

Report Title	PLANNING APPLICATIONS
Meeting	WEST CRAVEN COMMITTEE
Meeting Date	09TH JUNE 2026
Report Author	NEIL WATSON
Directorate	PLACE
Lead Executive Member(s)	COUNCILLOR L. WHIPP
Wards Affected	BARNOLDSWICK AND EARBY & COATES
Public. Part Exempt, or Fully Exempt	PUBLIC
Appendices (if any)	NONE

PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO WEST CRAVEN COMMITTEE ON 09TH JUNE 2026

Application Ref: 26/0113/HHO

Proposal: Full: Erection of a rear dormer extension.

At: 88 Rainhall Road, Barnoldswick

On behalf of: Mr James Waite

Date Registered: 19.02.2026

Expiry Date: 16.04.2026

Case Officer: Luke Jones

This application was deferred by Committee in May for an opportunity to submit amended plans.

Note that amended plans have been received to set down the first-floor extension from the ridge height of the main dwelling.

Site Description and Proposal

The application site relates to a detached dwelling situated within the defined settlement boundary of Barnoldswick. The main access is from Rainhall Road. The existing dwelling has rendered walls, a pitched roof of grey flat tiles, and UPVC windows.

The proposed development is the erection of an extension to an existing rear dormer.

Relevant Planning History

20/0503/HHO – Full: Erection of a single storey front porch, remove the existing chimney stack, replace existing render, windows and roof tiles. APPCON.

Consultee Response

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, capacity or amenity in the immediate vicinity of the site.

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 Barnoldswick. 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 roof alterations should be minor and sympathetic to the original design of the dwelling. Two-storey extensions should normally incorporate a pitched roof.

The proposed dormer extension would be extended over an existing single storey rear extension, creating a two-storey extension, projecting circa 3.97m from the original rear elevation of the dwelling with a flat roof sloped in a hip style set down from the ridge height of the main dwelling by circa 0.18m. This would result in an overall projection of circa 7.98m from the main roof with a length of circa 8.29m. The proposed materials include grey composite cladding to the external walls and anthracite grey UPVC windows.

Whilst the extension would be located to the rear, it would be visible from public vantage points along Valley Road to the north and the rear Nos. 72–86 Rainhall Road to the west. In this context, the flat roof form, combined with the scale and extent of the extension across the roof slope, would result in a bulky and dominant addition that would fail to appear subordinate to the host dwelling. Whilst the height of the roof has been set down slightly from the ridge height of the main roof, this would not sufficiently mitigate the visual dominance of the proposed extension, materially altering the proportions and character of the original bungalow dwelling.

As a result, the proposal would not represent a minor or sympathetic extension and would conflict with the guidance set out in the Design Principles SPD. The development would therefore result in an unacceptable form of design that would harm the character and appearance of the host dwelling and the surrounding 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 Design Principles SPD advises that extensions must not overshadow to an unacceptable degree or have an overbearing effect on neighbouring properties. Windows in extensions should not directly and inappropriately overlook adjacent property. In general, windows should normally be restricted to rear elevations, to avoid overlooking of neighbouring gardens and dwellings.

In assessing potential overbearing and overshadowing impacts, the nearest neighbouring property is No.90, located to the east of the application site. This property sits at a lower ground level due to the topography of the area. The proposed development would be set approximately 6m from the shared side boundary. The nearest rear-facing window at No.90 would not breach the 45-degree guideline and, as such, the development would not result in an unacceptable overbearing or overshadowing impact. Whilst there is a side-facing window within the rear conservatory at No.90, this would be approximately 11.5m from the proposed development, which is considered a sufficient separation distance to avoid any harmful impacts.

To the opposite side, the development would be approximately 8m from the boundary with No.86, which has a blank gable elevation facing the site and is orientated away from it. As such, no windows would be affected, and the proposal would not result in any unacceptable overbearing or overshadowing impacts.

To the rear, the closest neighbouring property is No.56 Valley Road, positioned to the north-east along the side boundary of the application site. The separation distance between the proposed dormer and the rear elevation windows of No.56 would be approximately 18m. This substantial distance ensures that no unacceptable overbearing or overshadowing impacts would occur.

In terms of privacy impacts, the proposed development includes the insertion of windows in the side elevations of the dormer and to the rear elevation. The proposed window in the side elevation facing No.90 would directly face towards the garage blank side elevation with some views afforded towards the rear garden.

The window would be circa 6.5m from the side boundary however given the presence of the existing single storey rear extension, which extends up to the side boundary by up to 1.75m, this would partially screen views towards the rear garden of No.90 due to the change in land levels. Also, given that the window would face predominantly towards the roof of No.90, no unacceptable overlooking or loss of privacy would occur to the neighbouring rear garden.

The proposed window would also be circa 11.7m from the side window of the rear conservatory of No.90 however given the change of levels and the windows not directly facing, this would be at an oblique angle which would not result in an unacceptable loss of privacy.

The side-facing window towards No.86 would not result in any harmful overlooking, as this neighbouring property presents a blank gable elevation towards the site. Furthermore, the separation distance of approximately 8m to the rear garden of No.86 is sufficient to ensure that no unacceptable loss of privacy would occur.

The proposed rear-facing windows would be positioned approximately 7m from the side boundary with No.56 Valley Road. However, these windows would not directly face this property, and given the separation distance of approximately 18m between the respective rear elevations, no unacceptable overlooking or loss of privacy would arise.

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

Highways

The proposed development would increase the number of bedrooms at the property from four to five bedrooms. The property currently has sufficient space at the front of the dwelling for three off-road parking spaces and would therefore meet the requirements of Policy DM37 of the Local Plan Fourth Edition. Therefore, there are no highway implications arising from the proposal. LCC Highways raises no objection.

RECOMMENDATION: Refuse

1. By reason of its scale, extent, and flat roof form, the rear dormer extension would fail to appear subordinate to the host dwelling and would result in a visually dominant form of development, causing harm to the character and appearance of the host dwelling and wider area. It is therefore contrary to Policies DM16 and DM24 of the Pendle Local Plan Fourth Edition (2021–2040) and the adopted Design Principles SPD.

Application Ref: 26/0113/HHO

Proposal: Full: Erection of a rear dormer extension.

