



PLANNING COMMITTEE: 13th October 2022

Report of: Corporate Director of Place & Community

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SUBJECT: PLANNING APPLICATION 2022/1506/FUL

PROPOSAL: Conversion of former Grade II Listed building from dwelling to children's day nursery with associated play area and car parking/ drop off area.

ADDRESS: Station House, Red Cat Lane, Burscough, L40 0RA

Wards affected: Burscough West

1.0 PURPOSE OF THE REPORT

- 1.1 The report advises Planning Committee on an application which seeks planning permission for the conversion of a Grade II Listed Building from dwelling to children's day nursery (for 50 children) with associated play area and car parking/ drop off area. Members are advised that there is an extant permission on the application site for the conversion of the building to offices granted under application 2019/0184/FUL which expires on 13th November 2022. The applicant proposes an alternative use for the building having been unable to secure an end user for the approved offices.
- 1.2 The proposed day Nursery including car parking and play area is acceptable in principle on this site. The development is considered to preserve the special interest of the Listed Building, which includes its setting and would not be considered to have a significant impact upon amenity, ecology or the character and appearance of the local area. It is recognised that given the nature and scale of the nursery provision there will be some intensification of vehicular movements around the site, however the provision of a separate parking and drop off provision on land leased for a period of 10 years combined with the sustainable location of site is considered to mitigate significant adverse impacts on highway capacity and safety.
- 1.3 It is noted that The Council's statutory duty 'to preserve' a Listed Building and the requirements of Chapter 16 of the NPPF to take account of the desirability of sustaining and enhancing heritage assets and putting them into viable and

sustainable new uses, has been given great weight in our planning balance. Subject to suitable conditions the proposed development is therefore considered compliant with relevant policies in the NPPF, the adopted West Lancashire Local Plan and the West Lancashire Design Guide SPD.

2.0 RECOMMENDATION TO PLANNING COMMITTEE

2.1 Approve subject to conditions.

3.0 THE SITE

- 3.1 The site relates to the former Station House (Grade II listed) which is situated on the northern side of the Southport to Manchester Railway line. The site is located at the end of a private road (Station Approach) off Red Cat Lane just north of the village centre of Burscough. The Station House is two storeys, built in an Elizabethan style and faced in stone with a slate roof and dates from 1855-60. An enclosed garden area associated with the building lies to the east with a larger area of fenced land to the west.
- 3.2 The Station House closed to the travelling public in 2005 following the construction of a new interchange on the opposite side of the track. It was subsequently converted to residential use but has been vacant for some time. A 2019 planning permission for the change of use to offices has not been implemented. It is however noted that some remediation works to the external fabric of the building is currently being undertaken.
- 3.3 The Station Approach access is owned by Network Rail and the application site also extends to include a separate parcel of land to the west of the site for which the applicant has secured a 10-year lease agreement.

4.0 THE PROPOSAL

- 4.1 The application proposes the conversion of the former Station House from a residential dwelling to a Children's Day Nursery (Class E use) with associated external play area and designated car parking and drop off areas. The provision would be for 50 children and would employ 13 Full Time members of staff with the opening hours being 07:30 am to 18:30 pm Monday to Friday only.
- 4.2 The proposed alterations to the external fabric of the Listed Building are relatively modest and confined to the restoration/ replacement of the existing fenestrations, removal of a chimney and flat roof over a former yard area. Internally the changes would include the removal of existing walls to facilitate a more open plan layout to facilitate the workings of the nursery. The external grounds immediately surrounding the building will be utilised for an enclosed play area, and to the far west of the site a separate parcel of land is proposed for use as a car parking and drop off facility comprising of 19 car parking spaces and cycle storage.
- 4.3 It is noted that during the application the site edge red has been amended to include the station approach and the designated car parking provision. The

proposed scale of the Nursery provision has been reduced from an upper limit of 60 to 50 Children. Supplementary transport reports and supporting evidence has been updated to reflect those revisions and address issues raised during the initial consultation process.

