

<b>Application Number:</b>	2017/0617	<b>Application Type:</b>	Full
<b>Proposal:</b>	Full planning application for the redevelopment of the former Valley Centre site for a mixed use development comprising leisure, hotel, housing and commercial uses (including Use Classes A1, A2, A3, A4, B1, C1, C3 and D2 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015) including the creation of an area of public realm, with associated landscape and highway works.	<b>Location:</b>	Rawtenstall Town Square, Bank Street, Rawtenstall
<b>Report of:</b>	Planning Manager	<b>Status:</b>	For publication
<b>Report to:</b>	Development Control Committee	<b>Date:</b>	26 March 2018
<b>Applicant:</b>	Rossendale Council And Barnfield Investment Properties	<b>Determination Expiry Date:</b>	Extension of time agreed until 3 April 2018
<b>Agent:</b>	DAY Architectural Ltd		

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<b>REASON FOR REPORTING</b>	
<b>Outside Officer Scheme of Delegation</b>	<b>Council application and council-owned land</b>
<b>Member Call-In</b> Name of Member: Reason for Call-In:	
<b>3 or more objections received</b>	✓
<b>Other (please state):</b>	<b>Major Application</b>

## 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.

### **RECOMMENDATION**

1. That Committee be minded to approve Planning Permission subject to the Conditions set out in Section 10.

### **SITE**

2. At the Development Control Committee meeting in January 2012 Members approved a scheme for the demolition of the Valley Centre Shopping Precinct and its replacement with an interim development comprising a public realm and event space (2011/570 and 2011/581CAC) in Rawtenstall Town Centre. The approved scheme has been implemented and demolition completed in 2012, following which time the space has been hard surfaced and landscaped in areas. The area hosts a number of local events such as the Clog Market, the Farmers' Markets and funfairs.
3. In 2015 planning permission (ref 2015/0476) was granted for the redevelopment of part of the site for a bus station and retail/cafe units (Use Classes A1, A2, A3, A4, A5 or B1), including associated facilities, car parking and landscaping, demolition of former police station, town hall annex, public toilets and part demolition and works to the Old Town Hall. This planning approval was amended in 2016 (ref 2016/0608). These works are referred to as Phase 1. Work is underway to implement Phase 1, with the Police Station and Town Hall demolitions already taken place and construction of the bus station due to be completed by the end of 2018.
4. This application before Members tonight is referred to as Phase 2 and relates to the land formally occupied by the now demolished mid-century shopping centre (the Valley Centre) and the former Police Station, which is bound to the north-west by Bank Street, to the north-east by Kay Street, North Street and the new bus station to the south / south-east, and James Street to the south west. The site itself includes the James Street Car Park, a temporary car park on the site of the former Police Station, a further temporary car park accessed from Kay Street, and the remainder of the site comprises hard and soft landscaped areas of public open space following the demolition of the Valley Centre in 2012.
5. In terms of the site's topography, levels vary slightly across the site, most particularly from the north west to the south east. The existing site contains areas of steps and ramps to address the variances in levels.
6. The site is located within the defined Urban Boundary of Rawtenstall, in addition to being within its defined Town Centre and its Primary Shopping Area, as designated by Policy 11 of the Council's Adopted Core Strategy. The entire site, save for the James Street Car Park, lies within the Primary Shopping Area, the boundary of which extends from James Street in the west along Bank Street and to Newchurch Road in a northerly direction. The site is within Flood Zone 1.
7. The proposal site sits within the heart of Rawtenstall Town Centre Conservation Area. It is a focal and highly sensitive area with nationally listed and none designated heritage assets surrounding the site. The nearest listed building to the application site is the Nat West Bank which is situated directly opposite the site on Bank Street. A further nearby listed building is

Longholme Chapel, which is situated behind the funeral directors fronting to the west side of James Street.

## **PLANNING HISTORY**

8. The following applications are relevant to the determination of this application:

<b>Application Number</b>	<b>Description of development</b>	<b>Decision</b>
2015/0476	The redevelopment of the site for a bus station and retail/cafe units (Use Classes A1, A2, A3, A4, A5 or B1), including associated facilities, car parking and landscaping, demolition of former police station, town hall annex, public toilets and part demolition and works to the Old Town Hall, within Rawtenstall Conservation Area.	Approved with conditions 09.03.2016
2016/0608	Section 73 application to vary / remove conditions 2, 3, 4 ,7, 11, 12, 13, 14, 20, 21, 22 and 28 attached to planning approval 2015/0476 which granted consent for the erection of a bus station and retail/cafe units (Use Classes A1, A2, A3, A4, A5 or B1), including associated facilities, car parking and landscaping, demolition of former Police Station, Town Hall Annex, Public Toilets and part demolition and works to the Old Town Hall, within Rawtenstall Conservation Area.	Approved with conditions 06.01.2017
2017/0021	Application to discharge condition 20 (demolition method statement) attached to planning approval 2016/0608	Approved 09.08.2017
2017/0377	Full application for the erection of a gable feature and glazed entrance to the west elevation of the retained Town Hall (amendment to the approved scheme 2016/0608 to remove the approved extension), alterations to the windows and inclusion of a rear bin store	Approved with conditions 30.08.2017
2017/0390	Application for a minor non-material amendment to planning permission ref: 2016/0608 (which was for the erection of a bus station and retail/cafe units (Use Classes A1, A2, A3, A4, A5 or B1), including associated facilities, car parking and landscaping) to amend: <ul style="list-style-type: none"> <li>- Double Door Pedestrian Entrance Set amended to 2no. double sliding doors</li> <li>- New area for display unit/TV/monitor added above new 2no. double sliding pedestrian entrance.</li> <li>- Bay 7 and 8 re-arranged to accommodate evening bus service.</li> <li>- Reconfiguration of the internal space to increase the number of retail units to 4 and increase the amount of retail floor space</li> </ul>	Approved 29.08.2017

## **PROPOSAL**

9. This is an application for full planning permission is sought for the redevelopment of the former Valley Centre site for a mixed use development of approximately 5,000 sqm of floor space comprising a range of town centre uses including retail, leisure, hotel and / or housing. The key components of the scheme are:

- The erection of two buildings (Block A and Block B) three storeys in height.
- Block A contains four retail units, a leisure foyer, a refuse store and bicycle store at ground floor, with two leisure units at first floor including an outdoor terrace.
- Block B contains three leisure units at ground floor along with a hotel foyer and plant room. At first floor and second floors are a 72 bedroom hotel, or 28 residential apartments.
- This covers use classes A1, A2, A3, A4, B1, C1, C3 and D2 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015.
- Creation of an area of public realm measuring approximately 2,278 sqm to contain hard landscaping, tree planting, steps and seating areas.
- Retention of James Street Car Park with 37 public spaces. This will be used for servicing of the units within Block A.
- A secure cycle store and bin store will be located within the James Street Car Park, adjoining the rear of Block A.
- Blocks A and B are to be constructed from natural stone (smooth finish), metal standing seam cladding (predominantly dark grey with some feature areas in a metal finish), dark grey glazed panels, and dark grey aluminium window frames.
- Within Block A Units 1 and 2 will adjoin the former bank on Bank Street (now A'Vucciria restaurant) and will have shop frontages facing Bank Street. Units 3 and 4 have frontages onto the public realm along with the foyer of Unit 8.
- Units 5, 6 and 7 also have frontages onto the public realm along with the hotel foyer.
- The Kay Street elevation of Block B contains approximately 56 clear glazed windows, and 12 glazed spandrel panels in a dark grey colour (obscure).

10. The proposed mix of uses is as follows:

<b>Unit</b>	<b>Proposed uses</b>	<b>Use class</b>	<b>Number of floors</b>	<b>Floor area (SQM GIA)</b>
1 (Block A GF)	Retail	A1	1	134.83
2 (Block A GF)	Retail	A1	1	132.96
3 (Block A GF)	Retail	A1	1	577.53
4 (Block A GF)	Retail	A1	1	556.69
5 (Block B GF)	Leisure	D2	1	258.46
6 (Block B GF)	Leisure	D2	1	267.75
7 (Block B GF)	Leisure	D2	1	288.94
8 (Block A FF)	Leisure	D2	1	1176.7
Foyer for Unit 8 (Block A GF)	Leisure	D2	1	65.43
9 (Block A FF)	Leisure	D2	1	285.69
Hotel (Block B FF and SF)	Hotel / residential	C1 or C3	2	663.35 at FF 661.27 at SF
Hotel Foyer (Block B GF)	Hotel / residential	C1 or C3	1	247.7
<b>TOTAL</b>				<b>5317.3</b>

11. The following have also been submitted in support of the application:

- Design and Access Statement
- Conservation Area Assessment
- Phase 1 Geo Environmental Report
- Air Quality Assessment
- Flood Risk Assessment
- BREEAM Report
- Arboricultural Impact Assessment
- Noise Impact Assessment
- Transport Assessment and Travel Plan
- Computer Generated Images

## **POLICY CONTEXT**

### **Development Plan**

#### **Rossendale Core Strategy DPD (2011)**

AVP4	Strategy for Rawtenstall
Policy 1	General Development Locations and Principles
Policy 2	Meeting Rossendale's Housing Requirement
Policy 3	Distribution of Additional Housing
Policy 7	Social Infrastructure
Policy 8	Transport
Policy 9	Accessibility
Policy 11	Retail and Other Town Centre Uses
Policy 12	The Valley Centre, Rawtenstall
Policy 14	Tourism
Policy 15	Overnight Visitor Accommodation
Policy 16	Preserving and Enhancing Rossendale's Built Environment
Policy 17	Rossendale's Green Infrastructure
Policy 18	Biodiversity and Landscape Conservation
Policy 19	Climate Change and Low & Zero Carbon Sources of Energy
Policy 23	Promoting High Quality Design & Spaces
Policy 24	Planning Application Requirements

### **National**

#### **National Planning Policy Framework (2012)**

Section 1	Building a strong, competitive economy
Section 2	Ensuring the vitality of town centres
Section 4	Promoting Sustainable Transport
Section 6	Delivering a Wide Choice of High Quality Homes
Section 7	Requiring Good Design
Section 8	Promoting healthy communities
Section 10	Meeting the Challenges of Climate Change, Flooding, etc
Section 11	Conserving and Enhancing the Natural Environment
Section 12	Conserving and Enhancing the Historic Environment

### **Other material considerations**

Rossendale Town Centre, Retail, Leisure and Tourism Study (2017)

RBC Alterations and Extensions to Residential Properties SPD  
 RBC Shop Front Design Guide (May 2012)  
 LCC Historic Town Assessment Report for Rawtenstall (2006)  
 RBC Rawtenstall Town Centre Conservation Area Character Appraisal (2011)  
 RBC Rawtenstall Town Centre Draft Supplementary Planning Guidance (2011)  
 Lancashire Local Transport Plan – A Strategy for Lancashire (2011-2021)  
 East Lancashire Highways Masterplan (2014)

## **CONSULTATION RESPONSES**

<b>Consultee</b>	<b>Response</b>	<b>Conditions recommended?</b>
Historic England	No objection	No
RBC (Conservation Officer)	No objection	Yes
Contaminated Land Officer	No objection	Yes
RBC Environmental Health	No objection	Yes
LCC (Highways)	No objection	Yes
Ecology Consultant	No objection	Yes
United Utilities	No objection	Yes
Environment Agency	No objection	Yes
Lead Local Flood Authority	No response received	No response received
Lancashire Constabulary	No objection	Yes
RBC Economic Development	Support	No
Lancashire County Council Education	No objection (no contribution sought)	No
East Lancashire Chamber of Trade	Support	No
Electricity North West	No objection	No (informative)

## **NOTIFICATION RESPONSES**

12. To accord with the General Development Procedure Order a press notice was published on 22/12/17, site notices were posted on 19/12/17, and 1114 letters were sent to neighbours on 15/12/17.

13. Further letters of re-consultation were sent to neighbours on 19/02/18 and 08/03/18 following receipt of amended plans from the applicant.

14. In total 63 representations have been received, of which 49 are objections, which expressed as a percentage of those consulted, is 4%. 10 letters of support have been received and 4 general comments (neither object nor support).

