is also subject to a Residents Only Parking scheme.

Concerns have been raised by residents regarding existing parking pressures and potential impacts on access along Albion Street. However, the insertion of a doorway on the side elevation would not in itself give rise to highway safety concerns. Whilst this could increase occasional

servicing activity down Albion Street, the nature of the proposal is relatively minor and would not materially increase vehicular movements or significantly alter the existing operation of the highway.

In assessing the proposal, regard has been had to paragraph 116 of the NPPF, which states that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road networks would be severe. In this instance, having considered the scale of the development and the existing highway restrictions in place, it is not considered that the proposal would give rise to significant impacts on highway capacity or safety.

The existing parking concerns raised relate to existing conditions rather than impacts directly arising from the proposed development.

Taking the above into account, no unacceptable highway implications arise from the proposal in accordance with paragraph 116 of the NPPF. LCC Highways raises no objection.

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:

AB0556-01; AB0556-02; AB0556-03 (Amended); AB0556-04; AB0556-05 (Amended)

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

3. All the external materials to be used in the elevations and roof of the development hereby permitted shall be as stated on the application form and approved plans and there shall be no variation without the prior consent 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.

Application Ref: 25/0698/FUL

Proposal: Full: Insertion of a new doorway opening to side elevation.

At 100-104 Every Street, Nelson

On behalf of: Mr Sajid Maqsood Butt

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE ON 30TH MARCH 2026

Application Ref: 25/0859/HHO

Proposal: Full: Erection of dormer windows to front and rear roof slopes and the erection of a single storey rear extension.

At 22 Hunslet Street, Nelson, Lancashire

On behalf of: Mr Azmat Abbas Bhari

Date Registered: 13.02.2026

Expiry Date: 10.04.2026

Case Officer: Athira Pushpagaran

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

Site Description and Proposal

The application site is a mid-terrace dwelling situated within the defined settlement boundary of Nelson. The main access is from Hunslet street. The row of terrace directly faces an open area of allotments, which allows longer range views of the front elevation than typical row of terraces.

The proposed development is the erection of dormer windows to front and rear roof slopes and the erection of a single storey rear extension.

Relevant Planning History

No relevant planning history.

Consultee Response

Highways

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority makes the following comments.

The proposed development would increase the number of bedrooms from two to four, which is a significant increase in the potential number of occupants.

There is no associated off-road parking, nor can any be provided. The property is located within a row of terraced housing where there is a high demand for the existing on-road parking, which is limited. Whilst this raises concerns, as the increased demand for on road parking can be difficult to absorb without causing loss of amenity for existing residents, these are not to such an extent to raise an objection as outlined by the NPPF. The highway authority also notes that the site is within acceptable walking distance of some local amenities and facilities including public transport on Sackville Street and Railway Street, which may reduce the reliance on the use of private vehicles.

Parish/Town Council

No response

PBC Environmental health

To minimise the impact on local residents, the following standard hours for noisy works should be adhered to: • Monday to Friday: 08:00 – 18:00 • Saturday: 08:00 – 13:00 • Sundays and Bank Holidays: No noisy works permitted.

Public Response

The nearest neighbours have been notified by letter, with one objection received arising the following issues:

- Works have already begun and happening at all times of day and night causing nuisance to neighbours, impacting wellbeing of residents.
- Ongoing construction work littering the street and neighbourhood and neighbours remises.

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 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 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.

Officer Comments

The proposed development is in a residential area situated within the settlement boundary of Nelson. 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 Design Principles SPD advises care should be exercised with the insertions of dormers, to ensure that their design is in keeping with the dwelling and that they do not overlook neighbouring property. In general, dormers on the front of a roof slope will not be acceptable unless they are a feature of other similar houses in the locality (e.g. where at least 25% of properties have front dormers in a terrace block or street frontage) or the dormer would otherwise be appropriate in visual design terms. The front wall of a dormer should normally be set back at least 1m from the front elevation and 0.5m from either side, to prevent it having an overbearing effect on the street scene and adjoining properties

The proposal seeks to erect dormers to the front and rear roof slopes of the property. The front dormer would be pitch-roofed and the rear one flat-roofed. The dormers would dominate the entire roof slope of the dwelling and would have a harmful effect upon the character and appearance of the original dwelling. To the front elevation, this also has a wider effect on the street scene in a terrace which has a simple and uninterrupted roof line especially since dormers are not a characteristic feature of the locality. The dormers are to be clad in stone and wall hung tiles with slate tiled roof for the front dormer and rubber sheet for the flat roof rear dormer, and UPVC openings.

While to the rear elevation there would not be an unacceptable impact upon the visual amenity of the area, the front dormer would cause harm to the character and appearance of the original dwelling and have a wider impact upon visual amenity, especially due to its prominent location in front of an open area.

The proposal also includes a single storey rear extension. The dwelling currently has a single storey pitched roof extension to the rear and a flat roof extension to its rear, together extending till the rear boundary. The proposal would replace these two with a single pitched roof extension till the rear boundary. It would be similar in height to the existing pitched roof extension. This part of the proposal would not result in any greater unacceptable visual impact that that was existing.

Overall, the proposed development would not be acceptable in terms of design contrary to policies DM16 of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and the Adopted Pendle Design principles SPD.

Residential Amenity

The proposed rear extension would replace existing extensions, adjoining the party boundary with no.20. The existing pitched roof rear outrigger extends 3m from the rear elevation and is 3.5m high at the ridge. The existing flat roof extension beyond this outrigger is 2.5m high, extending the rest of the 2.9m to the rear boundary. The flat roof extension is as tall as the party boundary.

The proposed rear extension would be 3.5m high at the ridge and would extend the full 5.9m of the rear yard, up to the rear boundary. This would breach the 45-degree angle for the living room

window of no. 20 and would introduce a taller structure facing its kitchen window. However, since the existing pitch roofed rear outrigger is part of the original building, a 3m extension could be erected under PD rights extending from the rear of the existing outrigger, resulting in a similar full depth extension. Considering this, on balance the proposed extension would not have any greater impact on the living conditions of no.20 than that would arise from the PD fallback position.

Therefore, the proposed development would be acceptable in terms of residential amenity and would be 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.

RECOMMENDATION: Refuse

Due to the following reasons:

1. By virtue of its position to the front elevation of the dwelling, the proposed dormer would have an unacceptable impact upon the design of the original dwelling and in turn cause harm to the wider character and appearance of the street scene, in conflict with Policy DM16 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), para 139 of the National policy Framework and the Adopted Pendle Design principles SPD.

Application Ref: 25/0859/HHO

Proposal: Full: Erection of dormer windows to front and rear roof slopes and the erection of a single storey rear extension.

At 22 Hunslet Street, Nelson, Lancashire

On behalf of: Mr Azmat Abbas Bhari

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE ON 30TH MARCH 2026

Application Ref: 26/0002/HHO

Proposal: Full: Erection of a two-storey rear extension and an outbuilding.

At 85 Walton Lane, Nelson

On behalf of: Mr Muhammad Saleem Azam

Date Registered: 06.01.2026

Expiry Date: 03.03.2026

Case Officer: Luke Jones

Site Description and Proposal

The application site is a semi-detached two-storey dwelling situated within the defined settlement boundary of Nelson. The original dwelling has pebbledash render walls, a pitched roof of concrete tiles and white UPVC doors and windows.

The proposed development is the erection of a two-storey rear extension with a flat roof and an outbuilding to the rear.

Note that an opportunity was provided to submit amended plans.

Relevant Planning History

None.

Consultee Response

Highways

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).

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF.

The proposed development for the two storey extension would increase the number of bedrooms from three to four. Recommendations in the borough council's Parking Standards are that three adequately sized car parking spaces should be provided for a semi-detached dwelling with four bedrooms. No alterations are proposed to the existing driveway which can accommodate four vehicles. Therefore the highway authority considers that an adequate level of off-road parking for the type and scale of development proposed can be provided.

Parish/Town Council

No response.

Environmental Services (Health)

We are concerned about nuisance being caused during the construction phase, specifically link to working unsociable hours, and would therefore request that the informative below is placed on the development.

To ensure that construction work is carried out at reasonable times.

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

Reason: For the amenity of the neighbouring residents

Public Response

The neighbouring properties have been notified by letter with one response received raising objections to the following:

- Outbuilding windows would cause loss of privacy to adjoining property

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 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 DM24 (Residential extensions and alterations) states that in defined settlement boundaries residential extensions and alterations will be supported where the amenity of neighbours is retained, and design and materials respect the character of original dwellings.

