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| Report Title | PLANNING APPLICATIONS |
| Meeting | NELSON, BRIERFIELD & REEDLEY COMMITTEE |
| Meeting Date | 08TH JUNE 2026 |
| Report Author | NEIL WATSON |
| Directorate | PLACE |
| Lead Executive Member(s) | COUNCILLOR L. WHIPP |
| Wards Affected | MARSDEN & SOUTHFEILD, BRADLEY, BRIERFIELD EAST & CLOVER HILL AND BRIERFIELD WEST & 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, 08th JUNE 2026

Application Ref: 26/0060/FUL

Proposal: Full: Change of use from storage and distribution (Use Class B8) to a MOT Test Centre (Use Class B2).

At: 2 - 4 Bradley Road East, Nelson

On behalf of: Mr Mohammad Hassanain Khan

Date Registered: 27/01/2026

Expiry Date: 20/04/2026

Case Officer: Alex Cameron

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

Site Description and Proposal

The application site is a commercial building within the settlement of Nelson, the building's established use was a wholesale butchers. To the south of the site is a public car park and residential and commercial properties opposite on Leeds Road, the west is a social club and dwellings, to the east are dwellings and to the north is a vehicle repair garage.

The application has been submitted on the basis that the lawful use of the building falls with Use Class B8 (storage and distribution). A wholesale butchers can either fall within Use Class B8 or B2 (general industrial) depending of the level of processing of meat at the premises. Following discussion with the owner of the premises it appears that the level of processing may have resulted in the use being B2, however, the application has been submitted on the basis of the use being B8 and the appropriate application type for establishing the lawful use would be a Lawful Development Certificate supported by sufficient evidence to demonstrate the lawful use. Therefore, the existing lawful use is taken to be B8 for the purposes of determining this application.

The proposed development is the change of use of the building to a MOT test centre (Use Class B2). The application is for change of use only with no external alterations proposed.

Relevant Planning History

None

Consultee Response

PBC Environmental Health – No objection subject to the implementation of the recommendations of the noise and residential amenity statement.

LCC Highways – Whilst the highway authority has concerns regarding the proposed change of use and the potential overspill of vehicles parking on the surrounding highway network these are not to the extent to raise an objection. No objection subject to conditions to restrict parking of vehicles and use for general vehicle repair servicing and sale of parts.

Public Response

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

- The proposed use would result in an excessive concentration of garages in the vicinity
- Exacerbation of existing parking issues from vehicles being stored or abandoned on the highway
- Lack of on-site car parking for staff, customers and deliveries
- The car park adjacent to the site is a public car park
- Highway safety impacts
- Noise impacts on residents of surrounding dwellings
- Impacts from waste

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

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

Principle of Development

The proposed development involves the change of use from one commercial use to another and is in a sustainable location within the settlement of Nelson. The proposed change of use is therefore acceptable in principle.

Visual Amenity

The proposed development is for change of use only and would have no unacceptable visual amenity impacts.

Residential Amenity

There are dwellings to the east and west sides of the site and to the north across Leeds Road and the building has loading doors to the south and windows facing west to Bradley Road East and adjacent to the rear of dwellings on Walton Street. The proposed use as a MOT Station has the potential to result in an increased level of noise over a storage and distribution use.

The applicant has submitted a noise and residential amenity statement which states that no external working, spray painting, bodywork repairs, or heavy engineering is proposed, roller shutter

doors will not be required to remain open during testing activities and that the premises will operate during the following hours only:

- 08:00–18:00 Monday to Friday
- 08:00–13:00 Saturday
- No operation on Sundays or Bank Holidays

Subject to conditions to ensure that the use operates within those restrictions the use would not result in an unacceptable level of noise to surrounding properties.

The proposed use would not result in any additional privacy or other residential amenity impacts and therefore is acceptable in terms of residential amenity.

Highways

The site is has limited off-street parking, there is a parking area to the front of the site however that is not within the applicant's control. There are existing issues of high demand for on-street car parking in the area, including from vehicles being stored by businesses or abandoned on surrounding streets.

Th applicant has provided further details of the proposed operation in relation to parking stating that:

The site will operate on a strictly managed, appointment-only basis to ensure that vehicle numbers remain low at all times.