15. The main points of objectors (material planning considerations) have been summarised below:

- The development is out of keeping with the surrounding area.
- The development will destroy the town's character and charm. It is generic and modern.
- The proposed buildings are too tall.
- Rawtenstall will lose its uniqueness and become as bland as towns such as Bury and Burnley.
- Lack of car parking provision, particularly for the proposed hotel.
- Increase in traffic.
- Rawtenstall as a whole is in need of a review for traffic management. This scheme will add further pressures to the traffic flow in and around Rawtenstall. The junction of Kay Street and Bank Street needs improving to allow large vehicles to turn left without encroaching onto oncoming traffic on Bank street.
- Traffic impact has not been properly assessed.
- The plan is for smooth stone cladding which does not exist in any of the surrounding buildings. All surrounding buildings are either pitched faced or ashlar finished stone.
- The service area for the other block opens out to the existing car park which would result in conflict with car park users.
- The town centre is not a suitable place for a hotel.
- Moved to Rawtenstall due to its quaint nature with its independent shops- would not like to see large commercial shops in the area.
- A third party planning office should assess the application.
- The current sewer system is probably overloaded already will be expected to cope with significantly more waste- object to the plan until such extra pipework as may be necessary is included in the application.
- Environmental pollutants.
- The existing town square is a valuable community asset.
- No detail on servicing or deliveries.
- The existing open and multi-functional space will become closed and unusable to host many of the events which currently take place in the town.
- There would be a further loss of established trees to enable the development to happen.
- Building does not interact with Kay Street at ground level - this is a missed opportunity to help revitalise that street.
- The level of terraced seating provided is inadequate.
- The majority of the space slopes. Planters fragment the area.
- The space which should be more passive to allow its use as a holding space is located at the intersection of the main circulation routes.
- Inadequate provision for cyclists.

16. The main points raised in support are summarised as follows:

- The proposals will bring lots of opportunities for jobs and encourage visitors to the Borough.
- Many people in this Valley fully support this application.

- There are a large number of people who don't tend to support planning applications that really want to see new jobs, more retail options, better public transport, more leisure facilities and a hotel in the Rossendale.
- The regeneration work to date has already created a positive buzz in Rawtenstall, along Bank Street and New Hall Hay. This will only make that work better.
- The scheme compliments the existing character of Bank Street rather than seeking to mimic it.
- This is a good development proposal for Rawtenstall.
- New leisure and hotel facilities will encourage people to visit Rossendale and create new jobs and businesses, bringing investment into the area.
- It is good to see that Rossendale BC are striving to improve the area and bring in new businesses, we must keep up with neighbouring authorities and promote how wonderful the Valley is.
- Car parking is not a big problem now and this plan is right next to a bus station so its location in the town centre should actively encourage people to use public transport and bikes.
- The public open space as proposed is huge and more than enough for this site.
- Happy that there is to be a hotel development. Much needed in the valley.
- There should be more restaurants rather than shops.
- This is an excellent opportunity for the positive development and progression of Rawtenstall.
- Fully support the redevelopment of Rawtenstall Town Centre.

#### Non-material objections received

- The New Hall Hey retail park would be a more suitable setting for this development.
- Is there any need for a hotel?
- No more drinking and eating establishments are needed.
- Concerns regarding costings.
- Negative effect on the independent shops of Rawtenstall due to competition from national multiples.
- Chain stores should not be allowed to occupy the units; priority should be given to local independents.
- The failure of enforcement on a previous development means that one of the buildings will be blocking a doorway and fire escape.
- It would be better to spend the money in other parts of the Borough.

#### Representations from local groups and other organisations

- Rawtenstall Chamber of Commerce – No objection is raised to the principle of the redevelopment of the site however objections have been raised in relation to: highways / traffic flow; parking issues; design and size of the buildings (including whether the proposal has been taken through a design review); and whether the final development will involve a hotel or apartments.
- Rossendale Civic Trust - objections raised in relation to the need to keep active streets, two large retail units for national retailers (prefer to see independents); a wide opening to Bank Street gives views of Asda from within the site; an existing Picture House is vacant; the development adversely affects the Grade II listed Nat West Bank; and the development turns its back on to Kay Street. Further concerns were raised in comments received on 19 March 2018 as stated below:



- *That the concept of what was originally envisaged or hoped for on this site has been so obscured and severely compromised by continuous bitty changes that it has lost all relationship to what was proposed or what is practically possible.*
  - *That the original recommendations of Historic England have been lost in the constant changes, and their comments have lost sight of their now long past observations and been confined to comparison only with previous applications and not the basic facts with which they started.*
  - *The present designs, especially those of the raised and chamfered corner of Bank Street and Block B and the inaccessible facade of Kay Street, only exacerbate and destroy the original visual nature and function, rather than help, the fragmentation of the streets.*
  - *This whole project, in practicality, function and compatibility with the site has departed so far from its early vision as to be no longer relevant to our town or good Conservation practice in general.*
  - *It is best shelved and re-thought in the light of what is actually on the site now, taking on board present trends in development and sustainability rather than those of ten or fifteen years ago, before any more money, and certainly any more work, is put into it.*
- Cushman and Wakefield on behalf of the Royal Mail - Royal Mail has significant concerns over the introduction of noise sensitive uses in close proximity to the Delivery Office, and the potential impact / conflict of traffic associated with the proposed development and Royal Mail's own vehicle movement. A robust evaluation of whether the proposed mitigation measures set out in the Noise Assessment are adequate to protect residential amenity based on existing conditions at the site today should be undertaken and should this not be possible, a suitably worded condition should be attached to any future planning permission that requires further assessment of the current existing background noise prior to the commencement of construction. Royal Mail would welcome a condition requiring the submission of a Construction Management Plan as they are concerned about potential for conflict between their vehicles and vehicles during construction and operation.

## **ASSESSMENT**

### **Principle**

17. The site comprises previously developed land in planning terms following the demolition of the former Valley Centre shopping arcade. The site is within the Urban Boundary of Rawtenstall and within the Town Centre boundary and its Primary Shopping Frontage. The application site represents the main development opportunity site within Rawtenstall town centre, with Policy AVP4 of the Core Strategy supporting redevelopment of the land for *“a mixed-use project that will complement its Conservation Area setting, enhance Rawtenstall’s townscape and provide accessible, attractive new streets”*.
18. Policy 12 of the Core Strategy identifies the redevelopment of the Valley Centre and adjacent buildings as the Council’s top priority. The policy supports development which includes *“...a focal point for retailers with other supporting uses appropriate to a town centre.”* The proposed uses which include retail, financial and professional services, restaurants and cafes, drinking establishments, offices, assembly and leisure, and hotel, constitute ‘main town centre uses’ as defined in the National Planning Policy Framework (the Framework), thereby accord with the Framework itself and Policies 11, 12 and 15 of the Core Strategy.

