

1.1 Background

1.1.1 This is the second application to be made on this site by the Police Authority for an operating centre for the Valley. The first application sought change of use of the site and buildings and this, the second, is a separate, freestanding application for change of use and a number of external alterations and layout changes. The Police Authority is seeking a new centre for operations in the Valley.

1.2 The Site

1.2.1 The application site lies on the south-western side of Bacup Road, Waterfoot and is a rectangular shape with a section cut from the south-eastern corner and a small section projecting out in the western corner. The site is bounded by Bacup Road to the north, a car park and works to the east, a smaller works' building and the River Irwell to the south and the rear of houses and a works' building to the north.

1.2.2 The site is flat and fronts directly on to Bacup Road, presenting a forecourt with two buildings abutting the footway at the eastern and western extremities of the frontage. The main building is L-shaped and fits into the south-western corner of the site with around two thirds of the building standing parallel to the southern boundary with the River Irwell. This building has stone pillars and part of the ground floor constructed in stone although large parts are glazed or are roller shutter bay doors, with the upper parts, rear southern and western elevations and roof constructed in profile metal sheeting.

1.2.3 The second building on the site is much smaller and is rectangular in shape and stands on the eastern tip of the site. The building is single storey although with raised ceiling height and is formed by a glazed box section fronting Bacup Road with the rear section constructed in a mixture of materials.

1.2.4 The site lies within the Urban Boundary, close to Waterfoot centre and lies within a Flood Risk Zone.

1.3 Relevant Planning History

1.3.1 2007/099 – Change of Use – Former Car Showroom to Takeaway and 2 No. Restaurants with Bars – Refused – 22nd May 2007.

1.3.2 2007/130 – Police Operating Centre – the Committee were Minded to Approve the application subject to the satisfactory completion of a s106 agreement to enable a Traffic Regulation Order to be made regarding the access into the application, at the 22nd May 2007 Development Control Committee. The s106 agreement was subsequently completed and permission granted.

2. THE PROPOSAL

2.1 The current proposal is a follow up application to the proposal approved under application 2007/130 for a Police Operating Centre. The previous application

was purely for the change of use of the existing buildings, not involving any building works.

- 2.2 The current application seeks consent for building works which would make a number of alterations to the buildings on site as well as to the layout of the site.
- 2.3 The scheme would involve the insertion of a number of square windows in the rear southern and western elevation. The applicant has been asked to confirm what the treatment to the windows facing Bacup Road would be and also what use the smaller building will put to. It is hoped to report these to Committee via the Late Items Report.
- 2.4 The site layout would be amended to provide 6 visitor car parking spaces accessed directly from Bacup Road with the main forecourt area laid out to provide 60 parking spaces for operational staff which would be barrier controlled. The entrance barrier would be set back 8 metres from Bacup Road. There would be a landscaping strip running between the car park and Bacup Road with knee rail in timber, 0.8 metres high would be used as boundary fence. The area between the main building and the River Irwell would be laid out for echelon parking, providing a further 21 spaces with a turning area and would be reached via an access to running along the north-western boundary of the site which would be barrier controlled or gated.
- 2.5 The Police Operating Centre would provide 2,415 sq metres of floorspace of which 354 sq metres would be office space with remainder as other operational floorspace. The building would have 130 staff operating out of it and would provide 81 parking spaces for staff and operations with 6 visitor spaces.
- 2.6 A Design and Access Statement and bat survey have been submitted with the application. However, the applicant has been requested to provide details in relation to cycle parking or renewable energy or energy efficiency measures nor bin storage. It is hoped these will be reported to Committee via the Late Items Report.

3. POLICY CONTEXT

3.1 National Planning Policy

PPS1: Delivering Sustainable Development

PPS1 states that sustainable development is the core principle underpinning planning. Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by: making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; contributing to sustainable economic development; protecting and enhancing the natural and historic environment, the quality of the countryside and existing communities; ensuring high quality development; and supporting existing communities and contributing to the creation of safe, liveable and mixed communities with good access to jobs and key services for all. On sustainable economic development, local authorities should recognise that economic development can deliver environmental and social benefits; that they should also recognise the wider sub regional and

regional economic benefits and that these should be considered alongside any adverse local impacts.