Vehicles will be handled as follows:

- *One vehicle will be present within the MOT testing bay*
- *One additional vehicle will be held within the unit, which will act as an internal waiting/staging area*

This ensures that all vehicles associated with the operation are accommodated within the building at all times, without the need for external queuing.

Upon completion of testing, vehicles will be promptly removed or exchanged with the next scheduled vehicle.

The nature of the operation and booking system ensures there will be no accumulation of vehicles and no overspill parking on surrounding streets.

Subject to a condition to require that the use operates in accordance with the proposed arrangements the proposed use would not result in an unacceptable increase in on-street parking and would be likely to reduce the potential impact in on-street parking in comparison to the established lawful use of the site.

Therefor the proposed use would not result in any unacceptable impacts upon the highway and is acceptable in terms of 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 development is acceptable in terms of visual and residential amenity, highway safety and all other 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: Location Plan, Site Plan, Proposed Floor Plan Rev

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

3. The use hereby approved shall not operate outside of the hours of 08:00–18:00 Monday to Friday, 08:00–13:00 Saturday and shall not operate on Sundays or Bank Holidays.

Reason: In the interest of residential amenity.

4. Notwithstanding provisions of the Town & Country Planning (Use Classes) Order 1987 (As Amended) the use hereby permitted shall be as a MOT Test Centre only and there shall be no other use, including any other use within Use Class B2.

Reason: In the interest of residential amenity.

5. The use hereby approved shall operate in strict accordance with the Submitted Noise and Residential Amenity Statement and all doors and windows shall remain closed during MOT testing and any other noise generating activity.

Reason: In the interest of residential amenity.

6. The use hereby approved shall operate in strict accordance with the Trade Waste Storage and Collection and Vehicle Parking and Operational Management details received 15/04/2026.

Reason: To ensure that the use does not result in unacceptable on-street parking and highway safety impacts.

Application Ref: 26/0060/FUL

Proposal: Full: Change of use from storage and distribution (Use Class B8) to a MOT Test Centre (Use Class B2).

At: 2 - 4 Bradley Road East, Nelson

On behalf of: Mr Mohammad Hassanain Khan

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 08th JUNE 2026

Application Ref: 26/0165/FUL

Proposal: Full (Major): Formation of a new 3G artificial grass pitch (AGP), refurbishment of an existing 3G AGP, installation of perimeter fencing and floodlighting, provision of hard standing areas and an overflow car park, formation of an access footpath and reconfiguration of entrance access.

At: Prairie Sports Village, Colne Road, Brierfield

On behalf of: Burnley Borough Council

Date Registered: 16/03/2026

Expiry Date: 15/06/2026

Case Officer: Alex Cameron

This application has been brought before Committee as it is a major application

Site Description and Proposal

The application site is on the playing field associated with Prairie Sports Village, the access and main building is within the boundary of Burnley Borough Council to the south and there are dwellings to the east. A public right of way FP1316012 runs across the site from north east to south west.

The proposed development is the formation of a 3G Artificial Grass Pitch (AGP) and an overflow car park, although a proposed plans and description include the refurbishment of an existing 3G pitch to the south, that is within Burnley and subject to a separate application with Burnley Borough Council.

Relevant Planning History

None.

Consultee Response

LCC Highways – Requested further details regarding car parking layout and compliance with Burnley Borough Council parking standards and conditions for a construction management plan, hours of deliveries, wheel washing, car parking and highway works.

PBC Countryside Access – No objection subject to a note.

Lead Local Flood Authority – No objection subject to conditions.

PBC Environmental Health – Awaiting advice from external consultant.

Sport England – No objection subject to conditions.

Public Response

Site notice posted and nearest neighbours notified – No response.

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy (LPP1)

ENV1 (Protecting and Enhancing Our Natural and Historic Environments) Development should make a positive contribution to the protection, enhancement, conservation and interpretation of our natural and historic environments. Existing open spaces will be protected from development. The Council will encourage and support improvements to these spaces.

ENV2 (Achieving Quality in Design and Conservation) All new development should viably seek to deliver the highest possible standards of design, in form and sustainability.

