

DEVELOPMENT CONTROL COMMITTEE

TUESDAY, 19TH JUNE 2018, 6.30 PM

COUNCIL CHAMBER, TOWN HALL, CHORLEY

I am now able to enclose, for consideration at the above meeting of the Development Control Committee, the following report that provides an update of events that have taken place since the agenda was printed.

Agenda No	Item
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6	ADDENDUM
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(Pages 3 - 6)

GARY HALL
CHIEF EXECUTIVE

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C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Director (Customer and Digital)	Development Control Committee	19 June 2018

ADDENDUM

ITEM 3b - 17/00940/OUT– Land 70M South Of Garstang Farm, Ulnes Walton Lane, Ulnes Walton

The recommendation remains as per the original report

The applicant has provided further information in support of the application as follows:

Pictures have been provided showing an attack on a young foal at the application site. These show an open wound to the neck area of a young foal so show what can happen when there is no one living in sight and sound of where livestock are kept/housed.

The attack occurred several years ago. The mother of this foal was also attacked and suffered knife slices on both sides of the mares vulvar.

This avoidable attack supports our case that it is essential that the applicant resides at his equestrian yard. An on-site presence would protect against further incidents like this occurring. Attacks of this nature along with the need to live at the equestrian premises when mares are foaling, when mares are ovulating and must be inseminated and when young uncastrated stallions are been housed/trained provides a strong case that it is essential for the applicant to reside at his equestrian premises.

The pictures will be circulated at the committee meeting. Please be warned that the pictures are quite graphic.

ITEM 3c - 18/00317/FUL – Ellerbeck Narrowboats, The Boatyard, Rawlinson Lane, Heath Charnock

The recommendation remains as per the original report

1/No. further letter of support has been received.

ITEM 3e - 18/00459/CB3 – Corner Of Brunswick Street And Friday Street, Chorley, PR6 0AA

The recommendation remains as per the original report.

A representation from Cllr Brown has been received in support of the application but raising the following concerns.

"I would like to highlight the conflict between cars and cyclists on Brunswick St. Brunswick St is one way and a Cycle route from East to West. I would further like to raise the issue of poor lighting under the Railway Bridge, especially at night and in the winter months."

The following consultee responses have been received:

LCC Highways have made the following comments:

The TA shows that there are no unacceptable impacts on the highway network as a result of diverted / redistributed trips.

All mobility and parent and child spaces are provided on the ground floor, however, there may be occasions when all of these are full along with all other spaces. Under these circumstances the upper deck may be used by wheelchair / pushchair users. As pedestrian access to the upper deck is via steps there is a concern that the ramps would provide the only access for wheelchair / pushchair users (despite the gradient being greater than those recommended for pedestrians). However, visibility should be good and drivers generally expect occasional pedestrian use of ramps and therefore I do not consider this unacceptable.

On the ground floor level access for pedestrians is provided to Friday Street, however, pedestrian desire lines are to the town centre and as such the ramped vehicular access from Brunswick Street becomes highly attractive. Again the ramp is steeper than desirable for pedestrians, however, it is a significantly shorter route to Portland Street than the route via the car park access onto Friday Street. With the parent and child and mobility spaces being located close to the Brunswick Street access there is a concern that this will generate significant levels of pedestrian and vehicle conflict. It is recognised that it would be virtually impossible to prevent pedestrians using this access and as such it is suggested that one side of the vehicle ramp be hatched out to try and separate pedestrians and vehicles without formally creating a pedestrian route.

Site clearance and construction will involve a significant number of large vehicles. Whilst the movement of these vehicles is unlikely to have a significant impact on highway safety and capacity on the wider highway network locally on Stump Lane and Friday Street the management and movement of construction vehicles is a greater concern. As such it is considered appropriate to request a Construction Traffic Management Plan.

I can confirm that there are no highway objections subject to a condition.

The following condition is recommended:

Prior to the construction of the superstructure of the parking deck hereby approved a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with (LCC) Highways. The Construction Management Plan shall be adhered to throughout the construction period. The Plan shall provide for:-

- i. The parking of vehicles of site operatives and visitors;
- ii. Loading and unloading of plant and materials used in the construction of the development;
- iii. Storage of such plant and materials;

- iv. Provision and location of site offices / other buildings and structures;
- v. Wheel washing and road sweeping facilities, including details of how, when and where the facilities are to be used;
- vi. Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made);
- vii. Routes to be used by vehicles carrying plant and materials to and from the site;
- viii. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties;
- ix. Set out procedures for a pre commencement survey between the developer and (LCC) Highways to determine the condition of routes between the development site and the principal road network;
- x. Set out procedures for the developer to make good any damage from the original survey and to return the highway to the pre-construction situation as required.

Reasons: In the interest of highway safety; to reduce the impact of development on the surrounding highway; to ensure a satisfactory appearance and safety of the highways infrastructure serving the approved development; and safeguarding the visual amenities of the locality.

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