

Report Title	PLANNING APPLICATIONS
Meeting	NELSON, BRIERFIELD & REEDLEY COMMITTEE
Meeting Date	11TH MAY 2026
Report Author	NEIL WATSON
Directorate	PLACE
Lead Executive Member(s)	COUNCILLOR L. WHIPP
Wards Affected	WHITEFIELD & WALVERDEN, BRIERFIELD EAST & CLOVER HILL, BRIERFIELD WEST & REEDLEY, MARSDEN & SOUTHFIELD AND BRADLEY
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, 11th MAY 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 March for an opportunity to submit amended plans.

Note that no amended plans have been received hence no changes have been made to the recommendation.

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 AND REEDLEY AREA COMMITTEE, 11th MAY 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

This application is before Members as it was deferred from the previous meeting for a site visit.

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 AND REEDLEY COMMITTEE 11TH MAY 2026

Application Ref: 26/0071/HHO

Proposal: Full: Demolition of the existing single storey rear extension and the erection of a single storey rear extension.

At: 47 Stanley Street, Brierfield

On behalf of: Ms Nargis Iqbal

Date Registered: 03/02/2026

Expiry Date: 31/03/2026

Case Officer: Laura Barnes

This application is before Members for determination as it was called in by a Councillor.

Site Description and Proposal

The application site is a mid-terraced dwelling within the settlement boundary of Brierfield.

The application seeks permission for the demolition of the existing kitchen which projects out from the rear wall of the dwelling and erection of a single storey extension to accommodate a ground floor bathroom to the rear of the property.

Relevant Planning History

None relevant

Consultee Response

Local Highway Authority

No objection

Environmental Health

Informative requested – noise during construction phase

Public Response

- Nearest neighbours have been notified, without response.

Officer Comments

Policy

Pendle Local Plan Fourth Edition

Policy DM16 (Design and Placemaking) sets out that high quality, beautiful and sustainable design will be sought at all developments. It requires developments to demonstrate a good standard of amenity for all existing and future occupiers.

Policy DM24 (Residential Extensions or Alterations) sets out when and how proposals for householder extensions and alterations will be supported by the Council. It sets out that proposals should ensure that the amenity and privacy of occupiers should not be unreasonably adversely affected as a result of development proposals.

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.

Design and Amenity

In terms of design, the proposed extension to the rear is to have a dual pitched roof. It is to be constructed of block and render with a concrete tile roof. The proposed extension is to project out 5.2m along the shared boundary with 45 Stanley Street, Brierfield. The height of the proposed extension is 3.3m to ridge and 2.5m to eaves.

In terms of the windows, there are to be two small windows, one serving the kitchen and the other serving the bathroom. These openings are of a domestic scale and would be in keeping with the character of the existing dwelling.

The proposed design accords with Policies DM16 as well as the Design Principles SPD in this regard.

Residential Amenity

The Design Principles SPD sets out that single storey extensions to the rear which are on a shared boundary are acceptable where they do not project more than 4m out from the existing rear wall of the dwelling. In this case there is an existing extension along the shared boundary with the neighbour which is more than 4m in length. However, the height of the proposed extension is 3.3m the full length of the yard. The existing extension is 2.2m in height at its lowest point and is a flat roof structure. Given the increase in height along the shared boundary and that it is more than 4m in projection out from the rear wall it would result in an unacceptable neighbouring amenity impact upon the occupants of No. 45 Stanley Street.

The proposed development conflicts with Policy DM24 of the Local Plan Fourth Edition in relation to residential amenity.

Highways

There is no change to the number of bedrooms to the dwelling, neither is there any existing off-street parking. There is no objection from the highways authority and the proposals accord with Policy DM37 in this regard.

RECOMMENDATION: Refuse

For the following reasons:

1. Due to the scale and massing of the proposed extension upon the boundary with No. 45 Stanley Street, this would result in an unacceptable level of neighbouring amenity to the occupants of No. 45 Stanley Street, contrary to Policy DM24 of the Local Plan Fourth Edition and the Design Principles SPD.

Application Ref: 26/0071/HHO

Proposal: Full: Demolition of the existing single storey rear extension and the erection of a single storey rear extension.

At: 47 Stanley Street, Brierfield

On behalf of: Ms Nargis Iqbal

REPORT TO NELSON, BRIERFIELD AND REEDLEY COMMITTEE 11TH MAY 2026

Application Ref: 26/0128/FUL

Proposal: Full: Change of use from a dwelling (Use Class C3) to a Online Pharmacy Dispensary (Sui Generis).

