



**TITLE: 2005/183 - DEMOLITION OF EXISTING SUPERMARKET
AND ERECTION OF 6 NON-FOOD RETAIL UNITS,
WITH ASSOCIATED CAR PARKING**

ASDA SITE, BOCHOLT WAY, RAWTENSTALL

TO/ON: DEVELOPMENT CONTROL COMMITTEE - 12 JULY 2005

BY: TEAM MANAGER DEVELOPMENT CONTROL

APPLICANT : PEEL DEVELOPMENTS LTD

DETERMINATION EXPIRY DATE : 23 JUNE 2005

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 the following rights: -

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

The Site

This application relates to an irregularly shaped site of approximately 2.5 hectares in area, which is situated to the south of Rawtenstall Town Centre, close to the roundabout at the junction of Bocholt Way and Bury Road.

The site is presently occupied by the ASDA supermarket, a petrol filling station and the ATS tyre and exhaust centre.

The public gain vehicular access by means of an access to Bocholt Way located towards the eastern end of the site, with service vehicles entering by means of an access to Bury Road located towards the western end of the site. Pedestrians gain access to the site by crossing Bocholt Way at the bottom end of Longholme Road (adjacent to the Focus store) or at the roundabout, from Bury Road over a footbridge crossing the River Irwell, or from the rear via an unadopted footpath descending from Hall Carr Road.

Views into the site from the commercial areas to the north and west are limited by trees bounding Bocholt Way, Bury Road and the river. The residential properties to the south and east have no view of the existing development on the site by reason of their elevation and the mature woodland cover on the slope up to Hall Carr Road.

The Proposal

Permission is sought to demolish the existing buildings on the site and erect a parade of 6 non-food retail units.

There will be a single building, located towards the back of the site, with parking for not more than 320 cars between it and Bocholt Way and Bury Road. The proposed building will have a floor area of 5,853 sq m and comprise of 5 units, varying in size between 743 sq m and 1,858 sq m. To the west side of the building will be an enclosed yard of 929 sq m. The applicant envisages that this yard will be used as a garden centre (possibly) in tandem with a DIY store in the attached unit, with the other units to be used for the display and sale of carpets, furniture, electrical goods and clothing, respectively.

The front elevation of the building will have a length of 187m and a height of 9.2m. It and the east side will be constructed with a reconstituted-stone plinth and piers, between which will be glazing to a height of 4m and above this infill-panels, each having blue as their accent-colour. Projecting canopies will highlight the position of entrances. The rear and west side of the building will similarly have a plinth and piers of reconstituted stone, but be infilled with brickwork or panels, each terracotta in colour. The building will have a flat-roof, hidden behind a broad, projecting fascia which will be grey in colour.

Car-borne visitors to the proposed units would continue to make use of the vehicular access to Bocholt Way. This access would also be used by delivery vehicles to enter the site, enabling rear-servicing of each of the units, before exiting to Bury Road through the existing access-point. Pedestrians would continue to be able to gain access to the site by crossing Bocholt Way at the bottom end of Longholme Road or at the roundabout. It is proposed that the existing footbridge over the River Irwell from Bury Road be replaced and a new pedestrian access formed at the western end of the site. The unadopted path descending from Hall Carr Road is retained, although it will be re-aligned at its northern end, in order to skirt around the new building.

Relevant Development Control History of the Application Site

- 13/3/4989 - Erection of a Superstore & Accesses
Outline Permission granted 1976
Reserved Matters approved 1977

- 14/96/533 - Erection of Extension to Existing Superstore, etc
Outline Permission granted 1998
Reserved Matters approved 1999

- 14/03/342 - Variation of Condition to Extend Period for
Commencement of Extension to 28/9/08
Permission granted 2003

- 14/04/511 - Erection of Replacement Supermarket (7,432 sq m)
Outline Permission granted 2005

Other Recent/Current Applications of Relevance

ASDA -

In August 2001 Outline Permission was granted for the erection of a new store on St Mary's Way, Rawtenstall (14/02/286). If the Reserved Matters application approved in June 2004 is implemented the resulting building will have a floor area of 11,512 sq m and the store within it a floor area of 5,400 sq m. If development proceeds on the basis of either of the Reserved Matters applications approved in November 2004 the resulting store

would still have a floor area of 5,400 sq m. The preliminary works necessary for the redevelopment of this site have been carried out. In May 2005 a further application was received, from ASDA, seeking planning permission TO erect a new building with retail space of 5,577 sq m; a report in respect of Application 14/05/21 appears elsewhere on this Agenda.

