



**PLANNING COMMITTEE:  
19 MARCH 2020**

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**Report of: Corporate Director of Place and Community**

**Contact: Mrs. C. Thomas (Extn.5134)**  
**Email: catherine.thomas@westlancs.gov.uk**

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**SUBJECT: LATE INFORMATION**

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## **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. 1 – 9 MERE BROW LANE TARLETON – 2019/1080/FUL**

A further letter of objection has been received from the Merseyside and West Lancashire Bat Group raising the following issues.

Additional surveys in the form of dusk emergence / dawn re-entry should be undertaken prior to this application being determined.

Envirotech letter does not add any further information or justify not undertaking additional surveys (i.e. dusk / dawn observations).

Without an appropriate level of bat survey information at this site we consider that West Lancashire Borough Council currently does not have a sufficient level of information on which to determine this application where the presence / absence of a protected species (bats) has not been fully established and subsequently cannot meet their obligations placed upon them under current Wildlife Legislation, ODPM circular 06/2005 and WLBC Policy EN2.

**Further Consultation Response received.**

**Merseyside Environmental Advisory Service (18.03.2020)** The further information submitted by the agent in relation to bats is considered acceptable. On this occasion an additional survey is not required. No objection subject to

conditions in respect of bat mitigation measures.

## **OBSERVATIONS OF THE CORPORATE DIRECTOR OF PLACE AND COMMUNITY**

Given the response by MEAS it is considered that the proposal will not have a detrimental impact on protected species as appropriate mitigation measures are required by virtue of condition 13.

### **REPORT NO. 3 - LAND TO THE REAR OF 38 NEWARTH LANE, HESKETH BANK – 2019/0936/ARM**

In relation to condition 6 the applicant has requested that this be amended so that it is not a pre-commencement condition.

Condition 6 is therefore revised to read.

A scheme for the provision of electric vehicle charging points throughout the development and timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until an electric vehicle charging point has been installed in accordance with the agreed details.

Reason: In the interests of sustainability and air quality in accordance with Policy GN3 in the West Lancashire Local Plan 2012-2027 Development Plan Document.

### **REPORT NO. 4 – CHAPEL COURT, CHAPEL MEWS, ORMSKIRK – 2019/1207/FUL**

One additional neighbour representation has been received – a summary of which is outlined below.

- Riverside plan fails to comply with either the distance requirements or with the fire detection and sprinkler requirements of Section 7.2.2 of British Standards 5906, a standard which applies to refurbishment of residential buildings. This is not mentioned in the officer report.

## **OBSERVATIONS OF THE CORPORATE DIRECTOR OF PLACE AND COMMUNITY**

The representation relates specifically to Fire Safety and Building Regulations which are dealt with under separate Legislative Frameworks and are not material considerations in the assessment of this planning application.

### **REPORT 5 – SITE OF FORMER YEW TREE FARM, LIVERPOOL ROAD SOUTH, BURSCOUGH – 2019/1093/FUL**

I have received a further representation from the applicant's agent who advises that paragraph 10.17 of the report requires clarification since the actual trigger for when the highway improvement works would need to be delivered is not known at this stage but will be established through the strategy/timetable.

## **OBSERVATIONS OF THE CORPORATE DIRECTOR OF PLACE AND COMMUNITY**

The last part of paragraph 10.17 should be amended to read:

Results of such monitoring should be submitted to the LPA before occupation of 300 dwellings (or 24 months after opening of the link road (whoever comes first). Should the junction be operating beyond the predicted flows set out in the original Transport Assessment (2015) then mitigation (i.e. highway improvements within the existing highway, such as that proposed by the original Condition 12 signalisation) must be proposed and agreed, along with a timetable for delivery/implementation. LCC do not object to this variation and I concur with this view.