5.0 PREVIOUS RELEVANT DECISIONS

- 5.1 **2021/1507/LBC** PENDING CONSIDERATION Listed Building Consent- Conversion of former Grade II Listed Building from dwelling to Children's Day Nursery with associated external play area and designated car parking and drop off areas.
- 5.2 **2019/0184/FUL** GRANTED Conversion of Grade 2 Listed Building from dwelling to offices including new glass roof over existing uncovered courtyard and removal of brick chimney extensions and reinstatement of chimney pots at a lower height. Replacement of damaged windows with like for like and internal alterations.
- 5.3 **2019/0185/LBC** APPROVED Listed Building Consent - Conversion of Grade 2 Listed Building from dwelling to offices including new glass roof over existing uncovered courtyard and removal of brick chimney extensions and reinstatement of chimney pots at a lower height. Replacement of damaged windows with like for like and internal alterations.
- 5.4 **2020/0165/CON** APPROVED Approval of Details Reserved by Condition No. 4 of planning permission 2019/0184/FUL relating to details of windows/doors to be formed or altered in connection with the proposed development (including details of all mouldings, transoms, mullions and opening mechanisms).
- 5.5 **2001/0197** GRANTED Internal alterations and conversion into a dwelling.

6.0 CONSULTEE RESPONSES

6.1 Network Rail (NR)

(18.01.2022) - Holding Objection. The red line boundary includes land which the applicant states in Cert A as in their ownership. From our records this is in the ownership of Arch Co (Management Company who own the parcel of land proposed for car parking) and therefore the change of use will need to be agreed with the landowner

(08.02.22) Holding Objection. NR had meeting with the customer to discuss the NR interface. A BAPA for the works is required. The submitted details do not cover our concerns. We require assurance that the works will not impact the safe operation and integrity of the railway. Arch Co matters are separate to the asset protection measures

(11.04.22) Network Rail are removing their objection. Any further comments to be referred to the Arch Co.

6.2 Lancashire County Council Highways

(03.02.2022) – No objections

- The proposed plan shows a utilised vehicular access point and existing pedestrian access. The proposed fencing and car parking are acceptable.
- Whilst the proposal has the potential to result in increase traffic, in this central location it should have negligible impact on highway safety and capacity within the immediate vicinity of the site. The site is located within a sustainable area.
- Conditions Requested

(27.04.2022)- No Objections

- In light of the concerns raised (within local neighbour and Councillor representations) I visited the site on 28th February and there were no vehicles parking on the access road. Whilst I appreciate concerns raised over potential conflict of vehicles parking on the access road, from a Highways perspective my comments remain the same.
- This (Station Approach) private access road is wide enough to accommodate ingress and egress of vehicles and vans at the same time even with parking.
- In relation to enforcement of on street parking, from my site visit it is evident that the access point has clearly defined no parking signs. As such the potential future issue of vehicles parking on the access site is a civil matter.

6.3 Environmental Health (17.02.2022)

No objections in principle. Conditions requested

6.4 MEAS (08.08.2022)

No objections- Conditions requested

7.0 OTHER REPRESENTATIONS

7.1 (Former) Councillor Dereli – Call In Request (07.03.2022)

Requested the application be heard at Planning Committee due to concerns relating to the amenity of adjacent businesses and residents and the impact upon Highways

7.2 Burscough Town Council (08.02.2022) –

Supportive of new development but raise concern due to lack of outdoor space for children and allocated outdoor space being near to traffic. Please check outdoor space, traffic and privacy of children comply with nursery regs

7.3 A number of representations have been received from the adjacent businesses which can be summarised as:

- I own a work unit near to the proposed nurse, workmen refurbishing the building erected fencing that encroached onto the access road. I have owned my business for 40 years and one of the conditions is that access road should be kept clear at all times.
- The 60 children day nursery will involve a large volume of vehicles during drop off and pick up- I don't feel the Station Approach is adequate
- We already have problems with cars blocking access to the units as there is no designated place for people dropping off for the station
- If drivers have to queue to go into the car park they will simply block the access

- Waggon and large vans use the approach daily to enter the business units this combined with Nursery drop offs may result in conflict/ traffic build up

Following the submission of revised car parking layouts and supporting transport information consultations have taken place and the following comments have been received

- Still concerned about increased traffic on station approach & Red Cat Lane.
- Car parking only looks enough for staff. Most parents will drop off at beginning and end of day- I foresee considerable congestion backing up on Red Cat Lane towards the bridge
- Entrance to Station Approach is hard to exist as wall & factory block views
- Building Contractors working on application site are blocking access
- Signage to prevent no parking will not be effective. There is limited parking for train passengers and people being dropped off