At: 12 Commercial Street, Brierfield, Nelson, BB9 5HH

On behalf of: Mrs Gulnaz Qazi

Date Registered: 26/02/2026

Expiry Date: 18/05/2026

Case Officer: Alex Cameron

This application has been brought before Committee due to the level of public objection.

Site Description and Proposal

The application site is a terraced house within a residential street of similar dwellings within the settlement of Brierfield, the site is located approximately 70m from the boundary of Brierfield District Centre.

The proposed development is for the use of the dwelling as an online pharmacy dispensary. It is specified that this would not involve any retail walk-in trade, all orders and consultations would be by phone or online and there would be no customer collections from the site.

Relevant Planning History

None

Consultee Response

PBC Environmental Health – Requested a condition to control opening hours and motorised shutters.

LCC Highways – No objection.

Public Response

Nearest neighbours have been notified by letter, responses received objecting on the following grounds:

- Inappropriate use in a residential street
- Traffic and parking
- Noise and disturbance
- Light pollution
- Public safety and security
- Impact on the character of the area

- Inadequate accessibility

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 SP06 (Retail and town centre hierarchy) defines the retail hierarchy for Pendle, Brierfield is designated as a district centre in the second tier of the hierarchy.

Policy DM13 (Environmental Protection) states that potential noise levels within the vicinity of any new development must be at acceptable levels.

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.

Policy DM42 (Vibrant town centres) states that town and district centres will be the focus for retail development and other main town centre uses.

Principle of Development

A pharmacy would typically be a Class E retail use however, the proposed would not involve customers visiting to premises to purchase or collect, orders would be made online and dispatched by courier. As such the proposed use is not considered to be a retail use that would be subject to requirement for sequential justification for location outside of a defined town or district centre. Taking this into account the proposed use is acceptable in principle.

Visual Amenity

The external shutters originally proposed would have resulted in an unacceptable impact on the visual amenity of the area, amended plans have been received removing them from the proposal. The proposed use would not result in any unacceptable visual impacts.

Residential Amenity

With a condition to ensure that the proposed use operates as specified, without customers visiting the premises, the proposed development would not result in an unacceptable degree of activity that could result in unacceptable residential amenity impacts to neighbours.

Highways

This is a narrow road, which reduces to a single vehicle width with vehicles parked both sides of the street and the property has no off-street parking. The existing two bedroom dwelling would generate a parking requirement of one car. It would be appropriate to consider the proposed use in

relation to the parking standards for a B8 use, which would be 1 space per 70m², and the proposed use would therefore generate a requirement of one space, and therefore no increase in parking over the existing dwelling.

With a condition to ensure that customers do not visit the premises, deliveries and vehicular activity would not be significantly greater than would be likely to be generated by residential use and would not result in unacceptable impacts upon parking and highway safety.

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 use is acceptable in all relevant regards. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: 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: 2273 / 03 - REV A

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

3. The use hereby approved shall be operated as an online / distance sales pharmacy only, there shall be no in-person retail sales, collections or consultations from the site and no other use including any other use within Use Classes E or B8 of the Town and Country Use Classes Order 1987 (as amended).

Reason: In the interest of residential amenity, highway safety and the vitality and to protect viability of town centres.

4. The use hereby approved shall not operate outside of the hours of 9:00am to 6:00pm on any day.

Reason: In the interest of residential amenity.

Application Ref: 26/0128/FUL

Proposal: Full: Change of use from a dwelling (Use Class C3) to a Online Pharmacy Dispensary (Sui Generis).

At: 12 Commercial Street, Brierfield, Nelson, BB9 5HH

On behalf of: Mrs Gulnaz Qazi

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 11th MAY 2026

Application Ref: 26/0174/HHO

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

At: Redholme, 75 Walton Lane, Nelson

On behalf of: Mr Isfahan Rashid

Date Registered: 25.03.2026

Expiry Date: 20.05.2026

Case Officer: Luke Jones

Site Description and Proposal

The application site relates to a semi-detached two-storey dwelling situated within the defined settlement boundary of Nelson. The main access is from Walton Lane. The original dwelling has a combination of brick and rendered walls, a pitched roof of slate tiles, and UPVC doors and windows.

The proposed development is the erection of flat roof dormers to the front and rear roof slopes.

