

<b>Report Title</b>	<b>PLANNING APPLICATIONS</b>
<b>Meeting</b>	<b>NELSON, BRIERFIELD &amp; REEDLEY COMMITTEE</b>
<b>Meeting Date</b>	<b>06TH JULY 2026</b>
<b>Report Author</b>	<b>NEIL WATSON</b>
<b>Directorate</b>	<b>PLACE</b>
<b>Lead Executive Member(s)</b>	<b>COUNCILLOR L. WHIPP</b>
<b>Wards Affected</b>	<b>BRADLEY, BRIERFIELD EAST &amp; CLOVER HILL AND WHITEFIELD &amp; WALVERDEN</b>
<b>Public. Part Exempt, or Fully Exempt</b>	<b>PUBLIC</b>
<b>Appendices (if any)</b>	<b>NONE</b>

**PLANNING APPLICATIONS**

**PURPOSE OF REPORT**

To determine the attached planning applications

# REPORT TO NELSON BRIERFIELD AND REEDLEY COMMITTEE ON 6<sup>TH</sup> JULY 2026

**Application Ref:** 26/0250/HHO  
**Proposal:** Full: Erection of a two-storey extension to the rear.  
**At** 106 Regent Street, Nelson, Lancashire  
**On behalf of:** Nasira Bibi  
**Date Registered:** 23.04.2026  
**Expiry Date:** 18.06.2026  
**Case Officer:** Athira Pushpagaran

This application has been called in by the Chair.

## **Site Description and Proposal**

The application site is a semidetached dwelling situated in a residential neighbourhood within the defined settlement boundary of Nelson. The main access is from Regent Street.

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

## **Relevant Planning History**

22/0253/LHE Permitted Development Notification (Larger Home Extension): Erection of a single storey rear extension. Prior Approval Not Required. 2022

21/0484/HHO Full: Erection of a single storey rear extension and 2.7m high close boarded fence along the northeast boundary. Refused. 2021

18/0767/LHE Permitted Development Notification (Larger Home Extension): Erection of single storey extension to rear (Length 6m, Overall Flat Roof Height 2.8m). Prior Approval Not Required. 2018

17/0307/HHO Full: Two storey extension to the rear with part single storey (Re-Submission). Refused. 2017

16/0810/HHO Full: Erection of part two storey, part single storey rear extension. Refused. 2017

13/14/0176N Permitted Development Notification (Proposed Large Home Extension): Erection of single storey extension to rear (Length 6m, eaves height 2.55m, overall height 2.8m). Prior Approval Not Required. 2014

## **Consultee Response**

### **Highways**

No objection

## **Parish/Town Council**

No response

## **PBC Environmental health**

Requests an informative on hours of work during construction.

## **Public Response**

The nearest neighbours have been notified by letter, with no response.

## **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 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 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 DM24 (Residential extensions and alterations) sets down the requirements for proposals for residential extensions or alterations.

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 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 proposal consists of a two-storey extension that projects 4m from the rear elevation and a single storey elevation that projects 2m from the rear of the two-storey extension. The two-storey extension would have a pitched roof, with a gable towards the rear, and the single storey element would have a lean to roof from the gable. The walls would be in brick and render, roof in slate, and openings framed in UPVC matching the existing dwelling.

The application site is one half of a semidetached pair, among similar dwellings along Regent Street that back on to the rear gardens of semis along Thursby Road. A narrow public footpath FP1306208 passes through between numbers 102 and 100, from Regent Street to Thursby Road. The proposed rear extensions would not be visible from any public vantage points other than ones along this public footpath. However, it would not be immediately adjoining the public footpath and not be highly prominent in these views. It would not have an unacceptable impact on the character of the dwelling and its surroundings.

Overall, the proposed development would be acceptable in terms of design in accordance with policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and the Adopted Pendle Design principles SPD.

### **Residential Amenity**

The site has had three previous larger home extensions deemed permitted development under the GPDO through the prior approval notification process since 2014, with the latest one in 2022 (ref 22/0253/LHE, single storey flat roof, 6m x 2.8m).

The Design principles SPD states that a single storey extension that projects more than 4m would only be acceptable if it does not breach the 45-degree line from the neighbours nearest habitable room windows. Similarly, two storey extensions will be acceptable if they do not breach the 45-degree guide from the neighbour's habitable room windows.

The proposal consists of a two-storey element that projects 4m from the rear elevation and a single-storey element that projects 2m from the rear of the two-storey element. The single-storey element would project 6m from the rear elevation of the adjoining no. 108. The proposed extension would be setback from the party boundary with no.108 by circa 0.8m and that with no.104 by circa 2m.

No. 108 has two ground-floor windows and a first-floor window to the rear, serving habitable rooms. The two-storey element of the proposal would breach the 45-degree guide for the nearest habitable room window on the ground floor of no. 108.