At: 88 Rainhall Road, Barnoldswick

On behalf of: Mr James Waite

REPORT TO WEST CRAVEN COMMITTEE ON 09TH JUNE 2026

Application Ref: 26/0138/FUL
Proposal: Full: (Major) Erection of 10 no. B2-B8 Industrial units with associated parking.
At: Land to the South of Jackdaw Road, Barnoldswick
On behalf of: Mr Ashby
Date Registered: 02/04/2026
Expiry Date: 02/07/2026
Case Officer: Laura Barnes

The application is before Members for determination as it relates to a major development.

Site Description and Proposal

The application site is broadly rectangular piece of land at the junction between Ravenscroft Way and Jackdaw Road. It is currently and undeveloped and open piece of land. It is allocated in the Local Plan Fourth Edition as an employment allocation (Policy AL02) for B2-B8 developments.

The proposal is for the erection of ten B2-B8 industrial units with associated parking. The units are to be laid out in two rows with an access road running in a u-shape around the perimeter of the site.

Relevant Planning History

None relevant

Consultee Response

Lead Local Flood Authority

In the absence of an acceptable surface water sustainable drainage strategy, we object to this application and recommend refusal of planning permission until sufficient information has been submitted to the Local Planning Authority.

LCC Highways

Site planning history

No recent applications. However, the site formed part of a previously approved, historic application (13/06/0853P) although this section of the development was not built.

Development

The proposed development is for the erection of ten B2 – B8 industrial units with associated parking. The application site forms part of a larger site, which extends from Ravenscroft Way to the Leeds – Liverpool Canal to the North, all of which is allocated for B2 – B8 use in the Local Plan (ref P309 part).

Site access

The site will be accessed from Jackdaw Road which is privately maintained and does not form part of the highway maintained at public expense. Nevertheless the layout and construction of the two access points and the extension of the existing footway along Jackdaw Road should be to the highway authority's specification to ensure that a safe and suitable for all users can be achieved (Paragraph 115 b) NPPF). There are no plans to adopt Jackdaw Road and so the new sections of footway will remain private.

Off-site highway improvements

To improve pedestrian access to the surrounding footway network, including links to public transport on Skipton Road, buff coloured tactile paved dropped pedestrian crossings should be constructed on both sides of Ravenscroft Way. These works will need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. These highway improvement works must be completed prior to the development first becoming operational.

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

Car & cycle parking

As the proposed use of this development covers two use classes (B2 and B8) we must consider not only the applied for use but also any future end users whose operations and parking requirements may be significantly different. Based on the borough council's Parking Standards the following car parking provision would be required for a gross floor area of 1380 m²:

B2 – first 235m² 1 space per 35m² = 7, remaining 1145m²/70 = 16 – Total 23

B8 - first 235m² 1 space per 70m² = 3, remaining 1145m²/140 = 8 – Total 11

Twenty four car parking spaces are proposed across the site, with each unit having two dedicated spaces in front of the unit. The highway authority considers that 24 spaces is an adequate level of car parking. The parking layout would allow vehicles to enter and leave the site in forward gear.

Storage for 12 cycles is also proposed. However, no details have been submitted. The storage should be secure and covered so that cycling is a realistic alternative to the use of cars all year round. The provision of cycle storage can be controlled by condition. Refuse collection The applicant should submit swept path plans for service vehicles including commercial waste collection vehicles at both access points and to demonstrate that such vehicles can enter and leave the site in forward gear and without posing a hazard to other users.

Refuse collection

The applicant should submit swept path plans for service vehicles including commercial waste collection vehicles at both access points and to demonstrate that such vehicles can enter and leave the site in forward gear and without posing a hazard to other users.

Construction phase

A Construction Traffic Management Statement including a site plan would need to be submitted to demonstrate that the development can be constructed without having a detrimental impact on safety and capacity on the surrounding highway network and its users. This can be controlled by condition. Conclusion Subject to the satisfactory receipt of swept path plans to demonstrate that all types of vehicles can access the site, in accordance with Paragraph 115 b) of NPPF, the highway

authority does not raise an objection regarding the proposed development. However, the following conditions and informative note should be applied to any formal planning approval granted.

Conditions

1. Construction Traffic Management Statement
2. Off site highway works
3. Parking and manoeuvring plan should be adhered to
4. Cycle storage
5. Sections of new footway to be constructed in accordance with a scheme to be submitted

Further update: The applicant has provided a swept path plan which the Highways Authority has reviewed. They do not require any further information at this stage.

Lancashire Constabulary

The applicant should follow secure by design principles

Yorkshire Water

Water Supply

No objection to proposals. Subject to demand requests a supply can be made available into the 160mm HPPE main on Jackdaw Road.

Waste Water

Based on the information submitted, no observation comments are required from Yorkshire Water. It is understood sewerage in this area is served by United Utilities.

Lancashire Fire & Rescue Service

Must confirm to building regulations

Environmental Health

- Roller shutter doors
The assessment assumes that roller shutter doors will stay closed during noisier activities. In reality, this is unlikely for this type of development, especially during deliveries or in warmer weather. If doors are open, noise could travel much more easily and potentially change the outcome of the assessment.
Because of this, we would need to look at conditions to make sure doors are kept closed during noisy work, and that such work doesn't take place at the same time as deliveries.
- Unknown future use
The units are being built without a confirmed tenant, so the exact use isn't known. The assessment assumes a moderate internal noise level (80 dB), but this may not represent a true worst-case scenario for B2/B8 uses.
It would be helpful to ask the consultant whether they feel this level is realistic, given the range of uses that could operate from the site.
- Type of noise considered
The report only applies a small adjustment for the character of the noise. However, things

like reversing alarms, loading activities and machinery can sometimes be more noticeable or disruptive, which may need to be taken into account more fully. Ask the consultant whether this is really representative, considering the difference activities that could be carried out on site.

- Other activity on site
Some everyday activities, like vehicle movements within the site, haven't been included in the assessment. These could add to the overall noise levels and should ideally be considered as part of the bigger picture.

Environment Officer (Trees)

Tree Report requested, awaiting response.

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 SP02 (Spatial Strategy) sets out that the most amount of growth should be directed to the main towns (Nelson, Colne & Barnoldswick).

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

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

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

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

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

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

Policy AL02 (Employment Site Allocations) allocates three sites for employment use across the borough, where Use Class B2 (industrial) and Use Class B8 (warehousing) uses are acceptable.

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) contains guidance on acceptable forms of design within Pendle.