Relevant Planning History

13/11/0489P – Full: Erection of conservatory to rear. APPCON.

18/0175/LHE – Permitted Development Notification (Larger Home Extension): Erection of a single storey extension to rear (Length 6m, Eaves 2.75m, Overall Height 4m). PNR.

Consultee Response

Highways

The Local Highway Authority is of the opinion that the proposed development will not have a detrimental impact on the local highway network. Therefore, the Highway Development Control Section of Lancashire County Council has no objections to the planning application as submitted.

The National Planning Policy Framework (NPPF) states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios." (Paragraph 116). My examination of this application concludes there are no highway grounds to support an objection as set out by NPPF.

Parish/Town Council

No response.

Environmental Services (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 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. Flat roof dormers will not be acceptable on front elevations or any elevation clearly visible from a public vantage point. Roof alterations should be minor and sympathetic to the original design of the building.

The proposal is for a flat roof front dormer and a flat roof rear dormer on the roof slopes with the formation of a gable end wall. 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 roof slope and detract from the character and appearance of the original dwelling. In particular, the front dormer would unbalance the semi-detached pair and result in harm to the street scene. Whilst there is variety of property designs in the surrounding area, dormers are not a common feature, and the proposed flat roof front dormer would represent poor design contrary to SPD guidance.

The dormers would be finished in grey cladding with Juliet balconies, including grey UPVC patio doors and 1.1m high balustrades, 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.

The proposed gable end wall with a second-floor UPVC window on the side (west) elevation would be sympathetic to the original dwelling and is considered acceptable in design terms.

Overall, in terms of design, this 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.

Residential Amenity

The Design Principles SPD advises that extensions must not result in unacceptable overshadowing or have an overbearing effect on neighbouring properties. Windows in extensions should also not result in unacceptable levels of overlooking.

The proposed dormers and formation of a gable end would introduce a three-storey form approximately 3.5m from the side boundary shared with No.73. No.73 is located at a lower land level and set forward of the principal elevation of the application site, with one gable end window facing the site. However, this window would not be materially affected due to the existing relationship with the side elevation wall of the host dwelling. In addition, given the separation distance, the proposal would not result in unacceptable overbearing or overshadowing impacts to the rear windows of No.73.

In terms of privacy, a window is proposed at first floor level on the side elevation of the gable end wall. This is shown to be obscurely glazed, and a condition would be required to ensure it remains so in perpetuity to prevent any unacceptable overlooking.

The proposed dormers include Juliet balconies and windows to the front and rear elevations. The front dormer would face the public highway where there are no directly opposing residential properties and therefore would not give rise to unacceptable overlooking. Likewise, the rear dormer would not result in any unacceptable loss of privacy given the absence of neighbouring residential properties to the rear.

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 from four to five. This would not impact on parking requirements and sufficient off-road parking for three vehicles is provided at the front of the dwelling, hence 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: 26/0174/HHO

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

At: Redholme, 75 Walton Lane, Nelson

On behalf of: Mr Isfahan Rashid

Application Ref: 26/0177/HHO

Proposal: Full: Erection of dormers to front and rear roof slopes.

At: 40 Belgrave Street, Nelson

On behalf of: Mr Khalid

Date Registered: 20.03.2026

Expiry Date: 15.05.2026

Case Officer: Luke Jones

Site Description and Proposal

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

The proposed development is the erection of a flat roof dormer to the front and rear roof slopes.

Relevant Planning History

None.

Consultee Response

Highways

The Highway Development Control Section of Lancashire County Council has no objections to the planning application. The National Planning Policy Framework (NPPF) states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios." (Paragraph 116).

My detailed examination of this application concludes there are no highway grounds to support an objection, as set out by the NPPF.

The application seeks to convert the existing loft to form a bathroom and two additional bedrooms, taking the bedroom provision to four.

The site does not provide any off-highway parking however it is located within a sustainable location with good access to public transport and local amenities.

The proposal will have a minimal impact on the highway network; therefore, the highway authority raises no objection to the application.

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. Flat roof dormers will not be acceptable on front elevations or any elevation clearly visible from a public vantage point. Roof alterations should be minor and sympathetic to the original design of the building.

The proposal is for a flat roof front dormer and a 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 largely uninterrupted roof line especially since dormers are not a characteristic feature of the locality. The proposed dormers would have grey cladding 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.

In terms of design, this 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.