TESCO

Tesco is proposing to operate a store from the former Lancashire Homes & Gardens Garden Centre, Haslingden. The implementation of schemes of alteration/extension permitted in May 2004 and February 2005 will result in a store having a net sales area of 5,476 sq m. Implementation is on-going.

Consultation Responses

LCC (PLANNING)

Retail Policy :

The proposed development is considered overall to be in conformity with the policies in the JLSP. However, this Council needs to take into account the cumulative impact of this development together with similar developments that are currently proposed in Rossendale.

Transport Policy :

To encourage those visiting the site to make use of public transport it recommends the provision of electronic bus-departure screens within the site and a financial contribution be obtained from the developer towards re-construction of the bus station and implementation of bus-priority measures at the traffic signals in Queens Square.

With respect to on-site car parking provision it advises that the submitted scheme complies with the approved Parking Standards in that no more than 320 spaces are proposed. However, it wishes the layout to be amended in a number of respects, most particularly to incorporate suitably sited and secure parking for motorcycles and bicycles.

Landscape :

The existing supermarket building and car park do not make a positive contribution to the character of the adjacent Conservation Area. The replacement of the existing building represents an opportunity to provide enhancements to the Conservation Area and the urban character generally, through appropriate design and use of local materials. Trees and planting bordering the site should be retained within the proposal and protected from damage during demolition/construction works.

LCC (HIGHWAYS)

The Highway Authority considers that the proposed development will result in a reduction in the number of vehicles visiting the site by comparison with previous approved multi-use proposals. It has no objection to the proposal being permitted subject to conditions in respect of various on-site matters of detail, a Travel Plan and funding of off-site works to improve pedestrian and cycle accessibility to the site.

ENVIRONMENT AGENCY

No objection in principle. It asks that conditions be imposed relating to :

1. The minimum floor-level of the proposed building; to reduce the risk of flooding.
2. Submission of a scheme of boundary treatment adjacent to the River Irwell; to protect and enhance the river corridor.
3. Temporary fencing bounding the river during demolition/construction works; to prevent debris entering the river.

4. Adequate arrangements for the disposal of surface-water; to prevent pollution.

UNITED UTILITIES

No objection, subject to provision of adequate drainage arrangements. It further advises that there is an electricity sub-station within the site and the developer will need to take care during the works to protect the electrical apparatus and personnel and allow for continued access/maintenance.

LANCASHIRE CONSTABULARY

The Crime Prevention & Architectural Liaison Officer has provided detailed comments on various aspects of the proposal. These have been forwarded to the applicant. Of the matters raised I consider it appropriate for the following to be the subject of conditions :

1. The parking areas should be laid out/landscaped to provide good natural surveillance and suitably illuminated; in the interests of public safety.
2. Service yards should be suitably fenced/gated; to minimise the likelihood of crime.
3. Provision of an external CCTV system; to minimise the likelihood of crime.
- 4.

ENVIRONMENTAL HEALTH MANAGER

No objection. Without fuller information about who will occupy the individual units it is not possible to comment fully on noise impact.

Notification Responses

No comments have been received as a result of the Site Notices posted and Newspaper Notices.

Development Plan Policies

Rossendale District Local Plan (Adopted 1995)

In short, the application site lies within the Urban Boundary and Town Centre Boundary for Rawtenstall and is immediately adjacent to the Rawtenstall Town Centre Conservation Area (the southern boundary of which follows Bocholt Way/Bury Road). The Local Plan contains no site-specific allocation for the application site. Accordingly, regard should be given to the following policies :

DS1
S1
HP1
DC1
T4
T6
T7
T10

Joint Lancashire Structure Plan (Adopted 2005)

Policy 1
Policy 2
Policy 7
Policy 10
Policy 16
Policy 20
Policy 21
Policy 24

Other Material Planning Considerations

PPG1

Rossendale Retail & Town Centre Study (2005)
Rawtenstall Town Centre Action Area/Master Plan

Arups were commissioned by the Council to undertake a master planning exercise for Rawtenstall. In February an issues and Options report accompanied by a baseline report was published and was put out to public consultation. The Council has recently approved a preferred option report which is presently undergoing a sustainability appraisal prior to a second round of public consultation. This constitutes a material planning consideration albeit one that remains a draft proposal subject to further consultation. The report notes that the development of this site for a food superstore is already underway.