Principle of Development

The proposal seeks to erect ten industrial units in Use Class B2-B8. The application site is an employment allocation in the Local Plan Fourth Edition, Policy AL02. This policy sets out that land at Jackdaw Road, Barnoldswick is suitable for 12,000 sqm of floorspace in Use Class B2-B8, subject to meeting certain criteria. The criteria in the supporting text states the following:

Site Specific Requirements

1. *The site is allocated for B2 and B8 uses.*

Use Class B2-B8 is proposed

2. *Vehicle access should be taken from Jackdaw Road.*

Vehicle access is shown on the site plans as being off Jackdaw Road

3. *The proposal should seek to promote access by foot and bicycle. Premises should be safely accessible by foot and bicycle with on-site secure bicycle storage provided. Proposals should explore opportunities to enhance connectivity to the Leeds and Liverpool Canal Towpath.*

The proposed site plan indicates space for a cycle store

4. *Early engagement between the applicant and infrastructure providers should be carried out to address any capacity issues and ensure the relevant infrastructure (e.g. utilities, broadband etc) is provided.*

The applicant's planning statement sets out that they will engage with service providers once planning permission is obtained

5. *Sustainable drainage systems (Policy DM02(b)) should be incorporated into the scheme and help to address surface water flooding issues as identified within the Level 2 SFRA (2024).*

The application is accompanied by a drainage strategy

6. *A landscaped buffer should be provided between proposed industrial units and the Leeds and Liverpool Canal. This buffer should seek to minimise the visual impacts of the proposal on the setting of the canal. It should also seek to strengthen the green infrastructure corridor provided by the canal and the role provided for wildlife and recreational activity.*

The whole of the allocated site is not being brought forward under this application. The current application site does not extend as far as the canal

7. *The development addresses any potential environmental impacts of developing the site for industrial uses and subsequent operational effects, in particular measures to prevent*

the pollution of the Leeds and Liverpool Canal, Crow Nest Syke, and effects on the health and wellbeing of nearby residences.

The applicant has put forward a number of documents with the submission of their application, including a noise assessment, flood risk assessment and preliminary ecological appraisal.

8. *Proposals should ensure sufficient offset distances are provided to nearby dwellings to prevent overshadowing, overbearing, and effects on privacy/amenity.*

The application does not propose to develop the whole allocated site but rather the eastern section of it. This is the furthest from neighbouring residential dwellings.

Prior to construction comprehensive and safe remediation of the site is required. This should be informed by a detailed site investigation submitted to and approved by the Council. A Construction Method Statement will be required confirming how contaminated and waste materials will be stored and removed from the site.

The proposal seeks to bring forward development on a parcel of land which has been allocated in the Local Plan Fourth Edition for the use specified. As such, the principle of development is acceptable, subject to accordance with policies relating to design, ecology, amenity and highways.

Design

The application proposes two rows of industrial units laid out in a back-to-back formation, with a pathway between them for pedestrian access. Surrounding the units is an area of car parking and a driveway which runs in a U-shape around the site, allowing vehicular access to each of the units.

The two rows of industrial units are each of measure 7.4 m in height with an eaves height of 5.8m. They are similar or less in height than the surrounding units and would assimilate into the industrial estate accordingly. The proposed materials are Kingspan metal walling and roof panels, including solar panels. The colour and finish could be controlled by condition.

Internally the units are to comprise a space 14m x 9m with an open floor plan and a WC, with the exception of unit 5. Unit 5 is a larger floor plate measuring 14m x 15m and is to have a WC and office. Each of the units is to have a roller shutter door as well as a personnel door to the front and rear.

Although the units are utilitarian in nature, they are similar in appearance to the surrounding character which is made up of industrial units and garages. As such, the proposed development would reflect the surrounding character and accord with Policy DM16 in this regard.

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

Ecology, trees & BNG

The application is accompanied by a Preliminary Ecological Appraisal and a Biodiversity Net Gain Metric. The site is currently overgrown, comprising of previously developed land with limited vegetation. The Appraisal sets out that there are no known protected species on the site. The BNG metric confirms that the baseline is 1.65 biodiversity units. The applicant acknowledges that 1.1 biodiversity units would be lost as a result of the proposed development. However, they intend to

replace this, along with the required 10% uplift, by way of an off-site contribution. Policies DM04 and DM07 echo national policy on biodiversity issues, they require that development results in an uplift in biodiversity of 10%.

In terms of the trees, the Council's Environment Officer (Trees) has requested further information in relation to the trees along the boundary with an adjacent site. Members are asked to delegate grant consent to the Assistant Director for Planning, Building Control & Regulatory Services, subject to the tree report being received.

Subject to a condition controlling the off-site contribution, the proposed development accords with policy in this regard.

Highways

The Highways Authority initially requested a swept path analysis be undertaken, in relation to the tracking of a large vehicle, such as a refuse collection vehicle. This has been provided and the Highways Authority have reviewed the further information. They have not raised an objection on this basis and conditions are recommended.

The proposed development involves 1,380sqm of floor space. The Council's car parking standards are set out at Appendix 5 of the Local Plan Fourth Edition as follows:

For a B2 Use

1 car parking space is required for the first 235sqm and 1 car parking space per 70sqm thereafter.

For a B8 Use

1 space per 70sqm of floor space for the first 235sqm and 1 car parking space per 140sqm thereafter.

The proposed scheme seeks to provide 24 car parking spaces. There are no objections are raised in relation to Policy DM37 of the Local Plan Fourth Edition.

Residential Amenity

The proposed development is more than 100m from the nearest properties on Valley Road, Avon Drive and Roundell Road. There are a number of existing commercial uses between the site and the residential dwellings. The Council's Environmental Health Officer has reviewed the noise assessment which accompanies the submission and provided some queries which the agent has been made aware of. At the time of drafting this report, the applicant's response to these queries is anticipated.

Members are asked to delegate grant consent, subject to satisfactory outcomes on the queries raised.

Drainage

The wider site, edged in blue on the Location Plan, is partly in Flood Zones 2 & 3. There are some area of the site which are within Flood Zone 2. The application is accompanied by a Floor Risk Assessment, which outlines proposed mitigation measures, primarily relating to finished floor levels within the site and raising the height of land. This result in the proposed site sitting 800mm above the 1 in 1000 year flood level and 580mm above the 1 in 1000 year + climate change level. The presence of a secondary access, to the east of the site and outside of Flood Zone's 2 and 3, also ensures that users can leave safely during any extreme events.

