

|                                             |                              |
|---------------------------------------------|------------------------------|
| <b>Report Title</b>                         | <b>PLANNING APPLICATIONS</b> |
| <b>Meeting</b>                              | <b>WEST CRAVEN COMMITTEE</b> |
| <b>Meeting Date</b>                         | <b>06TH OCTOBER 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>EARBY &amp; COATES</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 WEST CRAVEN COMMITTEE ON 06TH OCTOBER 2026

**Application Ref:** 26/0397/FUL

**Proposal:** Full: Formation of an agricultural access track.

**At** Thornton Hall Farm, Skipton Road, Barnoldswick, Lancashire

**On behalf of:** Mr Chris Harrison

**Date Registered:** 24.06.2026

**Expiry Date:** 19.08.2026

**Case Officer:** Athira Pushpagaran

This application has been deferred from the last committee meeting to consider the implications of the new NPPF.

## **Site Description and Proposal**

The application site forms part of a farm used for farming and as an open farm visitors centre located in open countryside on the edge of Thornton in Craven. The premises has an existing access road from Church Road. PROWs FP1305039 and FP1305044 pass cutting across the track.

The proposed development was originally the formation of an access track from Skipton Road/Colne & Broughton Road (A56), from the existing field access up to the main car park of the farm visitor centre. This has already been constructed at the time of the site visit. Subsequent amendments were made to the route to remove the section that provides access to the car park and extend it to both sides to go around the car park and connect to the existing tracks to and from the car park.

The track slopes down from the edge of the car park to Skipton Road through a field, with the access near a bent in the road. Skipton Road/Colne & Broughton Road (A56) is a strategic link between Lancashire and Yorkshire carrying high levels of daily traffic, including HGVs to and from the West Craven Business Park to the south in Earby. The road is subject to a National Speed limit outside the existing field access.

## **Relevant Planning History**

25/0748/FUL Full: Formation of an agricultural track. Withdrawn. 2026

25/0059/FUL Full: Erection of 3 no. polytunnels and the siting of 2 no. shipping containers for mixed use as a Halloween Venue, visitor farm and educational and agricultural use. Approved with Conditions. 2025

24/0775/FUL- Full: Erection of a mixed-use barn for entertainment purposes. Pending consideration.

24/0611/FUL - Full: Erection of an agricultural storage, lambing and workshop building. Approved with conditions. 2024

17/0382/FUL- Full: Erection of a multi-purpose agricultural storage, lambing and workshop building. Approved with conditions. 2017

13/15/0398P - Full: Extension to existing car park to form 225 spaces overall. Approved. 2015.

13/14/0003P - Erection of detached single storey building to accommodate biomass boiler and farm store. (part retrospective). Approved. 2014.

13/13/0577P - Erection of an orangery extension to provide additional dining room accommodation for cafe. Approved. 2014.

13/13/0554P - External alterations to existing farm visitor centre including the cladding of walls in natural stone, the roof in natural blue slate and insertion of a section of curtain walled glazing. Approved. 2014.

13/13/0228P - Erection of a first-floor balcony and insertion of a glazed roof to front of farm visitors' centre. Approved. 2013.

13/12/0102P - Full: Change of use of land and buildings from agricultural use to mixed agricultural use and recreational use as a farm visitor centre with play barn, cafe, car park, D2 assembly and leisure use and quad biking (Retrospective). Approved. 2012.

13/08/0600C1 - Approval of Details Reserved by Condition: Discharge Condition 3 (landscaping) of Planning Permission 13/08/0600P. Condition discharged. 2012.

13/11/0535P - Full: Change of use of land from agriculture to use as an outdoor play area (D2 leisure use) and erection of play equipment with access from Church Road. (Retrospective). Approved. 2011.

13/08/0600P - Full: Erect visitor's centre. Approved. 2009.

13/02/0414P - Erection of open farm visitor centre on front elevation of existing farm building. Approved. 2002.

## **Consultee Response**

### **LCC Highways**

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development.

Whilst the provision of an agricultural track in the location submitted still raises concerns regarding the potential for other traffic to use the route, we recommend that mitigation measures be secured together with restrictive conditions to mitigate our concerns.

### **Site planning history**

The site has had numerous planning applications, including several retrospective ones, excluding the current one. The planning history is outlined in Section 4 of the submitted Planning Statement. A previous application for the formation of an agricultural track (planning ref 25/0748/FUL) was withdrawn prior to determination. The highway authority had raised an objection, and it had been recommended for refusal on highway safety grounds. In comparison with 25/0748/FUL, this application removes all references to other traffic associated with the leisure activities on site using the route. The track will be for the sole use for agricultural vehicles for the wider 265 acres of farmland which the applicant farms for sheep grazing, hay making and other livestock fodder.

### **Development**

The highway authority has been consulted on the retrospective formation of an agricultural track, which is an amended submission of application 25/0748/FUL.

#### Access track

The highway authority notes that references to the access track being used as an emergency access in connection with leisure/tourism activities on the site, as previously submitted under application 25/0748/FUL, have been removed from the Planning Statement submitted for the current application.

