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## PLANNING COMMITTEE

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**Wednesday, 11th March, 2026**

**Present:** Councillors Bernard Dawson (In the Chair), Mike Booth, Joyce Plummer, Clare Pritchard, Judith Addison, Scott Brerton, Noordad Aziz, Stewart Eaves, Josh Allen, Munsif Dad BEM JP and David Heap

**Apologies:** Councillors Dave Parkins, Loraine Cox, Kath Pratt and Stephen Button

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### **338 Apologies for Absence, Substitutions, Declarations of Interest and Dispensations**

Apologies for Absence were given by Councillors Dave Parkins, Lorraine Cox, Kath Pratt, Stephen Button.

Councillor Munsif Dad BEM JP substituted for Councillor Parkins  
Councillor David Heap substituted for Councillor Cox

### **339 Minutes of the Last Meeting**

The Minutes of the last Planning Committee held on the 11<sup>th</sup> of February 2026 were submitted for approval as a correct record.

**Resolved – That the minutes be received as a correct record.**

### **340 Town and Country Planning Act 1990- Planning Applications for Determination**

#### **341 11/24/0506 - Land off Blackburn Road, Oswaldtwistle, BB5 4NA**

Mr Joshua Parkinson, Planning Manager (Development Manager), presented the application to the committee. Informing that the application related to the erection of 85 two-storey dwellings, comprising of a mixture of house types, accessed via the existing access which would be altered with a new estate road running northwards before splitting east and west.

There would be two attenuation basins to the northeast, along with notable landscaping buffers to the north and west.

The amended Planning Layout also notes areas of green space positioned to the west of the site.

The application site does not have a continuous, clearly defined boundary along its northern and eastern edges where it forms part of a wider network of fields that falls towards the Leeds and Liverpool Canal around 75m northeast.

It is bordered by other urban fringe land and Springfield Garage to the south with the latter occupied by Moving PEOPLE bus company. It is bounded to the west by Church and Oswaldtwistle Cricket Club with trees between. Further afield, Accrington Golf Club lies around 115m north.

A total of 164 objections were received and are noted in the agenda on pages 11 to 14.

Consultations were undertaken with the following organisations and the responses noted on pages 8 to 11 of the agenda: Cadent Gas, Electricity North West, Growth Lancashire (Heritage), Hyndburn Borough Council (HBC) Ecology, HBC Environmental Protection, HBC Housing, HBC Leisure Services (Parks), HBC Policy, HBC Waste Services, Lancashire Constabulary, LCC Highways, LCC Historic Environment, LCC Lead Local Flood Authority (LLFA), LCC School Planning Team, Lancashire Fire and Rescue Service, Sport England and United Utilities.

Mr Parkinson informed the committee that the proposal conflicts with the existing development strategy set out in Policy BD1 of the Hyndburn Core Strategy. However, the application would likely accord with the main modifications to the latest version of the Emerging Local Plan, including the emerging development strategy set out in Policy SP1 of the Emerging Local Plan.

Moreover, the application site predominantly related to safeguarded land, which was always intended for residential development.

Whilst it was previously intended for longer-term development needs, the Local Planning Authority cannot currently demonstrate a five-year housing land supply. Taking all this together, Mr Parkinson advised that the location is suitable for the proposal.

Mr Parkinson advised that the proposal does not constitute inappropriate development in the Green Belt and that it does not conflict with paragraph 153 of the Framework.

Mr Parkinson concluded that while the proposal conflicts with the existing development strategy and therefore the development plan taken as a whole. For the reasons given in the agenda, this attracts limited weight against the proposal. The tilted balance is engaged and weighs significantly in favour of granting planning permission. Therefore, the Framework as an important material consideration indicated a decision otherwise than in accordance with the plan and it is recommended that planning permission be approved.

The officer recommendation was to grant the Head of Planning and Transportation delegated powers to grant planning permission subject to conditions listed in the update sheet.

Members discussed the complexity of the application in relation to the busy road which the application gains access from and the need for good quality housing. While members were generally in favour of more housing the location of the site brought forth concerns regarding the wildlife and the loss of greenspace.

Members agreed that Blackburn Road suffers from regular accidents and frequent speeding, even with some speed control measures in place such as the recently installed speed camera.