Planning Issues

In dealing with this application the main issues to consider are : 1) Principle; 2) Townscape/Landscape Impact; 3) Neighbour Amenity; 4) Traffic.

PRINCIPLE

The application site is presently occupied by a foodstore of 5,017 sq m and benefits from a permission which, if implemented, would increase the floor area of the building to 6,782 sq m, equal to that of the 6 units now proposed. Furthermore, that building could subsequently be sub-divided into a number of units and any or all of them could change from the sale of food to non-food retail sales without the need for planning permission to be sought. Whilst this is material to the consideration of the current application it does not of itself provide justification for permitting a development of the nature and scale of that now proposed.

Likewise, Policy S1 of the Rossendale District Local Plan lends support to the current proposal, in that (amongst other things) it seeks to ensure that retail development which is intended to serve a wide catchment area, or which might have a significant effect on local shopping patterns, is located "...within or adjacent to the main shopping centre of Rawtenstall". However, the latest Government advise in respect of retail development, as set out in PPS6 (published in March 2005) and followed by the Joint Lancashire Structure Plan (adopted in March 2005), makes the key objective of retail planning policy the protection and promotion of the vitality and viability of Town Centres ahead of other locations, even edge-of-centre locations.

Having regard to the way in which retail planning policy has moved on since the Local Plan was adopted in 1995 I consider it appropriate to assess, firstly, whether or not the application site lies within the Town Centre and, secondly, whether or not the proposal accords with the criteria set out below. On the first point, the applicant acknowledges that the application site is most appropriately considered to be an edge-of-centre site and not a town centre site. In arriving at my conclusions upon the matters raised by the criteria I have taken into account particularly the advise of LCC (Planning) and the Council's own consultants, Nathaniel Lichfield & Partners (hereafter referred to as NLP). Both have had available to them the Planning & Retail Statement submitted by the applicant as well as the recently-completed Rossendale Retail & Town Centre Study, produced on the Council's behalf by NLP. Paragraph 3.4 of PPS6 states that applicants should demonstrate :-

- a) The need for the development in qualitative and, particularly, quantitative terms.

- b) That the development is of an appropriate scale in relation to the role and function of the centre and the catchment it serves.
- c) That there are no more central sites for the development (in accordance with a 'sequential approach'), the first choice for development being the Town Centre, followed next by edge-of-centre locations and then out-of-centre sites.
- d) That there are no unacceptable impacts on existing centres
- e) That locations are accessible by a choice of means of travel and minimise use of the private car.

The Need for the Development

With respect to the qualitative assessment, the applicant argues that there is a need to improve the retail-offer of Rawtenstall by the provision of large-format non-food units attractive to national multiple retailers of a kind presently lacking. The proposed development will make a valuable contribution to broadening the choice and, thereby, to the quality of shops available to residents of the Borough. I concur with the view of NLP that there is a good deal of force in this argument

The quantitative assessment also tells in favour of the application. The deficiency in Rawtenstall's retail-offer in respect of comparison goods is evident from the high proportion of expenditure by Rossendale Borough residents presently being lost to shopping centres in neighbouring authorities. NLP advises that at the present time only 40% of the expenditure of Rawtenstall residents on comparison-goods is occurring in the Borough and for more distant parts of Rawtenstall Town Centres natural catchment area the loss of expenditure on these goods to neighbouring authorities is even greater. Besides which I consider there will be some economic/employment benefit in holding more of this comparison-goods expenditure within the Borough.

Additionally, the applicant argues that there will be benefit for existing retailers in the Town Centre from the proposed development, with people initially drawn to the stores being provided on the application site being less likely to go out of the Borough for their other purchases. However, it is difficult to quantify the trade-gain existing retailers in the Town Centre will derive.