In addition, the following extracts are taken from the submitted Planning Statement (ref Har/696/3843/GH dated June 2026) regarding the use of the track for agricultural purposes only:

*Para 1.3 2 The track hasn't to date been used in connection with the tourism/leisure use that operates from the farm, and this application does not propose that any tourism/leisure use is made of it in the future.*

*Para 1.4 It is our opinion that provided the use of the track is restricted to agricultural use only there are no reasons why it shouldn't be approved.*

*Para 3.3 In terms of preventing members of the public who have parked their cars in the car park being tempted to ignore the closed gates leading to the track, these gates could be locked during periods of time when the track is not being used to ensure that the track is only used for agricultural purposes.*

*Para 6.1 ... we wrote to the Council advising them that the applicant was willing to remove any reference to the use of the track being for anything other than agricultural use ...*

*Para 6.2 Furthermore, the access has only been used for agricultural purposes to date and therefore there is no reason to believe that the applicants would make use of it for other purposes ...*

Notwithstanding the above, the highway authority still has concerns that the track connects to the car park. There is another field entrance adjacent to the southern car park boundary which provides a direct link to the farm buildings/activities on the northern side of the site. Historic aerial views show that this location was used to access the field prior to the track now applied for being constructed, including the following from 2018:



Source: Google Earth

There are also concerns regarding large agricultural vehicles going through the car park when this is in use, thereby increasing the potential for conflict between vulnerable users. Whilst the movement of livestock, for example, can be undertaken outside the site's leisure activities,

haymaking and silaging are weather dependent and may therefore have to be carried out at the same time as the leisure/tourism activities. This also raises the issue that the agricultural vehicles may be unable to exit or re-enter the car park due to parked vehicles.

The highway authority also reiterates its view, as outlined in its response to application 25/0748/FUL, that the track is not suitable for use as an emergency access/exit point due to the sub-standard visibility splays and access layout onto Skipton Road (A56).

We note that there is an existing agricultural vehicle access on the A56 which will remain unchanged by this proposal.

#### Mitigation measures

We would request that the gate at the car park is locked at all times other than when agricultural vehicles require access which we anticipate would only be when the car park was empty and not in use by the leisure activities on site.

Also that a scheme of signage is agreed at the gated access to highlight to leisure activity users/customers that the access is not for general use but is restricted to agricultural vehicles – being tractors, and other all-terrain vehicles associated with sheep farming and haymaking uses.

#### Conclusion

To conclude, whilst the provision of an agricultural track linking to the car park raises concerns, as outlined above, the highway authority considers that the following, or similarly worded, conditions should be applied to any formal planning approval granted to mitigate those concerns.

#### Conditions

1. The gate(s) from the car park situated to the southeast of the farmstead shall only be opened to allow agricultural vehicles to enter and leave the adjacent field whilst carrying out solely agricultural activities and shall be kept locked at all other times. Reason: In the interest of highway safety to prevent uncontrolled public access to the public highway network on Skipton Road (A56).
2. Within one month of the grant of planning permission a scheme for car park signage at the gates leading from the southeastern car park into the adjacent field and track shall be submitted to and approved in writing by the Local Planning Authority. Signage should indicate no public access beyond the gates. The signage shall be erected within one month of approval and maintained thereafter. Reason: In the interest of highway safety to prevent uncontrolled public access to the public highway network on Skipton Road (A56).

### **North Yorkshire Highways**

The application seeks retrospective planning permission for the formation of an agricultural access track associated with Thornton Hall Farm. The LHA has reviewed the submitted information together with the planning history relating to the site. The LHA notes that previous highway concerns were raised in respect of the wider use of the proposed track. The current application has been amended and now relates solely to the use of the track for agricultural purposes. As such, the proposal is not anticipated to generate the level or type of vehicular movements previously associated with the development. The proposed access onto the public highway is located adjacent to the administrative boundary between North Yorkshire and Lancashire. Having reviewed the submitted plans, the LHA is satisfied that the proposal does not introduce a new point of access onto the North Yorkshire highway network or require alterations to the existing highway within North Yorkshire. Having regard to the information submitted, the LHA is satisfied that the proposal, as amended, would not result in an unacceptable impact on the safety or operation of the local highway network. The LHA therefore raises no objection to the proposed development.

## **PBC Environmental health**

No comment

## **Yorkshire Water**

No comment

## **Parish/Town Councils**

No response

## **PBC Engineering**

No response

## **PBC Public Rights of Way**

No response

## **Public Response**

The nearest neighbours have been notified by letter, a site & press notice have been displayed, with one objection received raising the following concerns:

- there is no difference between this application and the previous (now withdrawn) application for an emergency access.
- no defined need for this new agricultural access track as a more than suitable access to the areas of land put forward as been needed is already provided by the A56 and the existing double gated access points at the County Boundary.
- applicant has a long history of making retrospective applications and the fact that they carried out this work without permission should be grounds for enforcement action.

