

# DEVELOPMENT CONTROL COMMITTEE

Thursday, 28th June, 2018  
6.00 pm





# DEVELOPMENT CONTROL COMMITTEE

## BURNLEY TOWN HALL

Thursday, 28th June, 2018 at 6.00 pm

Members of the public may ask a question, make a statement, or present a petition relating to any agenda item or any matter falling within the remit of the committee.

Notice in writing of the subject matter must be given to the Head of the Chief Executive's Office by 5.00pm three days before the meeting. Forms can be obtained for this purpose from the reception desk at Burnley Town Hall or the Contact Centre, Parker Lane, Burnley. Forms are also available on the Council's website <http://bit.ly/planningrts>

### A G E N D A

#### 8. Late correspondence

3 - 6

#### MEMBERSHIP OF COMMITTEE

Councillor Arif Khan (Chair)  
Councillor Frank Cant (Vice-Chair)  
Councillor Afrasiab Anwar  
Councillor Gordon Birtwistle  
Councillor Margaret Brindle  
Councillor Saeed Chaudhary  
Councillor Sue Graham  
Councillor John Harbour

Councillor Alan Hosker  
Councillor Mohammed Ishtiaq  
Councillor Marcus Johnstone  
Councillor Neil Mottershead  
Councillor Mark Payne  
Councillor Asif Raja  
Councillor Jeff Sumner  
Councillor Cosima Towneley

**PUBLISHED**

Wednesday, 20 June 2018

## DEVELOPMENT CONTROL COMMITTEE

Thursday 28 June 2018

### Late Correspondence/Verbal Reports

#### AGENDA ITEM 6a

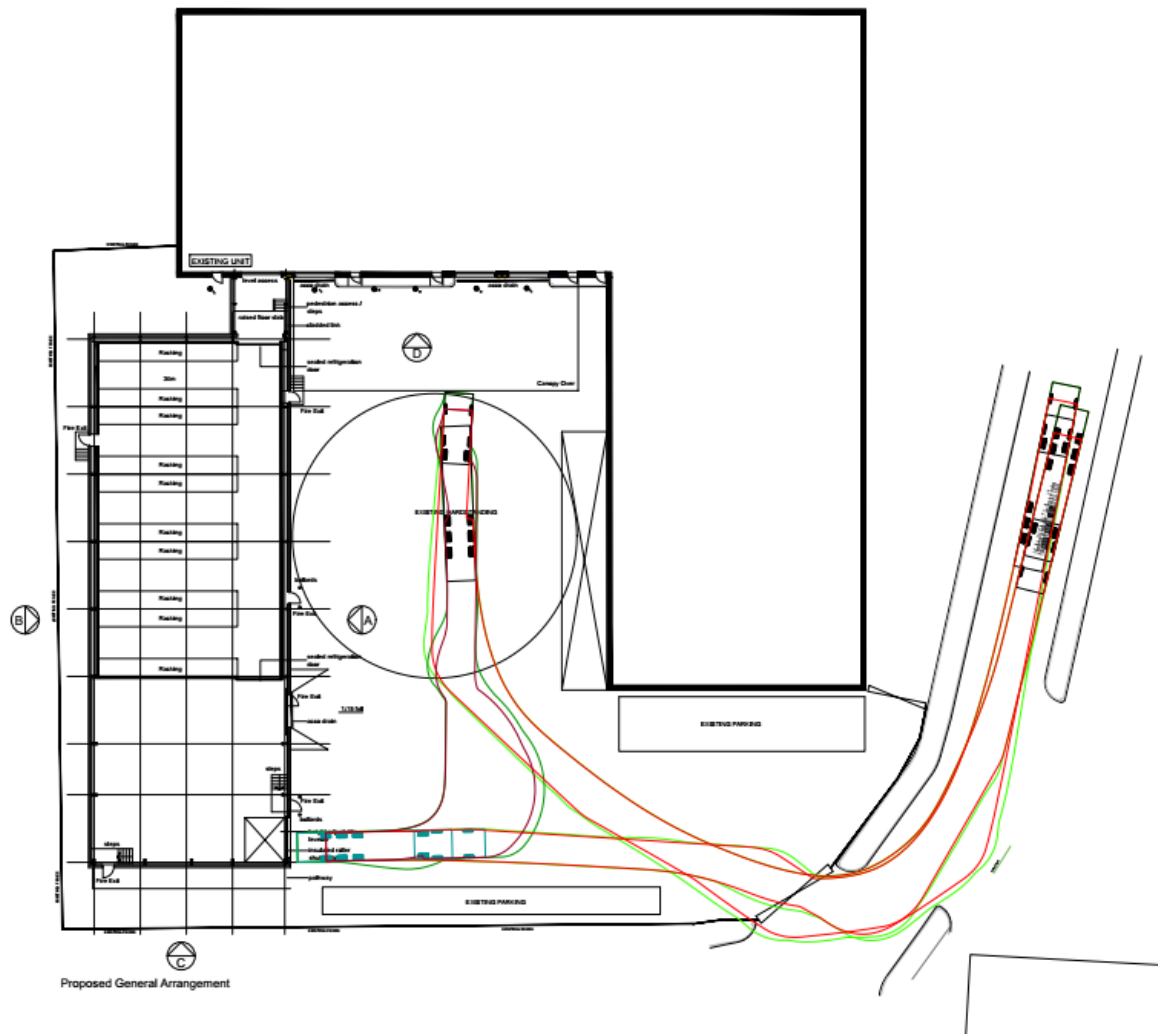
Full Planning Application – APP/2018/0148

