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| Application Number: | 2024/0345 | Application Type: | Full |
| Proposal: | Erection of a three-storey controlled access self-storage facility. | Location: | Land At Fallbarn Road Rawtenstall Rossendale Lancashire |
| Report of: | Head of Planning and Building Control | Status: | For Publication |
| Report to: | Development Control Committee | Date: | 25.02.2025 |
| Applicant: | Redfoot Shoes Ltd | Determination Expiry Date: | 28.10.2024 EOT agreed to 28.02.2025 |
| Agent: | Rachel Baldwin | | |

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|-------------------------|-------------------------------------|-------------------|---------------------|
| Contact Officer: | Claire Bradley | Telephone: | 01706 238636 |
| Email: | planning@rossendalebc.gov.uk | | |

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|---|---|
| REASON FOR REPORTING | |
| Outside Officer Scheme of Delegation | No |
| Member Call-In Name of Member: Reason for Call-In: | Yes Cllr Liz McInnes Inappropriate size and scale of the proposed three storey development, and the sensitivity of the surrounding area comprising listed buildings and the conservation area. |
| 3 or more objections received | Yes 3+ objections received |
| Other (please state): | |

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.

1. RECOMMENDATION

That the application be approved subject to the conditions specified below.

APPLICATION DETAILS

2. SITE

The site is in a prominent position to the south of Bocholt Way and to the north and east of Fallbarn Road. The site is at a lower level than Fallbarn Road and rises to the east. Ilex Mill on the opposite side of Bocholt Way is a Grade II listed building along with the Weavers Cottages, and to the east of the application site is Greenbridge Mill which is also Grade II Listed. The site is located adjacent to the boundary of Rawtenstall Conservation Area. The area is characterised by employment uses, however Fallbarn Crescent to the east leads to residential properties.

There is a cycleway running through the site.

The site is located just outside the urban boundary on land identified as Countryside.

3. RELEVANT PLANNING APPLICATION HISTORY

2024/0015/PREAPP: Erection of a three storey self storage facility

2023/0415: Non material amendment to Planning Application 2008/0264 (Variation of conditions 2 (Approved plans) and 3 (Materials) of application 2008/0699) (Approved)

2023/0264: Variation of conditions 2 (Approved plans) and 3 (Materials) of application 2008/0699. The proposed changes include additional fire escape door, single door replaced with double door and use of Tapco UPVC tiles. (Approved)

2023/0249: Discharge of condition 4 (Wheel washing) to install a wheel cleaning facility on site comprising a 1000L water browser connected to a jet wash pursuant to planning application 2008/0699 for the replacement of footwear wholesale unit. (Approved)

2023/0244: Minor non material amendment development at Fallbarn Rd. Application 2008/0699, 2019/0434. (Withdrawn)

2019/0434: Lawful Development Certificate: Completion of wholesale distribution building as approved by Planning Permission 2008/0699. (Approved)

2008/0699: Replacement of footwear wholesale unit. Resubmission of 2008/381. (Approved)

2008/0381: Replacement of footwear wholesale unit with 2 storey stone/render slate building with internal turning facility for the same use. (Withdrawn)

4. PROPOSAL

Planning permission has already been granted for a two storey building on the site which is extant as determined by the application history above.

Following a period of early construction works on the Fallbarn site in relation to the previous planning approval 2023/0415, a series of unforeseen services have been discovered in the ground. The consequences of which mean the originally approved footprint no longer fits on the site.

The building that is the subject of this application has a footprint of 168m². The proposed building has an eaves height of 9.85m and a ridge height of 11.85m.

The proposed materials are:

- 1 Natural stone block walling
- 2 Rainscreen cladding with secret fixings
- 3 Curtain wall glazing
- 4 Aluminium Roller Shutter
- 5 Glazed Entrance Doors
- 6 Render to suit stone tones
- 7 Grey roof tiles, fascias & rainwater goods
- 8 Natural stone plinth detail
- 9 Curtain wall aluminium infill panel
- 10 Steel door
- 11 Remote access vehicle barrier
- 12 Metal balustrade

POLICY CONTEXT

National Planning Policy Framework

- Section 2 Achieving Sustainable Development
- Section 4 Decision Making
- Section 6 Building a Strong, Competitive Economy
- Section 9 Promoting Sustainable Transport
- Section 11 Making Effective Use of Land
- Section 12 Achieving Well Designed Places
- Section 15 Conserving and Enhancing the Natural Environment
- Section 16 Conserving and Enhancing the Historic Environment

Development Plan

Rossendale Local Plan

- SS: Spatial Strategy
- SD1: Presumption in Favour of Sustainable Development
- SD2: Urban Boundary and Green Belt
- EMP1: Provision for Employment
- EMP2: Employment/mixed-use allocations and existing employment sites
- EMP4: Development Criteria for Employment Generating Development
- ENV1: High Quality Development in the Borough
- TR4: Parking