## **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 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 DM10 (Landscape character) sets out that development proposals will be expected to respect and wherever possible enhance the landscape in which they are located.

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

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

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

### National Planning Policy Framework

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

#### DM8 (Unauthorised development and enforcement)

2. In cases of unauthorised development where consideration is being given to an application for retrospective planning permission (or through an enforcement appeal, whether to grant planning permission in respect of a breach of planning control), if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission.

S3 (Presumption in favour of sustainable development) states that decisions on development proposals should apply a presumption in favour of sustainable development.

S4 (Principle of development within settlements) states that development proposals within settlements should be approved unless their adverse effects would substantially outweigh their benefits, having regard to the national decision-making policies contained within the Framework.

#### TR4 (Street design, access and parking)

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

- i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
- ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
- iii. Avoid unnecessary street clutter.

TR6 (Assessing transport impacts)

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

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 relates to a farm used for farming and as an open farm visitors centre located in open countryside outside the settlement boundary. A previous planning application 13/12/0102P approved the change of use of land and buildings from agricultural use to mixed agricultural use and recreational use as a farm visitor centre with play barn, cafe, car park, D2 assembly and leisure use and quad biking at this property. Part of the access track is within the area approved for quad biking as per a condition on that decision. The rest of the track would be on agricultural field.

Policy DM8 of the NPPF requires substantial weight to be given in considering whether to grant planning permission, where unauthorised development was carried out intentionally. There have been previous applications at this site by the applicant, represented by the same agent which were submitted retrospectively. The applicant is well familiar with the planning system. The applicant clearly had knowledge of the need for planning permission for this development as they have discussed this with their agent and planning manager in the past. It is clear that the unauthorised development was carried out intentionally. As such substantial weight should be given to this.

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 is part retrospective including the retention of an access track and its extension. The access track already constructed extends from an existing field access from Skipton Road up to the car park of the Thornton Hall farm visitors' centre. The existing track would be extended towards east and west around the car park to connect to the existing tracks to and from the car park through field gates to access the fields on either side.

The track is constructed with limestone aggregate and is appropriately designed for an agricultural track. The new extension would be of the same construction. It would not result in any unacceptable impact on the character of the open countryside location in which it is situated.

Overall, the proposed development would be acceptable in terms of design in accordance with policies DM10 and DM16 of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and the Adopted Pendle Design principles SPD.

## **Residential Amenity**

The proposed development wouldn't be close to any residential properties and wouldn't result in any impact on residential amenity of any neighbours.

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**

The Highway Authority raises concerns regarding the potential for other traffic to use the agricultural track. Concerns were also raised regarding the original route of the track that ended at the middle of the car park that increased the potential for conflict between vulnerable users and potential for agricultural vehicles being blocked by parked vehicles. Subsequently the route was amended to not end at the car park but go around it to address these concerns. The gate access into the car park is proposed to be removed and fence reinstated which would need to be conditioned. While there would still be potential for conflict between users of the carpark and farm vehicles, this wouldn't be at a level that would have an unacceptable impact by itself. A condition would also be necessary to ensure the use of the track remains solely agricultural access.

A condition would also be necessary to ensure that a scheme for car park signage is installed at the gated access to highlight to leisure activity users/customers that the access is not for general use but is restricted to agricultural vehicles.

Public footpath FP1305039 crosses the existing section of the track however as this section of the track is already built and there is no change in levels there is no obstruction to the footpath. It would be similar to any other PROW passing through farm tracks and wouldn't result in any unacceptable safety impact to PROW users.

The existing field access is onto a curved section of Skipton Road/Colne & Broughton Road (A56), which is a strategic link between Lancashire and Yorkshire carrying high levels of daily traffic, including HGVs to and from the West Craven Business Park to the south in Earby. The road is subject to a National Speed limit outside the existing field access. The existing access is already at a dangerous inclined bend in the road, and the construction of the track would regularise and thus intensify the frequency of use of the access as is indicated in the applicant's planning statement. Since the access is already existing, this intensification in its use wouldn't by itself result in a level of harm to highway safety that would be unacceptable.

The proposal would result in a low level of harm from conflict between the users of the car park and the farm vehicles, and by intensifying the use of an existing dangerous access which by itself wouldn't warrant a refusal. However, the intentional nature of the retrospective development already carried out, should be given substantial weight and therefore in this case the development is not acceptable and would be contrary to policies SP13 and DM37 of the of the Adopted Pendle Local Plan Fourth Edition (2021-2040), policies DM8, TR4 and TR6 of the National Planning Policy Framework.

### **Other matters**

The latest amendment to the scheme changed the red edge of the application. Therefore, an updated ownership certificate, and updated justification/metric for BNG is awaited from the applicant to reflect this. In case of approval, it would be subject to the statutory BNG conditions.