That the Development is of an Appropriate Scale

The applicant estimates the total expenditure on comparison-goods of the population resident within the catchment area of Rawtenstall Town Centre will be £235.6m in the first full year of trading for the proposed development. Factoring in for an element of comparison-goods sales from the new ASDA and Tesco stores, the applicant estimates that they and the existing centres within the catchment area will total comparison-goods sales for the same year of £102.8m (ie 44% of the available expenditure). With 56% of the expenditure of the catchment area on comparison-goods being/to be lost to neighbouring authorities the applicant argues that there is the 'headroom' for a development of the nature and scale of that proposed without unacceptable harm for existing retail centres and the committed retail units within the catchment area. Having regard to the range of retailers it envisages operating from the proposed development, the applicant estimates the application site will have a turnover of £15.6m in its first full year of trading (ie 7% of the available expenditure). Thus, even with the proposed development approximately half of the expenditure on comparison-goods by the population of the catchment area would continue to be lost to neighbouring authorities.

NLP considers the likely turnover of the proposed development will be in the order of £19.3m pa rather than £15.6m pa. Nevertheless, it is in no doubt that there is sufficient 'headroom' to accommodate a development of large-format non-food units of the overall scale proposed without undue harm for existing centres/committed schemes.

That There Are No More Central Sites for the Development

NLP has indicated its main concern about the proposal is not with the overall scale of the development, but with the nature of the retail uses the applicant may wish to accommodate within the units.

The indicative list of retail uses the applicant has suggested will occupy 5 of the 6 large-format units proposed (the carpet, furniture, electrical and DIY stores and garden centre) are, by their nature, uses now commonly provided for within modern edge-of-centre parades, rather than on the high street or within pedestrianised precincts. The applicant contends that the shortfall in such units they are seeking to address requires the critical-mass necessary of a parade if the development is to compete with/divert trade from such developments outside the catchment area. I agree that to dot individual units on individual sites about the Town Centre would not yield the same benefit. However, the applicant envisages the sixth unit being occupied by a clothing store. I concur with the view of NLP that the justification has not been advanced to warrant a permission being granted for erection of a shop for the display and sale of such goods outside of the Town Centre. Whilst the applicant can rightfully say the Council has “aspirations” to redevelop The Valley Shopping Centre, rather than a “firm proposal” to do so, it is incumbent on the applicant to demonstrate that there is no realistic prospect of them being able to find a suitable site within the Town Centre for a unit of the size of the proposed clothing store. This they have not done.

That There Are No Unacceptable Impacts on Existing Centres

If any or all of the proposed units came into use for the display and sale of clothing, footwear or other than the ‘bulky-goods’ generally sold by large-format retail operators they would compete with the retail-offer presently being served by retail units within the Town Centre. The number of retail units in the Town Centre which are vacant already exceeds the national average. I concur with the view of NLP that if the proposed units divert trade from existing Town Centre retailers very real harm will be done to the vitality and viability of Rawtenstall Town Centre and to the Council’s ambitions for its renewal.

Accessibility

The application site lies approximately 200m from what can be looked upon as the Primary Shopping Area. Although a main road and a river intervene, the site is relatively accessible on foot. The site is also accessible by public transport, being on a busy bus route and 150m from the bus station. Likewise, the proposed development is well served in road-network terms. The submitted layout provides satisfactory arrangements for delivery vehicles and for no more car parking spaces than specified in the Council’s approved parking standards. That said I consider it appropriate for conditions to be imposed to secure amendment of the layout and off-site improvements to better provide for the vehicles visiting the site and, more particularly, to encourage customers to use alternative means of travel to the private car.

TOWNSCAPE/LANDSCAPE IMPACT

The existing building does not make a positive contribution to the character of the Rawtenstall Town Centre Conservation Area (to the other side of Bocholt Way/Bury Road) or to the townscape in general. Accordingly, there is no reason to stand in the way of its demolition.

The proposed building will be of slightly greater height than the existing building and will present a longer face towards the frontage roads. I consider it to be of a design and facing materials capable of enhancing the character and appearance of the area, its visual impact to be softened by retention of most of the trees bounding the Bocholt Way/Bury Road

frontage and the river. The backdrop of trees on the slope rising up to Hall Carr Road lies for the most part beyond the boundaries of the application site and will remain intact.

NEIGHBOUR AMENITY

I am satisfied the proposed development will not detract to an unacceptable extent from the amenities of any local residents or any other neighbours.

TRAFFIC

The proposed development is likely to result in significantly less traffic movements than the existing foodstore on the site. Accordingly, I am satisfied that the traffic it generates can be accommodated on the local road network without significant off-site highway works.