Para 28 of PPS1 advises that planning decisions should be taken in accordance with the development plan unless other material considerations indicate otherwise.

Para. 29 of PPS1 acknowledges that in some circumstances, a planning authority may decide in reaching a decision to give different weight to social, environmental, resource or economic considerations. Where this is the case the reasons for doing so should be explicit and the consequences considered. Adverse environmental, social and economic impacts should be avoided, mitigated or compensated for.

PPG13: Transport

The main objective of PPG13 is to promote more sustainable transport choices for both people and moving freight. It aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and reduce the need to travel, particularly by car.

3.2 Regional Spatial Strategy

Regional Spatial Strategy

Regional Planning Guidance was adopted in March 2003 and following the commencement of the new Planning and Compulsory Purchase Act is now the Regional Spatial Strategy for the North West (RSS).

The key objectives of relevance to this proposal in RSS include:

- achieving greater economic competition and growth with associated social progression;
- to secure an urban renaissance in the cities and towns of the North-west;
- to ensure active management of the Region's environmental and cultural assets;
- to secure a better image for the Region and high environmental and design quality; and
- to create an accessible Region with an efficient and fully integrated transport system

Policy DP1 requires that development plans adopt the following sequential approach to meet development needs, taking into account local circumstances: the characteristics of particular land uses, and the spatial development framework; the effective use of existing buildings and infrastructure within urban areas particularly those which are accessible by public transport, walking or cycling; the use of previously developed land particularly that which is accessible by public transport walking or cycling; and thirdly development of previously undeveloped land that is well related to houses, jobs and so on and can be made accessible by public transport, walking or cycling.

3.3 Joint Lancashire Structure Plan

Policy 1 – General Policy

Policy 17 – Office Development

Policy 24 – Flood Risk

3.4 Saved Policies of the Rossendale District Local Plan

DS1 – Urban Boundary

DC1 – Development Criteria

DC4 – Materials

4. **OTHER MATERIAL PLANNING CONSIDERATIONS**

4.1 None applicable.

5. **INTERNAL CONSULTATIONS**

5.1 **Forward Planning** – The site lies within the Urban Boundary in a main development location. The site is also within a Flood Risk Zone. The site already has consent for use as a Police Operating Centre and have no policy comments to make on the amendments made since the previously approved scheme.

5.2 **Environmental Health** – comments awaited.

5.3 **Property Services** – make comments regarding land ownership but raise no material objection to the proposed development.

6. **EXTERNAL CONSULTATIONS**

6.1 **Lancashire County Council**

Strategic Planning Group – raise no objection to the slight increase in the floor space of the scheme.

Highways – no comments received.

- 6.2 **Lancashire Police Authority** – Architectural Liaison Officer – states that the architect has already applied for Secure By Design status and therefore raises no objection to the scheme.
- 6.3 **Natural England** – raise no objection but highlight the possibility of bats being present on site and the need to mitigate for this and cite a website address where further guidance can be found.
- 6.4 **Environment Agency** – comments awaited.

7. REPRESENTATIONS

- 7.1 A Press Advertisement was placed in the Friday 1st Edition of the Rossendale Free Press. 4 site notices posted on 21/01/2008 and 36 adjoining properties were notified by letter on 21/12/2007 and a further 7 properties were notified by letter on 25/01/2008 to accord with the General Development Procedure Order. The site notices have been posted to go above and beyond the regulatory requirement to ensure a high level of Community engagement to accord with PPS1.
- 7.2 1 letter received from a resident of 464 Bacup Road requesting that consideration be given to the consequences of restricting parking on one side of Bacup Road which would result in more cars parking on the opposite side. Also how would the site be lit at night.
- 7.3 1 letter received from two residents at 466 Bacup Road who, whilst not objecting, raise two points in relation to the lighting of the site and would request some landscaping to the site.

8. REPORT

Main Considerations

- 8.1 The main considerations of the application are the principle of the development, its impact on visual amenity through its design and layout, the scheme's impact on residential amenity, the access, servicing and parking arrangements and flood risk.