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

ENV7 (Water Management) Requires that developments do not increase surface water run-off rates and that water quality is not compromised.

Open Space

The proposed development would redevelop an existing playing field which is designated as open space, Sport England have assessed the details submitted and are satisfied that, subject to conditions, the proposed development would not result in an unacceptable impact on the provision for sport and recreation. The proposed development is therefore acceptable.

Visual Amenity and Landscape Impact.

The development would not be prominent in the landscape and where seen would be related to the existing sports facility and would not result in unacceptable landscape and visual amenity impacts.

Residential Amenity

The proposed development would not result in a material change in use of the land, however, it would potentially be result in a change to the intensity and duration of the use for sport and recreation and have potential for noise nuisance.

An assessment of noise impact consultant is being sought by the Council's Environmental Health section and the consultant's comments are awaited.

A lighting assessment has been submitted and this acceptably demonstrates that the proposed lighting of the development would not cause an unacceptable level of glare or light spill to surrounding residential properties.

Contamination

3G pitches generally use a rubber crumb material that is made from recycled rubber, often from recycled tyres, this potentially contains contaminants such as heavy metals and is a potential source of microplastic pollution.

This is an established issue, Sport England along with other related sports bodies have issued a position statement identifying the issue and DEFRA has identified 3G pitches as the highest source of microplastics found in the environment. However, there are currently no UK legislative controls over the use of rubber crumb and DEFRA's report recognises containment measures as a viable approach.

With a condition to ensure that necessary measures are in place to ensure that contaminants are not present or will be adequately contained, the proposed development would not cause an unacceptable risk to the environment and human health.

Flood Risk

Concerns have been raised in relation to flood risk. The surface of the 3G pitch would be permeable and there would be a stone subbase which would act as an attenuation area, surface water would then be discharged to existing land drains. This would result in an overall benefit in terms of off-site flood risk as it would control and reduce the rate of surface water runoff from the area of the pitch compared to the existing. Acceptable drainage of the proposed pitch and car park can be ensured by condition and the development would not result in an increase in flood risk.

Highways

LCC Highways have advised that the increase in traffic resulting from the development would necessitate additional parking restrictions on Windermere Avenue, these and other necessary off site works for the access can be ensured by condition. LCC have also made comments regarding compliance with Burnley Borough Council's parking standards, however, as the proposed pitch and car park are within Pendle the application must be determined in accordance with Pendle's Local Plan and the proposal is acceptable in terms of Pendle's parking standards. The proposed development would not result in unacceptable highway capacity or safety impacts.

Ecology

The site has been identified as being used by foraging bats, a bat survey report has been submitted assessing the impact on bats including from lighting. It found that the species using the site are predominantly species that are tolerant of artificial lighting, and that the proposed hours of operation and mitigation within the lighting scheme would be sufficient not to unacceptably impact upon bats. The proposed development is of a heavily mowed sports field and appears to be of no other special ecological value.

Biodiversity Net Gain (BNG)

The development would result in the loss of an area of low distinctiveness grassland. It is proposed for this to be mitigated off-site via a habitat bank to provide the 10% BNG requirement. A section 106 Agreement is necessary to ensure this and provide a contribution for the Council's monitoring costs over 30 years if necessary.

Conclusion

It is recommended that the approval of the application and any necessary conditions be delegated to the Assistant Director Planning, Building Control and Regulatory Services subject to the noise impact being found to be acceptable or acceptable subject to mitigation.

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 acceptable in terms of visual and residential amenity, highway safety and all other 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: Delegate Grant Consent

Subject to the following conditions: TBC

Application Ref: 26/0165/FUL

Proposal: Full (Major): Formation of a new 3G artificial grass pitch (AGP), refurbishment of an existing 3G AGP, installation of perimeter fencing and floodlighting, provision of hard standing areas and an overflow car park, formation of an access footpath and reconfiguration of entrance access.

At: Prairie Sports Village, Colne Road, Brierfield

On behalf of: Burnley Borough Council

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 08th JUNE 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 having been deferred from the May 2026 committee.

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.