8.0 SUPPORTING INFORMATION

- 8.1 Full Travel Plan: Revised – 05.09.2022
 Transport Statement: Revised – 05.09.2022
 Planning Statement: Revised – 05.08.2022
 Copy of Lease Agreement: Arch Co- 28.04.2022
 Noise Impact Assessment- 23.12.2021
 Heritage Statement – 23.12.2021
 Updated Dusk Survey Results (July 21) – 23.12.2021

9.0 RELEVANT PLANNING POLICIES

- 9.1 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.
- 9.2 The application site is located within the Key Service Centre of Burscough as designated in the West Lancashire Local Plan Proposal Map.
- 9.3 **The National Planning Policy Framework (NPPF)** relevant sections are:
 Achieving well-designed places
 Promoting sustainable transport
 Meeting the challenge of climate change, flooding, and coastal change
 Conserving and enhancing the natural environment
 Conserving and Enhancing the Historic Environment
- 9.4 **P(LBCA) Act 1990**
 Listed Buildings- Section 66 (1)
- 9.5 **West Lancashire Local Plan 2012-2027 DPD**
 Policy GN1 – Settlement Boundaries
 Policy GN3 – Criteria for Sustainable Development
 Policy IF1 – Maintaining Vibrant Town and Local Centres
 Policy IF2 – Enhancing Sustainable Transport Choices
 Policy EN2 – Preserving and Enhancing West Lancashire's Natural Environment

Policy EN4 – Preserving and Enhancing West Lancashire's Cultural and Heritage Assets

Supplementary Planning Document – (SPD) Design Guide (Jan 2008)

9.6 **Burscough Parish Neighbourhood Plan (2017-2027)** is a material consideration in assessment of the application and the following policies are relevant:

BDP1: Design and Accessibility Principles

BPD2: Detailed Design Elements

10.0 OBSERVATIONS OF CORPORATE DIRECTOR OF PLACE AND COMMUNITY

10.1 The main considerations for this proposal are as follows:

- Principle of Development
- Impact on the Listed Building/ Design and Appearance
- Parking Provision/ Impact on Highways and Station Approach
- Impact on amenity of surrounding land uses
- Ecology

Principle of Development

10.2 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.

10.3 The application site is located within the main settlement of Burscough and lies just outside of the Town Centre Designation (which finishes on the opposite side of the Rail Station Platform). The site is designated an Other Significant Employment Site as set out in Policy EC1. 2 b) ix (Red Cat Lane) of the Local Plan where B1 (Business), B2 (Industrial) and B8 (Storage and Distribution) uses are permitted. Notwithstanding this it is noted that the most recent use of the site was residential which is a departure from the site designation. The building has however now been vacant for some time.

10.4 Planning permission was granted in 2020 for the conversion of the building to an office building with associated car parking, and the principle of the building for an office use generating employment opportunities has therefore been established. It is however noted that whilst this permission remains extant, it has not been implemented.

10.5 The proposed change of use to a Day Nursery would create 13 No Full-time staff and up to 50 Children attending the Nursery by year three of the business being in operation. The creation of new employment opportunities would be considered to positively contribute to economic sustainability beneficial to the local area. By virtue of its siting within Burscough Centre and directly adjacent to the Manchester to Southport Railway Line and Bus Interchange the site has a sustainable location with easy access by both public transport and within walking distance of the town centre.

- 10.6 In addition, it is highly relevant that the Station House itself is Grade II Listed, has been vacant for some time and is now falling into some disrepair. The external refurbishments and upgrades to the fabric of the building would be considered not only to result in positive visual impact on a prominent building within the locality, but its change of use would also secure a viable and sustainable future use of the Listed Building.
- 10.7 On balance, noting the above I consider the proposed change of use to Day Nursery is acceptable on this Significant Employment Site and in accordance with Policy EC1 of the Local Plan.

