

Lindal and Marton Parish Council

Chairman
A Waite
4 Silver Street
Marton
Nr Ulverston
Cumbria LA12 0NQ
Tel 01229 462922

Clerk
J Smith
7 East View
Lindal-in-Furness
Cumbria LA12 0LG
Tel 01229 467261

Councillors:-

Mr A Waite (462922) Mr R Lord (464034) Mrs S Glover (462383) Mr D Howarth (463304) Mrs S Kelly (465343)

Minutes of the meeting held on Thursday, 2nd August 2018, at 7.30 pm in the Buccleuch Hall, Lindal.

Present:- Councillors A Waite; R Lord; Mrs S Kelly.

Apologies:- Councillors Mrs S Glover; D Howarth.

Also present: 12 members of the public were present.

In attendance:- PCSO John McVeigh. Borough Councillor Mrs A Thurlow.

72/18 Urgent business. Items normally needing to be publicised but received too late for the agenda. (Section 100B (4) (b) Local Government Act 1972)

None.

73/18 Disclosure of interests. Requests for dispensations.

None.

74/18 Minutes of the meeting held on Thursday, 5th July, 2018

The minutes of the meeting held on Thursday, 5th July, were taken as read and APPROVED.

PROPOSED:- Councillor Lord: SECONDED:- Councillor Mrs Kelly.
Carried unanimously.

75/18 Matters arising from those minutes.

70/18 (b) Councillor Waite confirmed that the overgrown hedges on Snipe Ghyll had been seen-to, on that very day, 2 August. NOTED.

76/18 Attendance of officer from Cumbria Constabulary

PCSO McVeigh reported that the Parish statistics for July included anti-social behaviour (1); attempted burglary (1); theft (1).

77/18 Planning applications relating to the Parish

- a) *B07/2018/0375. Housing development, London Road, Lindal. Additional highways information.*

The Clerk reminded members that this application had been discussed at the last meeting of the Parish Council, in July, 2018, when the Council had declined to support the application because of the implications for highways, drainage and local amenities. Insofar as highways were concerned, a major problem had been the proposed removal of the pavement on the western side of London Road as it joined the A590, which would have had, in particular, a detrimental effect on the adjacent property, 4 London Road.

He also confirmed that a document previously found to be missing from Barrow Council's website, the applicant's Transport Statement, was now available and that this included a plan showing that the pavement would, in fact, remain in place.

At the same time, the applicant had also submitted a covering letter to Barrow Council pointing out that the Parish Council's concerns about highways, drainage and local amenities were unfounded because Barrow's inclusion of the site as suitable for housing within its Development Plan indicated tacit approval, in principle, for such development.

A wide-ranging discussion then took place, *involving the floor*, when the following matters were highlighted:-

Reduction of width of London Road

It was emphasised that, whilst the retention of the pavement was to be welcomed, the fact that the proposal also included the provision of a new pavement on the opposite side of London Road would mean that the road would become considerably narrower, specifically where it met the A590. Given that there were already difficulties with congestion at this point, together with the hazards associated with traffic movements in and out of this unregulated junction, the consensus view was that such narrowing would be unacceptable.

Traffic statistics

It was noted that the Transport Statement (para 3.4) included details of surveys of London Road's existing traffic with Table 1 indicating 2-way peak-hour traffic movements of 70 in the morning and 128 at tea-time.

There was then reference to the numbers of vehicle movements to be expected from the new development, suggested as being 19 for both the morning and tea-time periods (Table3). The applicant then indicated that where such movements were less than 30, the Department for Transport (DfT) would not require a detailed traffic assessment (para 5.3).

However, it would appear that the traffic movements for London Road had not been added to those which applied to the new development, meaning that the DfT's

requirement for a detailed traffic assessment did not apply. This, however, begged the question as to why statistics were gathered for London Road in the first place, if they were not to be used in conjunction with the new development. It clearly made no sense to ignore the fact that, as soon as the traffic from the development reached the junction with London Road, the traffic density would immediately increase to way above the DfT's figure.