Since the last committee, the applicant has run an information evening for members of the local community to come and find out further details about how the proposed development would be operated. The applicant has sent leaflets out to local residents advertising the drop in event. They have also submitted a plan which indicates the exact location of the accommodation pods and container within the church yard. Pendle Council has re-consulted with the neighbouring properties who had originally been consulted, in order to notify them of the site plan update.

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: 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: 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, 08th JUNE 2026

Application Ref: 26/0180/HHO

Proposal: Full: Erection of a two-storey side extension.

At: 153 Walton Lane, Nelson

On behalf of: Mr Bilal Shaheen

Date Registered: 19.03.2026

Expiry Date: 14.05.2026

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 a combination of stone and rendered walls, a pitched roof of concrete tiles and UPVC doors and windows.

The proposed development is the erection of a two-storey side extension.

Relevant Planning History

None.

Consultee Response

Highways

The Highway Development Control Section of Lancashire County Council has no objections to the planning application in principle.

In line with the Pendle Borough Council Local Plan Appendix 5: Pendle car parking standards, two off street spaces are required for a dwelling with three bedrooms. Parking spaces should each measure 5m in length and 2.4m in width, where a parking space is located adjacent to a fence or similar obstruction, an additional width of 0.6m is required to facilitate access to the vehicle. The area adjacent to the parking space would also be used for pedestrian access associated with the dwelling, as such, a further 0.2m is required.

Submitted drawing 'Location and site plan AB0613 – 06' proposes three off street parking spaces to accommodate the development. We request that the existing dropped kerbs are widened by one kerb at the carriageway edge (adjacent tree) and the vehicular cross-over extended across the driveway to an adequate width. This will support safe manoeuvrability for all three vehicles when utilising the driveway.

If the Planning Authority is minded to approve the application, the Highway Development Control Section of Lancashire County Council requests that the following condition and informative notes are attached to the decision notice:

Condition

- a) Prior to occupation, the existing dropped kerbs must be widened at the carriageway edge and the vehicle cross-over constructed across the footway fronting the site in accordance with Lancashire County Council Specification for Construction of Estate Roads, it is then to be retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility.

Informative notes

- 1) This consent requires the alteration of an access to the public highway. Under the Highways Act 1980 Section 171 Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings at [http://www.lancashire.gov.uk/roads-parking-andtravel/roads/vehicle crossings.aspx](http://www.lancashire.gov.uk/roads-parking-andtravel/roads/vehicle%20crossings.aspx)
- 2) The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. 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.

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

- Overbearing impact and loss of light
- Impact on link-detached character and design and visual harm
- Drainage 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 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 two-storey side extensions to semi-detached properties should respect the symmetry and spacing of the original pair and avoid creating a terracing effect. Such extensions should typically be set in from the side boundary, set back from the principal elevation by at least 1m, and incorporate a lower ridge line to remain subordinate in scale.

The proposed development comprises a two-storey side extension projecting approximately 3.64m from the side elevation, with a depth of approximately 10.05m. The extension would feature a pitched roof running perpendicular to the main roof, with an eaves height of approximately 5.25m and a ridge height of approximately 6.22m. External materials are proposed to match the existing dwelling, including rendered walls, UPVC windows and doors, and concrete roof tiles.

The host dwelling forms part of a pair of semi-detached properties. The original relationship between the pair includes an attached single storey side element set back circa 4.2m from the principal elevation, creating a clear separation between the two properties. This relationship is characteristic of the immediate area, including neighbouring properties such as No.147 and No.149.

Planning permission has been granted for extensions at the adjoining property, No.151, including a two-storey side extension which extends to the shared boundary but remains set back from the

principal elevation. In contrast, the proposed extension would extend to the side boundary and align with the front wall of the host dwelling. As a result, the development would erode the existing spacing between the pair and, when taken cumulatively with the approved development at No.151, would result in a continuous two-storey built form.

This would unbalance the pair of semi-detached dwellings, resulting in a detrimental impact to the character and appearance of the host dwelling and the wider street scene. As such, in design terms, the proposal would be contrary to 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.