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.

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 in a residential neighbourhood situated within the defined settlement boundary of Nelson. 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 Design Principles SPD advises that extensions should be subordinate in scale and form to the original dwelling and should not appear out of place within the street scene. Two-storey extensions should normally incorporate a pitched roof. Careful attention should also be paid to the design and location of any outbuilding. An outbuilding which is of poor appearance may detract from the appearance of the garden.

The proposed two-storey rear extension would project circa 4m from the rear elevation and extend the full width of the existing dwelling (circa 7.78m). The extension would be constructed with a flat roof reaching approximately 5.25m in height, aligning with the eaves of the main dwelling. External materials would include render-finished walls with UPVC doors and windows.

Whilst the extension would be located to the rear and would not be prominently visible from the public realm, the use of a flat roof at two-storey level is contrary to the guidance within the SPD. The flat roof form, combined with the full-length span and alignment with the existing eaves height, would result in a bulky and dominant addition that would fail to appear subordinate to the host dwelling. The proposal would materially alter the proportions and character of the original dwelling and would therefore represent poor design.

The detached outbuilding would measure circa 50 square metres (10m by 5m) with a pitched tiled roof reaching a height of approximately 3.6m. The materials would comprise render-finished walls with white UPVC doors and windows. Whilst modest in height, the footprint of the outbuilding is substantial and would introduce a significant additional expanse of built form within the rear garden.

When considered cumulatively, the two-storey extension and detached outbuilding would result in an approximate 80% increase in volume compared to the existing dwelling and associated outbuilding. Such a substantial increase would fail to remain proportionate and would give rise to an excessive level of built development within the plot. The proposal would therefore conflict with the requirement for subordinate and well-designed extensions set out within Policy DM16 and Policy DM24 of the Pendle Local Plan Fourth Edition (2021-2040) and the adopted Design Principles SPD.

Residential Amenity

The Design Principles SPD advises that the first-floor element of a two-storey rear extension located immediately adjacent to the boundary of an adjoining property must be set in from the party boundary by a minimum of 1m. They also must comply with the 45-degree rule. Windows should normally be restricted to rear elevations, to avoid overlooking of neighbouring gardens and dwellings.

The proposed two-storey rear extension would be directly on the boundary of the adjoining property No.83, with no 1m set-in at first floor level, failing to comply with the guidance within the SPD. Due to its proximity to the nearest ground floor habitable room window of No.83, the substantial two-storey wall directly along the boundary would breach the 45-degree rule and would result in a detrimental impact on amenity, causing an increased sense of enclosure and harmful loss of outlook.

The extension would be located circa 6m from the gable elevation of the directly adjacent property No.87. Whilst No.87 contains a ground floor window on the side elevation; this directly faces the existing side elevation of the host dwelling and therefore the relationship would not be materially different than the existing arrangement. The proposal would therefore not give rise to unacceptable overbearing or overshadowing impacts in respect of No.87.

In terms of privacy, the proposed first-floor rear windows would serve habitable rooms and would be positioned approximately 17.5m from the rear elevations of the bungalow properties along Pinfold Place, falling short of the 21m separation distance recommended within the Design Principles SPD. The windows would also be approximately 13m from the rear garden boundaries. However, given the single-storey nature of the neighbouring properties and the slightly elevated position of the application site resulting in downward views, the relationship would not give rise to a materially harmful loss of privacy.

The proposed outbuilding would be positioned in close proximity to the rear boundary of the application site, approximately 6.5m from the rear elevations of the properties along Pinfold Place. By reason of its overall height (circa 3.6m), scale and projection across a significant extent of the rear boundary, the outbuilding would introduce a dominant and visually intrusive structure within close range of neighbouring properties. This would give rise to an unacceptable overbearing impact and an increased sense of enclosure to the occupiers of the properties along Pinfold Place.

In terms of privacy, the proposed outbuilding includes windows on the front and rear elevations. On the rear elevation the windows are to be obscurely glazed to ensure privacy is maintained towards properties along Pinfold Place. This would be covered by a condition on any permission granted. On the front elevation, the windows would face towards the rear elevation of the main dwelling and would also provide views over the existing boundary fencing to the rear elevations of adjoining properties No.83 and No.87. Whilst this would not result in directly facing windows, the proximity to the rear elevations of the neighbouring properties would result in views as close as 9.5m to habitable room windows. This would therefore cause unacceptable overlooking and loss of privacy to both properties at No.83 and No.87.

Overall, the two-storey rear extension would result in unacceptable overbearing, overshadowing and overlooking impacts, contrary to Policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021–2040) and the adopted Design Principles SPD.

Highways

The proposed development would increase the number of bedrooms at the property from three to four. This would increase the maximum parking requirements from two to three spaces. A Parking Layout Plan has been submitted which shows the driveway can accommodate four adequately sized parking spaces and therefore would accord with Policy DM37 of the Pendle Local Plan Fourth Edition (2021-2040). LCC Highways raises no objection.

RECOMMENDATION: Refuse

1. By reason of its scale and full-width flat roof form of the two-storey rear extension, and cumulative bulk with the detached outbuilding, the proposal would fail to appear subordinate to the host dwelling and would result in a visually dominant and disproportionate form of development, causing demonstrable harm to the character and appearance of the host dwelling and wider area. It is therefore contrary to Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021–2040) and the adopted Design Principles SPD.

By reason of its siting, height, and proximity to the boundary with No. 83, the two-storey rear extension would be overbearing and result in an unacceptable in loss of outlook to the neighbouring property. Furthermore, the detached outbuilding, by virtue of its scale, height and proximity to neighbouring properties along Pinfold Place, would introduce a dominant and oppressive form of development, resulting in an unacceptable overbearing impact. In addition, the front-facing windows within the outbuilding would result in unacceptable overlooking and loss of privacy to No.83 and No.87. The proposal is therefore contrary to Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021–2040) and the adopted Design Principles SPD.

Application Ref: 26/0002/HHO

Proposal: Full: Erection of a two-storey rear extension and an outbuilding.

At 85 Walton Lane, Nelson

On behalf of: Mr Muhammad Saleem Azam

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE ON 30TH MARCH 2026

Application Ref: 26/0009/HHO

Proposal: Full: Erection of dormers to the front and rear roof slopes, erection of single-storey rear extension, raising of kitchen roof height, and insertion of gable-end windows.

At 224 Brunswick Street, Nelson

On behalf of: Mr Abdul Razzaq Ahmed

Date Registered: 15.01.2026

Expiry Date: 12.03.2026

Case Officer: Luke Jones

Site Description and Proposal

The application site relates to an end-terrace two-storey dwelling situated within the defined settlement boundary of Nelson. The main access is from Brunswick Street. The original dwelling has stone walls, a pitched roof of slate tiles and a combination of UPVC and timber windows and doors.

The proposed development includes the erection of dormers to front and rear roof slopes, the erection of a single storey rear extension, the alteration of the roof height of the existing rear extension, and the insertion of two gable-end windows.

Relevant Planning History

None.

Consultee Response

Highways

Having reviewed the documents submitted Lancashire County Council acting as the highway authority makes the following comments.

Proposal

The proposed development is for the erection of dormers to the front and rear roof slopes and the erection of a single storey rear extension. The development would increase the number of bedrooms from two to four and provide a single storey kitchen extension.

Comments

There is no associated off-road parking, nor can any be provided. The property is located within an area of terraced housing where there is an existing high demand for limited on-road parking. Whilst this raises concerns, as the increased demand for on-road parking can be difficult to absorb without causing loss of amenity for existing residents, these are not to such an extent to raise an objection as outlined in the NPPF. The highway authority also notes that the site is within

acceptable walking distances of public transport on Brunswick Street and Railway Street which may reduce the reliance on the use of private vehicles.

The proposed kitchen extension would only leave a 1m wide access from the back street through what was previously the back yard. The highway authority considers that this is too narrow to both allow refuse bins to be stored internally and also provide pedestrian access. This is therefore likely to lead to bins being stored permanently on the back street where they could be an obstruction or hazard to other users.

Revised comments – LCC Highways

The highway authority responded to the original consultation on 19 January 2026. The development description originally consulted on was:

Erection of dormers to front and rear roof slopes, raising kitchen roof height, installation of 2 no. gable-end windows and the removal of the front ground-floor window and chimney.

Amended documents have been submitted and the development description also amended. However, the highway authority's comments remain unchanged from those originally submitted and are reproduced below for clarity.