Impact on the Listed Building/ Design

- 10.8 The NPPF and Policy GN3 of the West Lancashire Local Plan 2012-2027 DPD together with the Councils Supplementary Planning Document on Design require that development should be of a high-quality design, integrate well with its surroundings, promote sustainable development, and respect its setting.
- 10.9 Policy EN4 of the West Lancashire Local Plan 2012-2027 is also relevant and states that there will be a presumption in favour of the conservation of designated heritage assets. Development will not be permitted that will adversely affect a listed building and should seek to preserve its features of special interest.
- 10.10 The Planning (Listed Building and Conservation Areas) Act 1990 requires decision makers to have special regard to the desirability of preserving listed buildings or their setting (s.66). Recent High Court judgements identify the need to give considerable weight and importance to that duty.
- 10.11 Under National Planning Guidance (NPPF) the Council is required to give great weight to the preservation of listed buildings and needs to place importance on the desirability of securing a viable and sustainable new use for the building given the statutory duty is to preserve. The benefits of securing a long-term future for the building cannot be overlooked and significant weight needs to be given to this benefit in consideration of the application
- 10.12 It is noted that the application is also accompanied by a concurrent application for Listed Building Consent which is pending consideration. The Station House was converted into a single dwelling in 2001 however has lain empty for some time and is in a deteriorating condition. The submitted Heritage Statement shows an understanding of the significance of the building and addresses the impact of the proposed works on this significance.
- 10.13 The current proposal to change the use into a day nursery internally involves the removal of historic fabric to create a more open plan layout, albeit the original form remains legible. Whilst I have no objection to any of the modern fabric such as partitions walls being removed it is considered important that any remaining original features should be retained as they contribute towards the buildings intrinsic character and significance. The proposed open plan layout would be considered to result in some harm to the significance of the listed building and this harm can be viewed as less than substantial provided the loss of historic fabric is kept to a minimum. It is therefore considered appropriate to require the

recording of the building prior to commencement of any works to ensure there is an up-to-date record of the Grade II Listed Building for the Historic Environment Record in addition to the retention of original features to be secured by condition of the Listed Building Consent.

- 10.14 With regards to the exterior of the building the proposed changes include the replacement of all fenestrations. These should be constructed in timber to match the profiles of the existing openings and ensure consistency with the buildings architectural interest. The proposed details relating to the security fencing and gate which would enclose the play area and the adjacent car parking layout are considered acceptable and on the basis that the play equipment would be lightweight and stored within the building when not in use there would be considered no significant impact upon the setting of the Listed Building in this respect.
- 10.15 We are required to give the duties imposed by the Planning (LBCA) Act 1990 considerable weight in our planning balance. The NPPF identified that where proposals lead to 'less than substantial harm' to a listed building g, the harm should be weighed against the benefits of retaining the building and securing a viable new use. In this instance, the proposed benefit of the repair, refurbishment and reuse of the building are considered to be public benefits that outweigh the limited harm caused by the internal changes proposed, provided the loss of historic fabric is kept to a minimum. As such, subject to the conditions outlined, the statutory duty to preserve the listed building would be met by the current proposal which is therefore considered accordant with the NPPF and Policies EN4 and GN3 of the Local Plan

Parking Provision/ Impact upon Highways and Station Approach

- 10.16 Policy GN3 requires that adequate parking provision is made in line with standards set out in Local Plan Policy IF2 and Appendix F. Proposals for provision above or below the recommended parking standards should be supported by evidence detailing the local circumstances that justify a deviation from the policy. Policy IF2 furthermore states that the Council will support development which seeks to encourage the use of public transport for both residential and non-residential development and encouraging sustainable forms of transport is outlines as a key strategic transport priority for West Lancashire.
- 10.17 The Day Nursery will have a maximum of 50 children and 13 full time members of staff. In line with Appendix F the requisite car parking requirements would therefore be 1 parking space per member of staff, 2 disabled bays, 1 motorcycle and 3 cycle spaces within the curtilage of the application site. It is however noted that the curtilage of the Station House is very limited, and the proposal intends to use the modest external areas surrounding the building for an enclosed play area. Access to the site is via a private shared access ' The Station Approach' which is owned by Network Rail and utilised not only for the Station House but also by the surrounding Business Yards and Rail Station Users and it is noted that the main road of Red Cat Lane has restricted 'no parking' immediately surrounding the Station Area.
- 10.18 Given the constraints of the site, the applicants have secured a parcel of land to the west of the Station House on a lease arrangement for a period of 10 years

which will be utilised to provide designated drop off facilities for the parents in addition to car parking facilities for staff members. The Layout plan shows 19 car parking spaces overall, 4 designated for staff, 2 disabled spaces and an area for cycle storage (minimum of 4)

