



**PLANNING COMMITTEE:
18 JUNE 2020**

Report of: Corporate Director of Place and Community

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SUBJECT: LATE INFORMATION

1.0 INTRODUCTION

The information below has been received since compilation of your Agenda. The following also includes suggested adjustments to the recommendations further to the receipt of late plans and/or information.

2.0 ITEM 7 – PLANNING APPLICATIONS

REPORT NO. 2 – LAND TO THE SOUTH OF STOPGATE LANE, SIMONSWOOD – 2019/0892/FUL

Simonswood Parish Council (12.06.20) have submitted a further letter of objection summarised as follows:

Valuable local knowledge expressed by the Parish Council appears to have been disregarded.

No consideration has been given for the present or future wellbeing and quality of life of nearby residents. This is a failure of the Council's duty of care.

We are also extremely concerned that L.C.C. Highways Department has shown "No Objections" as the road infrastructure is insufficient for the current amount of H.G.V'S. which will be exacerbated by the proposal. Speed limits are disregarded and not enforced, resulting in dangerous highway conditions.

24 hour operations have never been permitted on this site previously and are inappropriate and would set an unwelcome precedent.

Since the boundary changes both L.C.C. and W.L.B.C. have failed to monitor this site and its existing operators. The Parish Council have grave concerns regarding the implementation of the conditions proposed.

Simonswood Parish Council are also very concerned about the future environmental issues that may arise from the development and operation of this site.

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The additional comments from the Parish Council relate primarily to highway, residential amenity and drainage matters and these issues were also raised in the original objection from Simonswood Parish Council which is summarised in paragraph 7.2 of the agenda report. Matters in relation to access, traffic and highways are considered in paragraphs 10.7-10.12 of the report, the impact on residential amenity is considered in paragraphs 10.13-10.18 of the report and drainage and flood risk are considered in paragraphs 10.19-10.28. I am satisfied that the scheme will not increase the risk of flooding on or off the site, have an unacceptable impact on highway safety or result in harm to the amenities of nearby residents, sufficient to warrant a refusal of planning permission.

REPORT NO. 3 – FINE JANES FARM, MOSS LANE, HALSALL – 2019/0991/FUL

Due to highway conditions in the immediate area and other ongoing development schemes in the vicinity of the site, it is considered appropriate to require submission of route details for construction traffic. It is therefore proposed that condition 7 be amended to require the submission of this information.

Amendment to recommended condition no. 7

Prior to any part of the development hereby permitted taking place a Traffic Management Plan which includes details of construction traffic routing including routes to be taken by construction vehicles in accessing the site and how this will be managed, details of parking for construction vehicles and staff accessing the site during the construction works, a scheme showing the areas for a site compound including site office, storage of plant and materials and measures to prevent the transfer of mud out of the site shall be submitted to and approved in writing by the local planning authority. All works which form part of the approved scheme shall be implemented while any demolition/construction works are in operation.

Reason: In the interests of highway and pedestrian safety and to ensure that the development complies with the provisions of Policy GN3 and IF2 in the West Lancashire Local Plan 2012-2027 Development Plan Document.

REPORT NO. 5 – NEWLYN, COURSE LANE, NEWBURGH – 2020/0214/FUL

A further response has been received since compilation of the report.

Representation from Newburgh Parish Council (10.06.20)

Newburgh Parish Council wishes to make the following comments in regard to this application:-

1. We welcome the reduction in the number of houses proposed from three to two which is in accordance with the pre-application advice received and helps to retain neighbour amenity.

2. We note the comments made by a number of respondents referring to the difficulty, due to the current situation, in accessing planning documents when there is no alternative to the internet.

3. We reiterate the comment made in our response to the original application concerning the capability of the access road to handle domestic and utility traffic to and from an already congested road close to a roundabout.

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The impact of the proposed development on highway safety is assessed in paragraphs 11.11- 11.12 of the agenda report. Members will be aware that the NPPF advises that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety. In this case the Highway Authority is of the view that development would not be detrimental to highway safety and does not object to the application.