CONCLUSION

I consider the proposed development will accord with the retail strategies and policies of PPS6 and the Joint Lancashire Structure Plan, subject to a condition to preclude use of any or all of the proposed units for the sale of clothes, footwear or other similar products. Indeed, the redevelopment of the site in this manner will contribute positively towards the Council's wider objectives for renewal of Rawtenstall Town Centre.

The nature and scale of the development is such that, if Committee is minded to grant permission, before issuing the decision it will first be necessary for the application to be referred to the Government Office for the North West in order that it may consider whether it wishes to call in the application.

Summary of Reasons for Approval/Refusal

It is considered that this is appropriate retail development having regard to national guidance, the Joint Lancashire Structure Plan and Rossendale District Local Plan and will not cause significant harm to the amenities of neighbours, highway safety or in respect of any other material consideration

Recommendation

a) That the Secretary of State be advised that the Local Planning Authority is minded to grant Planning Permission for this development subject to the conditions set out below and subject to the applicant first entering into a Section 106 Obligation requiring the payment of contributions towards provision of a new Bus Station for Rawtenstall Town Centre, a Travel Plan and Car Park Management.

b) That should the Secretary of State refer this application back to the Local Planning Authority for a decision, the decision to approve be delegated to the Team Manager (Development Control) on completion of the Section 106 Obligation and subject to the following conditions:

1. The development permitted shall be begun before 23 March 2010.

Reason : The condition is required by virtue of Section 91 of the Town and Country Planning Act 1990.

2. The six retail units hereby permitted shall neither be combined (except for the 20,000 sq ft unit and the garden centre), sub-divided or extended by the insertion of a first-floor without the prior written consent of the Local Planning Authority.

Reason : To help protect and promote the vitality and viability of Rawtenstall Town Centre and to accord with PPS6 and Policy 16 of the adopted Joint Lancashire Structure Plan.

3. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any order amending or revoking and re-enacting that order, none of the units hereby permitted shall be used for the sale of clothing or for the sale of food or drink for human consumption (other than for consumption on the premises as an ancillary use).

Reason : To help protect and promote the vitality and viability of Rawtenstall Town Centre and to accord with PPS6 and Policy 16 of the adopted Joint Lancashire Structure Plan.

4. Prior to the development commencing a Contaminated Land Phase One Report (to assess the actual/potential contamination risks at the site) shall be submitted to and approved in writing by the Local Planning Authority. Should the Phase One Report recommend that a Phase Two Investigation is required it shall be carried out and the results submitted to and approved in writing by the Local Planning Authority. Should the Phase Two Investigation indicate that remediation is necessary then a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The Remediation Scheme in the approved Remediation Statement shall then be carried out and, prior to first use of any of the units hereby permitted, a Completion Report shall be submitted to the Local Planning Authority detailing the conclusions and actions taken at each stage of the works (to include validation works).

Reason: To ensure the development is suitable for its end use and the wider environment in accordance with policy DC1 of the Rossendale District Local Plan.

5. Before the commencement of demolition works, and throughout the construction period, facilities shall be provided/retained within the site by which means the wheels of vehicles may be cleaned before leaving the site, in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.

Reason : To avoid the deposit of mud &/or loose materials on the public highway, in the interests of highway safety.

6. Before the development is commenced, and throughout the construction period, temporary protective metal fencing shall be provided/retained to the east side of the River Irwell, in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.

Reason : To prevent debris and construction materials being deposited in the River Irwell, in the interests of preventing pollution, and to accord with Policy DC1 of the adopted Rossendale District Local Plan.

7. Units within the building hereby permitted shall have a floor-level of 165.3m unless otherwise agreed in writing by the Local Planning Authority.

Reason : To reduce the risk of flooding, and accord with the advice of the Environment Agency and Policy DC1 of the adopted Rossendale District Local Plan.

8. No goods, materials or storage system within the garden centre shall exceed a height of 4m unless otherwise agreed in writing by the Local Planning Authority.

Reason : In the interests of visual amenity and to accord with Policy DC1 of the adopted Rossendale District Local Plan.

9. Notwithstanding what is shown on the submitted drawings, the development shall not be commenced until full details (including representative samples) of the external materials of construction to be used for the building (including roller-shutters and signage), and for any means of enclosure, have been submitted to and first approved in writing by the

Local Planning Authority, and no others shall thereafter be used. The submitted details of enclosures shall include boundary treatment adjacent to the River Irwell.

Reason : In the interests of visual amenity and to accord with Policy DC1 of the adopted Rossendale District Local Plan.