- 10.19 The parking/ drop off provision proposed is nevertheless time limited and represents a significant under provision of staff parking in line with Policy IF2 (Appendix F) Furthermore representations have been received from local Councillors and adjacent businesses (who share the Station Approach) in respect of the potential impact of Day Nursery in respect of intensification of vehicular traffic on highway safety and congestion immediately surrounding the site and unauthorised parking/ blocking access on the Station Approach itself.
- 10.20 Supporting evidence to justify the under provision of parking and details of the intended management of the facilities have been submitted and include a Full Travel Plan, Transport Statement and covering note. The analysis estimates the proposed modes of transport of both service users and staff alongside arrival and pick up times and have utilised modelling on a 'similar scale nursery provision'. I accept that the sites' location is highly sustainable, directly adjacent to the Manchester to Southport Rail Line and the Interchange for Bus Services. When combined with its position within the main settlement of Burscough, alternative methods of transport such as cycling, and walking are also considered likely to be adopted by both parents and staff. The justification presented further suggests that given the profile of the staff ('low wage earners') there is likely to be limited car use amongst employees due to affordability and encouragement will be given to use alternative modes of transport or car share. A Travel Plan Co-ordinator is proposed to monitor and implement the sustainable transport options and appropriately manage the parking restrictions of the Station Approach.
- 10.21 Notwithstanding the above in relation to those staff and parents who will utilise car travel, it is presented that unlike school provision, drop off and pick up times are likely to be staggered with predicted concentrated activity between 7:30-10am and 3:30- 6:30pm (approx. 3 parents every 15 minutes) and likely to be short term stays. Estimates around the accumulation of the space use across the day therefore suggest that each single space could accommodate multiple parent vehicles, with an overall capacity throughout the day which exceeds the overall 50 Child Nursery limit. In this respect the provision of 4 car parking spaces for staff and the remainder 15 spaces drop off and pick up are considered appropriate to meet the needs of the Nursery provision.
- 10.22 I acknowledge that, cumulatively the sustainable location of the site, the provision of a separate car parking/ drop off facility and the recommendations of the Travel Plan will provide some mitigation against the intensification of the site in respect of vehicular movements, parking and amenity of the surrounding business and residents. Nevertheless, it remains that the car park/ drop off provision is on land secured by way of a 10-year lease. In the event that this facility is no longer available, I do have concerns that drop off and parking may be displaced onto Station Approach and the surrounding residential streets including Red Cat Lane. As such it is considered appropriate to secure by condition and unilateral undertaking that the parking provision as outlined will be made available for the duration of the Nurseries operations.

- 10.23 Furthermore the effective management of the parking and drop off facility for the site is reliant upon parent and staff adherence to the procedures outlined within the Travel Plan and Transport Statement the recommendations of which should be secured by condition.
- 10.24 LCC Highways have been consulted on the application and have raised no objection in principle to the proposals which they consider would have negligible impact upon highway capacity and safety within the vicinity of the site. Network Rail who owns the Station Approach have similarly raised no objections to the proposal. On this basis, subject to the conditions described I am satisfied that on balance the proposals would not significantly harm the amenity of surrounding businesses or residents in respect of highway safety and capacity within the site and would meet the requirements of and would meet the requirements of Policy IF2