Other material considerations

National Planning Practice Guidance

5. CONSULTATION RESPONSES

| Consultee | Response |
|--------------------------|---|
| LCC Highways | <p>No longer wish to raise an objection to this planning application.</p> <p>The supporting documents stipulate that the access to the site will be limited and only obtained via a remotely operated barrier system or be supervised admission for larger vehicles. This is to ensure that the vehicle access to the site is restricted due to the limited under provision of off-street parking.</p> <p>It is expected that this method of operation will be conditioned, and failure to comply with this method of operation would cause concern regarding highway safety issues.</p> <p>It is required that planning permission is for this applicant and that should the ownership or restrictions on entry be changed then a subsequent planning application should be made, to ensure that a general B8 planning class for general storage and distribution cannot be utilised at this location.</p> |
| RBC Property Services | <p>Did not support this application as it would be contrary to covenants on the land and would impact on pedestrian and cycle safety. – <i>Concerns now addressed in the amendments 28.01.2025.</i></p> |
| Growth Lancashire | <p>No objections. See heritage section below.</p> |
| United Utilities | <p>No objection subject to conditions.</p> |
| LCC Public Rights of Way | <p>Objected to the development. See access, parking and highways section below – <i>concerns now addressed in the amendments received 28.01.2025.</i></p> |
| Fire Brigade | <p>No objection.</p> |
| Rossendale Civic Trust | <p>Object to the development. This is a serious over-development of a very small piece of land in a very sensitive area.</p> <ol style="list-style-type: none"> 1. The historical importance of the site has not been researched or considered. 2. The drawings are not representative of the site. 3. The traffic situation and pedestrian footfall around the site is not fully researched or understood. |

6. REPRESENTATIONS

To accord with the General Development Procedure Order a site notice was posted on 03.09.2024 and letters were posted out to neighbouring premises on 03.09.2024.

5 representations have been received – 4 objecting to the development and 1 neutral comment. The comments are summarised as follows:

Proposal results in a serious risk to pedestrians due to existing HGV traffic in the area
Increase in size of the unit will only make this worse
There isn't adequate parking facilities on site or close by
Building is too tall for the site
Design and materials not in keeping
Building creates a blind corner for HGV drivers
Will impact on the surrounding listed buildings and Conservation Areas and will significantly affect the heritage

7. ASSESSMENT

The main considerations in this case are as follows:

- 1) Principle;
- 2) Visual Amenity/Impact on Heritage;
- 3) Neighbour Amenity;
- 4) Access, Parking and Highway Safety

Principle

Whilst the site is located in the area identified as Countryside in the Rossendale Local Plan, it is close to an existing employment allocation, and currently has an extant permission for a footwear wholesale unit. The lawful development certificate (2023/0214) issued in 2023 confirmed the use of the building as follows:

It is considered that on the balance of probabilities that the permitted use of the new building would be as a use falling within Class B8 of the Use Classes Order and the use as such would be lawful in planning terms.

It is considered that the principle of the development for a storage building on the site is acceptable (as already determined in previous applications and a lawful development certificate).

Visual Amenity and Heritage Impact

The Framework states decisions “*should ensure that developments:*

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).”*

Policy ENV1 of the Local Plan advises that all proposals will be expected to take account of the character and appearance of the local area, in terms of layout massing, scale and materials etc.

The Framework states:

In determining planning applications LPA's should take account of;

- a. The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b. The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c. The desirability of new development making a positive contribution to local character and distinctiveness.*

Paragraph 212 states that when considering the impact of proposals on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be applied. This is irrespective of whether any harm is identified as being substantial, total loss or less than substantial harm to its significance.

Policy ENV2 of the Local Plan states:

"The Council will support proposals which conserve or, where appropriate, enhance the historic environment of Rossendale.

Particular consideration will be given to ensure that the significance of those elements of the historic environment which contribute most to the Borough's distinctive identity and sense of place are not harmed.

Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Less than substantial harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal."

The Council's Heritage advisor has been consulted in relation to assessing any impact on surrounding Listed Buildings or Conservation Area. Their comments are as follows

"The proposed plans for this scheme were submitted under 2024/0015/PREAPP and related to previous approvals under 2023/0415. The design of the building has largely stayed the same, though the height of the building has increased from that proposed in the pre-app stage. The building now has an overall height (to the ridge) of 11850mm, an increase from 10,175mm submitted in the pre-app.

The scheme also includes the construction of a retaining wall to improve highway conditions and associated pavement improvements for pedestrians and three new parking spaces and associated landscaping. The landscaping includes the surfacing of proposed hard landscaping areas, and hedges are to be planted and site boundaries enhanced.