19. At the national level Paragraph 23 of the Framework indicates that local authorities should promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Paragraph 23 also requires local planning authorities to recognise that town centres are at the heart of their communities and to pursue policies that support their viability and vitality. It is also noted that competitive town centre environments should be promoted in order to enhance customer choice, provide a diverse retail offer and in order to reflect the individuality of town centres. The recently published Rossendale Town Centre, Retail, Leisure and Tourism Study (2017) identifies Rawtenstall as “...a traditional market town with a historic role as an important industrial and manufacturing centre during the industrial revolution. It now acts as the key focus for retailing, leisure and commercial activities within the Borough and benefits from Rossendale’s largest defined centre.”
20. The Study considers the health of the Borough’s town centres. In the case of Rawtenstall Town Centre in 2015/16 it ranked 1,003 (from 3,500 destinations nationally). This rank was down just two places from 2013/14, which suggests that there has been no dramatic shift in the centre’s performance either positively or negatively over the past few years. As would be expected, Rawtenstall is the highest ranked centre in the Study Area, with its role ensuring that it occupies a significantly more elevated position in the rankings than the district centres of Haslingden and Bacup. However, the Study highlights that four of the five closest centres outside Rossendale achieve a ranking which is considerably superior to that of the town centre. For example, Bury, Accrington, Burnley and Rochdale are all at least 750 places higher in the analyst’s national hierarchy, with only Ramsbottom (-426) below. Given this, the degree of comparison goods expenditure leakage witnessed from the Study Area is not particularly surprising, with a number of higher order centres located within a 15 to 20-minute drive-time which provide a more extensive retail offer.
21. The Study notes that the site of the former Valley Centre represents the main development opportunity site within Rawtenstall Town Centre. At the time of publishing the study it was anticipated that a planning application for Phase 2 would be submitted in 2017, and noted “...thus Rawtenstall town centre may be in line to benefit from a major investment before the end of the current decade. Such a development has the potential to result in a step change in the town centre’s retail, evening and leisure economies, depending on the end uses, and would also create significant ‘spin off’ benefits for existing businesses.”
22. The Study goes on to note that there is a relatively strong level of convenience goods units and floorspace within Rawtenstall Town Centre, however the level of comparison goods floorspace and units is marginally below average. It is notable also that the Town Centre contains only one of the top 30 comparison goods retailers; Boots The Chemist. In explaining this the Study finds that the lack of demand for space within Rawtenstall’s retail core by national multiples is likely to be largely down to the relative proximity of larger, higher order centres such as Bury, Rochdale, Burnley and Accrington where many such retailers are already present and where Rossendale residents are already used to travelling for goods such as clothing and footwear. Similarly, Rawtenstall falls well below the national average for the provision of leisure service uses i.e. A3, A4 and A5 food and drink (‘leisure service’) sector comprises restaurants and cafes, and drinking establishments and the evidence suggests that the centre’s evening economy leisure offer is in need of improvement.
23. The Study concludes by highlighting the point that a relative lack of appropriately sized modern retail units in Rawtenstall Town Centre is “...likely a barrier to further representation by national multiples. The redevelopment of the former Valley Centre site as part of the

*future phases of the Spinning Point project has the potential to address this issue, providing the type of units which are compatible with the format requirements of such retailers.”*

24. Residential apartments located within Rawtenstall Town Centre would be in accordance with Policy 2 of the Core Strategy. This policy prioritises the re-use of previously developed land and encourages higher density residential development in sustainable locations including within and adjacent to Rawtenstall. It is important to note that the description of development includes both a hotel use and residential apartments. Concerns have been raised by the Rawtenstall Chamber of Commerce in relation to this flexibility and have asked that detailed plans be made for available for both uses. The applicant has supplied floor plans to show both uses, and Officers have considered the acceptability of both uses during the determination of this application. Officers understand that it is the Council's preference for a hotel to be delivered within the development, and discussions with potential occupiers have commenced. However, in the event that a hotel cannot be secured, town centre apartments are considered to be an alternative policy-compliant option. It is not uncommon for planning applications to include a range of possible uses, particularly where the end users are yet to be determined.
25. Central to the proposed scheme is an area of public realm which is to contain both hard and soft landscaping; this is a fundamental component of the proposed development and is entirely acceptable in principle.
26. Having regard to the development plan, the Framework and up to date evidence base in the form of the Rossendale Town Centre, Retail, Leisure and Tourism Study (2017), the proposed development at this town centre site has the potential to result in a marked change to the retail, evening and leisure economies of Rawtenstall, in addition to creating benefits for existing businesses and as such, is acceptable in principle.

### Heritage Impact

#### *Context*

27. The proposal site sits within the heart of the Conservation Area and is a focal and highly sensitive area with nationally listed and none designated heritage assets surrounding the site. Historically from the mid-19th century the site housed a series of rows of terraced housing which was constructed for the ever expanding town which is picked up on in the Conservation Area Assessment. The terraced dwellings were present on the site until the late 1960s when they were demolished under clearances that were common of the time and the now demolished Valley Centre was constructed.
28. The area that formerly held the Valley Centre is now public open space with some public realm and is noted with the Conservation Area Appraisal as an area where sensitive redevelopment would be welcome. This too is reflected in Policy 12 of the Core Strategy.
29. The development site forms part of Character Area 2 of the Conservation Area, which holds one listed asset within the area, but is located next to or in close proximity to several listed and none-designated heritage assets. The listed asset within Character Area 2 is the National Westminster Bank (Grade II). The proposed development has the potential to impact upon the character and setting of several other key assets, namely; Holly Mount House (Grade II), Tower of Former Holly Mount School in the Old Fold Garden (Grade II), Church of St Mary (Grade II), Rawtenstall Cenotaph (Grade II\*), Queens Arms Hotel (Grade II), Longholme Parsonage (Grade II), Longholme Methodist Church (Grade II) and Ilex Mill (Grade II). There are several none designated heritage assets which will be affected by the

proposed development such as the Baptist Chapel and Sunday School on Chapel Street, the Royal Mail sorting office building, the curved street and traditional shop fronts on Bank Street and will also have the potential to impact upon the views and sight lines into and out of the Conservation Area.

30. As such, the Local Planning Authority must ensure, in line with the statutory act that the development preserves or enhances the special character of the Conservation Area.

### *Design*

31. As originally submitted in December 2017, the proposed design led to an objection from the Council's Conservation Officer and Historic England on design grounds. In accordance with paragraph 62 of the Framework, the proposal was subject to a local design review process. This was undertaken by Placecraft who raised similar concerns in relation to design and scale as the Conservation Officer and Historic England.