### **RECOMMENDATION: Refuse**

Due to the following reasons:

1. The proposed development would intensify the use of an existing dangerous access and result in potential conflict with users of the car park, taking into account the intentionally unauthorised nature of the development and substantial weight given to that, the development would be contrary to policies SP13 and DM37 of the of the Adopted Pendle Local Plan Fourth Edition (2021-2040) and policies DM8, TR4 and TR6 of the National Planning Policy Framework.

**Application Ref:** 26/0397/FUL

**Proposal:** Full: Formation of an agricultural access track.

**At** Thornton Hall Farm, Skipton Road, Barnoldswick, Lancashire

**On behalf of:** Mr Chris Harrison

## REPORT TO WEST CRAVEN COMMITTEE ON 06TH OCTOBER 2026

**Application Ref:** 26/0512/FUL

**Proposal:** Full: Erection of a dwelling with a detached two-storey outbuilding.

**At** Milestone House, Barnwood Crescent, Earby, Lancashire

**On behalf of:** Mrs Amelia Cleaver

**Date Registered:** 06.08.2026

**Expiry Date:** 01.10.2026

**Case Officer:** Athira Pushpagaran

This application was called in by the Chair.

### **Site Description and Proposal**

The application site is a detached dwellinghouse situated in a residential neighbourhood within the defined settlement boundary of Earby. The dwelling sits within a sizeable curtilage in comparison to the properties adjoining it. The main access is from Barnwood Crescent through an access track which also coincides with a PROW FP1305016.

The existing dwelling is a two-storey dwelling with blue slate tiles on the roof and reclaimed random stone masonry on walls. It has timber framed openings with stone surrounds.

The proposed development is the erection of a new dwelling within the garden, with a detached two-storey outbuilding. This would be

### **Relevant Planning History**

13/04/0895P Section 73: Vary Condition 1 of 13/92/0391P to extend the period for the submission of reserved matters for the erection of one dwelling. Refused. 2004

13/95/0123P Reserved matters application to erect house and garage. Approved with Conditions. 1995

13/92/0391P Outline application to erect 2 detached dwellings on land. Approved with Conditions. 1992

### **Consultee Response**

#### **Highways**

No objection.

#### **Proposal**

The proposed development is for the erection of a detached, two storey, three bed dwelling, a detached two storey outbuilding/garage and associated on-site parking within the curtilage of the existing dwelling, Milestone House.

### Site access

The development site will be accessed via an existing access from Barnwood Crescent which provides vehicular access to the host dwelling, Milestone House, and two other, separate dwellings. Barnwood Crescent becomes a cul-de-sac beyond the access to the site and provides the only means of vehicular access for 28 dwellings.

### Public Rights of Way

There are no Public Rights of Way through the site. However, Public Footpath FP1305016 Earby passes along the access track from Barnwood Crescent linking to Aspen Grove and Bailey Street. This Public Footpath can provide an off-road pedestrian link to Earby Primary School. Paragraph TR8 a) of the NPPF (August 2026) states that development proposals should 'protect and enhance the network of public rights of way ...'. The highway authority has concerns regarding the intensification in use of this Public Footpath due to the potential increased risk in conflicts between vehicles and pedestrians. Whilst there are concerns these are not to such an extent to raise an objection as outlined in the NPPF. However, due consideration should be given to the users of this public footpath during the development's construction. No surface water from the proposed garage's roof should discharge onto this Public Footpath, nor should any works within the site create any surface water seepage or flooding from the site.

### Car & cycle parking

Recommendations in the borough council's Parking Standards are that two car parking spaces should be provided for detached dwellings with up to three bedrooms, plus secure, covered storage for one cycle. The proposed detached outbuilding/garage is considered adequately sized internally to provide one car parking space, cycle storage and an electric vehicle charging point. Two further side by side parking spaces are indicated on the Proposed Site Plan between the garage and proposed post and rail boundary fence. However, due to the tapering layout the highway considers that only one parking space can be provided, which would also allow unrestricted pedestrian access. Nevertheless, an adequate level of car parking can be provided with one space in the garage and one on the hardstanding.

### Construction phase

As already noted, the access to the site from the public highway provides both vehicular and pedestrian access to adjacent properties and beyond. Therefore, a Construction Method Statement including site plan will need to be submitted which demonstrate that the development can be carried out without having a detrimental impact on the surrounding highway network or its users. As Barnwood Crescent is a cul-de-sac timing of any deliveries should be such to avoid peak morning and afternoon pedestrian and vehicular movements.

### Conclusion

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

### **PBC Environmental health**

With regards to this development, we are concerned about nuisance during the construction phase and therefore recommend use of a condition for Construction Method Statement and informative regrading contaminated land and construction stage nuisance.

### **Parish/Town Council**

No response

## **PBC Public Rights of Way**

No response

## **Yorkshire Water**

Yorkshire Water has no objection in principle to:

- 1) The proposed separate systems of drainage on site and off site
- 2) The proposed amount of domestic foul water to be discharged to the public combined water sewer
- 4) The proposed points of discharge of foul water to the respective public sewer submitted on drawing Site/Roof plan drawing number 3212 dated July 2026 that has been prepared by John R Wharton Dip Arch. Designer.