Car parking

There is no associated off-road parking, nor can any be provided. The property is located within an area of terraced housing, being an end terrace, where there is a high demand for limited on-road parking which is also mainly unrestricted. Whilst doubling the number of bedrooms raises concerns, as the increased demand for on-road parking can be difficult to absorb without causing loss of amenity for existing residents, these are not to such an extent to raise an objection as outlined in the NPPF. The highway authority also notes that the site is within acceptable walking distance of public transport on Sackville Street, which may reduce the reliance on the use of private vehicles, although buses only operate daytime/early evening Monday – Saturday.

Parish/Town Council

No response.

Environmental Services (Health)

We are concerned about nuisance being caused during the construction phase, specifically linked to working unsociable hours, and would therefore request that the informative below is placed on the development.

To ensure that construction work is carried out at reasonable times.

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

Reason: For the amenity of the neighbouring residents.

Public Response

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

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 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 DM24 (Residential extensions and alterations) states that in defined settlement boundaries residential extensions and alterations will be supported where the amenity of neighbours is retained, and design and materials respect the character of original dwellings.

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.

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 in a residential area situated within the defined settlement boundary of Nelson. 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 Design Principles SPD advises that generally dormers on the front of a roof slope will not be acceptable unless they are a feature of other similar houses in the locality (e.g. where at least 25% of properties have front dormers in a terrace block or street frontage) or the dormer would otherwise be appropriate in visual design terms. The front wall of a dormer should normally be set back at least 1m from the front elevation and 0.5m from either side, to prevent it having an overbearing effect on the street scene and adjoining properties.

The proposed development includes the erection of a pitched roof front dormer and flat roof rear dormer on the roof slopes. Both dormers would be set back from the respective front and back elevations by less than 1m and less than 0.5m from either side. The dormers would dominate the

entire roof slope of the dwelling and would have a harmful effect upon the character and appearance of the original dwelling. To the front elevation, this also has a wider effect on the street scene in a terrace which has a simple and uninterrupted roof line especially since dormers are not a characteristic feature of the locality. The proposed front dormer would have grey tiled cladding whilst the rear would be grey cladding, both with UPVC windows and rubber felt roofing. Whilst to the rear a dormer would not have an unacceptable impact upon the visual amenity of the area, the front dormer would cause harm to the character and appearance of the original dwelling and have a wider impact on visual amenity. This part of the development would be contrary to policies DM16 and DM24 of the adopted Pendle Local Plan Fourth Edition (2021-2040), and the adopted Design Principles SPD.

The proposal also includes the erection of a single storey rear extension with a flat roof. The materials will include render walls and a white UPVC window to the rear elevation. Considering that extensions and outbuildings are common to the rear of properties in the street scene this development would not adversely impact on the character and appearance of the wider area.

The proposal also includes alterations to the existing rear extension. This includes the increase in roof height of the end section of the extension to match the height and materials of the rest of the existing extension, and the insertion of a new door and window to the side elevation. These alterations would not have a significant impact on the character and appearance of the existing dwelling and wider area.

Residential Amenity

The Design Principles SPD advises that single storey rear extensions located immediately adjacent to the party boundary with a neighbouring property will normally be acceptable if they do not project more than 4m from the rear elevation of the existing dwelling.

The proposed rear extension would project circa 1.7m beyond the rear elevation of the existing dwelling, in line with the 4m rule of the SPD. The proposed rear extension also includes the insertion of a rear window however no privacy impacts would arise due to no residential properties being positioned directly rear of the application site.

The raised roof height of the existing extension would not result in any unacceptable overbearing or overshadowing impacts due to its position, approximately 2.7m away from the shared side boundary with No.222, and the relatively modest height increase of 0.55m.

The insertion of a window and door on the side elevation facing No.222 would not result in any potential overlooking or privacy impacts due to the existing circa 2m high boundary wall between the properties which would screen views towards the neighbouring property.

The proposed gable end windows on the side gable (south) elevation would not give rise to any overlooking or loss of privacy concerns, as there are no neighbouring residential properties located in this direction.

The proposed front dormer would face habitable room windows. The building already has a relationship of first floor windows to the front elevation facing other properties across the public highway. Given that the proposed dormer window would be no closer than these existing windows, and views across a highway are not generally considered to result in unacceptable overlooking or loss of privacy, no amenity concerns would arise.

The proposed development would therefore be acceptable in terms of residential amenity in accordance with DM16 and DM24 of the adopted Pendle Local Plan Fourth Edition (2021-2040) and adopted Pendle Design Principles SPD.

Highways

The proposed development would increase the number of bedrooms at the property from two to four which would increase the maximum parking requirements from one space to three spaces. The site has no off-street car parking provision, however, taking into account that this is an area of terraced housing where that is characteristic this is acceptable. Therefore, there are no highway implications arising from the proposal. LCC Highways raises no objection.

RECOMMENDATION: Refuse

1. By virtue of its position to the front elevation of the dwelling, the proposed front dormer would have an unacceptable impact upon the design of the original dwelling and in turn cause harm to the wider character and appearance of the street scene, in conflict with Policy DM16 and Policy DM24 of the Pendle Local Plan Fourth Edition (2021-2040) and the adopted Design Principles SPD.

Application Ref: 26/0009/HHO

Proposal: Full: Erection of dormers to the front and rear roof slopes, erection of single-storey rear extension, raising of kitchen roof height, and insertion of gable-end windows.

At 224 Brunswick Street, Nelson

On behalf of: Mr Abdul Razzaq Ahmed

Date Registered: 15.01.2026

Expiry Date: 12.03.2026

Case Officer: Luke Jones

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE 30TH MARCH 2026

Application Ref: 26/0018/VAR

Proposal: Variation of Condition: Vary Condition 2 (Plans) of Planning Permission 25/0431/HHO.

At: 33 Heyhead Street, Brierfield

On behalf of: Mr Mehdi Khan Dad Bibi

Date Registered: 09.01.2026

Expiry Date: 06.03.2026

Case Officer: Luke Jones

This application was deferred by Committee in February for a site visit.

Site Description and Proposal

This application site is a semi-detached bungalow with a garage and a rear extension, on a corner plot situated within the defined settlement boundary of Brierfield. The main access is from Heyhead Street. The original dwelling has buff brick walls, a pitched roof of concrete tiles and UPVC doors and windows.

Planning permission was previously granted under 25/0431/HHO for the erection of a single storey side extension. This application seeks to vary the plans of the existing permission, altering Condition 2 by changing the external materials of the walls from matching buff brick walls to black marble tiles with gold detailing.

Note that at the time of site visit the change in external materials had already been made.

Relevant Planning History

21/0838/HHO – Full: Insertion of first floor bedroom window in North gable elevation. APPCON.

24/0470/HHO – Full: Erection of a single storey rear extension. APPCON.

25/0431/HHO – Full: Erection of a single storey side extension. APPCON.

Consultee Response

Highways

The application seeks to vary the previously approved elevation plans with changes to the materials and fenestration layout. Having reviewed the documents submitted Lancashire County Council acting as the highway authority does not raise an objection to the proposed variation to the plans.

Parish/Town Council

No response.

Mining Remediation Authority

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

The Coal Authority records indicate that the site lies in an area of probable unrecorded underground coal mine workings at shallow depth. If shallow workings are present then those may pose a potential risk to surface stability and public safety.

We note that this Variation of Condition application relates to planning application reference 25/0431/HHO, however we note that the development proposal is for the erection of a single storey side extension and would therefore fall on Part A of our published exemptions list. As such we were correctly not consulted on this application and would not require the submission of a Coal Mining Risk Assessment.

We note that the applicant has now applied to vary Condition 2 of the issued consent in order to enable the development to proceed in accordance with revised plans. The Planning Team therefore has no specific comments to make regarding the proposed revised proposal and we wish to raise no objection to this application.

Please do not hesitate to contact me if you would like to discuss this matter further.

PBC Public Rights of Way

No response.

Public Response

The neighbouring properties have been notified by letter with seven responses raising objections to the following:

- Material is not in keeping with the existing dwelling and wider area
- All soft landscaping has been removed
- Extensive lighting through spotlights placed under eaves and overhang roof
- Window is larger than originally planned
- Working outside of working hours

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 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 DM24 (Residential extensions and alterations) states that in defined settlement boundaries residential extensions and alterations will be supported where the amenity of neighbours is retained, and design and materials respect the character of original dwellings.

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.

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 variation is in a residential neighbourhood situated within the defined settlement boundary of Brierfield. 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 proposed materials are wholly inappropriate within a residential context and are entirely out of keeping with both the host dwelling and the surrounding area. The use of black marble tiles introduces an alien, visually jarring appearance which bears no relationship to the established character or appearance of the surrounding area.