Impact on amenity of surrounding land uses

- 10.25 Policy GN3 of the Local Plan requires that new development should retain reasonable levels of privacy and amenity for occupiers of the neighbouring properties and adjacent land uses.
- 10.26 The Station House is situated off Red Cat Lane and is surrounded by a mix of commercial and industrial premises including Burscough Bridge Rail Station and platform (S) Industrial Units (W) and Transportation, Joinery and Engineering Workshops (N). The nearest residential dwelling and located approx. 35m away on Red Cat Lane (N).
- 10.27 The proposed development consists of the conversion of the Station House and associated grounds to a Children's Day Nursery. Outdoor 'play' areas will be created within the former garden area to the northeast of the building and the open land to the west. The Day Nursery will operate extended hours from 7:30 am to 18:30pm however the supporting information indicates the use of the outdoor area will be restricted to 09:00-17:00.
- 10.28 The submission includes a Noise Impact Assessment Report which has been considered by the Councils Environmental Health Team who confirm that appropriate noise guidelines have been followed. The proposals include the erection of a 1.8m close boarded fence along the northern boundary of the proposed outdoor play area. Environmental Health concur with the findings of the report which indicate that the fencing will provide additional barrier attenuation from activities at the development. It is considered that the fence will contribute to mitigation ensuring that the sound levels nearest to the residential properties remain below the prevailing sound level in the area and below the guideline values identified in section two of the report. The development should result in a 'No Observe Effect' on the nearby residents in line with the Noise Policy Statement for England. It is however considered appropriate to require the submission of an Operational Management Plan prior to commencement of the development and this could be secured by condition.
- 10.29 Overall, the proposal is considered acceptable by the Environmental Health Team in respect of noise, and is accordant with the NPPF and Policy GN3 of the Local Plan in respect of residential amenity

Ecology

- 10.30 Policy EN2, Part 2 of the WLLP states that where there is a reason to suspect that there may be priority species or their habitat, on or close to a proposed development site, planning applications should be accompanied by a survey assessing the presence of such species and where appropriate making provision for their needs. This allows for the LPA to screen the projects against the Habitats Regulations and relevant national and local policy.
- 10.31 The submission includes a Dusk Survey Report which updates the surveys provided for the 2019 application. The 2021 survey found the building to be in a similar condition to that recorded previously and the building was assessed as 'moderate' roost suitability. In line with best practice two dusk emergence surveys were undertaken and as no bat emergence was observed the Council does not need to consider the proposals against the three tests (Habitats Regulations)
- 10.32 The proposed works are however likely to remove bat roosting features from the building and to compensate for this loss, details of bat boxes should be submitted to the Local Planning Authority for agreement. Furthermore, a lighting scheme should be designed to protect the ecology and prevent excessive light spill, and both these mitigations can be secured by condition
- 10.33 On the basis of the above, subject to the conditions outlined the proposal is considered accordant with Policy EN2 of the Local Plan.

11.0 Conclusion

- 11.1 The proposed development of Conversion of Grade II Listed Building from dwelling to Day Nursery including car parking and play area is acceptable in principle. The development is considered to preserve the special interest of the Listed Building, which includes its setting and would not be considered to have a significant impact upon amenity, ecology or the character and appearance of the local area. It is recognised that given the nature and scale of the Nursery provision there will be some intensification of vehicular movements around the site, however the provision of a separate parking and drop off provision on land leased for a period of 10 years combined with the sustainable location of site is considered to mitigate significant adverse impacts on highway capacity and safety.
- 11.2 The Council's statutory duty 'to preserve' a Listed Building and the requirements of Chapter 16 of the NPPF to account for the desirability of sustaining and enhancing heritage assets and putting them into viable and sustainable new uses, has been given great weight in our planning balance. Subject to suitable conditions the proposed development is therefore considered compliant with relevant policies and is therefore recommended for approval.

12.0 Recommendation

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

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 200

2. The development hereby approved shall be carried out in accordance with details shown on the following plans:

Proposed Site Plan Dwg: 1215-L01 (006) Rev B Received by the Local Planning Authority on 5th August 2022

Proposed Ground Floor and First Floor Plans Dwg: 1215-L01 (003) Received by the Local Planning Authority on 27th April 2022

Proposed Elevations Dwg: 1215-L01 (004) Received by the Local Planning Authority on 23rd December 2021

Proposed Demolition Plans Dwg: 1215- L01 (005) Received by the Local Planning Authority on 23rd December 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.

3. The development hereby permitted shall be constructed entirely of materials details of which are shown on plan No.

Proposed Elevations Dwg: 1215-I01(004) Received by the Local Planning Authority on 23rd December 2021

Materials Section of the Planning Application Form Received by the Local Planning Authority on 5th September 2022

Reason: To preserve the special architectural and historic character of a Grade II Listed Building and to comply with Policy EN4 in the West Lancashire Local Plan 2012-2027 Development Plan Document.

4. No part of the development hereby permitted shall be brought into use until the car parking/ drop off provision shown on drawing no 'Proposed Site Plan Dwg: 1215-L01 (006) Rev B' Received by the Local Planning Authority on 5th August 2022 has been laid out in accordance with that plan. The car parking area shall be retained at all times thereafter for that specific use.