The application site lies close to three Grade II listed building: Ilex Mill, The Weavers' Cottage and Greenbridge Works, as well as being opposite to the boundary of Rawtenstall Conservation Area. As such consideration has to be given to the impact of

the changes to the scheme on the contribution made by the setting to the significance of those assets.

The increase in scale will have a visual impact on the setting of the Grade II listed Ilex Mill on the approach along Bocholt Way, as the two buildings will be readily visible in the same view. Furthermore, the proposed scheme also obscures views of Greenbridge Works from the Bocholt Way perspective, as well as upon entry to Fallbarn Road. The views of Ilex Mill will be obscured from Fallbarn Road; from this perspective, the proposed unit will also be visible in the setting of the Weavers' Cottages. The proposed unit will also be visible in the setting of Rawtenstall Conservation Area.

Whilst the increase in scale will make the building more prominent in its setting, I do not feel that there will be a substantial increase in harm from the previously approved scheme and as such I still feel that the harm caused overall by the development will be minor. As noted in my previous response under the pre-app, the surrounding area includes multiple three and four storey buildings, a number of which are commercial/industrial buildings, and therefore, I do not feel that the proposed scheme will appear considerably out of place. Furthermore, I do not object to the associated landscaping works or building of a retaining wall.

Overall, I feel that the increased scale will have a limited/minor additional impact on the setting of the listed buildings and conservation area.

To conclude, on reviewing the application documents and considering these against the relevant statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990, the national policy guidance contained in Chapter 16 of the NPPF and the relevant Local Plan policy ENV2. I consider that proposed development to cause no discernible level of harm or loss of significance to the heritage assets identified above. As such the proposal complies with the objectives contained in Chapter 16 of the NPPF and the Local Plan (ENV2) and I raise no objections from a heritage perspective.”

Having regard to the above, it is considered that the proposals are acceptable in terms of visual amenity and heritage impact.

The proposed materials are acceptable and it is therefore considered that the proposals are in accordance with the requirements of Policies ENV1 and ENV2 of the Local Plan and Sections 12 and 16 of the NPPF.

Neighbour Amenity

Policy ENV1 (c) requires development to be *sympathetic to surrounding land uses, avoiding demonstrable harm to the amenities of a local area*; and (d) states that development should *not have an unacceptable adverse impact on neighbouring development by virtue of it being over-bearing or oppressive, overlooking, or resulting in an unacceptable loss of light; -nor should it be adversely affected by neighbouring uses and vice versa*;

The location of the site is considered to be sufficient distance from the dwellings in both Ilex Mill (60m) and those located on Fallbarn Road (90m) to not have an impact on the amenity of occupiers.

The proposed development is not considered to impact on the amenity of any neighbouring properties. It is therefore considered that the proposal satisfies the requirements of Policies ENV1 and ENV6 of the Local Plan in neighbour amenity terms.

Highway Safety

The Valley of Stone Greenway runs west to east through the northern part of the application site and this area of land adjacent to the river was owned by the Council until the summer. Whilst not a planning matter for consideration (and as such no weight can be afforded to this matter in the planning balance), the land has a restrictive covenant in place that the land must be retained and kept clear for the cycleway as part of any development.

The covenants include that the cycleway cannot be obstructed at any time and that the route of the cycleway cannot be reduced in width which at its narrowest is 2.55m and at the widest is 5.68m.

The Council's Property Services and LCC Rights of Way team advised that they do not support the application as it has the potential to obstruct the Cycleway. However, amendments have been received that now retain the cycleway.

LCC Highways initially objected to the development, however, following a meeting with the agent and subsequent amendments they have revised their comments as follows:

With respect to this application, following the provision of further documents we would no longer wish to raise an objection to this planning application.

The supporting documents stipulate that the access to the site will be limited and only obtained via a remotely operated barrier system or be supervised admission for larger vehicles. This is to ensure that the vehicle access to the site is restricted due to the limited under provision of off-street parking.

It is expected that this method of operation will be conditioned, and failure to comply with this method of operation would cause concern regarding highway safety issues.

It is required that planning permission is for this applicant and that should the ownership or restrictions on entry be changed then a subsequent planning application should be made, to ensure that a general B8 planning class for general storage and distribution cannot be utilised at this location. Should this happen it is likely that we would look again at the application with a view to raise an objection.

Whilst no formal details have been provided, it is a requirement that the existing cycle way shall have a minimum width of 2.5m and separated by a suitable fence such as Pedestrian Guard Rail. Documents such as the Department for Transport's, LTN 1/20 (local transport note) would suggest that this should be at a height of 1.4m.

A suitable access will need to be agreed and all the new highway works will require a section 278 agreement, this will include the reinstatement of the adjacent footway and replacement of the street light that was removed, during previous works carried out at the site.

