

No.3	APPLICATION NO.	2020/1006/FUL
	LOCATION	Land Adjacent To Ashview Frog Lane Lathom Lancashire
	PROPOSAL	Change of use from agricultural land to commercial status to allow dog walkers and individuals to exercise their dogs on the field. Works to include the erection of a post and wire fencing, installation of entrance gate, laying of plastic grid for parking area and creation of bridge to allow vehicular access to the site.
	APPLICANT	Luke Adams
	WARD	Newburgh
	PARISH	Lathom
	TARGET DATE	22nd April 2021

1.0 REFERRAL

- 1.1 This application was to be determined under the Council's delegation scheme, however, Councillor Pope has requested it be referred to Planning Committee to consider the proposal against Policy RS3 of the West Lancashire Local Plan and the impact of the development on neighbouring residential amenity.

2.0 SUMMARY

- 2.1 The change of use of the agricultural field to a dog walking field including the associated infrastructure is considered acceptable in principle and is considered to result in minimal harm to the openness of the Green Belt, not conflicting with the purposes of including land within it. Some impact to neighbouring properties would result however this can be controlled via appropriate conditions. The proposal would have negligible impact upon the highway network and appropriate parking facilities will be provided on site. The proposal does result in the temporary loss of Grade 2 agricultural land, however I am satisfied that the physical works to the site can easily be removed and the land reinstated. The proposal includes some planting on the boundaries of the site which would contribute to biodiversity. I consider that the proposal conforms with The NPPF and Policy GN1, GN3, IF2, EN2 and EC2 of the Local Plan and as such should be recommended for approval.

3.0 RECOMMENDATION: APPROVE with conditions.

4.0 THE SITE

- 4.1 The application relates to a rectangular parcel of land measuring about 1.71 acres which is located to the south east of Frog Lane. Frog Lane is a single track, no through road, rural lane. The residential dwelling of Ashview is located directly to the south west of the site with the dwelling of the Gate House being located to the north east on the opposite site of the railway lines. All other boundaries of the site are to agricultural land. There are other residential dwellings along Frog Lane but these are further to the south west of the site.
- 4.2 The site is currently rough grass. It was previously in use as an agricultural field but has recently been used as a field for exercising dogs. Associated with this use a post and rail fence (1.90m high) has been erected to the perimeters of the site. A gate has also been erected at the north of the site.
- 4.3 The site is located within the Green Belt.

5.0 THE PROPOSAL

- 5.1 Retrospective planning permission is sought for the change of use of the land from agriculture to allow people to exercise their dogs on the field.
- 5.2 Planning permission is also sought in retrospect for the erection of the post and wire fence and entrance gate.
- 5.3 Parking for the site is currently located to the north, however following concerns from the Environmental Health Officer and the neighbouring residents at The Gate House this parking area is now proposed to the centre of the field.
- 5.4 As a result of the movement of the access and parking area, permission is also sought for the laying of a reinforced plastic grid for parking in the centre of the field. A gate is also proposed in this location within the existing fence line. To enable vehicles to cross into the site a bridge is also proposed over the existing drainage ditch that runs parallel to Frog Lane.
- 5.5 The hours of operation requested by the applicant are 08:00 – 21:00 Monday to Friday and 09:00 – 21:00 Saturdays, Sundays and Public/Bank Holidays.
- 5.6 The applicant proposes that the field will not be used for more than 3 dogs at any time between 08:00-09:00 and 19:00-21:00 and no more than 6 dogs at a time between the hours of 09:00 and 19:00 on any day.
- 5.7 The field operates on a booking only system with bookings made via a dedicated web site. The current gap between bookings is 10 minutes however this is to be increase to 15 minutes when the entrance is relocated.
- 5.8 The field will not be used for commercial dog training classes. Some moveable agility equipment is provided at the site for individual use.
- 5.9 The applicant indicates that only 2 vehicles are permitted on site at any time.
- 5.10 Users of the field are asked to take any waste products home with them. No receptacles are provided on site.
- 5.11 As part of the proposal, areas outside of the enclosed area but within the applicant's ownership will be planted up with trees and flowers. A wildflower meadow will be developed on the roadside. A woodland area will be created to the southern part of the field adjacent to Ashview and trees will be planted at the Northern edge of the field adjacent to the railway line and the Gatehouse beyond.