YWS encourages sustainable development, which includes ensuring appropriate surface water disposal to prevent unnecessary hydraulic loading. Volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to use up a significant hydraulic capacity in our infrastructure. If we can minimise surface water flows entering the public sewer, we are able to significantly manage the impact of development on wastewater infrastructure and minimise the risk of flooding.

The National Planning Policy Framework (NPPF) sets out the principle of sustainable drainage, while the National Planning Practice Guidance (NPPG) and National Standards for Sustainable Drainage Systems (SuDS) establish a hierarchy for surface water disposal. This hierarchy prioritises

1. Rainwater harvesting (non-potable use)
2. Infiltration to ground
3. Discharge to above ground SW body
4. Discharge to SW sewer
5. Discharge to combined sewer.

YWS seeks to promote this hierarchy in collaboration with Local Planning Authorities and developers to improve water quality and reduce flood risk. The submitted drawing shows surface water proposed to be drained to soakaway, Yorkshire Water fully endorses this approach.

### **Recommended Condition**

The development shall be carried out in accordance with the details shown on the submitted plan, "Site/Roof plan drawing number 3212 dated July 2026 prepared by John R Wharton Dip Arch Designer", unless otherwise agreed in writing with the Local Planning Authority. (In the interest of satisfactory and sustainable drainage).

## **PBC Engineering**

No response

## **Public Response**

The nearest neighbours have been notified by letter, a site & press notice have been displayed, 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 SP04 (Housing requirement and delivery) sets the minimum annual requirement for the number of dwellings to be delivered in Pendle.

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 DM07 (Trees and Hedgerows) sets out the requirements for development proposal that affect trees and hedgerows. The proposed loss or damage of non-protected trees, woodland or hedgerows should be avoided. Assessment should be provided of its: (a) Health/condition (b) Amenity value (c) Public safety (d) Wider ecological value. 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 (2) replacement trees, or a minimum commuted sum payment of £500.00 (excluding VAT) per new tree will be required.

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 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.

Policy S3 (Presumption in favour of sustainable development) states that decisions on development proposals should apply a presumption in favour of sustainable development.

Policy S4 (Principle of development within settlements) states that development proposals within settlements should be approved unless their adverse effects would substantially outweigh their benefits, having regard to the national decision-making policies contained within the Framework.

Policy DP3 (Key principles for well-designed places)

3. Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

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 Earby. 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 is for the erection of a two-storey dwelling within the curtilage of the existing dwelling. It would also have a detached garage.

The proposed dwelling would be similar in scale to the existing dwelling and would have reclaimed natural stone walls, blue slate on roof, painted timber framed openings with stone surrounds, black aluminium rainwater gutters on sawn stone corbels. It would have a lean-to single storey extension to the side, and a porch to the front. The detached garage would also have a pitched roof and

would use the same materials for its exterior. It would be set forward of the dwelling adjoining the western boundary. The dwelling would also have solar panels to the south (front) roof slope the details of which have been submitted.

The proposed dwelling in its design and proposed materials would be similar to the existing dwelling on the site. A condition would be necessary to secure samples of the materials to ensure their exact finish and colours are appropriate.

Subject to the above conditions, the proposed development would not have any unacceptable impact on the character and appearance of the existing dwellings and its surroundings. It 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 proposed dwelling would have first-floor windows on its south(front), north(rear), and east (side) elevations, and ground floor windows on all elevations.

The front (south) elevation would have bedroom windows on the first floor, which would be at least 21m away from the side windows and conservatory of 35. Barnwood Road. These would be at an acute angle with no.35's garden and wouldn't result in any unacceptable privacy impact for the garden.

The west elevation would only have two windows, both on the ground floor. These windows would be circa 6m from the rear garden of no.35, with public footpath FP1305016 passing in between them. The site is set higher than the footpath and the garden and has a circa 1.5m high stone wall along the boundary with the footpath. No. 35 has a circa 1.8m high boundary wall along its boundary with the footpath, therefore there isn't any direct overlooking from the footpath to the garden. The proposed dwelling set higher, would result in overlooking towards the garden of no.35. Both windows on this elevation are proposed to be obscure glazed. It would be necessary to condition that this is implemented so.

The rear (north) elevation would have both ground and first floor windows that directly face the rear elevations of 51 and 52 Aspen Grove. There would be separation of circa 15.5m between the proposed building and these properties. There are currently a close boarded fence and high hedge of mature conifers along the section of the boundary within the site blocking any direct views into no's 51 and 52. The conifers are proposed to be removed and replaced with close boarded fencing. The drawings show that all the windows on this elevation would have obscure glazing. This would need to be secured through condition. Subject to this, there would not be any privacy issues from these openings.

The east elevation would be towards the Milestone House, but at an angle. It would have a window each on the first and ground floors, both of which are proposed to be obscure glazed. A condition would be required to secure this to ensure there is no unacceptable overlooking from the first-floor window towards Milestone house. A 1.8m close boarded fence along with tree planting is proposed for the section of the boundary in front of the ground floor window which would prevent any overlooking from the ground floor window. The rest of the eastern boundary would have 1.2m high post and rail timber fence with a new beech hedge.