The harm arising from the proposal is further exacerbated by the site's prominent corner plot position, which results in the extension being highly visible from multiple public vantage points. Rather than integrating with the host dwelling, the extension presents as a dominant and discordant feature that draws undue visual attention and disrupts the cohesion and uniformity of the street scene.

The proposed variation also seeks to alter the approved fenestration, introducing a large floor-to-ceiling window alongside a smaller window on the rear elevation. While this increases the amount of fenestration on the extension, it is not considered to result in any adverse impact on the character and appearance of the host dwelling or the wider street scene.

The proposed variation to introduce a significant change in external material fundamentally undermines the design rationale of the approved scheme and represents a clear failure to respond positively to its context. As such, the development clearly represents bad design, resulting in demonstrable harm to the character and appearance of the dwelling and wider area, contrary to Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021-2040) and the adopted Design Principles SPD.

Residential Amenity

The proposed variation would not materially impact on residential amenity.

Highways

The variation would not impact on parking requirements or arrangements hence there are no highway implications arising from the proposal.

Other issues

- Concerns have been raised regarding the removal of soft landscaping; however, this matter does not form a material consideration as part of the original planning application and therefore cannot be considered in the determination of this application.
- Objections relating to extensive external lighting are noted; however, it is not considered that the lighting would result in any adverse impact on the amenity of neighbouring occupiers, and no further assessment is therefore required. Any issues arising from excessive or intrusive lighting are controlled under separate legislation.
- Concerns relating to construction activity outside of permitted working hours fall under separate regulatory controls and are not material to the determination of this application.

RECOMMENDATION: Refuse

1. By reason of its design, the proposed variation undermines the approved scheme and would result in an incongruous and visually intrusive form of development, causing demonstrable harm to the character and appearance of the host dwelling and wider area. It is therefore contrary to Policies DM16 and DM24 of the Pendle Local Plan Part 1 (2021–2040) and the adopted Design Principles SPD.

Application Ref: 26/0018/VAR

Proposal: Variation of Condition: Vary Condition 2 (Plans) of Planning Permission 25/0431/HHO.

At: 33 Heyhead Street, Brierfield

On behalf of: Mr Mehdi Khan Dad Bibi

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE 30TH MARCH 2026

Application Ref: 26/0036/HHO

Proposal: Full: Erection of single storey side extension with first floor roof extension above and erection of dormer windows to rear roof slopes.

At: 2 Heights Road, Nelson

On behalf of: Mr Muzaffar Ali

Date Registered: 19.01.2026

Expiry Date: 16.03.2026

Case Officer: Luke Jones

The application has been called in by the chair of committee. Following the call in, amended plans have been received and this report is therefore based on the amended plans.

Site Description and Proposal

The application site relates to a semi-detached bungalow dwelling situated within the defined settlement boundary of Nelson. The main access is from Heights Road. The original dwelling has red brick walls, a pitched roof of slate tiles, and UPVC doors and windows.

The proposed development includes the erection of dormer windows to the rear roof slopes, and the erection of a single storey side extension with a first-floor roof extension above.

Relevant Planning History

13/06/0141P (HHO) – Full: Kitchen extension. APPCON.

25/0583/CEA – Certificate of Lawful Use (S.192 Proposed Development): Erection of a single storey side extension. CLUD Issued.

25/0827/LHE – Permitted Development Notification (Larger Home Extension): Erection of a single storey rear extension (6.00m length, 4.00m height and 2.75m eaves height). PNR.

Consultee Response

Highways

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).

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF. However, the following comments should be noted and conditions and informative note applied to any formal planning approval granted.

Site planning history

25/0827/LHE - Permitted Development Notification (Larger Home Extension): Erection of a single storey rear extension (6.00m length, 4.00m height and 2.75m eaves height). Prior Approval Not Required (Accept).

25/0583/CEA - Certificate of Lawful Use (S.192 Proposed Development): Erection of a single storey side extension. CLUD issued.

Proposal

The proposed development is for the erection of a first floor roof extension to the side and erection of dormer windows to the front and rear roof slopes. This will increase the number of bedrooms from three to six.

Car & cycle parking

The existing single garage is sub-standard in size internally so cannot count towards the off-road parking provision. It could, however, provide cycle storage and an electric vehicle charging point. The garage is proposed to be converted to a habitable room, although this will not mean the loss of any car parking. However, due to the increase in bedrooms the existing driveway should be extended to provide three car parking spaces, in line with the borough council's Parking Standards. This must be a minimum of 8.2m wide to provide three parking spaces and joint pedestrian and vehicular access. A parking layout plan should be submitted.

The extended driveway must be surfaced in a bound porous material and surface water collected across the bottom of the drive and drained to an internal outfall.

As the garage will be lost to the development secure, covered storage for at least three cycles should be provided. This can be controlled by condition.

In addition, an electric vehicle charging point should also be provided to ensure the development supports sustainable transport. This shall be fitted in line with the Dept for Transport's guidance regarding Electric Vehicle Charging in Residential and Non-residential Buildings, which states that charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

Vehicle crossing

The existing dropped vehicle crossing will need amending to allow access to the additional parking area at the front of the house. This will need to be carried out under an agreement (Section 171) with Lancashire County Council, as the highway authority. Street lighting column 1 will need to be relocated due to the increased drive width. The applicant will be liable to the full cost of the relocation.

Subject to the satisfactory receipt of a parking layout plan, the following conditions and informative note should be applied to any formal planning approval granted.

Conditions

1. Prior to first occupation of the approved development parking for at least three vehicles in accordance with 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: To ensure satisfactory

levels of off-street parking are achieved within the site to prevent parking on the highway to the detriment of highway safety.

2. The surface water from the extended driveway/hardstanding shall be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

3. Prior to first occupation of the approved development an electric vehicle charging point shall be provided in accordance with a scheme to be approved by the Local Planning Authority. Charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently available. Reason: To ensure that the development supports sustainable forms of transport.

4. Prior to first occupation of the approved development secure, covered cycle storage for at least three cycles shall be provided in accordance with a scheme to be approved 3 by the Local Planning Authority and permanently maintained thereafter. Reason: To ensure that the development supports sustainable forms of transport.

Informative note

1. This consent requires the construction, improvement or alteration of an access to the publicly maintained highway. Under Section 171 of the Highways Act 1980 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority on lhsvehiclecrossing@lancashire.gov.uk for the list of approved contractors and to start the Section 171 process. Street lighting column 1 will need to be relocated due to the extended access conflicting with it. The applicant will be liable to the full cost of the relocation.

Revised comments – LCC Highways

The proposed turntable isn't necessary to provide three parking spaces on site. As discussed yesterday there are issues with these if not properly maintained. But in this case I don't think it would be useable. They've not provided evidence that vehicles parked in spaces 2 and 3 would be able to use it to enter and leave in forward gear. They've not shown any access opening or boundary proposed to be retained and my view is that a vehicle using space 2 would just drive in or reverse out at an angle, which would be a highway safety issue.

My opinion is that a widened driveway should be provided, as outlined in my response of 10 Feb. That is, a minimum of 8.2m wide, surfaced in bound material, surface water collected across the front of the drive and drained to an internal outfall.

Street lighting column No 1 will also need to be moved. However, I'm checking with Street Lighting whether or not this is due to be replaced in the future. If it is then the applicant may not have to pay for its re-location.

Parish/Town Council

No response.

Environmental Services (Health)

We are concerned about nuisance being caused during the construction phase, specifically linked to working unsociable hours, and would therefore request that the informative below is placed on the development.

To ensure that construction work is carried out at reasonable times.

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

Reason: For the amenity of the neighbouring residents.

Public Response

The nearest neighbours have been notified by letter with two responses received raising objections to the following:

- Potential use as HMO (Housing of Multiple Occupation)
- Increased traffic problems along Heights Road
- Impact on the appearance of the surrounding area

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 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 DM24 (Residential extensions and alterations) states that in defined settlement boundaries residential extensions and alterations will be supported where the amenity of neighbours is retained, and design and materials respect the character of original dwellings.

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.

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 in a residential area situated within the defined settlement boundary of Nelson. 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 Design Principles SPD advises that extensions should generally be designed to appear subordinate in scale to the original dwelling. The overall scale of the development should not look out of place in the street scene. Two storey extensions to the side of semi-detached properties should respect the balance and symmetry of such properties.