It is considered that, with the conditions recommended by the Highway Authority, the proposed development is acceptable in terms of highway safety, access, parking, pedestrian and cycleway safety.

The development would therefore be in accordance with the Rossendale Local Plan and the NPPF.

8. CONCLUSION

This application is to provide a three-storey controlled access, self-store unit on a site on Fallbarn Road. The proposed development is acceptable in terms of the impact on visual amenity, the historic environment, neighbour amenity & highway safety and is in accordance with the policies of the Rossendale Local Plan and the NPPF.

RECOMMENDATION

That planning permission be approved subject to the following conditions:

9. CONDITIONS

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

Reason: To accord with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out in accordance with the following:

Drawing No: CWD-MC-48024-REV A - Layout 1 received 21.08.2024

Drawing No: CWD-MC-48024-REV A - Wall Report received 21.08.2024

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00006_P01 - Proposed Layout Plans received 21.08.2024

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00007_P00 - Existing North and South Elevations received 21.08.2024

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00008_P00 - Existing East Elevation received 21.08.2024

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00009_P00 - Existing West Elevation received 21.08.2024

Drawing No: 161927-005 - Swept Path Analysis Entering and Exiting in a Forward Gear received 28.01.2025

Drawing No: 161927-006 - Swept Path Analysis of Delivery Vehicles received 28.01.2025

Drawing No: 161927-008 - Swept Path Analysis of 4.6T Van Exiting via Victoria Way received 28.01.2025

Drawing No: 161927-009 - Swept Path Analysis of 7.5T Box Van Exiting via Victoria Way received 28.01.2025

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00003_P05 - Proposed Ground Floor Site Plan received 28.01.2025

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00005_P02 - Site Location Plan and Block Plan received 28.01.2025

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00010_P03 - Proposed North & South Elevations received 28.01.2025

Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00011_P02 - Proposed East Elevation received 28.01.2025
 Drawing No: FBR-RALA-Z1-XX-DR-A-(PL)-00012_P02 - Proposed West Elevation received 28.01.2025
 01 Fallbarn-Rd-Preliminary-Eco-Appraisal V1 received 21.08.2024
 15082-BKP-V1-00-CA-C-500-P1-FLOW CALCULATIONS received 21.08.2024
 15082-BKP-V1-00-DR-C-501-P1-DRAINAGE DETAILS SHEET 1 received 21.08.2024
 15082-BKP-V1-00-DR-C-502-P1-DRAINAGE DETAILS SHEET 2 received 21.08.2024
 7895 DESK STUDY 23.02.24-95 received 21.08.2024
 Construction Management Plan Site received 21.08.2024
 Flood Risk Assessment received 21.08.2024
 Heritage and Planning Statement received 21.08.2024
 Design & Access Statement_P01 – PART 1 received 28.01.2025
 Design & Access Statement_P01 – PART 2 received 28.01.2025
 Design & Access Statement_P01 – PART 3 received 28.01.2025

Reason: To define the permissions and in the interests of the proper development of the site.

3. No materials shall be used in the construction of the proposed development other than those referred to on the approved plans.

Reason: In the interests of visual amenity of the area and ensuring that the appearance of the development is acceptable.

4. The development hereby permitted shall be used only as a controlled access self-storage facility. No other use of the site (including other B8 uses) shall be undertaken without a new separate grant of planning permission first being obtained from the Local Planning Authority.

Reason: The site is located in a position that has the potential to be detrimental to highway safety, and the acceptability in principle of other uses has not been established.

5. The use hereby permitted shall be carried on only by Mr Timothy Smith and shall be for the period during which the premises are occupied by Mr Timothy Smith only.

Reason: To ensure that the facility is managed in a way that is detailed in the approved documents to ensure acceptability in highway safety terms.

6. Access and management of the site shall be in accordance with the detail within the Design and Access Statement Section 4.3.1 unless a further application is first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety

7. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction

Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Details of the parking of vehicles of site operatives and visitors.
- Details of loading and unloading of plant and materials.
- Arrangements for turning of vehicles within the site.
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway as a result of construction.
- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Construction vehicle routing.
- Construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: - In the interests of the safe operation of the adopted highway during the demolition and construction phases.

8. Construction-related deliveries to the approved development shall only be accepted between the hours of 9:00am and 2:30pm Monday – Friday, to avoid peak traffic on the surrounding highway network.

Reason: In the interest of highway safety

9. For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.

10. No part of the development hereby approved shall be commenced until all the highway works and internal segregation of the cycleway have been constructed and completed in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

11. The surface water from the approved driveway/hardstanding/car park shall be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

12. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the highway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays shall be 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain un-gated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.

13. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter.

Reason: Vehicles reversing to and from the highway are a hazard to other road users.

14. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
 - (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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

15. Full details in respect of the recommended measures contained in Section 6 of the Preliminary Ecological Appraisal shall be submitted to and approved in writing prior to development commencing. The approved details shall thereafter be implemented in full prior to the building being brought into use.

Reason: In the interests of the biodiversity of the site

11. INFORMATIVES

- 1) The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.
- 2) Construction Management Plan.
 - There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.
 - There must be no storage of materials in the public highway at any time.
 - There must be no standing or waiting of machinery or vehicles in the public highway at any time.
 - Vehicles must only access the site using a designated vehicular access point.
 - There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
 - A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
 - All references to public highway include footway, carriageway, and verge.
- 3) Before proceeding with the scheme preparation, the Developer should consult with Lancashire County Council for detailed requirements relating to land arrangements, design, assessment, construction, and maintenance of all existing or new highway structures included in, or affected by, the proposed scheme. For this purpose, the term highway structure shall include:
 - a. any bridge or culvert having a span of 1.5 metres or greater, or having a waterway opening cross sectional area exceeding 2.2 square metres
Note: span refers to the distance between centre of supports and not the clear distance between supports},

- b. any retaining wall supporting the highway (including and supporting land which provides support to the highway),
- c. Any retaining wall supporting land or property alongside the highway.

The term 'highway' shall include footpaths and bridleways.

- 4) The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district, and planning application number, to discuss their proposal before any development works begin.
- 5) The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the developer's expense.
- 6) The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.
- 7) The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433



NEW METAL BALUSTRADE TO RECONFIGURED CYCLEWAY AS REQUIRED

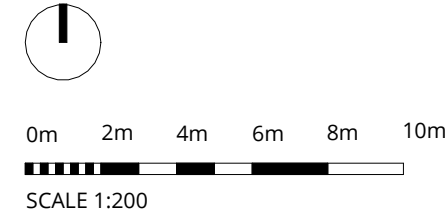
NEW TARMAC SURFACE

NEW AUTOMATED PARKING BARRIER

NEW METAL POST & MESH BALUSTRADE TO RETAINING WALL AS REQUIRED

NEW TARMAC FOOTPATH WITH COCNETRE KERB EDGE

- KEY**
- SITE BOUNDARY
 - NEW HEDGING
 - SOFT LANDSCAPING
 - NEW TARMAC
 - X.XXX APPROX. EXISTING LEVEL
 - X.XXX APPROX. PROPOSED LEVEL



1 Proposed Ground Floor Site Plan
1:200

RALA SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED. ALL DIMENSIONS SHOULD BE CHECKED ON SITE. DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF RALA AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:

- THE CDM DESIGN ISSUES REGISTER
- THE RALA RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

| | | | | |
|-----|-------------------------|----|----|----------|
| P00 | First Issue | RB | RB | 08/04/24 |
| P01 | Revised Ownership | RB | RB | 04/07/24 |
| P02 | Client Review | RB | RB | 16/08/24 |
| P03 | Planning Issue | RB | RB | 20/08/24 |
| P04 | Highways Engineer Issue | RB | RB | 10/01/25 |
| P05 | Planning Update | RB | RB | 24/01/25 |

NOTES

| REVISION | DESCRIPTION | DRAWN | CHECKED | DATE | REVISION | DESCRIPTION | DRAWN | CHECKED | DATE |
|----------|-------------|-------|---------|------|----------|-------------|-------|---------|------|
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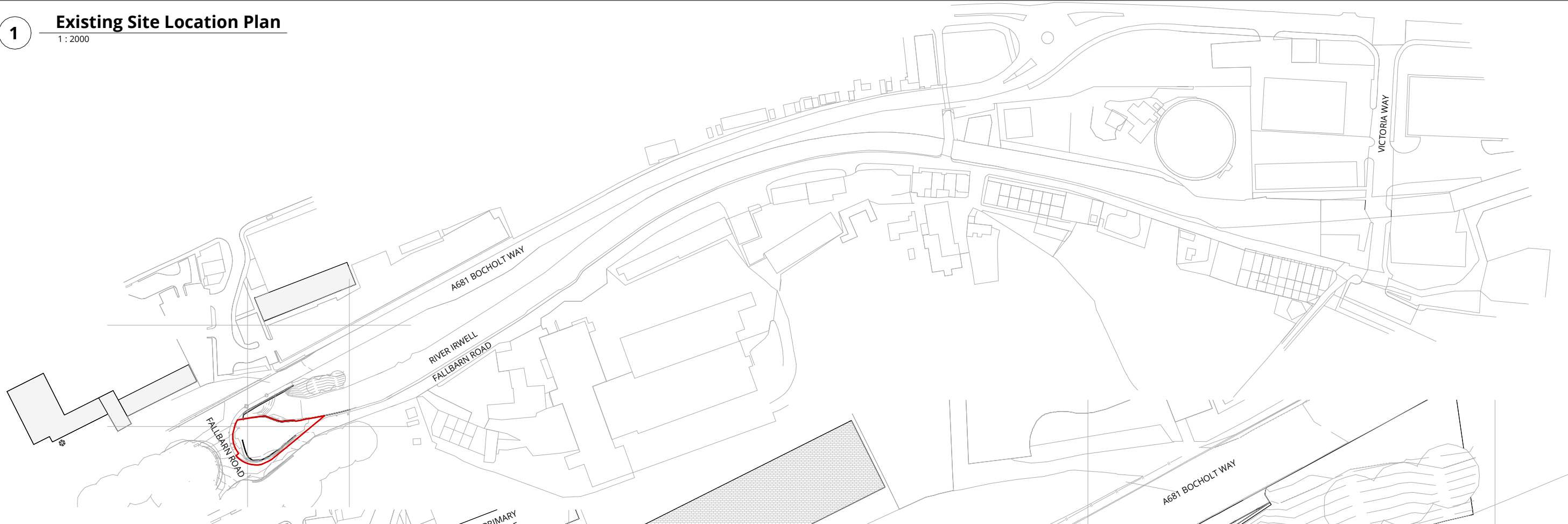