Residential Amenity

The proposed dormers would face habitable room windows to the front and rear. The building already has a relationship of first floor windows to the rear elevations facing the other properties to the rear and the proposed dormer window would be no closer than these existing windows.

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 development would increase the number of bedrooms at the property from two to four. This would increase the maximum parking requirement from two spaces 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.

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: 26/0177/HHO

Proposal: Full: Erection of dormers to front and rear roof slopes.

At: 40 Belgrave Street, Nelson

On behalf of: Mr Khalid

**REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 11th
MAY 2026**

Application Ref: 26/0179/FUL

Proposal: Full: Change of use of land within the curtilage of the Church (Use Class F1) for the siting of 1 shipping container for use as a food bank (Sui Generis) and 2 accommodation pods for homeless people (Sui Generis).

At: St. Philips Church, Leeds Road, Nelson

On behalf of: Diocese of Blackburn

Date Registered: 26/03/2026

Expiry Date: 21/05/2026

Case Officer: Laura Barnes

This application is before committee for determination due to the level of public interest.

Site Description and Proposal

The application site is the grounds of a church which is located within the settlement boundary of Nelson.

The application seeks permission for the siting of a shipping container, to be used to operate a food bank from. It also seeks permission for the siting of two accommodation pods to be used as homeless shelter, to house people in temporary accommodation, until something more suitable is available.

Relevant Planning History

None relevant

Consultee Response

Parish Council

No comments received

Local Highway Authority

Comments awaited

Environmental Health

Requested further detail regarding bin storage and waste collection, sewage, refrigeration etc.

Lancashire Constabulary

Provided comments specifically relating to the security measures they expect to see.

Public Response

Letters have been sent to neighbours and a site notice displayed, comments have been received objecting to the proposals as follows:

- Industrial design, not reflective of the area
- Increased noise

- Privacy and general disturbance for nearby residents
- Lack of parking for staff and users
- Light pollution from security units
- Loss of peaceful area
- Appropriate provision for waste has not been provided
- Theft, vandalism, vermin
- Increased number of food deliveries
- Loss of natural light
- Lived in this area for 40 years and felt safe, concerns over future safety of area
- Support the food bank and the idea of protecting vulnerable people
- Security, sanitation and mental health support need to be carefully managed
- Increase in anti-social behaviour
- The documents provided are unclear
- Other alternative locations should be explored
- Unknown management protocols
- The proposed use is not compatible with the church use

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 DM16 (Design and Placemaking) sets out that high quality, beautiful and sustainable design will be sought at all developments. It requires developments to demonstrate a good standard of amenity for all existing and future occupiers.

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.

Principle of Development

The application seeks permission to operate a food bank from a shipping container within the grounds of the church. It also seeks permission to site two homeless shelter pods for individuals in homeless crisis to be accommodated on a temporary basis. The proposed development is located within the settlement boundary, where the principle of development is acceptable, subject to design & amenity policies.

Design

The application seeks permission to site a shipping container within the church grounds, parallel to St. Phillips Street, set back from the main road. The shipping container is utilitarian in appearance but would be sat at a lower level than the street, given the retaining walls which surround the boundary of the church itself. It is to measure 6.1m x 2.5m.

The proposed accommodation pods are to be positioned towards the rear of the site, closest to Chapel Street. There are to be two in total, measuring 1.8m x 2.4m, with a height of 2.25m. The plans submitted show a muted grey colour fibre glass structure with a high level window and a front door, with a locking mechanism which has a code access entry. The floor plan indicates that the pod itself is to have a single bed and a WC, with a chemical toilet. The pods are not connected to the mains utilities in any way. The pods are utilitarian in nature and are intended for temporary housing on an emergency basis to help people in homeless crisis. They are of a scale and would be positioned such that they would not result in an unacceptable impact upon the wider visual amenity.

Overall, the design is acceptable and accords with Policies DM16 of the Local Plan: Fourth Edition and the Design Principles SPD.

Residential Amenity

Concern has been raised locally about the security of the site. The applicant is preparing a note on security, which will align with the comments received from Lancashire Constabulary. Similarly, the Council's Environmental Health department have raised queries regarding the storage and collection of waste. The applicant has confirmed that the accommodation pods would be similar to a camper van in terms of connection to utilities, they would have a chemical toilet and would not be connected to main sewage. An update will be provided to Members ahead of the committee meeting.

Highways

Further details have been requested on highways, this will be provided to committee in an update report.

RECOMMENDATION: Delegate grant consent, subject to satisfactory detail on security, environmental health and highway matters.

Subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan received 24/03/2026, Site Plan received 24/03/2026, Proposed pod layout received 24/03/2026, Proposed pod floor plan received 24/03/2026, Proposed pod rear and side elevation received 24/03/2026, Proposed container layout received 24/03/2026.

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

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

Reason: Those materials are appropriate for the development and site.

4. No customers for the food bank / pantry shall be allowed on the premises outside the hours of 09:00-15:30 Monday – Friday. The food bank shall remain closed on weekends and bank holidays.

Reason: In the interests of neighbouring amenity.

5. Prior to commencement of the development hereby approved, details of bin storage and waste management shall be submitted to and approved in writing by the Local Planning Authority. The waste management details shall include: details of the frequency of collections, the types of waste anticipated to be collected, volumes of anticipated waste, specification and quantity of bins to be used, a plan (1:200) indicating the precise location of the bins to be stored on the site, details of the method of waste collection (local authority collection arrangement or private company details including waste carrier).

Reason: In the interest of public health and appropriate waste management to safeguard the wider visual amenity.

Application Ref: 26/0179/FUL

Proposal: Full: Change of use of land within the curtilage of the Church (Use Class F1) for the siting of 1 shipping container for use as a food bank (Sui Generis) and 2 accommodation pods for homeless people (Sui Generis).

At: St. Philips Church, Leeds Road, Nelson

On behalf of: Diocese of Blackburn

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 11th MAY 2026

Application Ref: 26/0191/HHO

Proposal: Full: Demolition of existing pedestrian gate, widening of existing vehicular access with the addition of a privacy screen and the installation of electric sliding gates.

At: 509 Colne Road, Reedley

On behalf of: Mr Imran

Date Registered: 26/03/2026

Expiry Date: 21/05/2026

Case Officer: Laura Barnes

This application has been called in by a Councillor.

Site Description and Proposal

The application site is a domestic property on Colne Road, the main route between Burnley and Nelson. It is at the junction with an unadopted highway which serves Reedley Business Centre, the delivery / servicing area for the Oaks Hotel, Caldervale Sports Pitches and a children's day nursery.

The application seeks retrospective permission for the insertion of metal boarding to the back of railings, which have been installed on the top of a low red brick wall. The railings run the perimeter of the property including along Redman Road and Colne Road.

Relevant Planning History

13/96/0682P: Raise height of existing boundary wall
Approved with conditions

Consultee Response

Highway Authority

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, together with site observations, Lancashire County Council acting as the local highway authority raises an objection regarding the development and concludes that there are highway grounds to support an objection as set out by NPPF as the works already carried out block visibility for vehicles and pedestrians exiting Redman Road and from No 509 Colne Road.

Proposal

The application seeks to widen the existing vehicular access on Colne Road by removing the separate pedestrian gate and replacing the existing inward opening gates with a sliding electric gate. The existing boundary railings on top of the brick boundary walls to Colne Road and Redman Road will be infilled with metal panels resulting in solid boundaries to a height of 1.81m on Colne Road and 1.46m on Redman Road. The original brick boundary walls are 0.9m high. The site was visited on 1 April 2026, and it was noted that most of the development for this partly retrospective application had already taken place.

Access

Colne Road is a classified road (A682) carrying a high volume of traffic. There is a history of speed compliance on this section of Colne Road, which is subject to a 30mph speed limit, with traffic

speeds still a concern. The highway authority notes that there is a permanent speed camera situated on Colne Road approximately 66m to the south of the access and bus stops approximately 33m south of the access.

The existing vehicular access to No 509 is immediately adjacent to the junction of Redman Road with Colne Road. Redman Road provides access to a dwelling (Reedley House), a children's nursery, a service yard for the Oaks Hotel and Belvedere and Caldervale Sports Club which holds social events and has cricket, rugby and football pitches. The visibility splay at Redman Road/Colne Road should be provided at 2.4m, set back from the edge of the carriageway edge of Colne Road, for 47m to the nearside carriageway kerb edge to both sides of the junction along Colne Road. A drawing showing the splays should be submitted and all solid walls, fences, railings with infill panels, etc must be below 0.9m high. The railings without infill panels will be acceptable at the existing height as drivers and pedestrians can see through the structure. The measurement of 47m is based on 85th percentile speeds obtained from data collected through the static speed camera. It is evident on site, as the works have already commenced, that the works create an obstruction to the visibility splays for drivers waiting to exit onto Colne Road who have to edge out into the carriageway to be able to see vehicles, or pedestrians, approaching from the right with the front of their vehicle projecting into the carriageway. Due to Colne Road being a busy A classified road, this presents a highway safety concern.