The proposed development includes the erection of a single storey side extension and a partial first floor side extension which extends the existing roof. The side extension would extend past the side elevation of the existing dwelling by approximately 4m with an overall length of approximately 14.43m. The front of the extension will include a single storey flat roof with a roof lantern projecting above the roof plane. The front elevation would incorporate a guillotine glazed system consisting of vertically sliding glass panels with aluminium framing.

Beyond this part of the extension, the existing roof extends out over the proposed 4m wide ground floor extension with a matching ridge height of circa 5.68m. The first-floor element would measure circa 7.8m in length in line with the existing rear elevation of the main dwelling. This part of the extension uses materials to match the existing dwelling with brick walls and a pitched roof of slate tiles.

The rear element of the extension extends out in line with the existing rear extension, circa 3.9m from the original rear elevation, with a matching flat roof height of circa 3.01m. A roof lantern is also proposed extending circa 0.6m above the flat roof. Materials will include brick walls to match existing with glazed patio doors to the rear elevation.

The proposed development also includes the erection of a full-length dormer to the rear roof slopes. The dormer would span the length of the extended roof form and would be constructed up to the ridge height of the main dwelling.

The features proposed at the front of the property, including the flat roof with a projecting roof lantern and the vertically sliding glass panels on the front elevation, would introduce a contemporary design element that is not reflective of other properties within the surrounding residential area. Whilst a similar flat roof and roof lantern arrangement is proposed to the rear of the dwelling this would be considered acceptable given its limited visibility from the public realm. The features proposed at the front would be positioned prominently on the frontage of the property and would be readily visible from Heights Road. This would disrupt the visual balance and symmetry between the pair of semi-detached dwellings. As such, the flat roof with a projecting roof lantern and vertically sliding glass panels on the front elevation would appear incongruous within the established street scene. However, this feature could be omitted through an appropriately worded planning condition.

When considered cumulatively with other extensions to the property, including the larger home extension approved under application 25/0827/LHE, the proposal would result in a substantial

increase in the overall volume and massing of the dwelling above that of the original bungalow. Nevertheless, the extensions largely follow the existing roof form and utilise materials to match the host dwelling. Sufficient space is also left around the plot. Subject to the removal of the glazed canopy feature on the front elevation, the development is not considered to result in unacceptable harm to the character or appearance of the host dwelling or the wider street scene. The proposal is therefore considered to accord with Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021–2040) and the adopted Design Principles SPD.

Residential Amenity

The Design Principles SPD advises that two storey side extensions should be designed to avoid having an overbearing effect or causing loss of light or privacy for neighbours. Extensions should maintain a minimum distance of 21 metres between habitable room windows in properties that are directly facing each other. Extensions should also maintain a minimum distance of 12 metres between a principal window to a habitable room in one property and a two-storey blank wall of a neighbouring property.

The first-floor roof extension and rear dormer would extend up to 1m from the side boundary of the property, shared with No.226 Hibson Road. No.226 has an existing detached garage which is directly along the boundary shared with the application site. The nearest rear ground floor windows of No.226 to the proposed development would be the hallway and WC windows circa 10.7m away, with the nearest habitable room window being the kitchen circa 12.9m away. Given the presence of the detached garage along the boundary with No. 226, the separation distance and the boundary fencing, this would not result in an unacceptable neighbouring amenity issue.

The extension would also be in close proximity to the boundary shared with No.228 Hibson Road. However, given that the single storey element of the extension would be closest to this boundary, no unacceptable overbearing or overshadowing impacts would arise from No.228.

In terms of privacy, the side extension includes two ground floor windows and a door which face directly towards the rear boundary of No.226. However, due to the existing boundary fencing and the prominence of the detached garage at No.226 which has a roof height above the fencing, this would largely screen any substantial views to the rear property of No.226. The existing boundary fencing would also screen views towards the property of No.228.

To the rear, the full-length dormer would include several windows which would face towards the rear properties of No.54 and No.56 Brier Crescent. The dormer would be approximately 10m from the rear shared boundary and approximately 20.7m from the closest rear windows of No.54 and No.56. This would not result in an unacceptable level of overlooking or loss of privacy due to the change in levels between the properties, with the application site at a higher elevation, and the closest windows of No.54 and No.56 being on the ground floor, further reducing potential privacy impacts. The nearest first floor window at No.56 would be circa 22.5m away, in accordance with the 21m rule of the SPD.

The proposed development would therefore be acceptable in terms of residential amenity in accordance with DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and Adopted Pendle Design Principles SPD.

Highways

The proposed development would increase the number of bedrooms at the property from three to six which would increase the maximum parking requirements from two to three spaces. The applicant has submitted a revised parking layout plan to show the access widened to 8.2m to accommodate three adequately size parking spaces in line with Policy DM37 of the Pendle Local Plan Fourth Edition (2021-2040).

The proposed insertion of a turntable on the front driveway is not necessary to provide three car parking spaces on site however would not raise any concerns in terms of highway safety.

LCC Highways raises no objection subject to the request of several conditions which would be included on any approval given.

Other considerations

- It is noted that a member of the public has raised a concern regarding the property being used as a House in Multiple Occupation (HMO). For the purposes of this application, however, the only matters under consideration are the proposed external alterations; no change of use is proposed.

RECOMMENDATION: Approve

Subject to the following conditions:

2. 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.

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

- Existing Floor Plans
- Proposed Floor Plans
- Existing and Proposed Front and Rear Elevation
- Amended Existing and Proposed Side Elevation
- Roof Plans
- Amended Location Plan and Block Plan
- Amended Parking Plan

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

4. Notwithstanding any indication on the approved plans, or other document comprising the application submission, no permission is granted for the proposed flat-roofed room comprising a pitched roof lantern and vertically sliding glass panels on the front elevation (the 'rest room').

Reason: The erection of the flat roofed room would result in harm to the street scene and the visual amenity of the area, contrary to Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021–2040) and the Design Principles SPD.

5. All the external materials to be used in the elevations and roof of the development hereby permitted shall be as stated on the application form and approved plans and there shall be no variation without the prior consent 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.

6. Prior to first occupation of the approved development parking for at least three vehicles in accordance with 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: To ensure satisfactory levels of off-street parking are achieved within the site to prevent parking on the highway to the detriment of highway safety.

7. The surface water from the extended driveway/hardstanding shall be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

Informative note

1. This consent requires the construction, improvement or alteration of an access to the publicly maintained highway. Under Section 171 of the Highways Act 1980 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority on lhsvehiclecrossing@lancashire.gov.uk for the list of approved contractors and to start the Section 171 process. Street lighting column 1 will need to be relocated due to the extended access conflicting with it. The applicant will be liable to the full cost of the relocation.
2. All construction work will be carried out within the hours of 8am – 6pm Monday – Friday, 9am – 1pm Saturday and no working Sundays and Bank holidays. Failure to work within these hours will result in a service of a notice under the Control of Pollution Act 1974, and potentially prosecution thereafter.

Reason: For the amenity of the neighbouring residents.

Application Ref: 26/0036/HHO

Proposal: Full: Erection of single storey side extension with first floor roof extension above and erection of dormer windows to rear roof slopes.

At: 2 Heights Road, Nelson

On behalf of: Mr Muzaffar Ali

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE 30TH MARCH 2026

Application Ref: 26/0056/ADV

Proposal: Advertisement Consent: Display of 2 no illuminated fascia signs with an illuminated structural frame.

At: 98-100 Manchester Road, Nelson

On behalf of: Mr Sheraz Akhtar

Date Registered: 27/01/2026

Expiry Date: 24/03/2026

Case Officer: Laura Barnes

Site Description and Proposal

The application site is a two storey terraced property on Manchester Road. It falls within the town centre boundary and the Conservation Area.

The application seeks permission to erect two fascia signs, which are to be illuminated, long with a structural frame to encompass the shopfront which is also to be illuminated.

Relevant Planning History

22/0520/FUL: Full: Installation of a new shop front (retrospective).
Approved with conditions

22/0521/ADV: Advertisement Consent: Installation of internally illuminated fascia advertisement above shop front (retrospective).
Approved with conditions

Consultee Response

LCC Highways

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development is unlikely to have a significant impact on highway safety or amenity in the immediate vicinity of the site. This is subject to the following, or similarly worded, condition being applied to any formal planning approval granted.

Condition

Any illuminated advertisement shall be designed so that:

- No part of the source of the illumination shall at any time be directly visible to users of the adjacent adopted highway;
- Static illumination is provided and the sign shall not feature intermittent or flashing lights;
- The level of illuminance shall not exceed the maximum level found within the Institution of Lighting Engineers (ILE) document PLG 5 Brightness of Illuminated Advertisements or its equivalent in any replacement guide;

- Moving features are not provided.