32. The key areas of objection are summarised below:

- The development blocks read as such, large singular structures, as opposed to a series of interlinked buildings which form a cohesive whole, creating an engaging elevational treatment.
- The scale of the new build is in direct contrast to the grain and scale of the surrounding streets, with the result that the proposals are not considered to sit comfortably in the historic townscape.
- Overall height of the structures. Whilst three storeys can be accommodated in parts of the development, the consistent eaves line of both buildings compounds the sense of scale, which further alienates them from the surrounding historic buildings, which are not only lower, but have an inconsistency which adds to their interest and character.

33. Following receipt of the objections the applicant worked closely with Council's Conservation Officer and Historic England to discuss the key areas of concern in greater detail, and to discuss ways in which the issues could be addressed. Positive solutions were tabled and the result was the submission of amended plans on 19 February 2018. The key changes made are as follows:

- Increased the amount of variation to the eaves line;
- Introduced additional steps in the building line (recesses and projections), to give the effect that the scheme is made up of a 'collection of buildings' and add interest to the streetscape; and
- The overall size and massing has been reduced with the stepping down of elevations and worked more with the overall topography of the site.

34. Following the submission of amended plans, both Historic England and the Conservation Officer have removed their objections to the proposed development, indeed Historic England has stated:

*"The amended plans reflect those discussions, which have resulted in a significant improvement on the earlier scheme. The perceived mass of the new blocks has been greatly reduced through the stepping down of elevations to reflect the topography of the site, whilst the frontages have greater variety and articulation which would now add interest to the street. Historic England considers that the amendments have fully responded to our previous concerns in a positive manner, which has resulted in a contextual scheme that*

would reflect the local surroundings and respond to local character, in line with paragraph 58 of the National Planning Policy Framework (NPPF).

*The new development capitalises on the opportunity to repair fragmented street patterns, whilst creating a distinctive addition to the conservation area, as required in paragraph 137 of the NPPF. Historic England no longer has any objection to the proposals, and would be pleased to see the scheme move forward positively, as appropriate.*

*Historic England has no objection to the application on heritage grounds. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 58 and 137.”*

35. The Conservation Officer acknowledges that the design is still contemporary but that with the revisions made, it does now include some traditional elements. There has also been further consideration given to the public realm and landscaping for the development which will help to enhance the area. The Officer is now satisfied that the development goes toward repairing broken street patterns and, as noted in the Conservation Appraisal, brings forward a development for the area which is distinctive as is required within paragraph 137 of the Framework.
36. Given the scale of the proposed development and its sensitive location, a number of appropriately worded planning conditions are required in relation to design and materials. These shall include:
- samples of all materials as noted on the elevation plans drawing No. AE-04-001 and AE-04-002. This shall include sample panels of the proposed stone showing mortar and joint detailing; and
  - samples of all materials noted on the landscape plan. This shall include sample panels of the proposed paving materials showing the patterning and layout proposed.

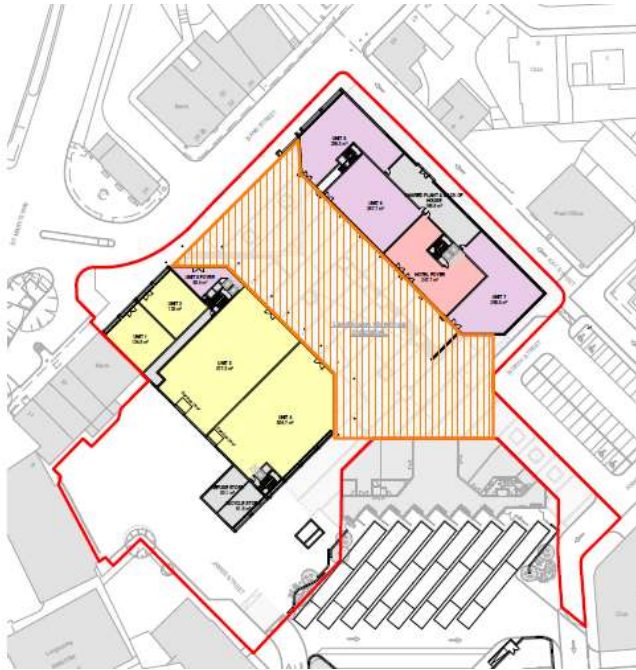
### *Conclusion*

37. Officers acknowledge that design is a subjective matter and that the appropriateness of the design and scale of the proposed development is a key concern of some local residents. However, the applicant has taken significant positive steps to make changes to the design to seek to address the objections raised by consultees including local residents and as a direct result of such changes, the experts in this field being the Council’s Conservation Officer and the statutory consultee Historic England, both confirm that the scheme now successfully reflects local surroundings, it responds to local character, it capitalises on the opportunity available at this site to repair street patterns, and will be a distinctive not harmful addition to Rawtenstall’s Conservation Area. As such the proposed development is now in accordance with Policy 16 of the Core Strategy and the Framework subject to the use of planning conditions.

### Public Realm and Landscaping

38. Following the demolition of the Valley Centre a large area of open space has been created and has been particularly well used for events such as farmers’ and Christmas markets. Neighbour representations made towards the planning application and during pre-application consultation have demonstrated a strong local demand to retain a sufficient amount of public realm for similar uses within the next phase of regeneration.

39. Central to the proposed scheme is an area of public realm; this is a fundamental component of the proposed development. An extensive area of public realm extending to 2,278 sqm will be formed between Block A and Block B as shown on the image below hatched in orange. By way of a comparison, St Ann's Square in Manchester provides 2,286sqm of public realm, meaning Spinning Point will be only marginally smaller in size.

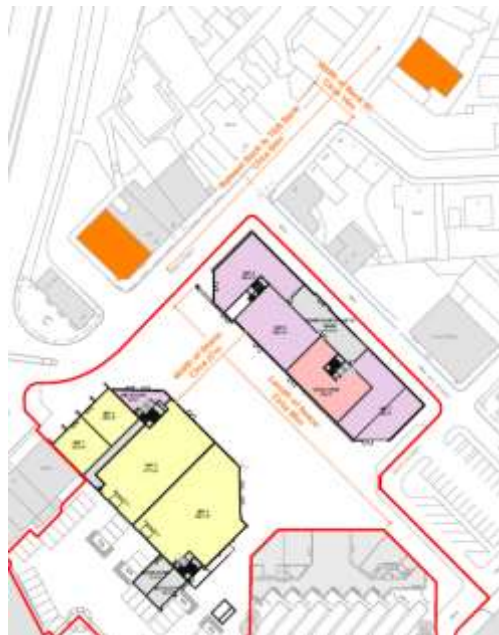


**Area of public realm (2,278 sqm)**



**St Ann's Square, Manchester (2,286 sqm)**

40. To provide some local context, the width of the public space (face of building to face of building) is approximately 27 metres, compared to the current width of Bank St (face to face) which is 14 metres. The length of the space is approximately 85 metres, which is equivalent to the distance from the entrance door of Nat West to the entrance door of TSB (both Bank Street). The image below provides an illustration of this comparison.