A sequential test has not been undertaken due to the provisions within the Framework at para 175, which sets out that a sequential test would not be required where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements would be located on an area that would be at risk of flooding from any source now or in the future.

The Drainage Impact Assessment sets out that the surface water flows from the site cannot be accommodated by infiltration because of the underlying ground conditions. As such, the drainage strategy is to direct surface water flows into the nearest watercourse.

The Lead Local Flood Authority have reviewed the proposals and have objected to them on the basis of the drainage strategy. The applicant has been made aware of the issue and at the time of drafting this report a revised drainage strategy is anticipated. Members are asked to delegate grant consent to the Assistant Director for Planning, Building Control & Regulatory Services, subject to a satisfactory solution on drainage being reached.

Other Matters

A ground conditions survey has been submitted with the application which confirms that a further Phase 2 Investigation is necessary. This can be controlled by a planning condition.

The applicant has put forward some information regarding details of external lighting and of the solar panels (specification sheets). The information contained within the specifications is acceptable, given the industrial scale of the proposed development and the distance from neighbouring dwellings.

RECOMMENDATION: Delegate grant consent, subject to satisfactory outcome on drainage, noise & trees

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 2024-1, Site Sections 2024-3, Proposed Site Plan 2024-14, Proposed Elevations & Sections 2024-15, Proposed Floor Plans 2024-16

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

3. Samples of materials, including descriptions, shall be submitted to the Local Planning Authority for written approval prior to commencement of work on the site. The development shall be carried out using only the agreed materials.

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

4. No development shall take place, including any works of demolition, until a Construction Method Statement including site plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i The parking of vehicles of site operatives and visitors
 - ii The loading and unloading of plant and materials
 - iii The storage of plant and materials used in constructing the development
 - iv The erection and maintenance of security hoarding
 - v Wheel washing facilities and means of mechanical road sweeping
 - vi Measures to control the emission of dust and dirt during construction
 - vii A scheme for recycling/disposing of waste resulting from demolition, clearance and construction works
 - viii Details of working hours
 - ix Routing of delivery vehicles to/from site
 - x Timing of deliveries
 - xi Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

5. Prior to first occupation of the approved development a scheme for the construction of the off-site works of highway improvements, to include buff coloured tactile paved dropped pedestrian crossings on both sides of Ravenscroft Way, has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. These works shall be fully completed prior to first occupation or the site opening for trading.

Reason: In the interest of highway and pedestrian safety.

6. Prior to first occupation of the approved development the parking and manoeuvring areas shown on the approved plan (Proposed Site Plan Drawing 14 dated July 2025) shall be constructed, laid out and surfaced in bound porous materials and thereafter always remain available for the parking of vehicles associated with the development and shall be kept free from obstructions in perpetuity.

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

7. Prior to first occupation of the approved development secure, covered cycle storage for at least twelve cycles shall be provided in accordance with a scheme to be approved by the Local Planning Authority and permanently maintained thereafter.

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

8. No part of the development hereby approved shall be occupied or opened for trading until all the highway works to construct the two access points and sections of new footway have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interest of highway safety to provide safe and suitable access for all users.

9. No customers shall remain on the premises outside the hours of 08:00 and 21:00 Monday to Friday inclusive and between the hours of 09:00 and 18:00 on Saturdays, Sundays and Bank Holidays inclusive.

Reason: In the interests of residential amenity.

10. No part of the development commence unless and until a Planning Obligation pursuant to section 106 of the Town & Country Planning Act, 1990 (or any subsequent provision equivalent to that section) has been made with the Local Planning Authority. The said obligation shall provide for monitoring of Biodiversity Net Gain over a 30 year period.

Reason: To ensure that the proposed development makes provision to enhance biodiversity on the site and that this can be monitored for a period no less than 30 years following completion of the development.

11. No development shall commence until an intrusive Phase 2 Site Investigation has been carried out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The investigation shall be undertaken by a competent person and shall be designed to assess the nature and extent of any contamination on the site. The submitted report shall include:

- a) A detailed site investigation scheme based on the findings of the Phase 1 Preliminary Risk Assessment;
- b) Results of the site investigation, including laboratory analysis of soils, groundwater and gas monitoring where appropriate;
- c) A detailed risk assessment identifying risks to human health, controlled waters, property (existing and proposed), and ecological systems;
- d) Recommendations for any necessary remediation measures.

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of public health.

12. The development hereby approved shall be carried out in strict accordance with the details of the Preliminary Ecological Appraisal.

Reason: In the interests of ecology.

BNG Condition

The development may not be begun unless—

- (i) a biodiversity gain plan has been submitted to the planning authority and
- (ii) the planning authority has approved the plan

Phase plan

(b) the first and each subsequent phase of development may not be begun unless—

- (i) a biodiversity gain plan for that phase has been submitted to the planning authority and
- (ii) the planning authority has approved that plan

Reason: In order to fulfil the obligations for Biodiversity Net Gain, in accordance with the Environment Act 2021, Schedule 14

Informative notes

1. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the Highway Authority. For the avoidance of doubt works shall include, but not be exclusive to, the construction of buff coloured tactile paved dropped pedestrian crossings on both sides of Ravenscroft Way. The applicant should contact the county council for further information by telephoning the Development Control Section (Area East) on 0300 123 6780 or by email on developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.

Application Ref: 26/0138/FUL

Proposal: Full: (Major) Erection of 10 no. B2-B8 Industrial units with associated parking.

At: Land to the South of Jackdaw Road, Barnoldswick

On behalf of: Mr Ashby

REPORT TO WEST CRAVEN COMMITTEE ON 09TH JUNE 2026

Application Ref: 26/0204/FUL

Proposal: Full (Major): Erection of 28 no. dwellings with detached garages and associated landscaping, infrastructure and altered vehicular access.