Reason: In the interest of highway safety to avoid glare, dazzle or distraction to passing highway users

Public Response

Nearest neighbours notified, a site & press notice have been displayed, without response.

Officer Comments

Policy

Pendle Local Plan Fourth Edition

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 SP11 (Historic Environment) requires designated and non-designated heritage assets to be conserved and enhanced in a manner appropriate to their significance.

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 DM17 (Advertisements and Commercial Signage) requires signage to be sited sensitively and make a positive contribution to a safe and attractive street scene. Such sensitive locations could include historic environments and town centres.

Policy DM18 (Heritage Assets) states that the Council will support proposals which conserve and enhance Pendle's historic environment. Where a proposal would result in harm or loss of significance to a heritage asset, this must be balanced against any public benefit associated with the scheme.

Policy DM33 (Hot Food Takeaways) sets out that it is important external features such as the shop front fascia and advertisements do not degrade the urban environment.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and developments, setting out the requirements 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.

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.

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

The Conservation Area Design & Development Guidance SPD provides detailed information and guidance as to how the design of development, or alterations and repairs to buildings, can ensure that the character or appearance of a conservation areas is preserved or enhanced and should be the starting point for anyone considering carrying out development in one of Pendle's Conservation Areas.

Public Amenity

The proposed development is to display two illuminated fascia signs, one above each shop front (98 and 100 Manchester Road). The signage is to be accompanied by 'goal post' structures which would be illuminated acrylic box structures. These would hide any traditional shop front features and degrade the urban environment. The application site is located within a prominent frontage, along the thoroughfare to the town centre, in a visually prominent location. To have this type of low quality signage which screens traditional shop front features such as pilasters and stall risers would result in harm to the character and appearance of the Conservation Area.

The Conservation Area Design & Development Guide SPD sets out that advertisements should be well designed, to harmonise with the scale and architecture of a building and blend well with the surrounding townscape. It states that advertisements play a vital role in the visual environment of a town centre. Simple restrained signs are often more effective in advertising a business than over-large or garish ones. New fascia signs should not conceal architectural details. It states that the garish effect of excessively bright signs will detract from the street scene and degrades the urban environment. As such, the proposals amount to poor design, contrary to Policies DM16 and DM33 of the Local Plan Fourth Edition.

Any harm must be weighed against public benefit in the planning balance, in accordance with paragraph 215 of the Framework. In this particular case, there would be no public benefit to the illuminated signage proposed. As such the harm caused to the Conservation Area would not be outweighed and the proposal is contrary to national policy (paragraph 215 of the Framework) as well as Policies SP11 and DM18 of the Local Plan, Fourth Edition.

Residential Amenity

Although there is illumination to some of the proposed signage, the existing signage is illuminated. As such there would be no unacceptable neighbouring amenity issues associated with the proposed development.

The signage therefore does not adversely impact on amenity and accords with Policy DM16 of the Pendle Local Plan: Part 1 and the SPD: Design Principles.

Highways

The proposed development would not impact upon highway safety and is therefore acceptable. Lancashire County Council Highways do not have any objection to the proposed development.

RECOMMENDATION: Refuse

For the following reason(s):

- 1.The proposed fascia and structural signage around the shopfront would conceal traditional shop front features such as the pilasters and stall riser. It would result in a garish, overly illuminated feature which would detract from the appearance of the Conservation Area. This

would amount to poor design, contrary to Policies DM16 and DM33 of the Local Plan Fourth Edition and would cause harm which is not outweighed by public benefit contrary to paragraph 215 of the Framework, Policy SP11 and DM18 as well as the Design Principles SPD.

Application Ref: 26/0056/ADV

Proposal: Advertisement Consent: Display of 2 no illuminated fascia signs with an illuminated structural frame.

At: 98-100 Manchester Road, Nelson

On behalf of: Mr Sheraz Akhtar

REPORT TO NELSON, BRIERFIELD & REEDLEY COMMITTEE 30TH MARCH 2026

Application Ref: 26/0101/FUL

Proposal: Full: Partial demolition to the rear to form a public car park with 23 no. parking spaces, retention of the front section of the building (Use Class E and F1) and altered vehicular access.

At: Trafalgar House, Booth Street, Nelson

On behalf of: PenBrook Developments Ltd

Date Registered: 13/02/2026

Expiry Date: 10/04/2026

Case Officer: Laura Barnes

Site Description and Proposal

The application site is a four storey building (with space in the basement) located within the town centre of Nelson. It is located within the Conservation Area and is a non-designated heritage asset. It has been vacant for over a decade and has fallen into a state of disrepair, with damp & water ingress causing major damage to the building.

The proposal is for demolition of the rear part of the building and retention of the façade, with part of the building being refurbished and the use changed to Class E (commercial, business & service) and F1 (learning & Non-residential institution).

Relevant Planning History

13/99/0503P – Full: Alterations to convert to B1a Business Centre and form a car park to the rear at former college annex – Approved 29/11/1999.

13/00/0351P - Alterations to convert to B1A business centre and form car park to rear (amended scheme) – Approved 24 August 2000.

13/00/0549P - Alterations to convert to B1a business centre and form car park to rear (amended scheme) – Approved 27 November 2000.

13/01/0097P - Conversion to B1(A) Business Centre – Approved 02 May 2001.

13/02/0157P - Signage to Booth Street frontage – Approved 15 May 2002.

13/98/0450P – Use part of first floor as a training centre – Approved 02 November 1998.

13/10/0182P - Full: Major: Change of use of offices (B1) to college of further education (D1) (1,185 sqm) – Refused 26 July 2010 (at committee on grounds of insufficient parking after being recommended for approval by Officers).

Consultee Response

LCC Highways

Site access

Vehicular access/exit to the car park at the rear will be taken off Booth Street via Carr Road. Carr Road is One Way with Booth Street being two way, with no vehicular access onto Market Street. Pedestrian access to the building will be from Booth Street. No changes to the carriageway on Booth Street are proposed nor considered necessary.

Traffic Regulation Orders

The highway network surrounding the site is controlled by various legal orders (Traffic Regulation Orders) which will impact on the site's development and use. Ellen Street and Market Street are both One Way, with vehicular access to Ellen Street only permitted from Carr Road. There are also No Waiting At Any Time (double yellow lines) on both sides of the carriageway on Ellen Street. Similar restrictions apply to the north side of Carr Road with No Waiting 8am – 6pm along the majority of the south side. These restrictions will need to be taken into account during the demolition and construction phases. No changes to the existing TROs are required.

Demolition & construction phases

As noted above there are limited or restricted vehicular routes to and from the site. The site is also located in the town centre where there is a high level of pedestrian movements. Therefore a Construction Method Statement, including a site plan, will need to be submitted to demonstrate that all phases of the development will not have a detrimental impact on the surrounding highway network nor its users.

If any of the surrounding public highway network needs to be closed temporarily during the demolition or construction phases then the appropriate licences and permits will need to be obtained from Lancashire County Council's Highways Regulation team. Any works on, or immediately adjacent to the highway network maintained at public expense, would also require the appropriate permits. The Highways Regulation Team can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433. They will need a minimum of 12 weeks' notice to arrange the necessary permits.

Street lighting column 4 on Ellen Street may also need removing temporarily for safety reasons during the development.

There is an existing section of site along Ellen Street which is below carriageway level and is enclosed and protected by railings. This is shown in the extract below from the Existing Site Plan (Drawing TFH-CAA-ZZ-ZZ-DR-A-101 Rev P1).

The adjacent section of building is proposed to be demolished and the area shown on the above plan extract will potentially be landscaped and include access to the bin store. The applicant will need to provide details, including plans, of how these level differences will be dealt with both during the demolition and construction as this land current supports the highway. This can be controlled by a pre-commencement condition.

The existing narrow, hard surfaced area along the edge of Ellen Street may be a service verge and would therefore need to be surfaced in an appropriate material to the highway authority's specification rather than landscaped.

Off-site highway works

The following off-site highway works are considered necessary to ensure that the development does not have a detrimental impact on the structural integrity of the public highway network or its users. Works shall include, but not be exclusive to:

- tie-in to the carriageway edges on Booth Street and Ellen Street,
construction of a dropped kerb crossing between the bin storage building and Ellen Street,

- replacement of street lighting column 4 on Ellen Street,
- provision of full height kerbs from the rear of the building along the Ellen Street site boundary to tie in with the existing kerb line at the boundary of the adjacent private car park at the rear of The Old Library.