At the adjoining property, No.151, there is a first-floor side landing window facing the application site. The proposed extension would be positioned approximately 3.2m from this window. Whilst this serves a non-habitable room and is therefore afforded a lower level of protection, the proximity and scale of the proposed two-storey extension would result in a materially increased sense of enclosure and loss of light, giving rise to an overbearing impact. This would represent a significant intensification of the existing relationship, where the current separation to the side gable elevation is approximately 7m.

In addition, No.151 includes a first-floor front elevation window serving a habitable room within the approved two-storey side extension. This window would be positioned approximately 6.4m behind the principal elevation of the dwelling. The proposed extension would substantially breach the 45-degree guideline when measured from this window and, given the application site is positioned at a slightly higher land level than No.151, the overbearing relationship would be further intensified. The extension would therefore result in a harmful sense of enclosure and an unacceptable overbearing impact to this habitable room window of No.151.

In terms of privacy, the proposed extension includes windows to the front and rear elevations. These would align with the existing principal elevations of the dwelling and would not introduce new or direct overlooking beyond that which already exists. As such, the proposed development would not result in unacceptable impacts in terms of loss of privacy.

Overall, the proposal would result in unacceptable harm to the residential amenity of the occupants of No.151 by reason of overbearing impact and loss of light, contrary to Policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021–2040) and the Adopted Design Principles SPD.

Highways

The development would retain three off-road parking spaces at the front of the dwelling meeting the maximum parking requirements of Policy DM37 of the Pendle Local Plan Fourth Edition. Therefore, there are no highway implications arising from the proposal. LCC Highways raises no objection subject to conditions which would be placed on any approval given.

Other considerations

Concerns have been raised regarding the potential for rainwater runoff from the proposed extension to affect the adjoining property. Whilst these concerns are noted, details of rainwater

goods and drainage arrangements would be controlled through the Building Regulations process. The proposal is not considered to give rise to any significant planning harm in this regard.

RECOMMENDATION: Refuse

1. By reason of its siting, scale and design, the proposed extension would fail to appear subordinate to the host dwelling and would erode the spacing between the pair of semi-detached properties. When taken cumulatively with the approved development at the adjoining property, the proposal would result in a continuous two-storey built form and an unbalanced form of development, causing demonstrable harm to the character and appearance of the host dwelling and the wider street scene. The development is therefore contrary to Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021–2040) and the adopted Design Principles SPD.
2. By reason of its height, scale, and close proximity to the boundary with No.151, the proposed two-storey side extension would result in an oppressive relationship with the adjoining dwelling being overbearing and result in an unacceptable impact on the living environment of the occupants of number 151. The proposal is therefore contrary to Policies DM16 and DM24 of the adopted Pendle Local Plan Fourth Edition (2021–2040) and the principles in the adopted Design Principles SPD.

Application Ref: 26/0180/HHO

Proposal: Full: Erection of a two-storey side extension.

At: 153 Walton Lane, Nelson

On behalf of: Mr Bilal Shaheen

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 08th JUNE 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 deferred from the May 2026 committee, for Councillors to undertake a site visit.

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, 08th JUNE 2026

Application Ref: 26/0236/HHO

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

At: 17 Newport Street, Nelson

On behalf of: Mr Mohammad Rose Khan

Date Registered: 14.04.2026

Expiry Date: 09.06.2026

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 Newport 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 pitched roof dormer to the front roof slopes and a flat roof dormer to the rear roof slopes and a single storey rear extension.

Relevant Planning History

None.

Consultee Response

Highways

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

The proposed development would increase the number of bedrooms from two to four. 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. The highway authority also notes that the site is within acceptable walking distance of local amenities and facilities including public transport on Leeds Road, which may reduce the reliance on the use of private vehicles.

The proposed single storey rear extension would leave very limited space within the remaining back yard to store refuse bins without these potentially obstructing access to and from the back of the property. However, this is at the applicant's risk and bins should not be permanently stored on the back street as these could cause a hazard or obstruction to other residents and highway users.

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 pitched 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, with dark grey concrete roof tiles to the front and a felt flat roof to the rear. 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 pitched roof. The extension would measure 4.15m by 2.99m with an eaves height of 2.7m and ridge height of circa 3.35m. The materials would include rendered walls, blue slate 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 4.15m from the rear elevation along the shared boundary with No.15. However, the ground floor rear window of No.15 protrudes out of the rear elevation of the main rear wall by circa 0.45m, matching that of the application site. When measured from this window the rear extension would not extend more than 4m and would therefore be within the 4m guidance of the SPD. As such, the proposal would not result in unacceptable overbearing or overshadowing impacts.