Conclusion

Lancashire County Council acting as the highway authority objects to the development as submitted and considers that it is contrary to Paragraph 116 of the NPPF. We would request a drawing to show the visibility splay at the Colne Road/Redman Road junction with the boundary treatments within the splay reduced in height below 0.9m. The railings, without infill panels, can remain at the existing height.

Public Response

Letters have been sent to neighbours, 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 SP13 (Transport and connectivity) sets out that where there is an unacceptable impact upon highway safety, planning permission is likely to be refused.

Policy DM16 (Design and Placemaking) sets out that high quality, beautiful and sustainable design will be sought at all developments. It requires developments to demonstrate a good standard of amenity for all existing and future occupiers.

Policy 37 (Parking) sets out that proposals for parking and driveways should not adversely affect the quality and the appearance of the street scene.

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.

Principle of Development

The proposed development is located within the settlement boundary, where the principle of development is acceptable, subject to design, amenity and highway issues.

Design

The design and detailing of boundary gates, walls and fences, particularly on highway frontages, plays an important role in defining the character of all residential areas. The Design Principles SPD sets out that highways visibility should be preserved. This will be discussed in more detail in the Highways section of this report. The application is retrospective (see photos - Fig 1.0 and 1.1). At the time of the site visit, the applicant had installed metal boarding to the existing railings, resulting in the effect of a blank, 2m high, solid structure stretching along the perimeter boundary of the dwelling.

The boarded railings provide no visibility into the site and create a gated-off private space which is divorced from the surrounding street scene. This is more akin to a close boarded fence which would typically be found to the rear of a domestic property and has no place in this prominent position on the public highway, where it stands out as an alien feature in the street scene. The dark colour which has been chosen for the boarding behind the railings sits in stark contrast from the red brick of the dwelling which it surrounds. It creates a visually jarring effect which is not characteristic of the dwellings in the surrounding area and screens much of the frontage from public view. This creates a fortified structure upon the most prominent boundary of the dwelling, when viewed from the public highway. In turn, this not only causes an unacceptable impact upon the character and appearance of the area but introduces a negative closed frontage to the dwelling so there is no active surveillance of the highway, which contributes to the fear of crime in the area. The height and design of the boarded railings creates a fortified entrance and divorces the public highway from the dwelling.

The applicant has pointed out that the neighbour has installed a similar arrangement to their front boundary with Colne Road, in an attempt to justify why this retrospective development should be approved. The neighbouring boarding has been installed beyond the time limit for enforcement and is now immune from taking action. However, despite the poor design to the neighbouring property is no justification for the current application to be approved.

The development amounts to poor design, contrary to paragraph 139 of the Framework, Policy DM16 and the Design Principles SPD.



Fig 1.0 Image from Google Street View dated October 2024 (above), prior to installation of boarding to the inside of the railings. There is visibility into the front garden area of the dwelling which allows visibility of the grand red brick dwelling set back from the roadside, which contributes positively to the character and appearance of the area.



Fig 1.1 Site visit photo: April 2026 (above) with black boarding to the inside of the railings, sitting on top of the red brick wall, creating a dark, overwhelming fortified structure on the edge of the public highway which does not contribute positively to the wider visual amenity.

Residential Amenity

The black boarding to the inside of the railings prevents views out of the neighbouring property at No. 507 Colne Road. However, in planning law there is no right to a view and it would be possible

for the applicant to erect a boundary fence running perpendicular to the highway which would have a similar effect upon the neighbouring property, under Permitted Development.

The introduction of the metal boarding to the inside of the railings would not result in an unacceptable impact upon residential amenity.

Highways

The application site takes a position upon the junction with Redman Road and Colne Road. Redman Road provides access to a dwelling (Reedley House), a children's nursery, a service yard for the Oaks Hotel and Belvedere and Caldervale Sports Club which holds social events and has cricket, rugby and football pitches. The introduction of metal boarding at the junction reduces the visibility for highway users of Redman Road. As can be seen from the photo at Fig 1.2, the boundary treatment sits within the visibility splay, which would result in reduced visibility for drivers at this junction. The applicant has prepared a visibility splay drawing following initial comment from LCC highways, which underlines this. It is clear to see the effect which the boarding has upon a driver's ability to see right when turning from Redman Road into Colne Road. Drivers would have to enter the carriageway before they had assessed whether it was safe to turn. There is also a danger that a pedestrian could be walking along the pavement and the development would result in drivers not being able to see them clearly. This causes a highway safety danger and is not an acceptable arrangement.