Principle

- 8.2 The proposed development would be for the same use as 2007/130 and same amount of floor space with an increase of 13 staff and an accompanying increase in parking spaces from 63 to 87 under the current proposal. The principle of the use was established under the approved application 2007/130 and there appears to be no material difference in the current scheme to disestablish this finding. The external changes and revisions in layout and

parking provision will be assessed below, however, the principle of the development is considered acceptable.

Design, Layout

- 8.3 The external alterations to the building appear to be largely related to inserting windows into the north-western and south-western elevations and closing off a number of display window openings on the forecourt side of the building. These display windows would be replaced by aluminium curtain walling with the external facing being powder coated with corporate colours of the police authority.
- 8.4 The layout of the scheme has altered from the previous proposal in relation to the access to the site. The comments of the highway authority are awaited and the highway aspect cannot therefore be assessed at this point. However, a landscape planting band has been proposed to run along the frontage of the site which is considered to be an improvement on the previous scheme. The scheme is considered acceptable in terms visual amenity.

Residential Amenity

- 8.5 The position of the building and the proposed alterations to it, would not incur a loss of light, privacy or outlook. The issue of lighting to the site affecting neighbours has been addressed via the imposition of a condition.

Access, Servicing and Parking

- 8.6 The application included a site layout plan indicating parking and access and the applicant has been requested to submit additional information regarding the servicing, bins storage and cycle parking arrangements. Although the Highway authority has not responded to the consultation request, the scheme is essentially the same as the previously approved scheme and utilises the existing accesses to the site. A section 106 agreement under the last application secured the provision of a TRO which is required again under this application. As such, subject to no adverse comments from the highway authority and appropriate details of servicing, bin storage and cycle parking, the application is considered acceptable.

Flood Risk

- 8.7 The previously approved application, 2007/130, was finally approved once the Environment Agency had lifted an objection to the scheme. The solution was a condition requiring that the basement of the building would not be used for operational purposes, only as storage and that it would be powered on a separate electrical circuit to the rest of the building. Although a response from the Environment Agency has not been received, the current application appears to differ little from that previously approved. The previously imposed conditions have been applied again should the Committee be Minded to Approve the application. As such, subject to no adverse comments being

received from the Environment Agency, the application is considered acceptable in terms of Flood Risk.

Neighbour Responses

- 8.8 The issues raised in letters received from residents living near the site are considered to have been addressed by the preceding text.

9. CONCLUSION

- 9.1 Subject to no adverse comments being received from the Highway Authority or the Environment Agency, the application is considered acceptable and is recommended for approval subject to conditions and the satisfactory completion of a section 106 agreement securing the appropriate Traffic Regulation Order.

10. RECOMMENDATION

- 10.1 That the Committee be Minded to Approve the application subject to the satisfactory completion of a section 106 agreement to provide a Traffic Regulation Order in accordance with the requirements of the Highway Authority. If no such legal has been completed by 19th March 2008, authority is sought to be delegated to the Executive Director of Regulatory Services to refuse the application.

11. REASONS FOR APPROVAL/REFUSAL

1. The proposed development would result in the sustainable re use of the existing buildings, would be close to existing infrastructure and a variety of means of transport. It would also address the potential flood risk. The proposed development would not incur a loss of visual or residential amenity nor would it be detrimental to highway safety. Subject to condition, this scheme would also make adequate provision for a Traffic Regulation Order, bin storage and boundary treatment. As such, the scheme is considered acceptable and there are no material considerations to outweigh this finding. The proposed development therefore accords with PPS1 - Delivering Sustainable Development, PPG13 - Transport, PPS 25 - Flood Risk, The Regional Spatial Strategy, Policy 1 - General Policy of the Joint Lancashire Structure Plan and Saved Polices DS1 - Urban Boundary, DC1 - Development Criteria, T4 - Car Parking and J3 - Employment Areas of the Rossendale District Local Plan.