Proposed industrial extension (B8 use) to current food storage facility

UNIT 6 AND 7 AND 8 BELSHAW COURT, BILLINGTON ROAD, BURNLEY

#### Late correspondence

Further discussions have been on-going between the developer and the Highway Authority regarding access and turning within the remaining rear yard area being acceptable and not impacting on the usage of the rear yard area. Additional information has been provided.



Proposed swept path and vehicle tracking analysis plan

The Highway Authority has responded as follows:-

LCC Developer Support (Highways)

Further to my previous email regarding my concerns relating to the availability of space within the remaining rear yard area, I have considered the additional information submitted by the applicant in respect of retained parking and a swept path showing the ability of an articulated delivery vehicle able to enter and leave the site in forward gear. In view of this information I am of the opinion that the proposed development will not raise any highway concerns and as a result I would raise no objection to the proposal on highway grounds. Should you be minded to approve this application I would request additional relevant conditions be attached to any permission that may be granted.

**Condition to be altered**

Condition 2 shall be replaced in its entirety with the condition below;

2. The development hereby permitted shall be carried out in accordance with the following approved plans; Drawing nos. ESD0112\_2DT, AH113\_02 rev A, AH113\_03 rev A all received 21st March 2018; additional plan AH113\_04 rev A received 19th April 2018, amended plan AH113\_01 rev B received 18th June 2018, and additional Vehicle Tracking Plan 001 Rev. A received 26<sup>th</sup> June 2018.

Reason

2. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

**Additional highway conditions**

10. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

11. A scheme for the layout of the car parking spaces and manoeuvring areas shall be submitted to the local planning authority for approval and the areas marked out in marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

12. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter.

Reasons

10. To prevent stones and mud being carried onto the public highway to the detriment of road safety.

11. To allow for the effective use of the parking areas.

12. Vehicles reversing to and from the highway are a hazard to other road users.

## **AGENDA ITEM 6c**

### **Full Planning Application – APP/2018/00224**

**Outline planning application for the erection of 5 dwellings including details of access (all other matters reserved)**

#### **Land rear of Southern Avenue Burnley**

##### **Late Correspondence**

###### Letter from County Councillor Tony Martin

The prime concern is the access onto Ightenhill Park Lane and the planned mitigation through a 'build out'. The road at this busy junction is already hazardous if not dangerous with the narrowing of Ightenhill Park Lane here, the splitting off of Ighten Road at a very acute angle almost opposite the proposed build out, the ever increasing traffic now flowing both ways down Lakeland Way and the lack of any detailed plans for how the build out would be constructed or any subsequent traffic mitigation scheme would operate.

Given that the original decision in favour of the application was granted in 2004 and that subsequent permissions have been to renew the agreement, it would seem that time has moved on to such an extent that a complete reappraisal of the original application should be considered, cars were very much smaller, lighter and less frequent 14 years ago than they are now and much building has happened in Whittlefield since then, making some of the road carry much more traffic than they were ever designed for. This is the case for Ightenhill Park Lane and Committee are requested to consider if this development with this sole entrance and exit is still suitable for such a development.

The sketch plan of the proposed layout suggests it is only one car wide and if someone was exiting the development anyone trying to enter would have to reverse onto the main road to let them pass.

###### Letter from neighbouring resident (Ightenhill Park Lane)

Objections are raised to the visibility splay – a restriction on the west side of Ightenhill Park Lane to allow exiting drivers to see both ways around garden fences. The proposal would result in a further narrowing of Ightenhill Park Lane at a point where it considerably narrows at the end of the Park. This is at the junction with Ighten Road and at the top of the junction with Lakeland Way. It could not be in a worse place as this is the busiest section of the lane.

- It is a bus route
- It is a point where pedestrians cross from the park to Ighten Road
- It is an area of parking for residents
- There is no footpath on the west side necessitating crossing over the road
- Changes to the roundabouts at Gannow Top have significantly increased Ightenhill Park Lane traffic

Two trees on the lane are hazards as they restrict viewing by drivers. These need to be removed and a footpath built on the west side of Ightenhill Park Lane and the developers should pay for this.

It is noted that LCC has only commented on construction traffic with no consideration to the lasting effect of reducing the road width. There is scant regard for traffic with no detail about the dimensions of the visibility splay or the width of the remaining road. There has been no modelling for traffic, which should be done.

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