At Land at Field Number 0087, Earby Road, Salterforth, Lancashire

On behalf of: Mr R Calderbank

Date Registered: 01.04.2026

Expiry Date: 01.07.2026

Case Officer: Athira Pushpagaran

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

Site Description and Proposal

The application site is an agricultural field situated outside and adjoining the defined settlement boundary of Earby, in the open countryside. The site is triangular in shape and slopes down to the east. It is bounded by the dwellings on Kennilworth Drive to the East, Open Countryside to the South and Earby Road to the North

The proposed development is the erection of 28 no. dwellings with detached garages and associated landscaping, infrastructure and altered vehicular access. The site has extant planning permission for the erection of 34 dwellings (outline permission 16/0630/OUT and subsequent reserved matters 19/0863/REM). The proposed development follows the same access arrangements as this previously approved scheme and follows roughly the same overall internal layout.

Relevant Planning History

23/0049/VAR Variation of Condition- Remove Condition 18 (s106 for improvements to 2 bus stops on Earby Road) of Planning Permission 16/0630/OUT. Approved with Conditions. 2023

20/0445/CND Approval of Details Reserved by Condition: Discharge of Condition 4 (Materials), Condition 5 (Ground Levels), Condition 6 (Construction Code of Practice), Condition 7 (Car Park), Condition 8 (Highway Works), Condition 9 (Off-Site Highway Works), Condition 12 (Drainage), Condition 13 (Drainage), Condition 15 (Surface Water Pollution), Condition 17 (Management Plan), Condition 19 (Affordable Housing) and Condition 20 (Off-Site Highway Works) of Planning Permission 16/0630/OUT. Discharged. 2022

19/0863/REM Reserved Matters: Major: Erection of 34 dwellinghouses (access; appearance; layout; scale and landscaping). Approved with Conditions. 2019

16/0630/OUT Outline: Major: Erection of 34 dwelling houses and creation of new access (Re-Submission). Approved with Conditions. 2016

16/0329/OUT Outline: Major: Erection of 34 dwelling houses (1.26ha) (Access and Layout only). Refused. 2016

Consultee Response

Highways

Off-site highway works

New footway link

To provide a safe and suitable access arrangement for pedestrians accessing the site, a new footway is proposed and is required to be constructed between the site and the existing footway network on Earby Road. This is to provide access to the bus stops and local facilities in Earby. It will be necessary to construct the footway link prior to first occupation of any dwelling.

Speed limit Earby Road

The 30/40mph speed limit change on Earby Road is proposed to be moved to the south side of the new site access. This was previously approved and still considered necessary.

PROW

A new pedestrian link is proposed between the site and public footpath FP1318018 and a new link to Earby Road opposite Moor View farm, where there is an existing field gate. We would request further details are submitted later by condition for the construction, boundary treatments and future maintenance of this link. The advice from the Countryside Officer is that the developer dedicates the route as a public right of way under the Highways Act Section 37 process, or for the footpath to be included in a Section 38 Agreement.

Local Cycling and Walking Infrastructure Plan (LCWIP)

The Colne-Skipton Greenway is considered to be a significant route to support Active Travel to benefit residents at the development and the wider community. Improvements are identified for this route, and we would request a contribution is made in a Section 106 agreement to support this of £36,900. This includes 480m of path and ramp improvements.

Access

The new site access is proposed on Earby Road which is classified C684 and subject to a 30/40mph speed limit. The site access is proposed in the same position as the previously approved access. Visibility splays of X2.4m by Y52m are shown on the site access arrangement. The previous approval agreed splays based upon recorded vehicle speeds.

There are no recorded collisions on Earby Road in the previous 5 years, only collisions where injuries have been reported are passed to the Highway Authority. The photos on the website submitted by members of the public of vehicles which have collided/lost control are noted and either these are vehicle damage only (no injuries) so not reported to the Highway Authority or they have occurred very recently and have not yet been reported/recorded. The exact locations are not identified. There is a collision recorded at 78 Salterforth Road with a slight injury of an adult recorded with a number of causation factors including aggressive, exceeding speed limit, impaired by alcohol/drugs, loss of control.

Layout

The carriageway is proposed at 5.5m wide with 2m wide footways to both sides where necessary or a 0.5m wide service strip where there are no property frontages. The turning heads are tracked for a 10.4m long refuse vehicle, Pendle have a longer 11.2m long vehicle in use. There should be no surface water tanks located beneath the proposed highway infrastructure as Lancashire County Council will not adopt the infrastructure.

Parking

Each dwelling has at least 2 off-street car parking spaces and those plots without garages will require a secure cycle store to support sustainable travel. The detached single garages measure 3m by 6m and the detached double garages measure 6m by 6m internally which are considered to meet the required standards to provide car and cycle parking. The integral garage measures 5m by 2.7m which is sub-standard and would count only as cycle parking.

Conclusion

Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. Should the application be approved the following conditions are requested.

Environment Officer Trees/ Landscape

Following a review of the Arboricultural Report prepared by Iain Tavendale, it is noted that several trees on site may be affected by the proposed development. The site is not subject to a Tree Preservation Order and does not fall within a conservation area.

The report identifies a number of trees requiring removal due to Ash dieback and other diseases and fungal issues, as well as several trees requiring maintenance works. Having visited the site and inspected the trees, I am satisfied that the proposed removals and works are justified.

I have also reviewed the submitted Tree Protection Plan and am content that the Root Protection Areas (RPAs) identified are appropriate for safeguarding the retained trees. Should planning permission be granted, it is recommended that suitable planning conditions are imposed to protect the retained trees throughout the development. In particular:

1. Tree protection measures, including protective fencing in accordance with the approved Arboricultural Impact Assessment and Tree Protection Plan, shall be installed prior to the commencement of any works on site and retained for the duration of the construction period.

I have also considered the proposed planting scheme submitted with the application. It is considered appropriate to the site and its surroundings, incorporating suitable tree and shrub species. If you are minded to approve the application, I recommend a condition requiring the planting scheme to be implemented in accordance with the plan prepared by PDP Associates (drawing no. C-2205-02, dated November 2025).

Salterforth Parish Council

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

This proposal represents unsustainable development in a location where long-standing and well-documented constraints already exist. The development would result in demonstrable harm to highway safety, drainage, wildlife, infrastructure capacity and the character of the area, and these harms have not been adequately addressed.

Highway Safety and Risk to Children

The surrounding road network, including Earby Road and Salterforth Road, is narrow, winding and lacks continuous footpaths. These roads contain multiple pinch points and narrow sections where larger vehicles and buses already struggle to pass. There is a documented history of traffic incidents and near-misses. Residents report regular pavement obstruction, with vehicles forced onto footways. Parking restrictions have already been introduced in Salterforth because of

previous developments, particularly at the former Silentnight site. Pedestrian safety is a serious concern, especially for children walking to and from school, with no adequate provision for safe walking routes. Increasing traffic levels from a further 28 homes will materially worsen congestion and increase the risk of serious injury or fatal accidents. The road network is not suitable for additional development, particularly when other approved and proposed sites will also generate further traffic.