12. CONDITIONS

1. The development permitted shall be begun before the expiration of three years from the date of this consent.

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

2. The use of the lower ground floor level /basement area of the building shall be restricted in perpetuity to the storage of goods and/or materials that are not required by the police to undertake their operational activities unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure highly vulnerable land uses in areas below the predicted 1 in 100 year flood level are not permitted as part of this development in accordance with PPS25 and policy 24 of the adopted Joint Lancashire Structure Plan.

3. The buildings hereby permitted shall be constructed in materials which would be resistant to damage from the ingress of flood water and with services located at an appropriate level in accordance with details set out in the Flood Risk Assessment (FRA) as undertaken by DG-A Ltd for this development. Details to confirm that the lower ground floor storage area will be on a separate electrical circuit to the upper floors of the building shall be submitted and approved in writing to the Local Planning Authority.

Reason: The buildings are within an area at risk of flooding and the operation of the building must not be detrimentally affected during a flood event in accordance with PPS25 and policy 24 of the adopted Joint Lancashire Structure Plan.

4. Notwithstanding the information provided on the approved plans, no development shall be started until full details of the location, design and construction of bin stores have been submitted to and approved in writing by the Local Planning Authority. Such approved bin stores shall thereafter be constructed and made available for use before the development is brought into use.

Reason: To safeguard the amenity of the area in accordance with Saved Policy DC1 – Development Criteria of the Rossendale District Local Plan.

5. Notwithstanding the information provided on the approved plans, no development shall be started until full details of the location, design and construction of cycles and motorcycle stores have been submitted to and approved in writing by the Local Planning Authority. Such approved details shall thereafter be constructed and made available for use before the development is brought into use

Reason: In the interests of visual amenity in accordance with Policy DC1 of the adopted Rossendale District Local Plan

6. No part of this development shall be occupied unless and until details of the car parking provision have been submitted to approved in writing by the Local Planning Authority. The details shall include the disabled and visitor provision. The car parking shall be provided and made available prior to use hereby approved first commencing and shall thereafter be maintained for as long as the use remains in existence.

Reason: To ensure the provision of adequate off street parking/servicing in accordance with Policy 1 of the adopted Joint Lancashire Structure Plan and Policies DC1, T4 and T7 of the Rossendale District Local Plan.

7. Prior to first occupation a scheme detailing any external lighting shall be submitted to and agreed in writing by the Local Planning Authority. Such scheme as is approved shall be implemented in full prior to first use of the development hereby approved.

Reason: To safeguard the amenity of the area in accordance with policy DC1 of the Rossendale Local Plan.

8. 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. 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 to which it (most closely) relates, 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

9. Prior to the commencement of development a scheme detailing boundary treatments shall be submitted to and approved by the Local Planning Authority. The scheme shall include appropriate visibility spays and detail the size, position and appearance of vehicular and pedestrian access points. The approved details shall be implemented in full prior to first occupation of the building and shall be retained thereafter.

Reason: In the interests of visual amenity and highway safety in accordance with Policy DC1 of the adopted Rossendale District Local Plan.

10. The development shall be carried out in accordance with the following plans unless otherwise agreed in writing by the Local Planning Authority:

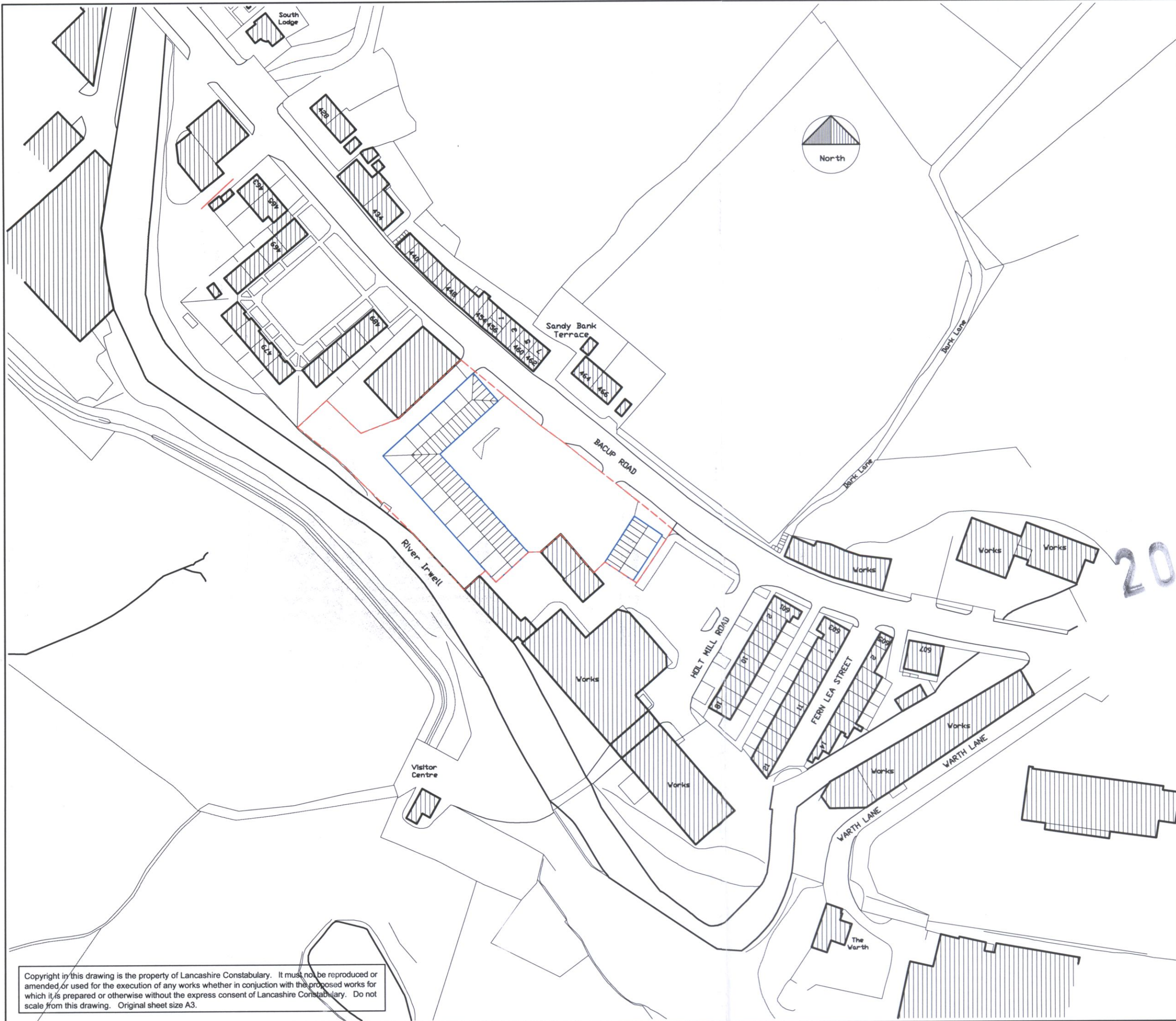
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No. 1296/13
No. 1296/111
No. 1296/112
No. 1296/114
No. 1296/115A

Reason: For the avoidance of doubt

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*LOCATION PLAN TO BE PROVIDED
ATTACH ALL APPENDICES AND LIST AS NECESSARY, FOR EXAMPLE*

Document Details	Appendix Number
Committee Report dated 19 th February 2008	Appendix A
Etc	



Special Document
055190

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Status: **CONTRACT DRAWING**