6.0 PREVIOUS RELEVANT DECISIONS

- 6.1 Enforcement:

E/2020/0234/UAU - Change of use to land without planning permission
Subject of this application

7.0 CONSULTEE RESPONSES

- 7.1 **Lancashire County Council Highways** (06.04.2021) – No objections in principle.
Conditions recommended

- 7.2 **Environmental Protection** (13.07.2021) – No objections in principle. Conditions recommended to protect the amenity of nearby residents.
- 7.3 **Network Rail** – (24.11.2020) No objection in principle
- 7.4 **Cadent Gas Ltd** (06.01.2021) - No objection in principle. Advice provided.
- 7.5 **National Grid** (06.01.2021)– No objection in principle
- 7.6 **Principal Engineer Drainage** (25.03.2021) – No objection

8.0 OTHER REPRESENTATIONS

- 8.1 Lathom Parish Council

26.01.2021

Concerns that this is a retrospective application and having had further comments from local residents we would comment that the parking area is unsuitable and there has been no application or enquiry with regard to solving this problem.

Opening hours should also be considered as they are considered to be excessive.

18.12.2020

No objections to the application but would comment that the applicant make some noise reducing measures; i.e. planting of hedges / screening.

- 8.2 A number of letters of objection and support have been received.

- 8.3 The letters of objection received can be summarised as follows:

Principle of development

Enclosure of the land with a higher than average fencing and metal gates does not preserve the openness of the Green Belt;

No very special circumstances have been provided by the applicant;

A solid business model showing sustainability has not been provided;

No justification to have a business of this nature in this area;

Loss of another agricultural field;

Proposed hours are unacceptable with many people still being in bed at 7am and do not want to be disturbed by dogs barking;

Loss of high grade agricultural land.

Noise and disturbance

Noisy for local residents 7 days a week;

Activity takes place on the site 365 days of the year, as late as 9pm;

A total of 5110 business hours per year are proposed, meaning a potential of 26,280 extra dogs within the locality per year – all managed by one part time employee;

Owners shouting and using whistles to control dogs;

Some vehicles arrive with multiple dogs at once which is very noisy and upsets local resident's dogs;

Substantial negative impact on local residents right to peace and the enjoyment of their own home and the local environment;

Restrictive conditions on the number of dogs to that of 6 would not provide sufficient mitigation to reduce the impact on noise and disturbance to adjoining residents;

Due to the location there is very little other background noise;

Rail traffic is a source of low frequency noise (LFN) and causes little disturbance to local residents;

Noise from trains passing is far less than noise currently experienced by the persistent barking from dogs, car doors banging, use of the agility equipment on site and children and adults shouting over a long period;

Dogs barking is noisy and is one of the most common complaints associated with noise; The supporting representations make reference to the field being used by anxious, untrained, reactive, nervous dogs which are by nature potentially far noisier and more problematic than individuals with well trained obedient dogs;

Whilst the entrance gate has been moved away from the property of The Gate House, the field itself with its associated use will still be within 20m of this residential property;

Movement of the parking area to the centre of the field will just disperse the noise to the edges of the field, closer to residential properties.

Loss of privacy

Loss of privacy to The Gatehouse and other neighbours;

Noticeable changes in land levels allow views into the private garden area and property of the Gate House whether intentional or not;

Photos are regularly taken and put on social media for the general public to view;

Any trees proposed to be planted to screen the site will likely be small, lack foliage and take many years to become established to be able to prevent issues with privacy.

Parking / highways/ traffic

Amount of traffic using the road has increased dramatically;

10,220 additional cars per year will be entering and exiting the site;

The road does not have footpaths which has caused a risk to safety of pedestrians;

The road is a local access single track 60mph lane with no passing places;

The increase in traffic generation on the local access lane would cause harm to highway safety and impede other users;

Drivers who are not residents are not as mindful of the speed limits and nature of the area; During the past 3 months there have been vehicles passing homes on Frog Lane every hour on the hour at speed without due care about people, pets or wildlife;

The parking area has been reduced from 14mx14m to 9m x9m for 2 vehicles and no details from highways have been given as to whether this is suitable;

Site has a strong reliance on cars thereby increasing the carbon footprint.

Light pollution

Car headlights being used to illuminate the field during winter months and darker hours;

Vehicle movements resulting in headlights shining into adjacent residential properties.