**Dimensions of proposed public realm in comparison with Bank Street**

41. The public realm contains a number of features that have been designed in to the scheme rather than being an afterthought, such as tree planters incorporating seating and steps to address difference in levels also provides an opportunity for areas of seating. As such Officers and the applicant are satisfied that the space is of ample size and appropriate design to enable it to continue to accommodate a range of events, in accordance with Policy 12 of the Core Strategy.
42. At the request of Officers, as part of the revisions made to the design of the buildings, changes have been made to the proposed landscaping to be contained within the area of public realm. Additional trees are now proposed within the main area of open space (between the two main buildings) and three additional trees located adjacent to the bus station, to the south west of the North Street car park. Such changes were considered necessary to enhance the area more generally, but to ensure that the public realm is a quality space where people will want to spend periods of time.
43. The Council's Tree Officer has confirmed that the choices of tree species is good given that they are species which have upright conical habit and are therefore more suited to a constrained growing space such as this. The Oak trees are proposed to be situated between the bus station and North/Annie Street car park and their feathered habit is good for this location. With regards to tree planting and air quality, the scheme includes Lime and Birch which are in the category for best Urban Tree Air Quality Score. Towards the bus station there are three Oak trees proposed and the upright form of Oak specified is good for the position. Overall the Tree Officer is satisfied that the choices of species are appropriate.
44. The Council's Ecological Advisor has expressed support for the proposal, being in agreement with Historic England in that the scheme *"will reflect the local surroundings and respond to local character"* and that the scheme will *"create a distinctive addition to the conservation area"*. In regards to the landscape detailing, the officer notes that some trees will be lost to the scheme but there are proposals for replacement tree planting which are appropriate. In agreement with the Tree Officer, the Ecologist notes that given the heavily urbanised context of the site, the number, species and size of trees proposed is acceptable. While a number of the proposed shrub species are 'non-native', this is acceptable and appropriate in the context. The palette of 'hard' landscaping materials and textures is limited, which is positive, creating clean hard working backdrops. The materials specified are of high quality, with a relatively high proportion of natural stone paving, and are appropriate in this context.
45. With support from the Council's Tree Officer or the Council's ecological adviser, for the reasons above and subject to the use of conditions, the proposed development is acceptable having regard to landscaping and biodiversity in accordance with the Framework and Core Strategy Policies 18, 23 and 24.

#### Air Quality and Noise

46. Core Strategy Policy 24 requires new developments to be designed to protect the amenity of the area, including residential amenity in terms of light, outlook, landscaping, and mitigating noise and light pollution. One of the 12 core planning principles within the Framework states that planning should *"always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings."*
47. The Council's Environmental Health Officer has been consulted on the proposed development, in particular having regard to the submitted Air Quality Assessment and

Noise Assessment. With regards to air quality, in order to protect public health from the harmful effects of air pollution, a number of planning conditions are recommended. The site is adjacent to a designated area of poor air quality therefore the Council is working to ensure that air quality in this area does not get worse as a result of the proposed development. As such a condition is recommended that the fugitive dust mitigation measures in Table 20 of the Air Quality Report are put in place during the construction phase. Secondly, a condition is recommended that secures the implementation of the best practice mitigation options in the Report (page 34). The Environmental Health also recommends that a full travel plan is prepared and implemented as detailed in the initial Framework Travel Plan dated December 2017 and that Environmental Health are included on the list of appropriate personnel.

48. As the Council is committed to climate change mitigation, the Officer notes that this development should adopt energy efficient, water efficient and low carbon designs as required by Policy 19 of the Core Strategy. This is considered further in this report under the subheading "Sustainability".
49. In relation to protection from noise, the Officer recommends that a condition is imposed which requires the hotel windows to be provided with glazing as detailed (or equivalent to) that prescribed in the Noise Assessment Report dated 14th Dec 2017.
50. Subject to the use of the conditions described above, the proposal is compliant with the Framework and Policy 24 of the Core Strategy with regards to amenity including air quality and noise.

#### Contamination

51. The Council's Contaminated Land Officer has raised no objection to the proposed development subject to a standard condition requiring a Phase 1 report (including reference to the proposed residential element) to be submitted to the Local Planning Authority for approval in writing, prior to the commencement of development.

#### Transport

52. Section 4 (paragraph 32) of the Framework states that all development that generate significant amounts of movement should be supported by a Transport Statement, and that Local Authority decision making should take account of:
- The opportunities for sustainable transport modes have been taken up;
  - Safe and suitable access to the site can be achieved for all people; and
  - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be refused on transport grounds where the residual cumulative impacts of the development are severe.
53. To address this policy requirement, the application was accompanied by a Transport Assessment (TA) and Travel Plan which has been reviewed by Lancashire County Council's Highway Engineer. The key elements of the proposed development from a transport perspective are summarised below.



## *Servicing*

54. Servicing for Block A is proposed to take place within James Street. This is considered to be the optimum position for deliveries and bin collections so as not to interfere with bus movements. Servicing for Block B will take place from Kay Street. Conditions are expected to be recommended by Lancashire County Council Highways requiring a servicing and delivery management plan which will cover matters such as timings of servicing for the larger vehicles so as not to conflict with times during the day when the car park will be most busy, and coordination of such service and delivery vehicles.

## *Cycling*

55. Since the submission of the application the number of spaces for bicycle storage has been increased to approximately 15, and they have been positioned at three key locations across the site i.e. at the north-east adjacent to Bank Street, at the south-east adjacent to North Street, and at the south-west adjacent to James Street. The stores at the Bank Street and North Street areas of the site are external stores and are likely to be used for shorter stay purposes, whereas the store at James Street is a covered store which is envisaged to be used for longer stays.

56. Concern has been raised by some local residents over whether a contraflow cycle lane will be provided on Kay Street i.e. whereby cyclists can cycle in both directions however vehicular traffic is restricted to one way. Officers can confirm that this is not the case; a contraflow cycle lane is not proposed.