The single storey element would extend more than 4m and would breach the 45-degree guide for the nearest habitable room window of no.108. It would also marginally breach the 45-degree guide for the nearest rear window of no 104. The windows to the side of the proposed ground floor would also face the rear garden of no. 104, although partially blocked by their outbuilding.

There exists a viable fallback position to build a single-storey extension of the same projection (6m), with the same window positioning in this location, as deemed permitted under prior notification 22/0253/LHE. While the residential amenity impacts due to the fallback position and the single-storey element of the current proposal would be broadly similar, the impact of the two-storey element would still tip the balance against the proposal. Therefore, overall, the proposed development would have a materially greater overbearing impact on the rear windows of no.108, than the fall-back position. The proposal would therefore have an unacceptable impact on the living conditions of the occupants of no.108 and would be unacceptable in terms of residential amenity.

In this case the proposed development would result in an unacceptable overbearing impact on the occupants of adjoining no.108 and would therefore be contrary to policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), and the Adopted Pendle Design principles SPD.

## **Highways**

The development raises no issues of highway safety and would be acceptable in accordance with policies SP13 and DM37 of the of the Adopted Pendle Local Plan Fourth Edition (2021-2040).

## **RECOMMENDATION: Refuse**

Due to the following reason:

1. The proposed development due to its size and location would result in an unacceptable overbearing impact on the occupants of no. 108 Regent Street. Therefore, the proposed development would be contrary to policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), and the Adopted Pendle Design principles SPD.

**Application Ref:** 26/0250/HHO

**Proposal:** Full: Erection of a two-storey extension to the rear.

**At** 106 Regent Street, Nelson, Lancashire

**On behalf of:** Nasira Bibi

# REPORT TO NELSON BRIERFIELD AND REEDLEY COMMITTEE ON 6<sup>TH</sup> JULY 2026

**Application Ref:** 26/0274/HHO  
**Proposal:** Full: Erection of a first-floor rear extension.  
**At** 42 Lowthwaite Drive, Nelson, Lancashire  
**On behalf of:** Mr Zahid Aslam  
**Date Registered:** 30.04.2026  
**Expiry Date:** 25.06.2026  
**Case Officer:** Athira Pushpagaran

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

## **Site Description and Proposal**

The application site is a semidetached dwelling situated in a residential neighbourhood within the defined settlement boundary of Nelson. Dwellings in this neighbourhood have full width flat roof dormers to the front and back, including the application site and its attached neighbour. The application site already has a 6m deep (5.65m wide, 2.85m high) single-storey flat-roof extension to the rear adjoining the party boundary with no. 40. The site is at the corner of Lowthwaite Drive and Uldale Close, with the main access from Lowthwaite Drive.

The proposed development is the erection of a first-floor rear extension above the existing rear extension. It would be as deep as the existing single storey extension and would be 4.295m wide adjoining the part boundary with a 1.35m wide balcony facing the interior of the application site.

## **Relevant Planning History**

21/0605/HHO Full: Retention of store to side of dwelling. Approved with Conditions. 2021

21/0021/LHE Permitted Development Notification (Proposed Larger Home Extension): Erection of single storey extension to rear (6m Length, 2.8m flat roof height). Prior approval not required. 2021

13/09/0080P Full: erection of first floor extension over existing garage with front and rear dormers and erection of boundary fence. Approved with Conditions. 2009

## **Consultee Response**

### **Highways**

No objection. However, we do have concerns regarding the impact the construction phase could have on the adjacent highway, therefore if the Local Planning Authority is minded approving this application, we request that a condition for a Construction Management Plan is attached to the decision notice.

### **Parish/Town Council**

No response

## **PBC Environmental health**

Requests an informative on hours of work during construction.

### **Public Response**

The nearest neighbours have been notified by letter, with two responses received raising objections as summarised below:

- the drains beneath the extension proposed have already collapsed and have caused some neighbours undue stress. The existing footings are likely damaged and not suitable to support a further extension on top.
- Loss of light, outlook and amenity to the rear windows and gardens of adjoining neighbour.
- Would exacerbate the already existing drainage issues from previous construction unduly affecting drainage pipes passing through the site.

### **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 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 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 DM24 (Residential extensions and alterations) sets down the requirements for proposals for residential extensions or alterations.

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 settlement boundary of Nelson. There are no underlying policies which would prevent the development in principle. The principal material considerations for the application are as follows:

#### **Design and Materials**

The proposed first floor extension would be flat roofed and would have red brick walls, flat rubber roof, anthracite UPVC windows and anthracite Aluminium doors to match the existing building.