Design / appearance

Fence is higher than most in the area;

The proposed new gate with its increased height could result in conflict with fire regulations/ health and safety.

Litter / dog waste

The amount of litter has increased in the area;

No bins at the site;

Dog excrement is left in the field;

No toilets so people urinate in the field.

Equipment on the field

The field should not have any jumps, tables etc;

Supporting statement outlines that more may be added if donated however this does not form part of the planning application and details have not been consulted on.

Carbon footprint / air pollution

Due to the location of the site, 100% of users on the site for the last 12 months have used their car as a mode of transport;
Reliance on car as the site is away from the main road;
Results in an increase to the carbon footprint and increase to air pollution to neighbours and the community of the local area.

Other

There is already a dog exercise area on Wade Blades Lane which is not in close proximity to neighbouring houses;

Comments received in support of the application have criticised people for walking their dogs adjacent to the field when people are exercising “problem” rescue dogs, as it causes their dog some behaviour issues. Local residents should be allowed to walk their dogs along this lane. Perhaps a better location could be found for an exercise field which does not have adjacent roads;

Most of the supporters do not live locally and therefore do not suffer any of the consequences;

Concern regards future plans for the site e.g. flood-lighting, dog classes, dog kennels, building work, events, café, music, parties etc;

The field is being used not just for dog walking but for football and go karts/ buggies, picnics;

Flood risk concern;

Geological and Ecological impact;

Any conditions imposed for dog numbers could be difficult or impossible to enforce;

No conditions can be enforced upon the number of users on the field and this is of great concern.

Procedural matters

The applicant states they have been engaging with the Lead Flood Authority for the Land Drainage consent since March but the status is currently unknown. This has been ongoing for over 8 months, why would this still be unknown;

Applicant has not provided accurate information in relation to protected /priority species within the area to be validated;

Applicant has not provided accurate information in relation to hedgerows.

8.4 The letters of support received can be summarised as follows:

Good to settle anxious dogs in a secure setting;

Well maintained, clean and safe site;

Limited facilities like these;

The area is out of the way and it would seem a good way of using this land;

Good to see a small business thriving;

Limited traffic to the site as restrictions on the use of the field;

Cars visiting the site always park off road, even if they have to park on the road there is no passing traffic so it could not be construed as obstructing traffic;

The most significant noise in this locality is from the trains and this compound is located adjacent to the train lines;

I believe that the proposal will have minimal impact on the locality and benefit far more people than it could disturb;

A lot of the dogs using the Frog and Dog are rescues. They can't be let loose in public places as they may have no recall or have behavioural problems. The Frog and Dog is a place where these dogs can be let loose to run and play in a secure, safe place;

Noise pollution from barking dogs is low and is of no significant difference as numerous dog walkers use Frog Lane anyway, even more so since COVID-19;

Great space to support mental and physical health;
The proposed construction of fencing and a gate provides no more visual impact than the surrounding paddocks for horses;
Provides a valuable space in which potentially dangerous/nervous/young dogs and their owners can relax.

9.0 SUPPORTING INFORMATION

- 9.1 The application has been supported by the following documents.
- 9.2 **Supporting letter from applicant.** Received by the Local Planning Authority on 04.10.2021
- 9.3 **Letters of support from visitors to the site.** Received by the Local Planning Authority on 28.10.2020.
- 9.4 **Train times for trains passing the site.** Received by the Local Planning Authority on 28.10.2020.

10.0 RELEVANT PLANNING POLICIES

- 10.1 The National Planning Policy Framework (NPPF) and the West Lancashire Local Plan 2012-2027 DPD provide the policy framework against which the development proposals will be assessed.
- 10.2 The site is located in the Green Belt
- 10.3 **NPPF**
Protecting Green Belt land
Making effective use of land
Achieving well designed places
Conserving and enhancing the natural environment
- 10.4 **West Lancashire Local Plan (WLLP) 2012-2027 DPD**
Policy SP1 – A Sustainable Development Framework for West Lancashire
Policy GN1 – Settlement Boundaries
Policy GN3 – Criteria for Sustainable Development
Policy EC2 – The Rural Economy
Policy EN2 – Preserving and Enhancing West Lancashire's Natural Environment
Policy IF2 - Enhancing Sustainable Transport Choices