Bearing in mind the above, it was hard to escape the conclusion that such statistics and the conclusions being drawn from them by the applicant were confusing at best and misleading at worst.

Parking restrictions.

It was noted that the application sought to ameliorate congestion by the provision of parking restrictions - double yellow lines – on London Road on its western side, from the junction with the A590, up to the public house, as well as on the eastern side as far as the railway bridge (Transport Statement, para 4.6). The majority of residents would thus still retain the facility of parking outside their homes, as well as having an additional parking space allotted on the new site.

However, when taking into account the parking spaces which would be lost because of yellow lines, there was still some concern regarding the public house when bearing in mind that the spaces outside that establishment could become occupied by persons other than customers. The proprietors considered that the five spaces shown to be allocated on the site for the public house would be insufficient.

Barrow Council's District Plan

Insofar as the applicant's reference to Barrow's District Plan was concerned it was pointed out that such Plan had recently been the subject of a Planning Inspector's examination and that until such time as the Inspector confirmed – or otherwise – the suitability of the site for housing, it was presumptuous of the applicant to assume that the site had all the appropriate positive attributes relating to traffic movements, drainage and the like.

It was then PROPOSED by Councillor Lord and SECONDED by Councillor Waite that the Council re-iterate its objection to the proposal on the grounds that:-

- narrowing of London Road where it met the A590 would be a detrimental, and dangerous, development and would lead to further congestion and the potential for accidents.
- The statistics relating to both existing and predicted traffic movements were confusing, appeared to be contradictory, and needed re-examination.
- parking restrictions on London Road, together with the limited number of parking spaces allocated to the public house, would be an unreasonable imposition on that establishment.
- reliance on Barrow's District Plan and its inclusion of this particular site as suitable for housing development, before the Planning Inspector's decision is known, would be inappropriate.

Carried unanimously.

78/18 Correspondence.

- a) Planning applications relating to the whole of the Borough. The Clerk confirmed that the latest on-line list from Barrow Borough Council had been received and forwarded to Councillors. NOTED.
- b) Community Information and Safety. (including product recalls.) None to report.
(*all such notices are displayed on the Lindal notice board.*)

79/18 Finance.

- a) Account balances:- *Current - £50: Festivals - £1001.89 Reserve - £4429.97.*
- b) The Clerk requested reimbursement of his petty cash, in the sum of £54.94, which included a further supply of dog-waste bags, together with a Merchant Navy flag.
- b) The Clerk submitted an invoice for £75 re plants at various sites in Marton

It was PROPOSED by Councillor Lord and SECONDED by Councillor Mrs Kelly that items (b) and (c) be approved. Carried unanimously.

80/18 Any Other Business.

- a) Councillor Waite referred to the difficulties on Moor Road, Marton, where road-works were still on-going after nine months. It would appear that this was due to storm damage to a culvert under the road, with the County Council waiting to see whether funding for repairs (around £250,000) would be forthcoming from the Government's "Storm Desmond" flood-relief fund. It was pointed out that County Councillor Shirley had been asked to clarify the use of appropriate signage to warn motorists as and when the road was impassable.
- b) Councillor Waite reported on a meeting he had recently attended when planning officials from Barrow Council had given a talk on planning matters. He hoped that other councillors would be able to attend any subsequent meetings.
- c) *From the floor* there came a query as to the availability of the pedestrian walkway adjacent to the bridge on London Road which crosses the railway line. The Clerk undertook to make appropriate enquiries.
- d) *From the floor* it was pointed out that the bus-stop next to Anchor Gardens was in need of attention to the bushes etc on the adjacent banking. The Clerk undertook to follow this up.

81/18 Date and Time of next meeting

The Date and Time of the next meeting was AGREED as Thursday 6th September 2018, at 7.30 pm in the Buccleuch Hall.

(Council meetings are open to the public and all are welcome to attend. Agendas and minutes can be supplied by email to any resident on request and similarly, they can be seen, along with other documents, on the community website, www.lindal-in-furness.co.uk)