Paragraph 116 of the Framework sets out that development should be refused on highway grounds if there would be an unacceptable impact on highway safety. Similarly, Policy SP13 of the Local Plan: Fourth Edition echoes this. The development is unacceptable and should be refused based upon the unacceptable safety impact.



Fig 1.2 Photo taken on site visit, April 2026

RECOMMENDATION: Refuse

For the following reason(s):

1. By virtue of its position upon the most prominent boundary of the application site, the boundary treatment introduces a fortified structure to a public highway which unacceptably impacts upon the wider visual amenity of the area, contrary to Policy DM16 of the Local Plan: Fourth Edition and paragraph 139 of the Framework.
2. The development results in an unacceptable highway safety danger to users of Colne Road and Redman Road, contrary to paragraph 116 of the Framework and Policy SP13 of the Local Plan: Fourth Edition.

Application Ref: 26/0191/HHO

Proposal: Full: Demolition of existing pedestrian gate, widening of existing vehicular access with the addition of a privacy screen and the installation of electric sliding gates.

At: 509 Colne Road, Reedley

On behalf of: Mr Imran

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 11th MAY 2026

Application Ref: 26/0226/HHO

Proposal: Full: Erection of dormers to front and rear roof slopes and a single storey rear extension.

At: 28 Hawarden Street, Nelson

On behalf of: Mr Nasir Iqbal

Date Registered: 02.04.2026

Expiry Date: 28.05.2026

Case Officer: Luke Jones

Site Description and Proposal

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

The proposed development is the erection of a flat roof dormer to the front and rear roof slopes.

Relevant Planning History

None.

Consultee Response

Highways

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 local amenities and facilities, including public transport on Brunswick Street and Railway Street, which may reduce the reliance on the use of private vehicles.

Parish/Town Council

No response.

Environmental Services (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 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 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 is for a flat roof front dormer and a 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 largely uninterrupted roof line especially since dormers are not a characteristic feature of the locality. The proposed dormers would have grey horizontal composite cladding with white UPVC windows and an EPDM grey rubber membrane roof. 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.

The proposal also includes the erection of a single storey rear extension with a flat sloped roof. The extension would measure 4.3m by 3m with an eaves height of circa 2.8m and ridge height of circa 3.9m. The materials would include white rendered walls, grey modern roof tiles, and white UPVC doors and windows. Taking into account its position to the rear the design and materials are acceptable.

Overall, in terms of design, this 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.

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 extension would project 3m from the rear elevation and therefore would accord with the general 4m guidance. The proposed extension would therefore not result in unacceptable overbearing or overshadowing impacts.

The rear extension also includes a door and window on the rear elevation. Given the existing boundary treatments of the terraced properties with stone walls surrounding the rear yard of the application site and the adjacent properties, no significant overlooking would occur to neighbouring properties. Furthermore, it is noted that a rear extension of up to 3 metres in depth could be constructed under permitted development rights, within which a window or door could reasonably be inserted in a similar position. In this context, the proposed development would not result in a materially greater impact on neighbouring amenity than could otherwise occur.

The proposed dormers would face habitable room windows to the front and rear. The building already has a relationship of first floor windows to the rear elevations facing the other properties to the rear and the proposed dormer window would be no closer than these existing windows.

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 development would increase the number of bedrooms at the property from two to four. This would increase the maximum parking requirement from two spaces to three spaces. The site does not benefit from any off-street parking, and none can be provided.

Whilst the proposal may increase pressure on on-street parking, this would not be to such an extent as to result in severe residual cumulative impacts on the highway network. It is also noted that the site is within reasonable walking distance of local amenities and facilities, including public transport on Brunswick Street and Railway Street, which may reduce reliance on private vehicles.

As such, the proposal is acceptable in highway terms.

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: 26/0226/HHO

Proposal: Full: Erection of dormers to front and rear roof slopes and a single storey rear extension.

At: 28 Hawarden Street, Nelson

On behalf of: Mr Nasir Iqbal

LIST OF BACKGROUND PAPERS

Planning Applications

NW/MP

Date: 13th April 2026