| | | |
|--|--------------------------------------|-------------------------------|
| PROJECT TITLE Fallbarn Road | | SCALE As @ A3 indicated |
| RDP JOB NUMBER P0055 | ISO 27001 CLASSIFICATION Planning | DATE FIRST ISSUED 02/04/24 |
| DRAWING TITLE Proposed Ground Floor Site Plan | | REVISION P05 |
| DRAWING No. FBR-RALA-Z1-XX-DR-A-(PL)-00003 | | |

1

Existing Site Location Plan

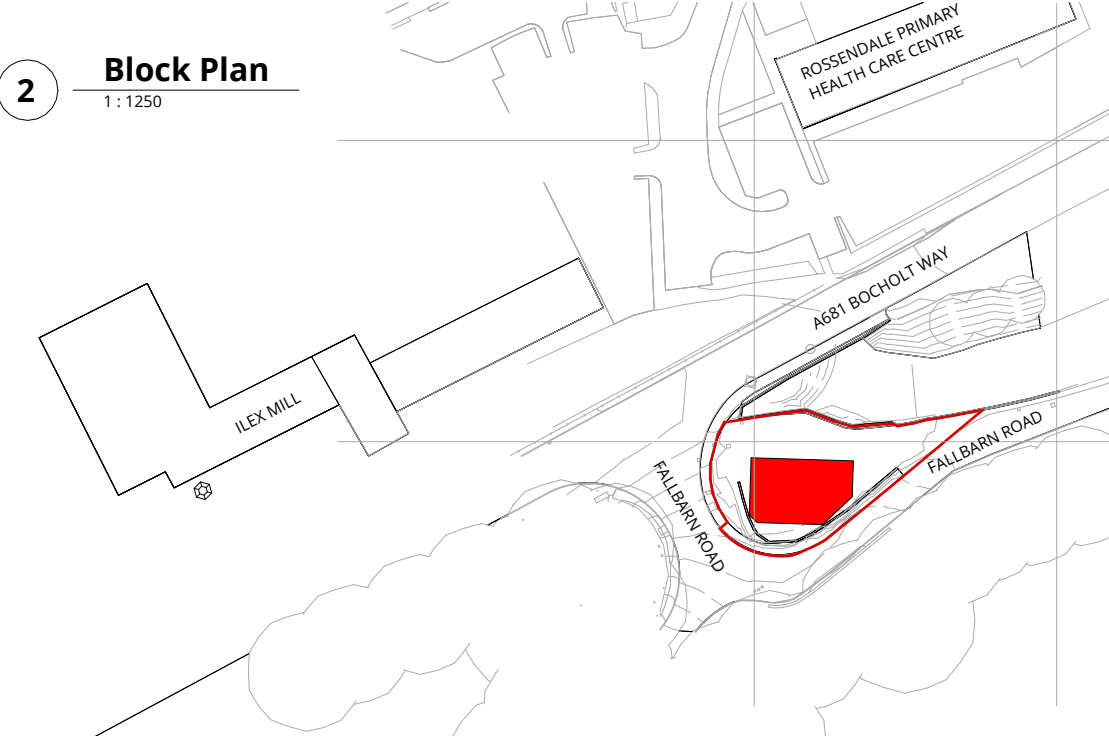
1 : 2000



2

Block Plan

1 : 1250

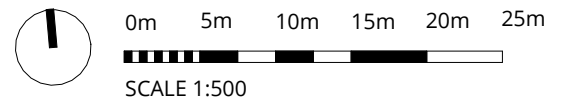
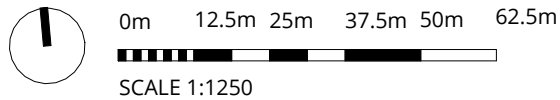