- 10.5 **Supplementary Planning Document**
Design Guide (2008)
Development within the Green Belt (2015)

11.0 OBSERVATIONS OF CORPORATE DIRECTOR OF PLACE AND COMMUNITY

- 11.1 The main considerations for this application are:
 - Principle of development
 - Design/ visual appearance
 - Impact on Residential Amenity
 - Highways / parking / location of development
 - Drainage / flood risk
 - Ecology / biodiversity

Loss of best and most versatile agricultural land

Principle of Development

- 11.2 The National Planning Policy Framework (NPPF) and the West Lancashire Local Plan 2012-2027 DPD provide the policy framework against which the development proposals will be assessed.
- 11.3 Under Section 13 of the NPPF the types of appropriate development in the Green Belt are listed. Para 150, criterion e) permits material changes of land (including outdoor recreation) and under criterion b) engineering operations. However, both are subject to the preservation of the openness and avoidance of conflict with the reasons for including land in the Green Belt.
- 11.4 The proposal is to use the land for exercising dogs which is considered to be an outdoor recreational use. The field will remain grassed over and I am satisfied the use of the field for exercising dogs does not have any adverse impact on the openness of the Green Belt.
- 11.5 The new use introduces associated built development in the form of fencing and gates which enclose the site. By virtue of their height, design and location I am satisfied that the fence and gates would have minimal impact on the openness of the Green Belt. Some parts of the fence which are stepped more than 2m away from the highway benefit from permitted development and do not in their own right require planning permission.
- 11.6 The development of the site also involves engineering operations to create a bridge over a drain which runs parallel to Frog Lane and to form the proposed car parking area. The proposed vehicle parking area would be formed in the centre of the site, adjacent to Frog Lane and created by the use of reinforced plastic ground grids which are removable and would therefore have no lasting impact on openness. Given the limited dimensions of the bridge and access of Frog Lane, which could also be required were the field to revert to agricultural use I am satisfied these elements of the scheme would not harm the openness of the Green Belt.
- 11.7 Given the limited harm arising from the engineering operations and built forms of development which are easily reversible I am satisfied that the proposal would have minimal impact upon the openness of the Green Belt and would not conflict with the purposes of including land within it. I am therefore satisfied that the proposal complies with the provisions of the NPPF.

Design and Appearance

- 11.8 Policy GN3 of the Local Plan requires all new development to have regard to the visual amenity of the surrounding area and complement or enhance any attractive attributes through sensitive design including appropriate siting, orientation, scale, materials landscaping and boundary treatments.
- 11.9 The development lies within the open countryside and by use of timber post and wire fencing and 'grasscrete paving' the development protects the local rural characteristic. The proposal to create a new access and bridge onto the field involves the use of road planings. These aspects are not dissimilar to other field access points to agricultural land throughout the Borough and as such are considered acceptable in appearance. I am satisfied that the proposal accords with Policy GN3 of the Local Plan and guidance in the Design Guide.

Impact upon adjoining land uses including neighbouring properties

- 11.10 Policy GN3 of the West Lancashire Local Plan (2012-2027) DPD allows development provided it retains reasonable levels of amenity and avoids conflict with adjacent land uses.
- 11.11 The field is in close proximity to a number of residential dwellings. The closest being the Gate House which is located about 20m away to the north east of the site across the railway lines. The dwelling of Ashview is located to the south west about 30m from the site.
- 11.12 There is potential for noise from vehicles parking and manoeuvring, from people in this location and from dogs. Whilst the overall noise levels may not be especially high, the change in nature of the noise from the previous use to the use applied for will be noticeable by residents living nearby.
- 11.13 With respect to the noise generated from the use of the field, this is very much dependent on the intensity of the use and each user: e.g. 1 user bringing their own dogs for a play is entirely different from a trainer with a class of several dogs .In this case the applicant confirms that the field will not be used for commercial dog training classes or accommodate multiple parties on the site.
- 11.14 The field will be let for 45-minute appointments on the hour to allow for a 15 minute grace period / cross over time between users. Parking for customers is currently at the northern side of the site however this application is seeking approval for the parking to the centre of the field. The movement of the parking area to the centre of the field moves it away from the neighbouring property of the Gate House.
- 11.15 As the application is retrospective, the Environmental Health Officer (EHO) has had the opportunity to review a nearby neighbour's diary concerning noise from the facility and to listen to recordings made from a nearby residential property using their own noise recording equipment.
- 11.16 The conclusion on consideration of the noise impact of the facility is that there is some noise from the facility, notably people's voices, when raised, (adults and children) and some barking. The noise of car doors shutting and from people and dogs on arrival and departure will reduce noticeably if the proposed new parking arrangements midway down the long edge of the field are put into place. Distancing this activity from 20m from the nearby residents (the Gate House) to about 85m away will significantly reduce the noise impact.
- 11.17 On balance the EHO does not consider that the impact of noise on residential amenity is a sufficient reason to refuse the application, and is satisfied that noise can be mitigated by conditions being attached to the application.
- 11.18 The field is not illuminated and the Council would not wish to see lighting columns or flood lighting in this area. It has become apparent over the winter months that customers using the field are using their car headlights to illuminate the field when it's dark. This does give cause for concern and as such it is suggested to limit the opening hours of the field during the winter months. It is proposed to introduce a condition which limits the opening hours over the winter months (October – March) from 08:00 (09:00 Sundays and bank holidays) – 18:00.