Any damage caused to the surrounding public highway network during demolition and construction works will also need to be reinstated to the highway authority's specification.

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.

Car & cycle parking

No end users have been identified for the development which covers two use classes (E and F1). Based on the retained gross floor area of 373m² and the borough council's Parking Standards the following parking provision would be required:

- Use Class E (c) or (g) – 1 space per 30m² or 1 per 32m² = 12 spaces; or
- Use Class F1(a) – 1 space per 30m² = 12 spaces

If the whole building was to be brought back into use under the same classes between 60 and 64 spaces would be required. The proposed use following demolition would therefore require a significantly lower car parking provision.

The 23 bay car park at the rear of the building is proposed to be a public car park and part of the existing disc controlled parking provision within Nelson town centre. No details have been submitted at this stage regarding the maximum length of time users will be able to park. Therefore no dedicated car parking is proposed for the site's users. Page 24 of Planning Statement states '*with parking to service the building to the rear*', which appears to indicate that dedicated parking was intended to be provided. However, the site is sustainably located within the town centre, with bus and rail services within acceptable walking distances. These transport modes provide access to local destinations and those further afield. This means that there are realistic alternatives to the use of private vehicles for both staff and visitors to the site.

All necessary carriageway markings and signage, including details of the disc parking covering the car park, must be provided prior to the car park first becoming operational. This is to ensure that the one way access/exit layout is clear and that the parking is available to the public.

All landscaped areas at the side of car parking bays should be removed. Otherwise these will need increasing to a minimum of 2.6m wide so that occupants are not stepping onto/from a landscaped area, which, also, if not properly maintained can encroach into the door exit/access space.

Cycle storage is proposed in the form of covered cycle stands. The Proposed Site Plan shows four stands whilst the Proposed External Works Plan (drawing TFH-CAA-ZZ-ZZ-DR-A-112 Rev P2 dated 02.03.26) shows five. A minimum of four stands/hoops should be provided, which will provide storage for eight cycles. These should be provided prior to first use of the development to ensure that alternative transport modes are available.

Two electric vehicle charging points are also proposed. These shall be fitted in line with the Dept for Transport's guidance regarding Electric Vehicle Charging in Residential and Non-residential Buildings, which states that charge points must have a minimum power rating output of 7kW and

be fitted with a universal socket that can charge all types of electric vehicles. This can be controlled by condition.

Waste storage/collection

A separate bin storage building is proposed between the rear of the building and car park with refuse being collected from Ellen Street. This will require a dropped kerb being constructed between this building and Ellen Street to facilitate the movement of bins. The dropped kerb will need to be constructed to Lancashire County Council's specification and via a legal agreement (Section 278) with the highway authority.

Conclusion

Subject to the removal of the landscaped verge areas along the Ellen Street boundary and replacement with appropriate surfacing material Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF.

The following conditions and informative notes should be applied to any formal planning approval granted.

Conditions

- Construction method statement
- Details of retaining structure on Ellen Street
- Highway works
- In accordance with parking plan
- Electric Vehicle Charging points installed
- Cycle storage
- Refuse bins to be kept in bin store

Nelson Town Council

No comments received

Environmental Health

Requested further information in the form of a demolition plan / method statement

Public Response

Nearest neighbours notified, a site & press notice have been displayed. Comments have been received raising the following issues:

- Loss of heritage asset
- Car park would attract anti-social behaviour
- Should be refurbished rather than demolished
- Unsustainable transport and climate concerns
- The existing car parks in Nelson could be fitted with EV charge points
- The elements of the building which are to be demolished are an integral part of the building's original design
- Less harmful alternatives have not been explored
- Why has money been wasted on the Ace Centre rather than restoring this building?
- The Council owns the building so it should not be able to determine an application of this nature, it should be called to higher authority
- It would increase traffic issues in Nelson
- The Ellen Street elevation is just as important as the facade

Victorian Society

- The building is not listed but this does not diminish its significance
- It would cause harm to the town's identity
- Environmental issues associated with demolition – embodied carbon

Officer Comments

Policy

Pendle Local Plan: Fourth Edition

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 that the most amount of growth should be directed to the main towns (Nelson, Colne & Barnoldswick).

Policy SP05 (Employment Land Requirement and Delivery) sets a goal of achieving 79,100sqm of industrial space and 13,200 sqm of office space over the plan period.

Policy SP06 (Retail and town centre hierarchy) sets out that the town centre boundaries are defined on the policies map. Nelson should provide the focus for retail and leisure development.

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

Policy SP11 (Historic Environment) requires development to conserve and enhance designated and non-designated heritage assets.

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 DM03 (Renewable Heat & Energy) sets out support for renewable and low-carbon energy generation, where impacts on heritage, amongst other issues are acceptable.

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 DM18 (Heritage Assets) requires assessment of significance of heritage assets and requires proposals to conserve and enhance significance.

Policy DM36 (Education & Training) supports new or expanded education or training facilities and encourages developments to contribute to skill / training opportunities.

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

Policy DM42 (Vibrant town centres) states that where justified a condition may be used to prevent the change of use within Class E, to prevent the loss of retail units in town centres.

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.

203. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- d) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- e) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- f) the desirability of new development making a positive contribution to local character and distinctiveness; and
- g) opportunities to draw on the contribution made by the historic environment to the character of a place.

207. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

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

216. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The Design Principles Supplementary Planning Document (SPD) contains guidance on shop fronts and signage.

The Conservation Area Design & Development Guidance (SPD) provides detailed information and guidance as to how the design of development, or alterations and repairs to buildings, can ensure that the character or appearance of a conservation areas is preserved or enhanced and should be the starting point for anyone considering carrying out development in one of Pendle's Conservation Areas.

Principle of Development

The proposal seeks to bring the building back into use within Classes E and F1. These are main town centre uses which would be compatible with its position within the town centre and which are supported by Policies SP01 and SP02 of the Local Plan Fourth Edition.

The NPPF seeks to bring vacant buildings back into use to support economic growth and ensure town centre vitality and viability. The proposed development would revitalise and enhance a currently dilapidated building which would help secure its long term use. The application site has been acquired by the Local Authority, Pendle Council to try to save it from collapse / condemnation, given its poor state of repair.

Heritage

Trafalgar House is a non-designated heritage asset. It is not a Listed Building but sits beside a cluster of Listed Buildings including The Old Library, Nelson Town Hall and The Lord Nelson public house. Its primary significance derives from the façade which makes a positive contribution to the town centre and to the wider Conservation Area. The stair cases have also been classified as 'high' importance in terms of their heritage value. As such, a scheme has been worked up to incorporate some of the stairs and the historic façade.

It is clear, based upon the information submitted that other potential uses have been explored and discounted due to their viability concerns. There is a funding gap of approximately £2.26m when looking at options such as the full building refurbishment, residential schemes, leisure use, and EV charging hubs. Public comments have been made which seek to keep the building in situ as it is without modification. The comments do not however appear to acknowledge the supporting information with the application that shows that there have been extensive efforts to try to retain the building in whole and to give it a viable use.

The building was privately owned and was empty for a considerable period where the owners were unable to find a beneficial use of the building. Public funding was used to acquire the building and to finance efforts to find a sustainable and viable use to keep the building as it exists. Those efforts however resulted in the clear conclusion that in its current form there was no sustainable and economically achievable viable use. Alternative schemes were therefore considered which resulted in the current scheme being brought forward.

The Heritage Statement submitted with the application indicates that the partial demolition of the building, with the retention of the façade and change of use to Class E and F1 would result in minimal harm to the character and appearance of the Conservation Area.

Overall there would be some harm to the significance of the non-designated heritage asset of the building itself and to the designated heritage asset of the Conservation Area. This results from the demolition of the rear part of the building, the retention of the façade which has the highest heritage value and bringing the building back into use, safeguarding its long term future, would result in public benefits which outweigh this harm. The proposals would result in safeguarding and conserving the most historically important elements of the building and would enhance its current dilapidated and derelict form, providing for the only sustainable long term future. The proposal therefore would secure its optimum viable use. As such the application accords with paragraph 215 of the Framework and Policies SP11 & DM18 of the adopted Local Plan Fourth Edition.

Design

During the course of the application process, amendments have been sought to the windows, to achieve aluminium frames. The bin store to the rear of the building has also been re-designed to

re-use some of the building materials which are currently part of the existing building. These are both benefits and would weigh positively in the planning balance.

The proposed development involves keeping the most historic part of the building, which also has the most significance in terms of its design. The building is to be adapted so that it can accommodate modern requirements such as being DDA compliant.