3

Proposed Site Location Plan

1 : 500

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| P00 | Client Review | RB | RB | 16/08/24 |
| P01 | Planning Issue | RB | RB | 20/08/24 |
| P02 | Planning Update | RB | RB | 24/01/25 |

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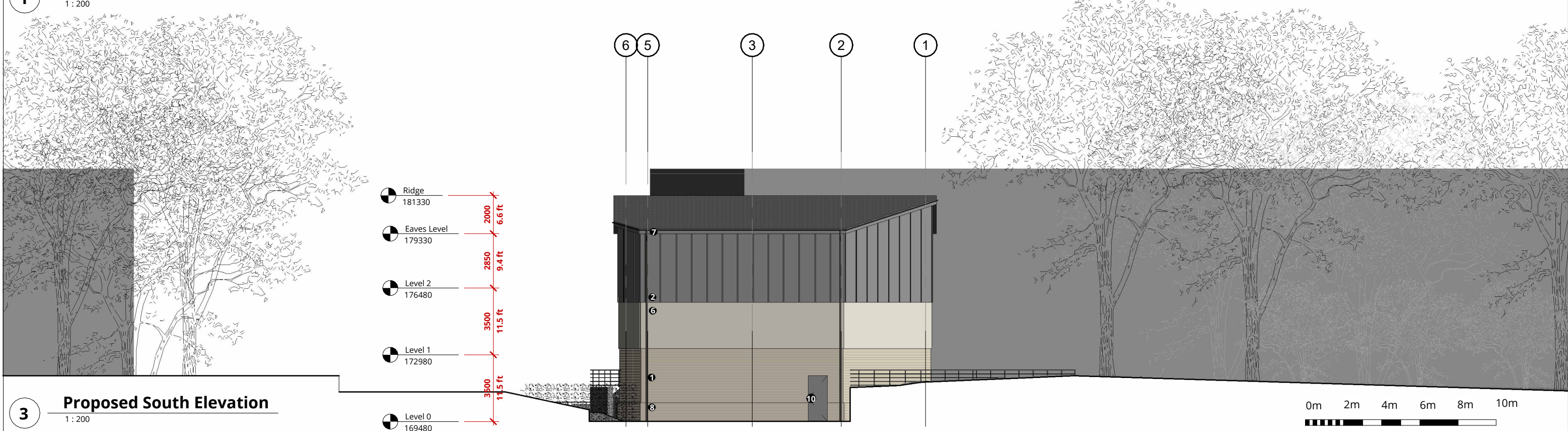


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| PROJECT TITLE Fallbarn Road | | SCALE As @ A3 indicated |
| RDP JOB NUMBER P0055 | ISO 27001 CLASSIFICATION Planning | DATE FIRST ISSUED 15/08/24 |
| DRAWING TITLE Site Location Plan and Block Plan | | REVISION P02 |
| DRAWING NO. FBR-RALA-Z1-XX-DR-A-(PL)-00005 | | |

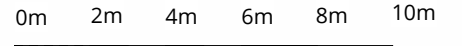
NOTES



1 Proposed North Elevation
1 : 200



3 Proposed South Elevation
1 : 200



SCALE 1:200

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| P00 | First Issue | RB | RB | 08/04/24 |
| P01 | Client Review | RB | RB | 16/08/24 |
| P02 | Planning Issue | RB | RB | 20/08/24 |
| P03 | Planning Update | RB | RB | 24/01/25 |