The proposal would introduce a two-storey gable towards the conservatory of Milestone House. Due to the angle between the two elevations and the fact that it is a conservatory with glazing to three elevations, it would not result in any unacceptable overbearing impact or loss of light to the occupants of the conservatory of Milestone House.

A condition would also be required to remove PD rights for openings or enlargements to protect the residential amenity of neighbours.

The construction would likely impact the residential amenity of neighbours. A construction method statement would need to be conditioned to ensure that residential amenity is protected during the construction stage.

Subject to the above recommended conditions, 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 and DM24 of the Adopted Pendle Local Plan Fourth Edition (2021-2040), and the Adopted Pendle Design principles SPD.

## **Highways**

The proposed detached outbuilding/garage is considered adequately sized internally to provide one car parking space, cycle storage and an electric vehicle charging point. Two further side by side parking spaces are indicated on the Proposed Site Plan between the garage and proposed post and rail boundary fence. However, due to the tapering layout the highway considers that only one parking space can be provided, which would also allow unrestricted pedestrian access. Nevertheless, this would provide the 2 parking spaces as required by the borough's Parking Standards.

A construction method statement and a condition for ensuring the provision of the parking spaces before first use is recommended by LCC Highways. These will be attached to any approval.

LCC Highways also raised concerns regarding the intensification in use of the public footpath which passes through the access from the site to Barnwood Crescent, due to the potential increased risk in conflicts between vehicles and pedestrians. Whilst there are concerns these are not to such an extent to raise an objection as outlined in the NPPF. However, due consideration should be given to the users of this public footpath during the development's construction. The construction method statement would need to demonstrate this.

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).

## **Landscape**

During the site visit at least 2 trees within the site appeared to have been removed recently. Policy DM07 requires appropriate replacement or compensation to be provided where trees are lost to accommodate development. The site plan submitted shows that the proposal would plant 5 numbers of flowering cherry trees and a beech hedge along the eastern boundary and 2 no.s of hawthorn along the northern boundary. A condition will be required to ensure the implementation of the proposed landscaping.

Subject to the above condition the proposal would be acceptable in accordance with policy DM07 of the of the Adopted Pendle Local Plan Fourth Edition (2021-2040).

## **Biodiversity and Wildlife**

The applicant is claiming BNG exception as it is a self-build. The application was made on the 6<sup>th</sup> of August when the latest changes BNG regulations came into effect and therefore this exemption no longer exists. However, as the site is less than 0.2Ha in area it would ne exempt under the new

exemption that became applicable from August 6<sup>th</sup>. As such the proposed development is not subject to the statutory BNG requirements.

## **Drainage**

The submitted plan shows that the foul water would be discharged to a public sewer and the surface water to be discharged to a soakaway within the site. Yorkshire Water is satisfied with the proposed drainage arrangements and has requested a condition to ensure it is implemented strictly in accordance with the submitted details. Subject to this condition the drainage for the proposed scheme is acceptable.

## **Reason for Decision**

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework, subject to compliance with planning conditions. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

## **RECOMMENDATION: Approve**

Subject to the following conditions:

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

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

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

3212.1A Site/Roof

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

3. Prior to the commencement of above ground works involved in the erection of the external walls of the development, samples of the external materials to be used in the elevations and roof of the proposed development, including those used for hard landscaping and boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in strict accordance with the approved materials.

**Reason:** To allow the Local Planning Authority to control the external appearance of the development in the interest of visual amenity.

4. No development shall take place, including any works of clearance, until a Construction Method Statement and a Construction 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 include details of:

- 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. Wheel washing facilities and means of mechanical road sweeping
- v. Measures to control the emission of dust and dirt during construction
- vi. A scheme for recycling/disposing of waste resulting from clearance and construction works
- vii. Details of working hours
- viii. Timing of deliveries
- ix. Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.
- x. Measures to control construction site noise and vibration
- xi. Burning on site

**Reason:** In the interest of highway safety and the residential amenity of neighbouring properties.

5. Prior to first occupation of the approved development the parking and manoeuvring areas shown on the approved plans shall be constructed, laid out and surfaced in bound porous materials and thereafter always remain available for the parking of vehicles associated with the dwelling and shall be kept free from obstructions in perpetuity.

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

6. Prior to first occupation of the approved development the surface and foul drainage for the development shall be constructed and completed in accordance with the approved plan *3212.1A Site/Roof*, unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** In the interest of satisfactory and sustainable drainage.

7. Notwithstanding the provisions of Article 3 and parts 1 and 2 of the second Schedule of the the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no development as specified in Classes A, AA, B, C, & E(a) of Part 1 of Schedule 2 of that Order shall be carried out without express planning permission first being obtained from the Local Planning Authority.