The rear extension also includes door and window openings on the side elevation facing to the west. These openings would be circa 10.7m away from the rear window openings of terraced properties along Cumberland Street which sits at a right angle to the properties along Newport

Street. However, the outlook from these windows would be across the public highway. 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 windows would not give rise to unacceptable privacy impacts.

The proposed front and rear dormer windows would not materially alter existing overlooking relationships, as they would not exceed the established elevations of the host dwelling and therefore would not give rise to an unacceptable loss of privacy or overlooking.

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 Leeds Road, which may reduce reliance on private vehicles.

LCC Highways raises concerns of the limited space to the rear for the storage of refuse bins. This is at the applicant's own risk, and any bins should not be permanently stored on the back street to ensure no hazard or obstruction is caused to highway users.

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: 26/0236/HHO

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

At: 17 Newport Street, Nelson

On behalf of: Mr Mohammad Rose Khan

REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 08th JUNE 2026

Application Ref: 26/0248/HHO

Proposal: Full: Erection of front and rear dormers with a single storey rear extension.

At: 265 Brunswick Street, Nelson

On behalf of: Mr Sajid Maqsood Butt

Date Registered: 22.04.2026

Expiry Date: 17.06.2026

Case Officer: Luke Jones

This application has been called in by a Councillor.

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 Brunswick 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 pitched roof dormer to the front roof slopes and a flat roof dormer to the rear roof slopes and a single storey rear extension.

Relevant Planning History

None.

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 three to six, 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 an existing high demand for the 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 concerns 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 Brunswick Street/Sackville Street, which may reduce the reliance on the use of private vehicles.

Following the erection of the single storey rear extension an area of yard space will be retained. Although limited in size this should still be adequate to allow for the storage of refuse bins, whilst still maintaining limited pedestrian access.

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 pitched 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 roof tiles. 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 pitched roof. There is an existing single storey rear extension along the boundary shared with No.267 which extends up to the rear boundary. This will be extended to the side, up to the boundary shared with No.263 however set back from the rear boundary by circa 1.8m. The materials would include brick walls, blue slate 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 approximately 3.35m beyond the rear elevation along the shared boundary with No.263, which accords with the 4m guidance set out within the SPD. As such, the proposal would not result in any unacceptable overbearing or overshadowing impacts to No.263.

The existing extension includes a flat roof element to the rear which would be replaced with a pitched roof to match the remainder of the extension. This would increase the height of the extension to approximately 3.3m along the boundary shared with No.267. However, No.267 benefits from an existing single storey extension with a blank side elevation facing the application site. Given this relationship, the proposal would not result in any unacceptable overbearing or overshadowing impacts to No.267.

The proposed extension includes one window within the side elevation facing No.263, together with window and door openings within the rear elevation. No.263 contains an existing side elevation window and door opening within the rear outrigger facing the application site. The proposed side elevation window would be positioned approximately 2.2m from the shared boundary wall. Due to the siting and projection of the proposed extension, direct views towards the openings serving No.263 would not be possible. Furthermore, given the separation distance from the shared boundary, the proposal would not result in any unacceptable overlooking or loss of privacy.

The proposed rear elevation windows and doors would be positioned approximately 10.7m from the rear-facing windows of the terraced properties on Walverden Terrace. However, the outlook from these windows would be across the highway. 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 windows would not give rise to unacceptable privacy impacts.

The proposed front and rear dormer windows would not materially alter existing overlooking relationships, as they would not exceed the established elevations of the host dwelling and therefore would not give rise to an unacceptable loss of privacy or overlooking.

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 three to six. 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 Sackville 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: 26/0248/HHO

Proposal: Full: Erection of front and rear dormers with a single storey rear extension.

At: 265 Brunswick Street, Nelson

On behalf of: Mr Sajid Maqsood Butt

LIST OF BACKGROUND PAPERS

Planning Applications

NW/MP

Date: 12th May 2026