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

5. The development shall be implemented in accordance with the measures outlined in the Full Travel Plan Ref: J1364/FTP Rev A Received by the Local Planning Authority on 5th September 2022. The approved plan shall be audited and updated at intervals as set out within the Travel Plan.

Reason: To reduce car travel to and from the site in and to promote sustainable transport having regard to Policy GN3 and IF2 in the West Lancashire Local Plan 2012-2027 Development Plan Document.

6. Prior to the occupation of the building hereby approved at least 10% of the approved car parking spaces shall be marked out for use by electric vehicles, together with an adequate charging infrastructure and cabling for each marked bay, the details of which shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented and thereafter retained in situ throughout the duration of the development.

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.

7. Prior to commencement of the development, an Operational Management Plan shall be submitted to and approved in writing by the Council. Details shall include times and frequency of any deliveries and collections, vehicle movements, silent reversing methods, management of external areas etc.

Reason: To safeguard local residents from noise and disturbance, and to comply with Policy GN3 in the West Lancashire Local Plan 2012-2027 Development Plan Document

8. All rooflights shall be of a 'conservation' grade flush slim line fitting type only. The development shall be carried out using only the agreed materials and method of construction and shall be retained at all times thereafter.

Reason: To preserve the special architectural and historic character of a Listed Building and a to comply with Policy EN4 in the West Lancashire Local Plan 2012-2027 Development Plan Document

9. The development hereby permitted shall not be occupied until details of bat boxes to include number, type and location on an appropriately scaled plan as well as timing of installation, shall be submitted to and approved in writing by the Local Planning Authority. The bat boxes shall be installed in accordance with the approved details prior to the first occupation of the dwelling and shall be retained at all times thereafter

Reason: In the interest of biodiversity conservation and to comply with Policies GN3 & EN2 in the adopted West Lancashire Local Plan 2012-2027 Development Plan Documents

10. No building shall be open for business until a scheme detailing the proposed lighting(including all floodlighting, external building lights and car park lighting) to be installed on the site has been submitted to and approved in writing by the local planning authority. All external lighting shall be installed and maintained in accordance with the agreed scheme and retained thereafter.

Reason: To minimise the visual impact of light on nearby residential properties in accordance with Policy GN3 in the West Lancashire Local Plan 2012-2027 Development Plan Document.

Informative(s)

1. Habitats on site or adjacent to the site may provide foraging, commuting habitat for bats. Lighting for the development may affect the use of these areas.

A lighting scheme can be designed so that it protects ecology and does not result in excessive light spill onto the habitats, areas in line with NPPF (paragraph 180). The applicant should refer to the Bat Conservation Trust website <https://www.bats.org.uk/news/2018/09/new-guidance-on-bats-and-lighting>

2. The applicant, their advisers and contractors should be made aware that if any European protected species, e.g. bats are found, then as a legal requirement, work must cease and advice must be sought from a licensed specialist.

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 GN1 – Settlement Boundaries

Policy GN3 – Criteria for Sustainable Development

Policy IF1 – Maintaining Vibrant Town and Local Centres

Policy IF2 – Enhancing Sustainable Transport Choices

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

Policy EN4 – Preserving and Enhancing West Lancashire's Cultural and Heritage Assets

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.

13.0 SUSTAINABILITY IMPLICATIONS

- 13.1 There are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder.

14.0 FINANCIAL AND RESOURCE IMPLICATIONS

- 14.1 There are no significant financial or resource implications arising from this report.

15.0 RISK ASSESSMENT

- 15.1 The actions referred to in this report are covered by the scheme of delegation to officers and any necessary changes have been made in the relevant risk registers.

16.0 HEALTH AND WELLBEING IMPLICATIONS

16.1 There are no health and wellbeing implications arising from this report.

Background Documents

In accordance with Section 100D of the Local Government Act 1972 the background papers used in the compilation of reports relating to planning applications are listed within the text of each report and are available for inspection in the Planning Division, except for such documents as contain exempt or confidential information defined in Schedule 12A of the Act.

Equality Impact Assessment

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from Article 8 (the right to respect for private and family life, home and correspondence) and Article 1 of Protocol 1 (the right of peaceful enjoyment of possessions and protection of property).

Appendices

None.