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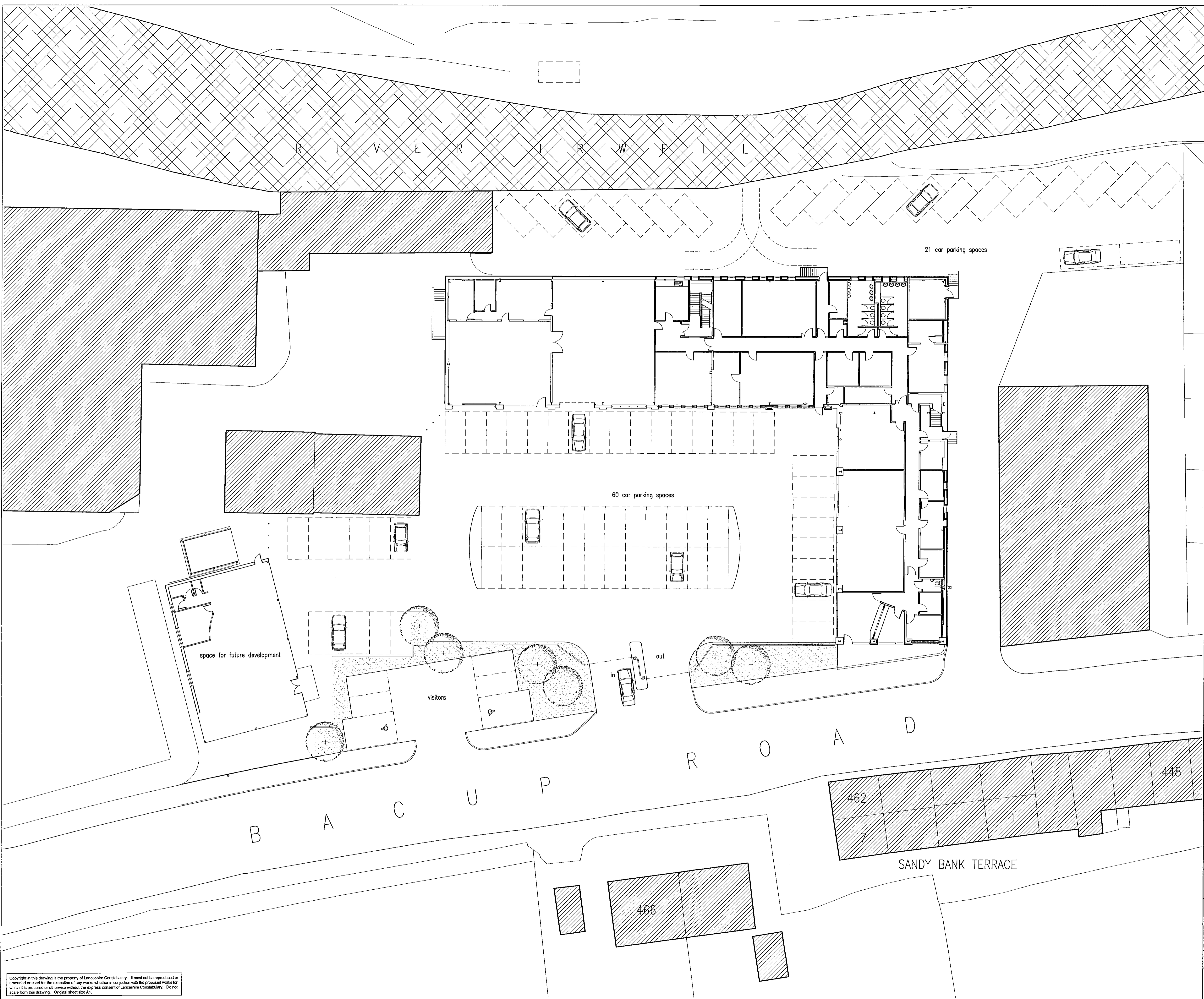
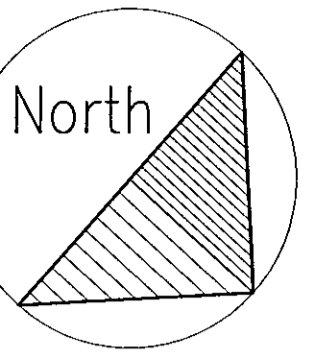
Client:
Project:
**Rossendale Operating Centre
Bacup Road
Rawtenstall**

Title:
**Development Plan
Location Plan**

Scale: 1:1250 @ A3 Date: 19.08.2007 Drawn:

Drawing Number:
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Status: PRELIMINARY DESIGN

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Client: CLIENT 01

Project: Rossendale Operating Centre
Bacup Road
Rawtenstall

Title: Development Plan
Proposed Site Layout

Scale: 1:200 @ A1 Date: 30.08.2007 Drawn: Millbrook

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