## *Pedestrians*

57. Pedestrian access has been a key consideration in the design of the proposed development as set out within the Design and Access Statement. As with cyclists, pedestrians are encouraged to enter the development from three key points: from the north via Bank Street, from the east via Lord Street, and from the west via James Street.

## *Response from Lancashire County Council Highways*

58. Many of the representations received relate to traffic generation and car parking; evidently this is a key area of concern amongst local residents. As such Officers have worked closely with the County Council over the last three months in relation to this scheme. The Highway Engineer highlighted the following areas which required additional information to be provided before a formal response can be provided. These are:

1) A capacity survey of the St. Marys Way/ASDA junction.

*This was undertaken on Saturday 17 March 2018.*

2) A safety survey of the above junction for pedestrians. This has now been undertaken.

*This was undertaken on Saturday 17 March 2018.*

3) Assessment of the capacity of nearby public car parks to accommodate the development demand (Hotel 62 spaces, Leisure 82 spaces in accordance with the parking standards). This has now been undertaken.

*This was undertaken on Saturday 17 March 2018.*

- 4) Service arrangements onto the Town Square from James Street to be clarified. This has now been undertaken.

*Revised plans have been prepared to show a reconfiguration of parking spaces within James Street Car Park to ensure that there is no overrunning of spaces for delivery vehicles. Four DDA parking spaces have been added to the car park, and two spaces indicated as provision for electronic vehicular charging points. The applicant is willing to accept a restriction of servicing for all the units from 2400 until 0600 to prevent conflict with the car park and highway users. This can be secured by a planning condition. To further restrict conflict between service vehicles, buses and cars, the Council will amend the operation of James Street Car Park to become long stay.*

59. A meeting was held with Officers, the applicant, Lancashire County Council' Highway Engineer and the Transport Consultant from Capita on 19 March 2018 to discuss the findings of the weekend assessments undertaken. County's Highway Engineer confirmed that the surveys undertaken in relation to junction capacity, pedestrian safety and town centre car parking were robust. Mitigation measures to address concerns in relation to pedestrian safety have been discussed and are envisaged to include the widening of the footway at the junction of Asda and St Mary's Way (in order to reduce the width of road to cross and to help reduce the speed at which vehicles exit Asda turning right onto St Mary's Way) and anti-skid surfacing to be added on the approach to the crossings on St Mary's Way. Of the town centre car parks assessed on a Saturday (including Asda), capacity has been identified.
60. The Highway Engineer has confirmed that subject to such off-site mitigation and planning conditions, no objection is raised in relation to either highway safety or cumulative impacts of the development. Revised comments from the County Council confirming this will be provided to Members in the Update Report.
61. Lord Street is a historic route that has not been formally closed as it should have been, despite the former Valley Centre shopping centre being constructed over it. The applicant will ensure that the formal closure of Lord Street will be undertaken as part of this scheme using the appropriate powers set out in the Town and Council Planning Act 1990.

### Crime

62. Lancashire Constabulary's Designing Out Crime Officer has been consulted on the proposed development. The results of a crime and incident search of the area around this site for the period 21/12/2016-21/12/2017 reveal burglary at a business premise, shoplifting and assault. The Officer raises no objection to the proposal however, as the proposal comprises a large scale Town Centre redevelopment which has the potential for increased levels of crime, disorder and anti-social behaviour, a number of security measures are recommended. As such a planning condition is attached which requires the submission of a statement from the applicant setting out the security measures that will be incorporated into the development, following the advice provided by Lancashire Constabulary.

### Drainage

63. The application is accompanied by a Flood Risk Assessment and Drainage Management Strategy on which both the Lead Local Flood Authority (at Lancashire County Council) and United Utilities have been consulted.

64. United Utilities have reviewed the proposed drainage arrangements and have no objections. A number of conditions are proposed in respect of drainage and these are reflected in Section 10 of this report. United Utilities has noted that a public sewer crosses this site and they may not permit building over it; an access strip width of 6 metres, 3 metres either side of the centre line of the sewer is required, which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. The applicant's Infrastructure Consultant has commented as follows:

*"We are currently going through the process with United Utilities of getting all existing public sewers within the site boundary of both phase 1 and 2 formally abandoned (excluding public highways and James Street car park)...a drainage survey of the site has revealed several anomalies when compared to the existing public sewer records. For the phase 2 area in particular it would appear that the existing public drainage shown on the sewer records was not formally abandoned when the demolition of properties and construction of the town hall square took place in 2012. As a consequence much of this drainage is either not present or is in a derelict condition. The only live drainage identified within the phase 2 area are three highway gullies to a small car park area off Kay Street directly opposite Mannings Bakery shop. Flows from this live drainage will be temporarily diverted into the new bus station drainage system during the phase 1 works.*

*A 300mm diameter spur for the connection of surface water flows from the phase 2 area is to be provided within the phase 1 scheme and the proposed attenuation tank has been sized to take account of the phase 2 area with the previously agreed surface water discharge rate and drainage strategy as outlined and in accordance with the FRA document. It is assumed that foul drainage from the phase 2 area would connect to public combined sewers in Kay Street, Bank Street or James Street."*

65. Accordingly no objection is raised by United Utilities subject to a condition requiring a full surface water drainage scheme to be submitted for their approval and in the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer will be restricted to 50 l/s.

66. At the time of report writing the Lead Local Flood Authority has not provided a response to officers. Any response received following publication of this report will be provided to Members within an Update Report.

### Sustainability

67. The application is accompanied by a Building Research Establishment Environmental Assessment (BREEAM) Pre-Assessment Report for new construction and prepared by Sustainable Assessments Limited. BREEAM is the most widely used environmental assessment method for buildings in the UK. Its purpose is to ensure that developments meet best practice standards and improve environmental performance. Buildings are divided into a variety of domestic and non-domestic categories, each of which have specific schemes and methodologies associated with them. The 'BREEAM Rating' is based on a percentage score (out of 110% including innovation points), calculated based on performance against a range of benchmarks, that look at a wide variety of issues within building design and construction. Ratings can be awarded from 'unclassified' to 'outstanding'.

68. The report describes the route by which the retail units and the hotel may achieve a BREEAM Rating of 'Very Good'. This includes a range of topics such as management, health and wellbeing, energy, transport, water and materials. The report concludes that both the Hotel and Retail areas of the proposal site are capable of obtaining a BREEAM Rating of 'Very Good' via a score of over 55% and recommends that scores of approaching 60% are targeted at an early stage to ensure that this is achieved.
69. Based on the report's findings, officers are satisfied that the proposed development is in accordance with Policy 19 of the Core Strategy. The BREEAM rating will be secured by condition.