The proposed development accords with Policy DM16 of the Local Plan Fourth Edition.

Ecology & BNG

Given that the site does not include any unsealed surfaces, it is exempt from requirements for biodiversity net gain.

Preliminary Bat Roost Assessments have been undertaken as well as nocturnal emergency surveys which have found no evidence of bat roosting or any bat activity across the site. The application does include some minor landscaping as part of the car parking area to the rear of the site. Overall, it accords with policy in this regard.

Highways

The proposed development would involve the creation of 23 parking spaces, including some electric vehicle charging points, adding to the overall number within the town centre. There are no objections from LCC Highways but they have recommended some conditions to control the construction period, to ensure cycle storage is provided and to control some off-site highway works which are necessary.

There are no objections are raised in relation to Policy DM37 of the Local Plan Fourth Edition.

Residential Amenity

The proposed development is to the rear of commercial premises on Scotland Road. Some of the retail premises have residential accommodation to the upper floors. However, given this town centre location and the proposed use of the site it is unlikely to result in an unacceptable impact upon neighbouring amenity. During the construction phase there is potential for disturbance and this needs to be carefully managed by way of a construction method statement as well as a demolition method statement. This can be controlled by planning condition.

Drainage

The application site is in Flood Zone 1. The application is accompanied by a drainage strategy. At present, the building and adjacent car parking has surface water running off it into a combined sewer. It is proposed to continue this arrangement but with significant betterment. Similarly, the foul would be connected to the existing combined sewer. This approach follows the drainage hierarchy and accords with policy in this regard.

Other Matters

A ground conditions survey has been submitted with the application which confirms that ground stability risks are low. It is also situated outside the Coal Authority Development High Risk Area.

Concerns have been raised regarding anti-social behaviour. There is no evidence to suggest that a car park would attract this type of behaviour any more than other areas of the town centre.

The proposal includes a ground source heat pump, which would assist in adding to the building's overall efficiency and environmental impact. This complies with Policy DM03 of the Local Plan Fourth Edition.

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:

- Existing Ground Floor Plan (Ref: TFH-CAA-ZZ-00-DR-A-201_S2_P1);
- Proposed Ground Floor Plan (Ref: TFH-CAA-ZZ-00-DR-A-206_S2_P2)
- Existing First Floor Plan (Ref: TFH-CAA-ZZ-01-DR-A-202_S2_P1);
- Proposed First Floor Plan (Ref: TFH-CAA-ZZ-01-DR-A-207_S2_P2)
- Existing Basement Floor Plan (Ref: TFH-CAA-ZZ-B1-DR-A-200_S2_P1);
- Proposed Basement Floor Plan (Ref: TFH-CAA-ZZ-B1-DR-A-205_S2_P1);
- Existing Roof Plan (Ref: TFH-CAA-ZZ-R1-DR-A-203_S2_P1);
- Proposed Roof Plan (Ref: TFH-CAA-ZZ-R1-DR-A-208_S2_P1);
- Existing Site Plan (Ref: TFH-CAA-ZZ-ZZ-DR-A-101_S2_P1);
- Existing Site Roof Plan (Ref: TFH-CAA-ZZ-ZZ-DR-A-102_S2_P1);
- Existing Site Demolition Plan (Ref: TFH-CAA-ZZ-ZZ-DR-A-103_S2_P1);
- Proposed Site Roof Plan (Ref: TFH-CAA-ZZ-ZZ-DR-A-110_S2_P1);
- Proposed Ground Floor Site Plan (Ref: TFH-CAA-ZZ-ZZ-DR-A-111_S2_P1);
- Proposed Externals Plan (Ref: TFH-CAA-ZZ-ZZ-DR-A-112_S2_P2)
- Existing Floor Plans (Ref: TFH-CAA-ZZ-ZZ-DR-A-204_S2_P1);
- Existing Elevations (Ref: TFH-CAA-ZZ-ZZ-DR-A-210_S2_P1);
- Existing Demolition Elevations (Ref: TFH-CAA-ZZ-ZZ-DR-A-211_S2_P1);
- Existing Street Elevations (Ref: TFH-CAA-ZZ-ZZ-DR-A-212_S2_P1);
- Proposed Elevations 1 (Ref: TFH-CAA-ZZ-ZZ-DR-A-213_S2_P2)
- Proposed Elevations 2 (Ref: TFH-CAA-ZZ-ZZ-DR-A-214_S2_P2)
- Proposed Street Elevations (Ref: TFH-CAA-ZZ-ZZ-DR-A-215_S2_P1);

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

3. All materials to be used in proposed development hereby approved shall be as stated on the 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. No development shall take place, including any works of demolition, until a Construction Method Statement including 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 The erection and maintenance of security hoarding
- v Wheel washing facilities and means of mechanical road sweeping
- vi Measures to control the emission of dust and dirt during construction
- vii A scheme for recycling/disposing of waste resulting from demolition, clearance and construction works
- viii Details of working hours
- ix Routing of delivery vehicles to/from site
- x Timing of deliveries
- xi Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

5. No part of the development hereby approved shall commence until a scheme for the retaining structure adjacent to the highway maintained at public expense on Ellen Street has been submitted to, and approved by, the Local Planning Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the retaining structure are acceptable before work commences on site.

6. No part of the development hereby approved shall be occupied or opened for trading 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. Works shall include but not be exclusive to:

- tie-in to the carriageway edges on Booth Street and Ellen Street,
- construction of a dropped kerb crossing between the bin storage building and Ellen Street,
- replacement of street lighting column 4 on Ellen Street,
- provision of full height kerbs from the rear of the building along the eastern site boundary to tie in with the existing kerb line at the boundary of the adjacent private car park at the rear of The Old Library,
- reinstatement to the highway authority's specification of any damage caused during demolition and construction works to the surrounding publicly maintained highway network.

Reason: In the interest of highway safety so that the development does not have a detrimental impact on the surrounding publicly maintained highway network including its structural integrity.

7. Prior to first occupation of the approved development the parking and manoeuvring areas shown on the approved Proposed Site Roof Plan (Drawing TFH-CAA-ZZ-ZZ-DR-A-110 Rev P1 dated 17.12.25) shall be constructed, laid out and surfaced in bound porous materials and thereafter always remain available for the parking of vehicles associated with the development and/or as public car parking 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.

8. Prior to first occupation of the approved development two electric vehicle charging points shall be provided in accordance with a scheme to be approved by the Local Planning Authority.

Charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently available.

Reason: To ensure that the development supports sustainable forms of transport.

9. Prior to first occupation of the approved development secure, covered cycle storage for at least eight cycles shall be provided in accordance with the approved Proposed External Works Plan (Drawing TFH-CAA-ZZ-ZZ-DR-A-112 Rev P2 dated 02.03.26) and permanently maintained thereafter.

Reason: To ensure that the development supports sustainable forms of transport.

10. All refuse bins shall be kept within the confines of the site, except on the appropriate collection day.

Reason: In the interest of highway safety to prevent bins from being stored on the highway where they could cause an obstruction or hazard to other highway users.

11. Prior to commencement of any works hereby approved, a demolition statement setting out how the building is to be safely demolished, along with information regarding asbestos removal shall be submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in strict accordance with the agreed details thereafter.

Reason: In the interests of public safety.

Informative notes

1. 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:
- tie-in to the carriageway edges on Booth Street and Ellen Street,
 - construction of a dropped kerb crossing between the bin storage building and Ellen Street,
 - replacement of street lighting column 4 on Ellen Street,
 - provision of full height kerbs from the rear of the building along the eastern site boundary to tie in with the existing kerb line at the boundary of the adjacent private car park at the rear of The Old Library,
 - reinstatement to the highway authority's specification of any damage caused during demolition and construction works to the surrounding publicly maintained highway network.

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.

2. The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the highway network maintained at public expense. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.
3. Before proceeding with the scheme preparation the Developer should consult with Lancashire County Council for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing or new highway structures

included in, or affected by, the proposed scheme. For this purpose the term highway structure shall include any retaining wall supporting the highway (including any supporting land which provides support to the highway).

Application Ref: 26/0101/FUL

Proposal: Full: Partial demolition to the rear to form a public car park with 23 no. parking spaces, retention of the front section of the building (Use Class E and F1) and altered vehicular access.

At: Trafalgar House, Booth Street, Nelson

On behalf of: PenBrook Developments Ltd

LIST OF BACKGROUND PAPERS

Planning Applications

NW/MP

Date: 10th February 2026