10. Notwithstanding what is shown on the submitted drawings, the development shall not be commenced until full details of all materials to be used for all hard-surfaced external areas, together with details of any system of external lighting, free-standing signs, bollards, benches, litter-bins or other street-furniture to be provided, have been submitted to and approved in writing by the Local Planning Authority, and no others shall thereafter be used.

Reason : In the interests of visual amenity and to accord with Policy DC1 of the adopted Rossendale District Local Plan.

11. Details of crime prevention measures to be carried out as part of the development shall be submitted to and approved in writing by the Local Planning Authority before development commences. The details submitted shall include fencing/gating of the service yard, illumination of parking areas and the installation of a system of CCTV. The approved measures shall be implemented and thereafter retained at all times.

Reason : In the interests of designing out crime in accordance with policy DC1 of the Rossendale District Local Plan.

12. The development shall not commence until a scheme and timetable for the provision of off-site access/highway works to be undertaken/funded by the Developer has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall provide for :

- a) the up-grading/illumination of the footpath between Hall Carr Road and the site;
- b) the up-grading of the pedestrian link between St Mary's Way and Bocholt Way;
- c) the provision of a Toucan-crossing on Bocholt Way;
- d) the provision of a pedestrian/cycle link between the proposed Toucan-crossing on Bocholt Way and the new bridge proposed over the River Irwell, the bridge itself to be of a width suitable as a shared pedestrian/cycle route.
- e) the provision of a railing or other barrier to protect users of the footway of Bury Road adjacent to the vehicular access-point to the service yard.

The development shall not be brought into use until the approved access/highway works have been completed/commissioned in accordance with the approved scheme and timetable.

Reason : To secure a sustainable form of development and In the interests of highway safety, in accordance with PPS6, PPG13, Policy 1 of the adopted Joint Lancashire Structure Plan and Policies DC1, T6 and T7 of the Rossendale District Local Plan.

13. Notwithstanding the details shown on the submitted drawing, the development shall not be commenced until a scheme has been submitted to and approved in writing by the Local Planning Authority in respect of the surfacing, draining and marking out of all areas to be used for the parking and manoeuvring of vehicles (to provide for service vehicles, taxis and not more than 320 car parking spaces, of which 10% of car parking spaces shall be to mobility-standard and half of these allocated for parent-and-child parking, with an additional 4% of spaces for motorcycles and 10% of spaces for cycle parking in secure/covered facilities). The approved scheme shall be fully implemented prior to first use of any of the units hereby permitted (or as otherwise agreed in writing by the Local

Planning Authority), and the facilities thereby provided shall be kept available for use as such thereafter.

Reason : To ensure the provision of adequate off-street parking and secure a sustainable form of development, in accordance with PPS6, PPG13, Policy 1 of the adopted Joint Lancashire Structure Plan and Policies DC1, T4 and T7 of the Rossendale District Local Plan.

14. No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include details of all existing trees and hedgerows on/bounding the site, detail any to be retained and the measures for their protection in the course of development, together with details of the planting to be provided. The submitted details shall include for the protection and enhancement of the River Irwell corridor.

Reason : In the interests of visual amenity and to accord with the advice of the Environment Agency and Policy DC1 of the adopted Rossendale District Local Plan.

15. All planting, seeding and turfing proposed in the approved details of landscaping shall be carried out in the first planting and seeding seasons following substantial completion of the building, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason : In the interests of visual amenity and to accord with Policy DC1 of the adopted Rossendale District Local Plan.

16. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas shall be passed through oil interceptors designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not be passed through the interceptor.

Reason : To prevent pollution of the water environment in accordance with policy DC1 of the Rossendale District Local Plan.

NOTES FOR APPLICANT

To implement this planning permission you will have to enter into an appropriate Legal Agreement with the County Council as Highway Authority. You should contact the Environment Director at P.O.Box 9, Guild House, Cross Street, Preston PR1 8RD in the first instance to ascertain the details of such an agreement and the information to be provided.

You are advised that separate consent may be required for the display of any advertisement.

Your attention is drawn to the existence of a separate legal agreement under Section 106 of the Town and Country Planning Act 1990 which relates to the use or development of the land to which this permission relates (most particularly contribution of a sum towards provision of a new Bus Station for Rawtenstall Town Centre and in respect of a Travel Plan & Car Park Management).