While the proposed first floor extension would be visible from public vantage points on Uldale Close, on balance, it would not have an unacceptable impact on the character of the dwelling and the street scene considering its context of top-heavy dwellings with flat roof dormers and flat roof extensions.

Overall, the proposed development would be acceptable in terms of design in accordance with policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and the Adopted Pendle Design principles SPD.

#### **Residential Amenity**

The Design principles SPD states that two storey rear extensions will be acceptable only if they do not breach the 45-degree guidance. In addition, where the properties are attached and the neighbouring property has no extension adjacent to the boundary, any first-floor element of an extension should be set in from the party boundary by a minimum of 1m.

The proposed first floor extension would breach the 45-degree guide for the two nearest habitable room windows of no.40. Also, the extension would be up to the party boundary with no set back. It would also be as high as the roof of the existing flat roof rear dormer of no.40. It would project more than 4m from the nearest dormer window of no.40 and would breach the 45-degree guide for it resulting in an overbearing impact on its occupants.

The proposed extension would not have any windows to the rear or to the side facing no.40. It would introduce a blank gable facing a first-floor window to the side of no. 2 Uldale close. Similarly, the proposed balcony would directly face this first-floor window of no.2 at close range. However, there wouldn't be any unacceptable overbearing impact or loss of privacy to occupants of no.2 as this is a landing window. The balcony would have views to the rear and side gardens of no 44 across Uldale close however there would be separation of at least 17m away and the view would

be across a public highway and therefore wouldn't have any greater unacceptable impact on their privacy.

Overall, the proposed development would result in an unacceptable overbearing impact on the living conditions of the occupants on no.40 and therefore would not be acceptable.

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

## **Highways**

LCC Highways raises no objection however recommends the addition of a condition for a Construction Management Plan and an Informative on S171 works for the existing access, and construction management in case of approval. As the proposal is for a minor householder development it would not be reasonable to attach a condition for a construction management plan, however the recommended informatives can be added to the decision in case of approval.

The development raises no issues of highway safety and would be acceptable in accordance with policies SP13 and DM37 of the of the Adopted Pendle Local Plan Fourth Edition (2021-2040).

## **Other matters**

Concerns were raised by members of the public regarding an existing drainage issue that would likely be exacerbated by the proposed development. This is a civil matter to be resolved with the utility provider and between the properties and is outside the remit of the planning application.

## **RECOMMENDATION: Refuse**

Due to the following reason:

1. The proposed development due to its size and location would result in an unacceptable overbearing impact on the occupants of no. 40 Lowthwaite Drive. Therefore, the proposed development would be contrary to policies DM16 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), and the Adopted Pendle Design principles SPD.

**Application Ref:** 26/0274/HHO

**Proposal:** Full: Erection of a first-floor rear extension.

**At** 42 Lowthwaite Drive, Nelson, Lancashire

**On behalf of:** Mr Zahid Aslam

# REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 06th JULY 2026

**Application Ref:** 26/0298/HHO

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

**At:** 33 Crawford Street, Nelson

**On behalf of:** Mr Qamar Iqbal

**Date Registered:** 11.05.2026

**Expiry Date:** 06.07.2026

**Case Officer:** Luke Jones

This application has been brought before Committee due to a Councillor call in.

## **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 Crawford Street. The original dwelling has stone walls, a pitched roof of slate tiles and UPVC doors and windows.

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

## **Relevant Planning History**

None.

## **Consultee Response**

### **Highways**

Regarding your consultation letter dated 3rd March 2026, we have the following comments to make based on all the information provided by the applicant to date.

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

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

### **Construction Management Plan (CMP)**

No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been

submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

### Reason

In the interests of the safe operation of the adopted highway during the demolition and construction phases.

### Note: Construction Management Plan

- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- All references to public highway include footway, carriageway and verge.

### Note

The grant of planning permission may 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 [Ihsstreetworks@lancashire.gov.uk](mailto:Ihsstreetworks@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 neighbours have been notified by letter with no responses received.

## **Relevant Planning Policy**

### **Pendle Local Plan Fourth Edition (2021-2040)**

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

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

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

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

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

### **National Planning Policy Framework**

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

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

## **Officer Comments**

The proposed development is in a residential area situated within the defined settlement boundary of Nelson. There are no underlying policies which would prevent the development in principle. The principal material considerations for the application are as follows:

### **Design and Materials**

The Design Principles SPD advises care should be exercised with the insertions of dormers, to ensure that their design is in keeping with the dwelling and that they do not overlook neighbouring property. In general, dormers on the front of a roof slope will not be acceptable unless they are a feature of other similar houses in the locality (e.g. where at least 25% of properties have front dormers in a terrace block or street frontage) or the dormer would otherwise be appropriate in visual design terms. The front wall of a dormer should normally be set back at least 1m from the

front elevation and 0.5m from either side, to prevent it having an overbearing effect on the street scene and adjoining properties.