Flood Risk, Drainage and Sewer Capacity.

The site lies within a known floodplain, and is known to experience surface water runoff, poor drainage and flooding, with water regularly flowing into neighbouring land and properties. Local drainage and sewer infrastructure is already under pressure, with reported flooding of roads and sewage issues in the area. The land is clay-based and includes natural springs, meaning infiltration is limited. The increase in hard surfaces associated with this development would exacerbate existing problems and poses a real risk to both existing and future residents. The applicant has not convincingly demonstrated that flood risk can be mitigated safely.

Impact on Wildlife and Loss of Greenfield Land.

This proposal would result in the loss of valuable greenfield land that currently supports a wide range of wildlife, including badgers, bats, hedgehogs, woodpeckers and other protected species. Development would cause irreversible habitat loss and environmental harm, contrary to the principle of protecting and enhancing biodiversity. The loss of open countryside would also significantly erode the rural character of the area, which planning policy seeks to conserve.

Pressure on Local Infrastructure and Cumulative Impact.

Earby and the surrounding area are already subject to multiple housing developments, many of which are ongoing, unsold or recently approved. Local services - including GP surgeries, dentists, schools, roads, drainage and utilities - are already overstretched. The application fails to properly assess the cumulative impact of this development alongside others in the vicinity. The combined effect of additional traffic, increased flood risk and further strain on infrastructure would be severe and unsustainable.

Housing Need Has Already Been Met

Importantly, the area has already met its allocated housing requirement in line with Government targets and the local plan. There is therefore no overriding need to justify further speculative development on greenfield land, particularly where the harms are clear, evidenced and unresolved.

Risk of Further Expansion (Ribbon Development)

Pendle's Spatial Development Principles state that rural villages will only accommodate housing development to meet local needs. There is no local need.

When weighed against the demonstrable risks to public safety, flooding, biodiversity, infrastructure capacity and cumulative overdevelopment, this proposal offers no clear public benefit. The adverse impacts clearly and significantly outweigh any potential benefits.

Furthermore, Pendle's core principles indicate that planning should recognise the intrinsic character and beauty of the countryside, contribute to conserving and enhancing the natural environment, and that there will be restrictions to help protect open countryside and the landscapes within it.

For these reasons, this application should be refused.

Lancashire Fire and Rescue

No objection. Makes recommendations to make the applicant aware of conditions which will have to be satisfied on a subsequent Building Regulation application

Yorkshire Water

Objection. Insufficient information has been provided to be able to make a thorough assessment of this proposal. Flood risk, pollution and public health may all be negatively impacted as a result of the development.

The drainage details submitted on drawing labelled "Draft Drainage Strategy South Parcel Plan - Proposed" added to public access on 07/04/2026 (no drawing number, date or company that produced the drawing were included on the drawing) require amendments. The following points should be addressed:

Surface Water

The submitted drawing should show surface water storage and flow control rate. The drawing appears to show a surface water system serving the site discharging to the southeast of the site, Yorkshire Water require further clarification of this outfall, is this point of discharge a watercourse? Will this system also serve the site to the north of Earby Road? The drawing shows what is assumedly a surface water system in Earby Road, this appears to have a connection with the pipe linking the site north of Earby Road with the site to the south, the purpose of this connection and its point of discharge will need to be clarified. Yorkshire Water promote the surface water disposal hierarchy, and the developer must provide evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical before considering disposal to public sewer.

The developer and LPA are strongly advised to seek comments on surface water disposal from other drainage bodies as further restrictions may be imposed.

Foul Water

The site falls to the south, the drawing shows a proposed foul connection to a sewer in Earby Road in the north, a pumping station is likely to be required to facilitate the properties in the south of the site - is the building in the southeast corner of the site a pumping station? If pumping is required to drain foul water the rate must not exceed 6 (six) litres/second.

Other Observations

If the developer is looking to have new sewers included in a sewer adoption agreement with Yorkshire Water (under Section 104 of the Water Industry Act 1991), he should contact our Developer Services Team (telephone 0345 120 84 82, email: technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with the WRc publication 'Sewers for Adoption - a design and construction guide for developers' 6th Edition as supplemented by Yorkshire Water's requirements.

Lead Local Flood Authority

Objection.

No Surface Water Sustainable Drainage Strategy In the absence of an acceptable surface water sustainable drainage strategy, we object to this application and recommend refusal of planning permission until sufficient information has been submitted to the Local Planning Authority.

Overcoming Our Objection

You can overcome this objection by submitting a surface water sustainable drainage strategy that addresses the deficiencies identified above and demonstrates how surface water will be managed within the development in accordance with:

- Paragraphs 181 and 182 of the National Planning Policy Framework,
- The Flood Risk and Coastal Change section of the Planning Practice Guidance, and
- The National Standards for Sustainable Drainage Systems.

Please note that submission of additional information will not automatically result in the removal of this objection. The submitted evidence must be technically robust, policy compliant, and proportionate to the nature and scale of the development. Please note that our objection(s) will be maintained until the required information, as outlined above, has been received and reviewed. The submission of amended information alone will not in itself result in the removal of the objection.

Lead Local Flood Authority Site-Specific Advice

The following comments are provided to assist the Local Planning Authority in its consideration of this application. While they do not constitute a formal objection, they highlight areas that may benefit from further attention, either at this stage or in future submissions. These comments are intended to support informed decision-making and encourage the adoption of relevant guidance, standards, and best practice.

- The applicant should ensure that any updated design and drainage strategy takes into consideration the updated National Standards for SuDS.

National Standards for Sustainable Drainage Systems: Water Quality

Based on our assessment of the submitted drainage strategy, we note that the development has not proposed SuDS features that have the potential to deliver additional benefits in line with the National Standards for Sustainable Drainage Systems, particularly in relation to water quality (Standard 4) and has not provided a water quality risk assessment. To ensure these benefits are realised, the design, operation, and long-term maintenance of these features should be clearly demonstrated and secured through the planning process. Responsibility for ensuring compliance with the Standards ultimately rests with the Local Planning Authority.