**Resolved – Members voted to go against the officer decision and refuse the application on the following grounds:**

- **The proposed development would result in unacceptable harm to highway safety and would therefore conflict with Policy DM32 of the Hyndburn Development Management DPD and paragraph 116 of the NPPF.**

N.B – 1. Vinette Davitt – Spoke against the application.

- Conflicts with Policy BD1 of the Hyndburn Core Strategy.
- Only Limited Weight can be given to the emerging local plan as it is still under consultation with the Inspectorate.
- Fails to meet the NPPF test 104 and local policies DM11 and SP8.
- The development will result in a loss of Biodiversity on site.

- Parking will significantly worsen with the addition of 85 new homes, most of which will likely have more than 1 car per household.
  - History of collisions, speeding and highway safety concerns on Blackburn Road.
  - Part of the proposed development lies within designated Green Belt Land which must be given substantial weight when considering the harm which will result from the proposal.
  - Pressures on an aging sewer system which has caused flooding previously.
  - Available Brownfield sites should be prioritised rather than valuable green space.
  - Previous Supreme Court Rulings have demonstrated a tilted balance does not outweigh the primacy of the development plan.
2. Councillor Zak Khan – Spoke against the application.
- Site not suitable for the increase in cars on the road as a result of the development.
  - Biodiversity on the site reduced because of the proposal.
  - Greenspaces should be protected.
  - Report does not identify several Red and Amber listed species on the proposed site.
  - Ecological structure cannot simply be re-created elsewhere once the original habitat is destroyed, there is no guarantee the wildlife will stay on site.
  - Multiple collisions on Blackburn Road over the years and significant speeding. Over 34,000 cars per year are reported to travel above the speed limit.
  - 2 other brownfield sites in Oswaldtwistle already have planning permission but remain undeveloped.
3. Megan Scarisbrick - Spoke in Support of the application.
- Representative of Gleeson Homes
  - Specialise in providing entry level homes aimed at low to middle earners. All developments incorporate homes which are affordable to couples in full time employment earning minimum wage.
  - Land is part of a former area of special restraint, intended for long term development needs.
  - In the emerging local plan, the land will be part of the urban boundary with all the proposed dwellings inside of this.
  - The council cannot currently demonstrate a 5-year supply of housing; this development will contribute to this.
  - Mixture of 1–4-bedroom dwellings; semi-detached, detached and maisonettes.
  - Areas of green space, pocket parks and 5m landscape buffer incorporated into the plans.
  - No objections from statutory consultees.
  - Upgrades to the zebra crossing likely to cost in the region on £120,000.00

### **342 11/25/0124 - Land between Burnley Road and Altham Lane, Huncoat**

Mr Joshua Parkinson, Planning Manager (Development Manager), informed the committee of the application. Noting that the proposed development comprises the construction of a residential relief road known as Huncoat Lane / Relief Road with associated works. The proposed development is intended to serve Huncoat Garden Village, which is an emerging strategic location for housing that would deliver around 1,500 to 1,600 homes.

The application site is a linear area measuring 10.6 hectares (ha) located east of the village of Huncoat and wholly within the Hyndburn Borough Council (HBC) and Lancashire County

Council (LCC) administrative areas. It extends from Altham Lane in the north to a roundabout on Burnley Road (A679) to the south and is located west of the Accrington Bypass (A56). The roundabout has four arms, two for Burnley Road and two slip roads for Accrington Bypass. The middle of the site crosses Burnley Lane.

Mr Parkinson advised that the proposal would contribute to the overall aim of Policy A9 of the Hyndburn Core Strategy as the first phase of a link road between Altham Lane and Burnley Road. Adding that there is overwhelming support for the proposal in the Emerging Local Plan, Huncoat Garden Village Masterplan and Huncoat Design Code, which weighs significantly in favour of granting planning permission.

Mr Parkinson explained that the proposal would involve a degree of conflict with policies BD1 and A9 of the Hyndburn Core Strategy, it would contribute to the overall aim of the latter as the first phase of a link road between Altham Lane and Burnley Road. The proposal would have a harmful effect on the character and appearance of the area, including landscape and visual effects, and adverse effects relating to the splitting and severance of agricultural holdings.

There would also be some less than substantial harm to the setting of some nearby listed buildings and limited harm to some non-designated heritage assets. However, such adverse effects are to be expected with a scheme of this nature and scale.