11.19 These hours are a reduction from what the applicant is seeking, however, it is considered that this reduction during the winter months is appropriate to avoid nuisance to neighbouring properties because of light pollution.

11.20 The applicant has identified within their supporting statement that waste bin receptacles are not provided at the site. They advise users of their field to take all their waste home with them. The Council consider that some form of waste receptacles should be provided at the site and a schedule for clearing of these receptacles should be in place. This can be dealt with by a condition.

11.21 Given the above, I consider that subject to suitable controls over the use and times of use, the impact on surrounding land uses and residential amenity would not be so significant to warrant a refusal of this application.

Highways / parking / location of development

11.22 The general approach of the NPPF and Policies SP1 and GN3 in the WLLP is to site facilities where they are accessible to their intended users and can be reached by sustainable travel means. The proposed development is somewhat remote from its intended dispersed catchment, particularly with respect to accessibility other than by private motor vehicle.

11.23 The submissions detail that on average bookings per week are currently between 20 and 50 customers. Over time, this has potential to generate a reasonably high trip rate, however, would not warrant a formal transport assessment. The reduction in opening hours over the winter months will reduce trip generation during this period.

11.24 Frog Lane is a no through road. In the immediate area of the site, it is a straight road and offers relatively good visibility. Access is proposed centrally within the field and a parking area (9m x 9m) constructed from plastic matting is proposed. The applicant advises that no more than 2 vehicles are permitted per visit and as such I am satisfied that the site accommodates suitable parking and turning. Each appointment would have a cross over window of 15 minutes which should avoid any significant vehicle cross over between customers.

11.25 The amount of traffic generated is not considered significant and will not materially impact on highway safety or capacity in the locality. Furthermore, sufficient parking for the intended use is provided. On that basis the proposal is considered consistent with the requirements of Policies GN3 and IF2 in the WLLP.

Drainage / flood risk

11.26 The Council's Principal Engineer (drainage) has reviewed the proposals with regard to drainage and flood risk. The proposed car park is porous so water will drain in a similar fashion to the existing ground.

11.27 Some concern has been raised with regard to the proposed bridge and impact on the existing ditch however these concerns will be addressed by Lancashire County Council as the applicant has applied for Land Drainage Consent from the Lead Local Flood Authority.

11.28 I am satisfied that the proposed surface water drainage arrangements are acceptable and the proposal will not result in drainage problems or unacceptable flood risk in accordance with policy GN3 in the Local Plan.

Ecology / landscaping

- 11.29 The NPPF within chapter 15 requires that planning decisions should contribute to and enhance the natural and local environment. Paragraph 180 d) advises that development that enhances biodiversity should be supported, and opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity.
- 11.30 As part of the proposal the applicant intends to improve the existing landscaping and biodiversity offer at the site. It is proposed to plant a wildflower buffer along the road frontage as well as a woodland area to the south (adjacent to Ashview) and a tree buffer to the north (adjacent to the railway line and The Gate House). Limited details have been provided in regard to these elements and as such a condition will be attached to ensure that an appropriate planting scheme is provided.