Part 1

A) no enlargement, improvement or other alterations shall be carried out

AA no additional storeys shall be erected

B+C) no alterations to the roof of the building shall be carried out

E(a)) no buildings, enclosures, swimming or other pools shall be erected or constructed within the curtilage of the building(s)

**Reason:** To enable the Local Planning Authority to control any future development on the site in order to safeguard the character and amenity of the area and impacts on neighbouring properties.

8. All windows on the west elevation, the first-floor windows on both the north and east elevations, of the development hereby permitted shall at all times be fitted with obscure glazing to at least level 4 or above unless otherwise agreed in writing by the Local Planning Authority. Any replacement glazing shall be of an equal degree or above. The windows shall be hung in such a way as to prevent the effect of the obscure glazing being negated by way of opening.

**Reason:** To ensure an adequate level of privacy to adjacent residential properties.

9. The approved landscaping in accordance with the approved plan 3212.1A *Site/Roof* shall be implemented in its entirety approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

**Reason:** To ensure the development is adequately landscaped to ensure compensation for lost planting and to integrate with its surroundings.

## **Informatives**

### **1. Notes for preparing construction method statement:**

- No machinery shall be operated nor any potentially noisy processes carried out at the site outside the hours of 08:00 and 17:30 on weekdays and 09:00 and 13:30 on Saturdays and there shall be no machinery operated or potentially noisy processes carried out at all on Sundays, Bank or Public Holidays.
- No deliveries shall be taken at or dispatched from the site outside the hours of 08:00 and 17:30 on weekdays and 09:00 and 13:30 on Saturdays and there shall be no deliveries taken or dispatched from the site at all on Sundays, Bank or Public Holidays. No Vehicles shall be left idling onsite with the engine running. As Barnwood Crescent is a cul-de-sac timing of any deliveries should be such to avoid peak morning and afternoon pedestrian and vehicular movements.
- The contractor shall have regard to the relevant parts of BS 5228 1997 “Noise and Vibration Control on Construction and Open Sites” during the planning and implementation of site activities and operations.
- The local planning authority expects that the best practical means available in accordance with British Standard Codes of practise 5228:1997 Parts 1 to 4 shall be employed at all times to minimise the emission of noise from the site.
- Reference should be made to the Council’s ‘Code of Practice for Construction and Demolition Sites’.
- The Borough of Pendle Council has announced a climate emergency, therefore, to help improve air quality there should be no burning of any materials on site. Pendle Borough Council receives many complaints about smoke from bonfires, which are inappropriate in any area of the borough. The practice of burning wastes on site is an old-fashioned practice, which normally constitutes an offence under the Duty of Care provisions of the Environmental Protection Act 1990. The applicant is cautioned against permitting any bonfire to take place during demolition, site clearance or construction. For further information contact Environmental Health at Pendle Borough Council by telephoning (01282) 661199.

2. The developer should take note of Public Footpath FP1305016 Earby which passes along access to the site and immediately adjacent to it and take the utmost care to ensure that this is kept undisturbed and free of obstruction during the course of the development. Any breach of the legislation which protects public rights of way can result in legal action, fines and default action carried out and re-charged to the landowner. Any proposals for the temporary diversion or closure of a footpath should be made to Lancashire County Council’s Public Rights of Way

team - [PROW@lancashire.gov.uk](mailto:PROW@lancashire.gov.uk) . The location, district and planning application number should be included in any correspondence.

3. If during any stage of the development any miscellaneous substances, made ground or potentially contaminated ground that has not been previously identified and planned for in a report is uncovered, work in the area must stop immediately and the Environmental Health Department at the Borough of Pendle should be made aware. No work should continue until a contingency plan has been developed and agreed with the local planning authority.

**Application Ref:** 26/0512/FUL

**Proposal:** Full: Erection of a dwelling with a detached two-storey outbuilding.

**At** Milestone House, Barnwood Crescent, Earby, Lancashire

**On behalf of:** Mrs Amelia Cleaver

# REPORT TO WEST CRAVEN COMMITTEE ON 06TH OCTOBER 2026

**Application Ref:** 26/0547/CND

**Proposal:** Approval of Details Reserved by Condition: Discharge Condition 13 (Landscaping Scheme), Condition 14 (External Lighting Scheme) and Condition 15 (Heat pump details) of Planning Permission 25/0813/FUL.

**At:** Land To The North Of The Stables Old Stone Trough Lane Kelbrook

**On behalf of:** Mrs L Lancaster

**Date Registered:** 18/08/2026

**Expiry Date:** 13/10/2026

**Case Officer:** Alex Cameron

## **Site Description and Proposal**

This application is made under article 21 of the Town and Country Planning (General Development Procedure) Order 2015 to seek confirmation of compliance with Condition 13 (Landscaping Scheme), Condition 14 (External Lighting Scheme) and Condition 15 (Heat pump details) of Planning Permission 25/0813/FUL.

13. The dwelling hereby permitted shall not be occupied until a detailed landscaping scheme, including the boundary treatment along the north east boundary has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted at a scale of 1:200 and shall include the following:

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed boundary treatments with supporting elevations and construction details;
- e. all proposed hard landscape elements and pavings, including layout, materials and colours;
- f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings and in the interest of residential amenity.