Architectural Liaison Unit

We strongly advocate that all new and refurbishment developments in Lancashire be designed and constructed to Secured by Design security standards, and developers encouraged to apply for SBD accreditation, which provides a security framework that can be applied during the design, layout, and construction phases of a development.

PBC Environmental health

No response

PBC Engineering

No response

Local Plans

No response

Earby & Salterforth Internal Drainage Board

No response

Public Response

The nearest neighbours have been notified by letter, a site & press notice have been displayed, with 42 objections received as summarised below:

Objections:

- drainage and flooding issues
- Highway safety impact
- Lack of local need
- Inappropriate development of a greenfield site which causes harm to wildlife & natural environment.
- loss of green space, including established trees and hedgerows
- strain on local infrastructure and services
- Cumulative Impact with other nearby approved schemes.
- proposed excavation works may destabilise the ground and adversely affect the integrity of surrounding property foundations.
- Impact on residential amenity for adjoining neighbouring property
- Site unsuitable for development
- The layout suggests potential future expansion.
- may set a precedent for additional development in the surrounding area.
- Noise impact from construction and the proposed drainage pump
- No detailed decay detection report for removal of 9 mature trees
- Failure to deliver Biodiversity Net Gain on site.
- The PEA is not accurate
- The PEA is a "snapshot" survey with significant limitations- No breeding bird surveys or bat activity surveys were conducted, despite the site providing high-value foraging and nesting habitats. It also dismisses the site as "suboptimal" for hedgehogs and terrestrial mammals, but there is evidence of hedgehogs killed by vehicles at the site boundary. No Hedgehog Connectivity Plan proposed.
- Green belt land
- would result in Earby and Salterforth just merging

Relevant Planning Policy

Pendle Local Plan Fourth Edition (2021-2040)

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

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

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

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

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

Policy SP13 (Transport and connectivity) Proposals for new development should have regard to the potential impacts they may cause to the highways network, particularly in terms of safety and the potential to restrict free flowing traffic, causing congestion.

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

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

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

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

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

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

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

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

Policy DM22 (Housing mix) sets out housing needs of the borough, in terms of tenure and size mix.

Policy DM23 (Affordable housing) Proposals for residential development (Class C3) which meet the relevant thresholds outlined in Table DM23a will be required to contribute towards the provision of affordable housing.

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

Policy DM31 (Open space, sport and recreation) states that the additional pressures arising from new development and/or any identified deficiencies in open space provision should normally be mitigated through the on-site provision of open space.

Policy DM32 (Walking and cycling) states that development proposals will be required to maintain and where possible improve the existing pedestrian and cycling environment.

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

National Planning Policy Framework

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

Para 139 of the framework states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

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

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

Officer Comments

The proposed development is for 28 dwellings on a site outside but adjoining the defined settlement boundary. There is an extant planning permission on this site for 34 dwellings. This establishes the principle of the development. The differences between the proposed development and that of the extant permission do not result in impacts that alter the acceptability of the development in principle.

Objections have stated that the site is within the Green Belt, this is not the case, the land is within the open countryside and of no other designation.

The principal material considerations for the application are as follows:

Housing mix

Policy DM23 requires 5% affordable housing provision which amounts to 1.4 houses. One affordable unit has been provided as part of the proposal. The Local Plan requires the payment of a commuted sum where the affordable housing calculation yields a 'partial dwelling' (0.4 in this case) to cover the 'partial value'. This will need to be secured through a S106 agreement.

Policy DM22 sets out the tenure and size mix for housing developments. Significant departure from the housing mix needs to be adequately justified. For market housing the requirement is 10-15% 1 bed, 40-45% 2-bed, 30-35% 3-bed, and 10-15% 4-bed or higher. The proposal as submitted does not strictly follow the housing mix set out in this policy as it only contains 3 and 4 bed dwellings. This has been raised with the applicant, and the applicant is preparing updated drawings/justification on this. This is awaited.

Design

The application site is located adjacent to Earby Road, adjoining existing dwellings. The site is predominantly screened from Earby Road by an extensive band of mature trees and hedgerows. The southern boundary of the site also benefits from dense boundary treatment comprising of mature trees. The proposal would remove some trees along its boundaries and sections of hedgerow along Earby Road. While the proposed landscaping scheme includes tree and hedge planting softening the built form within the landscape, further enhancement would be required to ensure the proposal would not alter the character of the site and its surroundings and blend in well within it. The submitted landscaping plan proposes brick wall with timber infill along the boundaries of the site. This would not be acceptable. An amended landscaping scheme would need to be conditioned to ensure more planting is carried out along the boundaries to retain the visual character of the site and its open countryside location.

The proposed dwellings are two-storeys in height with pitched roofs; however, this may change with the anticipated update to the housing mix to include 2-bedroom dwellings, possibly bungalows. However proposed scale of the buildings is not expected to increase and it is in keeping with the locality and acceptable. The design of individual dwellings features square bay windows, artificial stone to the walls, and grey thin leading-edge tiles on the roof. A condition would be required to control the exact materials and their finishes.

Subject to the above conditions, overall, the proposed development would be acceptable in terms of design in accordance with policies DM16 of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and the Adopted Pendle Design principles SPD.

Residential Amenity

The proposed site layout follows roughly the same as the previously approved scheme, in a T-shape. All properties benefit from front and rear gardens, and the layout features an acceptable density of houses. The proposed dwellings would be an acceptable distance from each other and from neighbouring properties on Kennilworth Drive. The smallest separation between an existing residential neighbour and a proposed dwelling is circa 30m between plot 7 and no.27. Some of the proposed dwellings would have first floor bathroom windows facing each other at less than 21m separation. These would need to be conditioned to be obscure glazed to ensure privacy for future occupants.

Subject to this condition, the development would not result in any overbearing impacts, unacceptable loss of light or privacy to any adjacent property.

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

Highways

A new site access is proposed on Earby Road. The site access is proposed in the same position as the previously approved access. Acceptable visibility splays are provided for the access based upon recorded vehicle speeds.

LCC Highways has acknowledged comments received from members of the public regarding alleged accidents in the vicinity of the site. However, the Highway Authority advises that there have been no recorded injury collisions on Earby Road within the last five years. It is noted that only collisions involving reported injuries are recorded by the Highway Authority and, therefore, there may have been incidents resulting in damage only, or very recent incidents which have not yet been reported. There have been no material changes in circumstances from the previous approval in relation to highway matters and therefore based on the available information and submitted plans, the proposed access arrangements are acceptable.