The proposal is for a flat roof front dormer and a flat roof rear dormer on the roof slopes. Both dormers would be set back from the respective front and back elevations by less than 1m and less than 0.5m from either side. The dormers would dominate the entire roof slope of the dwelling and would have a harmful effect upon the character and appearance of the original dwelling. To the front elevation, this also has a wider effect on the street scene in a terrace which has a simple and largely uninterrupted roof line especially since dormers are not a characteristic feature of the locality. The proposed dormers would have grey cladding with felt flat roofing and UPVC windows. 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 4.28m by 2.85m with an eaves height of 2.45m and a ridge height of 3.3m. The external 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 4.28m from the rear elevation along the shared boundary with No.31, contrary to the SPD guidance by 0.28m. However, No.31 has an existing detached outbuilding along the shared side boundary with the application site and is also set at a higher land level relative to the application site, which reduces the perceived impacts. The pitched roof form would also lessen the sense of enclosure when viewed from the neighbouring ground floor window. As such, the proposal would not result in unacceptable overbearing or overshadowing impacts to No.31.

To the opposite side, the extension would be set in approximately 1.5m from the boundary with No.35, where a boundary wall is present. The proposal would not breach the 45-degree line when measured from the nearest rear habitable room window and would therefore not result in unacceptable overbearing or loss of light.

In terms of privacy, two windows and a door are proposed on the side (west) elevation facing No.35. These openings would not directly face any habitable room windows of the neighbouring property and would not result in any substantial views towards the rear windows of No.35. Whilst some views into the rear garden would be possible, given the separation distance from the boundary, this would not result in an unacceptable level of overlooking or loss of privacy.

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.

LCC Highways raises no objection to the proposed development. Whilst a condition requiring the submission and approval of a Construction Management Plan has been requested by LCC Highways, this is not considered necessary or reasonable in this instance given the limited scale and nature of the proposed householder development.

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:** 26/0298/HHO

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

**At:** 33 Crawford Street, Nelson

**On behalf of:** Mr Qamar Iqbal

# REPORT TO NELSON, BRIERFIELD AND REEDLEY AREA COMMITTEE, 06th JULY 2026

**Application Ref:** 26/0347/HHO

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

**At:** 45 Meredith Street, Nelson

**On behalf of:** Mr Ibrahim Iqbal

**Date Registered:** 29.05.2026

**Expiry Date:** 24.07.2026

**Case Officer:** Luke Jones

This application has been brought before Committee due to a Councillor call in.

## **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 Meredith Street. The original dwelling has stone walls, a pitched roof of concrete tiles and UPVC doors and windows.

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

## **Relevant Planning History**

None.

## **Consultee Response**

### **Highways**

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

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

There is no associated off-road parking, nor can any be provided. The property is located within a row of terraced housing where there is 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 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 Chapel House Road, which may reduce the reliance on the use of private vehicles.

### **Parish/Town Council**

No response.

### **Environmental Services (Health)**

To minimise the impact on local residents, the following standard hours for noisy works should be adhered to:

- Monday to Friday: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sundays and Bank Holidays: No noisy works permitted.

### **Public Response**

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

### **Relevant Planning Policy**

#### **Pendle Local Plan Fourth Edition (2021-2040)**

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

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

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

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

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

#### **National Planning Policy Framework**

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

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

### **Officer Comments**

The proposed development is in a residential area situated within the defined settlement boundary of Nelson. There are no underlying policies which would prevent the development in principle. The principal material considerations for the application are as follows:

#### **Design and Materials**

The Design Principles SPD advises care should be exercised with the insertions of dormers, to ensure that their design is in keeping with the dwelling and that they do not overlook neighbouring

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

The proposal is for a flat roof front dormer and a flat roof rear dormer on the roof slopes. Both dormers would be set back from the respective front and back elevations by less than 1m and less than 0.5m from either side. The dormers would dominate the entire roof slope of the dwelling and would have a harmful effect upon the character and appearance of the original dwelling. To the front elevation, this also has a wider effect on the street scene in a terrace which has a simple and largely uninterrupted roof line especially since dormers are not a characteristic feature of the locality. The proposed dormers would have grey cladding with felt flat roofing and UPVC windows. 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.

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 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 acceptable walking distance of local amenities and facilities, including public transport on Chapel House Road, which may reduce the reliance on the use of private vehicles.

LCC Highways raises no objection to the proposed development.

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:** 26/0347/HHO

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

**At:** 45 Meredith Street, Nelson

**On behalf of:** Mr Ibrahim Iqbal

## **LIST OF BACKGROUND PAPERS**

Planning Applications

**NW/MP**

**Date: 08th June 2026**