Loss of best and most versatile agricultural land

- 11.31 Policy EC2 of the WLLP advises that the irreversible development of open, agricultural land will not be permitted where this would result in the loss of the best and most versatile agricultural land. The application site is Grade 2 agricultural land. As no major works are proposed other than the laying of the reinforced grid for parking to the middle of the site, I do not consider the development of the site would prevent the land being returned for agricultural purposes in the future. The development would therefore comply with the requirements of Policy EC2 of the WLLP.

Summary

- 11.32 Given the above, subject to conditions I consider that the proposal satisfactorily meets the requirements of Policies GN1, GN3, EN2, EC2 and IF2 of the West Lancashire Local Plan 2012-2027 DPD and should be recommended for approval.

12.0 RECOMMENDATION

- 12.1 That planning permission be GRANTED subject to the following conditions and reasons:

Conditions

1. The development hereby approved shall be carried out in accordance with details shown on the following plans:
Plan reference
TQRQM20297144402868 - Site location Plan - including parking area, bridge and access
TQRQM21056074243554 - proposed parking area, gate, road planings and bridge
Bridge cross section
Gate and fence elevation
Photos with dimensions of existing gate and fence
TQRQM20297144402868 - Proposed planting plan received by the Local Planning Authority on 04.10.2021
Reason: For the avoidance of doubt and to ensure compliance with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document.
2. The application site shall be used only for dog walking and exercising and associated parking and for no other purposes whatsoever including commercial dog training classes.

Reason: To safeguard the amenity of adjacent properties and the area generally and so comply with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012- 2027 Development Plan Document.

3. The use shall not take place other than between the hours of April to September inclusive
08:00 - 21:00 Monday to Friday
09:00 - 21:00 Saturdays, Sunday and Public/Bank Holidays
October to March inclusive
08:00 - 18:00 Monday to Friday
09:00 - 18:00 Saturdays, Sunday and Public/Bank Holidays

Reason: To safeguard the amenity of adjacent properties and the area generally and so comply with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012- 2027 Development Plan Document.

4. The application site shall not be used for more than three dogs at a time between the times of 08:00 - 09:00 and 19:00 - 21:00 and no more than six dogs at a time between the hours of 09:00 and 19:00 on any day.

Reason: To safeguard the amenity of adjacent properties and the area generally and so comply with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012- 2027 Development Plan Document.

5. No lighting shall be installed on the site until details have first been submitted and agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity of adjacent properties and the area generally and so comply with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012- 2027 Development Plan Document.

6. The proposed central access and car parking area shall be provided in accordance with the approved plans (ref TQRQM20297144402868 and TQRQM21056074243554) within 3 months of the date of this decision. The parking area shall be made available for its intended use at all times thereafter.

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.

7. Within 3 months of the date of the decision full details of proposed landscaping works shall be submitted to and approved in writing by the Local planning Authority. The approved planting scheme shall be planted in the next available planting season.

Any trees / shrubs which are removed, die, become severely damaged or diseased within 7 years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the site is satisfactorily landscaped having regard to the character of the area and the nature of the proposed development and to provide a level of privacy for adjacent neighbours and to comply with Policy GN3 and EN3 in the West Lancashire Local Plan 2012-2027 Development Plan Document.

8. Within 1 month of the date of this decision a scheme shall be submitted to and approved by the Local Planning Authority that specifies the provisions to be made for storage and disposal of waste from the site. The approved scheme shall be implemented within one month of the date of the approval and such provisions shall be maintained whilst the permitted use continues.

Reason: To safeguard the amenity of adjacent properties and the area generally and so comply with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012- 2027 Development Plan Document.

Reason for Approval

1. The Local Planning Authority has considered the proposed development in the context of the Development Plan including, in particular, the following Policy/Policies in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document:

Policy SP1 - A Sustainable Development Framework for West Lancashire

Policy GN1 - Settlement Boundaries

Policy GN3 - Criteria for Sustainable Development

Policy EC2 - The Rural Economy

Policy EN2 - Preserving and Enhancing West Lancashire's Natural Environment

Policy IF2 - Enhancing Sustainable Transport Choices

together with Supplementary Planning Guidance and all relevant material considerations. The Local Planning Authority considers that the proposal complies with the relevant Policy criteria and is acceptable in the context of all relevant material considerations as set out in the Officer's Report. This report can be viewed or a copy provided on request to the Local Planning Authority.