### Community Engagement

70. The applicant has undertaken extensive engagement with the local community prior to and during the submission of this application in accordance with the Council's Statement of Community Involvement (2014). The extent of public engagement is presented in the Design and Access Statement and in summary this involved hosting three information sessions, a 'Facebook Live' event, a presentation to Rawtenstall Chamber of Commerce and regular engagement with Rossendale Civic Trust.
71. During the determination of the application the applicant held an interactive drop-in session at Longholme Methodist Church on 28 February 2018 between 4pm and 7pm. The applicant's team was available to answer questions and to show computer generated images and videos of the proposed development.
72. Overall the extent of engagement undertaken is compliant with the Council's Statement of Community Involvement for proposals of this scale.

### Overall Conclusion

73. The proposed redevelopment of this previously developed town centre site for a mix of uses including retail, leisure, hotel and / or residential apartments, is acceptable in principle having regard to local and national planning policy. The recently published Rossendale Town Centre, Retail, Leisure and Tourism Study (2017) identifies that "*...Rawtenstall town centre may be in line to benefit from a major investment before the end of the current decade. Such a development has the potential to result in a step change in the town centre's retail, evening and leisure economies, depending on the end uses, and would also create significant 'spin off' benefits for existing businesses.*"
74. As would be expected for an application of this scale, there has been significant interest in the proposal from local residents, businesses and organisations. Letters of objection and support have been received and many of the objections raised concerns in relation to the proposed modern design and scale of the buildings. The applicant's design team has worked hard over the last three months to address the issues raised so far as possible. The amended scheme has not only overcome the objections from both Historic England and the Council's Conservation Officer, but has now gained their support. The proposed design is now compliant with local and national planning policy in this regard.
75. Another key area of concern amongst local residents and organisations is the impact of the proposed development on the highway network, and whether there is sufficient parking within the town centre to accommodate the demand. Again the applicant has taken such issues seriously, and at the request of Lancashire County Council's Highway Engineer, the applicant's Transport Consultant has undertaken further traffic impact and safety

assessments. The results have been presented to the Highway Engineer who has confirmed that subject to off-site mitigation and planning conditions, no objection is raised in relation to either highway safety or cumulative impacts of the development.

76. It is considered that the proposed development will enhance the retail, leisure and evening economy offer in Rawtenstall, and will result in job creation. These are considered to be substantial benefits to the Town Centre. All concerns raised by statutory consultees have now been addressed and as such no objections remain from any statutory consultee.
77. In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Adopted Core Strategy DPD), unless material considerations indicate otherwise. Consideration of the proposals has had regard to guidance contained with the National Planning Policy Framework and the development plan and has been found to be policy compliant subject to the use of planning conditions. With no material considerations indicating otherwise, the application is recommended for approval.

## **8. RECOMMENDATION**

Approve planning permission subject to conditions.

## **9. SUMMARY REASON FOR APPROVAL**

The proposed development will bring back into use a large, vacant and previously developed site which occupies a prominent position at a gateway location within the Urban Boundary of Rawtenstall. The site lies within Rawtenstall Town Centre and its Primary Shopping Area. It is also within a highly sensitive part of the Conservation Area, with nationally listed and none designated heritage assets surrounding the site. The proposed development is acceptable in principle and, subject to the use of planning conditions, is acceptable with regards to design, residential amenity, highway safety, landscaping and flood risk. The development is in accordance with Policies AVP4, 1, 2, 3, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 19, 22, 23 and 24 of the adopted Core Strategy DPD and the National Planning Policy Framework.

## 10. CONDITIONS

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

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. Notwithstanding any information submitted with the application, no development shall take place until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall comprise:

i) a Preliminary Risk Assessment report, including a conceptual model and a site walk over survey.

ii) where potential risks are identified by the Preliminary Risk Assessment, a site investigation survey of the extent, scale and nature of contamination and;

iii) an assessment of the potential risks to:

\* human health,

\* property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,

\* adjoining land,

\* groundwaters and surface waters,

\* ecological systems,

\* archaeological sites and ancient monuments;

iv) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy.

*Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers.*

3. Pursuant to condition 2 and prior to first use or occupation a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

*Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers.*

4. Within three months of the date of commencement of the development, 2sqm sample panels of all the materials listed in the Materials Key on the Proposed Building Elevations plan shall be constructed on site and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials and they shall be retained as approved thereafter.

*Reason: To ensure that the development will be of a satisfactory appearance. The information is required at the start of the build process to ensure that the buildings are constructed from appropriate materials.*

5. Within three months of the date of commencement of the development, 2sqm sample panels of the hardsurfacing materials listed on the approved General Arrangements Plan (namely S2, S3, S4 and S5), showing a true representation of their colour and pattern, shall be constructed on site and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials and they shall be retained as approved thereafter.

*Reason: To ensure that the development will be of a satisfactory appearance.*

6. Within three months of the date of commencement of the development full details of the following public realm features shall be submitted to and approved in writing by the Local Planning Authority:
  - seating;
  - steps;
  - containers;
  - handrails;
  - any other street furniture.

The development shall be constructed in accordance with the approved details and they shall be retained as approved thereafter.

*Reason: To ensure that the development will be of a satisfactory appearance and that a high quality useable area of public realm is secured.*

7. Details of any lighting to be installed within the site (including the James Street Car Park) shall be submitted to and approved in writing by the Local Planning Authority before any such installation is carried out. The installation shall then be implemented precisely in accordance with these agreed details which shall then not be varied. No additional external lighting shall be installed without the express written permission of the Local Planning Authority.

*Reason: To safeguard the amenities of the area and to ensure that servicing areas are appropriate lit, in the interests of safety.*

8. Full details of the appearance of all proposed cycle storage areas as shown on the approved General Arrangements plan shall be submitted to and approved in writing by the Local Planning Authority. They shall be installed in the locations shown on the approved plan prior to first occupation of any of the units, and retained thereafter.
9. Foul and surface water shall be drained on separate systems.

*Reason: To ensure that the development provides sustainable transport options.*

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement

national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 50 l/s.

*Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.*

11. Prior to opening, a regime to include the provision of waste bins in suitable locations close to pedestrian access and egress points, shall be submitted to and approved in writing by the Local Planning Authority. The approved regime shall be adhered to throughout the duration of the development.

*Reason: In the interests of the character and appearance of the area.*