The committee were informed that the Local Planning Authority had commissioned independent landscape and visual impact advice from a Chartered Landscape Architect. While they raised some points for clarification, they state that the proposal generally shows a well-considered scheme that works with the undulating topography to achieve a sensitive alignment with the minimum of cut and fill.

Mr Parkinson advised that the Planning officers consider that the proposal accords with the development plan taken as a whole. The proposal draws support from the Emerging Local Plan, Huncoat Garden Village Masterplan and Huncoat Design Code, which would be a material consideration of sufficient weight to outweigh any conflict and would also result in further benefits including a substantial biodiversity net gain above and beyond the mandatory BNG requirement.

The recommendation was to give the Head of Planning and Transportation delegated powers to grant planning permission subject to conditions to their satisfaction.

Members highlighted the importance of the application in reference to the larger Huncoat Garden Village Project. Noting that the road should remove some traffic from Huncoat.

**Resolved – Members voted to approve the officer recommendation and delegated powers to the Head of Planning and Transportation to grant planning permission subject to conditions to their satisfaction.**

N.B. 1. – Nick Whittaker – Spoke against the application

- 30 million pounds of public funding committed to the Huncoat Garden Village with 6.7 million to the relief road.
- Question posed on if improvements to the Griffins Head Junction will rely on public funds or future developers?
- Question posed on if an independent traffic assessment will be undertaken?

2. Miles Parkinson – Spoke in support of the application

- Noted that the application was a key part of Huncoat Garden Village.

- Asked the committee to keep Huncoat residents involved in future consultations and to keep an open line of communication surrounding the project.
  - Hyndburn Council will likely cease to exist in its current form in the next few years due to Local Government Reorganisation. Noted that Huncoat Garden Village will be Hyndburn Councils legacy.
3. Madaline Davis – Spoke in support of the application
- The application aims to improve travel links and relieve pressure on the local network.
  - Improvements made to cycleways, walkways and bus stops proposed.
  - The road is essential to support Hyndburn's Largest Housing Project.
  - Over 10% biodiversity net gain included in the proposal.
  - High quality design which will set the tone for Huncoat Garden Village.
  - Future enhancements to key locations such as Burnley Lane can be implemented as needed through safeguarded land.

### **343 11/26/0055 - Land off Crown Street, Accrington, Lancashire**

Mr Adam Birkett Chief Planning and Transportation Officer advised the committee that permission had been sought for the construction of a car park at land bound by Crown Street, Ranger Street and Brown Street in Accrington.

Mr Birkett informed that the site spans 0.17 hectares and is situated within the urban boundary of Accrington, located just outside the town centre. The surrounding area includes a mix of uses including large employment/ industrial units, garages, offices and dwellings. The application site consists of a rectangular piece of land primarily comprising hardstanding/ tarmacked surfacing, perimeter fencing, a small brick shed and a large concrete storage bay (located centrally).

It is understood the application site has historically been used as a scrap yard/ storage yard for vehicles and a road gritting salt compound; however, it has remained vacant since 2020.

The proposed plan detailed 69 parking spaces (including 3no. disabled parking bays). The existing perimeter fencing is to be replaced on a like for like basis (2.1m high galvanised steel fence) as will the lighting columns. Access to the site would be taken via the existing access point off Crown Street – a 6m wide automated vehicle barrier will also be installed.

No objections were received by Lancashire County Council Highways or United Utilities.

Mr Birkett advised that while in technical conflict with CS Policy E2 and DMDPD Policy DM1 regarding the retention of "good quality" employment land, is considered to accord with the development plan as a whole and is acceptable in this instance. The proposal aligns with NPPF objectives for utilizing under-utilised brownfield land, and as it only affects a portion of the site and supports local council office infrastructure, it does not prejudice the overall industrial estate.

Members discussed how the site had been used previously as a scrap yard and that the proposed car park would be a visual improvement. Members also commented that they were happy to see brownfield sites being utilised rather than remaining vacant.

**Resolved – Members voted to approve the officer recommendation and grant planning permission subject to the conditions noted in the report.**

**344 Update Sheet**

The update sheet was noted.

Signed:.....

Date: .....

Chair of the meeting  
At which the minutes were confirmed