14. No external lighting shall be installed on the application site, until a detailed External Lighting Scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the location, type, height, angle of illuminations, intensity and spread of all external lighting and its mode of operation. The external lighting shall be installed and operated in full accordance with the approved details and shall not be varied without the prior written approval of the Local Planning Authority.

Reason: To protect the rural character of the area.

15. Prior to its installation details of any proposed heat pump, including its location and noise level specification shall be submitted to and approved in writing by the Local Planning Authority. The heat pump shall be installed and maintained in strict accordance with the approved details.

Reason: In the interest of visual and residential amenity.

### **Relevant Planning History**

25/0813/FUL - Full: Erection of 1 no. dwelling with associated vehicular access, infrastructure, siting of a temporary caravan, and the provision of 3 no. parking spaces. Approved

- The heat pump should be located on the opposite side of the dwelling, the location between garage and dwelling would amplify noise from the heat pump.
- The planting, fencing and lighting schemes will dramatically change the area from
- Open countryside resulting in a substantial change to the amenity value of the area.
- Request that the planting scheme and proposed fencing more accurately reflect the local characteristics of the open countryside outside of the settlement area, i.e. far less trees, open fencing or dry stone walling.
- Impact of lighting on bats.
- The cumulative effect of the details should be assessed against Policy KS DEV1 of the Kelbrook and Sough Neighbourhood plan.
- The landscaping scheme is excessive in quantity and density for the rural setting.
- Planting has already been undertaken on the site.
- Spear thistle weeds are growing on the land and spreading to neighbouring land and the landscaping scheme should include effective weed control.
- The proposed 2.4m fence would create a stark and disproportionate visual feature and introduce a substantially more urban/suburban form of enclosure into an otherwise rural landscape.
- It should be considered whether the planting could result in high hedge impacts.
- The introduction of new external lighting would therefore represent a material change to the existing character of the site.
- The lighting would potentially impact upon residential amenity.
- The self-build status should not override policy requirements.

### **Consultee Response**

PBC Environment Officer - Following a review of the application, the submitted plans, and the Landscape and Management Plan relating to the discharge of Condition 13 (Landscaping Scheme), it is noted that a good range of native trees and flowering fruit trees are proposed across the site, together with a substantial area allocated to be turfed or seeded with Grass. The proposed tree planting provides a suitable variety of native and fruit-bearing species, which will contribute to biodiversity, visual amenity, and the overall landscape character of the site. The Landscape and Management Plan also sets out appropriate measures for the establishment and ongoing maintenance of the grassed areas, including turfing and maintenance both before and following planting. Overall, the proposed landscaping scheme is considered acceptable and appropriate to the site.

PBC Environmental Health – No objection following clarification over number and direction of light fittings.

### **Officer Comments**

Condition 13 (Landscaping Scheme) – The submitted landscaping scheme is acceptable, it would include a good range of native species planting.

The original plans proposed and a 2.4m fence along the north east boundary, this has now been reduced to 2m, taking into account that it is the boundary with a residential property rather than open countryside, this proposed fence is acceptable.

The other proposed boundary treatments are acceptable and the proposed landscaping scheme does not include coniferous boundary planting that would result in unacceptable likelihood of high hedge impacts.

Condition 14 (External Lighting Scheme) – The submitted lighting scheme is acceptable, the proposed lighting would involve small 5 watt wall lights to either side of front and rear doors and a 19 watt security light to the south side. The proposed modest lighting scheme would not result in unacceptable impacts upon the amenity of the area. Concerns have been raised regarding impacts on bats, however, the ecological assessment submitted with the planning application did not specify any risk of harm to bats from external lighting and this was not included in the reason for the condition.

Condition 15 (Heat pump details) – The submitted heat pump details are acceptable, the specification and siting away from the boundary between the dwelling and garage would not result in any unacceptable noise impacts or visual amenity impacts.

### **RECOMMENDATION: Discharge Conditions 13, 14 and 15**

Condition 13 (Landscaping Scheme) – The submitted landscaping scheme is acceptable, the condition is discharged subject to implementation.

Condition 14 (External Lighting Scheme) – The submitted lighting scheme is acceptable, the condition is discharged subject to implementation.

Condition 15 (Heat pump details) – The submitted heat pump details are acceptable, the condition is discharged subject to implementation.

**Application Ref:** 26/0547/CND

**Proposal:** Approval of Details Reserved by Condition: Discharge Condition 13 (Landscaping Scheme), Condition 14 (External Lighting Scheme) and Condition 15 (Heat pump details) of Planning Permission 25/0813/FUL.

**At:** Land To The North Of The Stables Old Stone Trough Lane Kelbrook

**On behalf of:** Mrs L Lancaster

**LIST OF BACKGROUND PAPERS**  
**NPW/MP**

Planning Applications

**Date:** 15th September 2026