A new pedestrian footway is proposed and is required to be constructed between the site and the existing footway network on Earby Road. A new pedestrian link is also proposed between the site and public footpath FP1318018 and a new link to Earby Road opposite Moor View farm, where there is an existing field gate. A condition would be required for details of construction and maintenance of these.

LCC Highways also recommends a S106 agreement for a contribution towards the Colne-Skipton Greenway. This will be added to any approval.

The 30/40mph speed limit change on Earby Road is proposed to be moved to the south side of the new site access as previously approved.

Each dwelling has at least 2 off-street car parking spaces and those plots without garages will require a secure cycle store to support sustainable travel and would need to be secured through conditions.

Subject to the conditions recommended by the Highways Authority, the development raises no issues of highway safety and would be acceptable in accordance with policies SP13, DM32 and DM37 of the of the Adopted Pendle Local Plan Fourth Edition (2021-2040).

Ground Contamination and Stability

A Geo-Environmental Investigation Report has been submitted with the application. No contamination has been found, and no site-specific mitigation and remedial measures are not required with respect to human health as per the findings of the report. The report also recommends appropriate foundations and ground floor construction methods, especially on plots close to the hedgerow and trees along the boundaries. The report also concludes that the majority of the site comprises of cohesive deposits over a highly weathered mudstone bedrock indicating that a soakaway system will likely not be feasible and surface water will need to be disposed of utilising a traditional gravity drainage system.

Drainage and Flood Risk

A Flood Risk Assessment and a drainage plan have been submitted with the application.

The FRA concludes that that no specific measures need be implemented to mitigate flood risk and recommends finished floor levels to be at least 0.15 m above adjacent ground levels with ground levels sloping down from the dwellings, in accordance with best practice. The proposal would not have any adverse impact on flood risk elsewhere.

Yorkshire Water and Lead Local Flood Authority have objected to the proposal due to the absence of an acceptable detailed surface water drainage strategy. A detailed strategy demonstrating the drainage hierarchy, including SUDs features, a water quality risk assessment and further details of the foul water pumping station. The applicant is preparing updated drawings/ justification on this. This is awaited.

Based on the findings of the ground investigation survey that concluded that a soakaway system is not feasible and the previous approval which included an acceptable drainage strategy indicates that an acceptable drainage strategy can be achieved.

Open Space and Landscape

Policy DM31 requires that provision for on-site open space is made to mitigate pressures arising from new development and/or any deficiencies in open space provision. The proposed layout includes acceptable areas of open space and green infrastructure and would be acceptable in accordance with Policy DM31 of the Adopted Pendle Local Plan Fourth Edition (2021-2040).

Trees

Policy DM07 of the Local Plan requires an assessment of the health/condition, amenity value, public safety and wider ecological value to justify the loss of trees and hedgerows. Where it can be shown that loss or damage is unavoidable, appropriate replacement or compensation will be required. For each tree lost, the provision of two replacement trees, or a minimum commuted sum payment of £500.00 (excluding VAT) per new tree will be required. This will form part of any biodiversity net gain requirement.

An Arboricultural Impact assessment and a Tree Protection Plan has been submitted as part of the proposal. The site is not subject to a Tree Preservation Order and does not fall within a Conservation Area.

The report recommends removal of 9 trees due to Ash dieback and other diseases and fungal issues, as well as several trees requiring maintenance works. The proposal would remove two sections of hedgerow along Earby Road however the extent of the hedgerow to be removed is not clearly marked.

The Landscaping scheme submitted includes tree and hedgerow planting within the site but not along the boundaries except a small stretch of hedgerow along the southeastern boundary. A detailed landscaping scheme which includes more native tree and hedgerow planting along the boundaries would need to be conditioned. This would also need to provide justification of the loss and demonstrate replacement tree planting/compensation in accordance with DM07 as stated above.

Subject to this condition, the proposed development would be acceptable in accordance with policy DM07.

Ecology and Biodiversity

A Preliminary Ecological Appraisal has been submitted as part of the proposal. The report makes recommendations and mitigation for badgers, bats and birds, including bat and bird boxes. A condition would be required to ensure this is followed.

It also recommends that the hedgerows around the site should be retained or improved where possible. Any lengths of intact hedgerow to be removed to facilitate development should be

transplanted and or replanted in order that there is no net negative impact on this Habitat of Principal Importance due to development. This would need to be demonstrated through an updated landscaping plan.

A BNG main metric has been submitted as part of the application. This shows that the proposal will result in a net gain of -28.44% (net loss) for area habitats and 91% for hedgerows. Statutory BNG uplift of 10% would need to be demonstrated for all habitat types at condition discharge stage.

The applicant would have to enter into a S106 agreement in order to take care of the 30-year management and maintenance arrangements required for any onsite or offsite BNG provisions within Pendle. This would be subject to a condition as would other applications nationally.

Other matters

Objections have stated that the site is within the Green Belt, this is not the case, the land is within the open countryside and of no other designation.

Concerns have been raised on impact on local infrastructure however the proposal doesn't meet the threshold for a contribution towards local infrastructure.

Concerns have been raised regarding private views an outlook from neighbouring properties however these are not planning matters. Private views are not protected, and the proposal does not affect any protected views.

Concerns have been of the absence of a local need for the proposed housing development. However, the principle of the development is established by the extant previous permission. As such, the acceptability of the site for housing development has previously been accepted and a further assessment of housing need is not required as part of the current application.

Conclusion

The proposed revised development is acceptable in principle, and it is recommended that the approval of the application, and any revised or additional conditions necessary, is delegated to the Assistant Director Planning, Building Control and Regulatory Services subject to the receipt of acceptable amended details of landscaping, housing mix and affordable housing compliance and drainage.

RECOMMENDATION: Delegate Grant Consent

Subject to the following conditions: TBC

Application Ref: 26/0204/FUL

Proposal: Full (Major): Erection of 28 no. dwellings with detached garages and associated landscaping, infrastructure and altered vehicular access.

At Land at Field Number 0087, Earby Road, Salterforth, Lancashire

On behalf of: Mr R Calderbank

LIST OF BACKGROUND PAPERS

Planning Applications

NPW/MP

Date: 18th May 2026