MATERIALS KEY

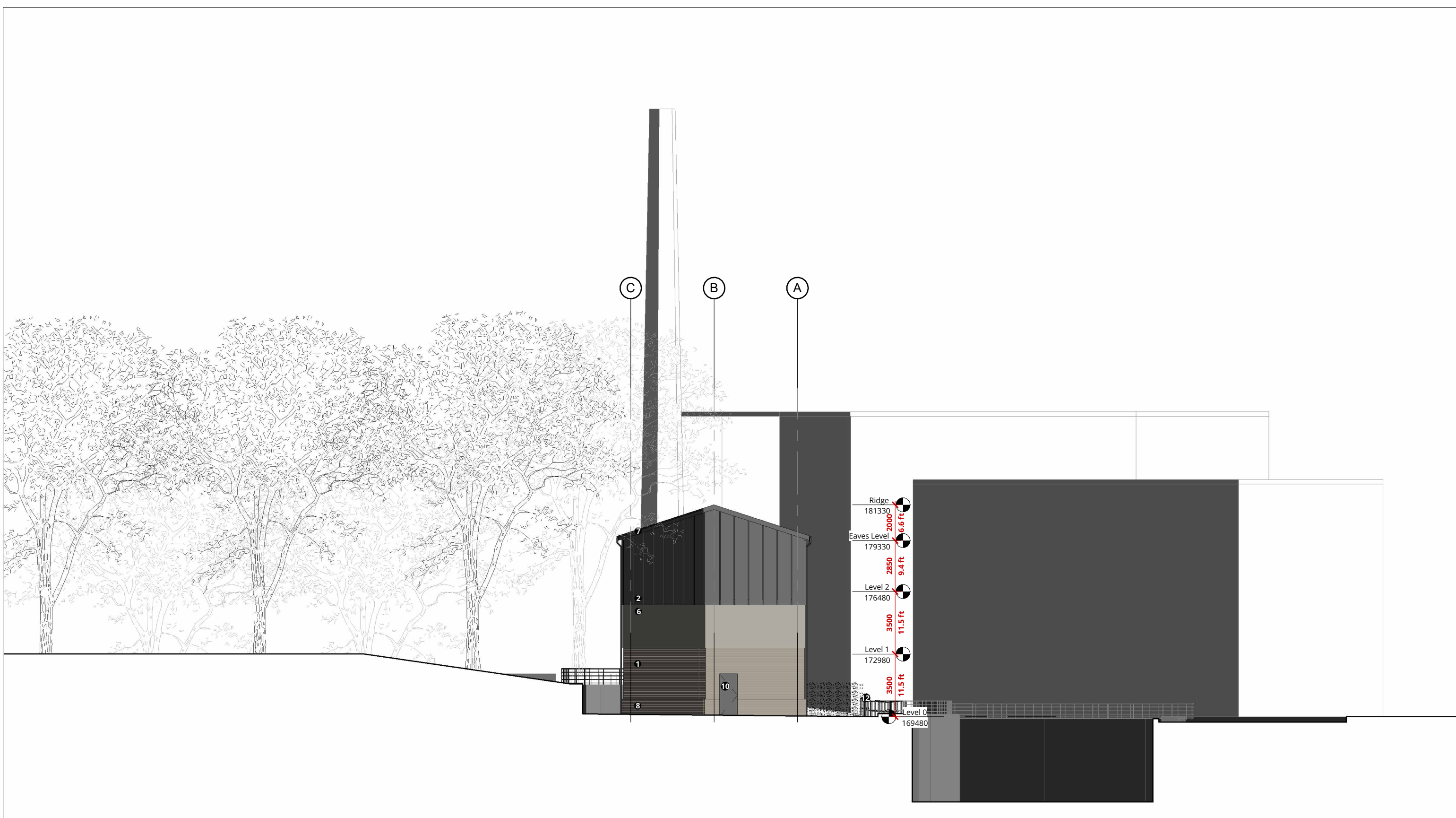
| | |
|----|--|
| 1 | Natural stone block walling |
| 2 | Rainscreen cladding with secret fixings |
| 3 | Curtain wall glazing |
| 4 | Aluminium Roller Shutter |
| 5 | Glazed Entrance Doors |
| 6 | Render to suit stone tones |
| 7 | Grey roof tiles, fascias & rainwater goods |
| 8 | Natural stone plinth detail |
| 9 | Curtain wall aluminium infill panel |
| 10 | Steel door |
| 11 | Remote access vehicle barrier |
| 12 | Metal balustrade |

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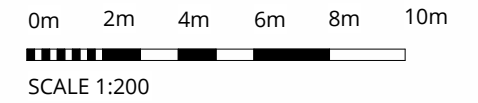
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Rachel Ann Lucy
RAL Architect

| | |
|---|---|
| PROJECT TITLE Fallbarn Road | |
| BOP JOB NUMBER P0055 | ISO 27001 CLASSIFICATION Planning |
| DRAWING TITLE Proposed North & South Elevations | SCALE @ A3 1 : 200 |
| DRAWING No. FBR-RALA-Z1-XX-DR-A-(PL)-00010 | DATE FIRST ISSUED 02/04/24 |
| REVISION P03 | |



1 Proposed East Elevation
1 : 200



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- THE PROJECT CDM RISK REGISTER

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|-----|-----------------|----|----|----------|
| P00 | Client Review | RB | RB | 16/08/24 |
| P01 | Planning Issue | RB | RB | 20/08/24 |
| P02 | Planning Update | RB | RB | 24/01/25 |

MATERIALS KEY

| | |
|----|--|
| 1 | Natural stone block walling |
| 2 | Rainscreen cladding with secret fixings |
| 3 | Curtain wall glazing |
| 4 | Aluminium Roller Shutter |
| 5 | Glazed Entrance Doors |
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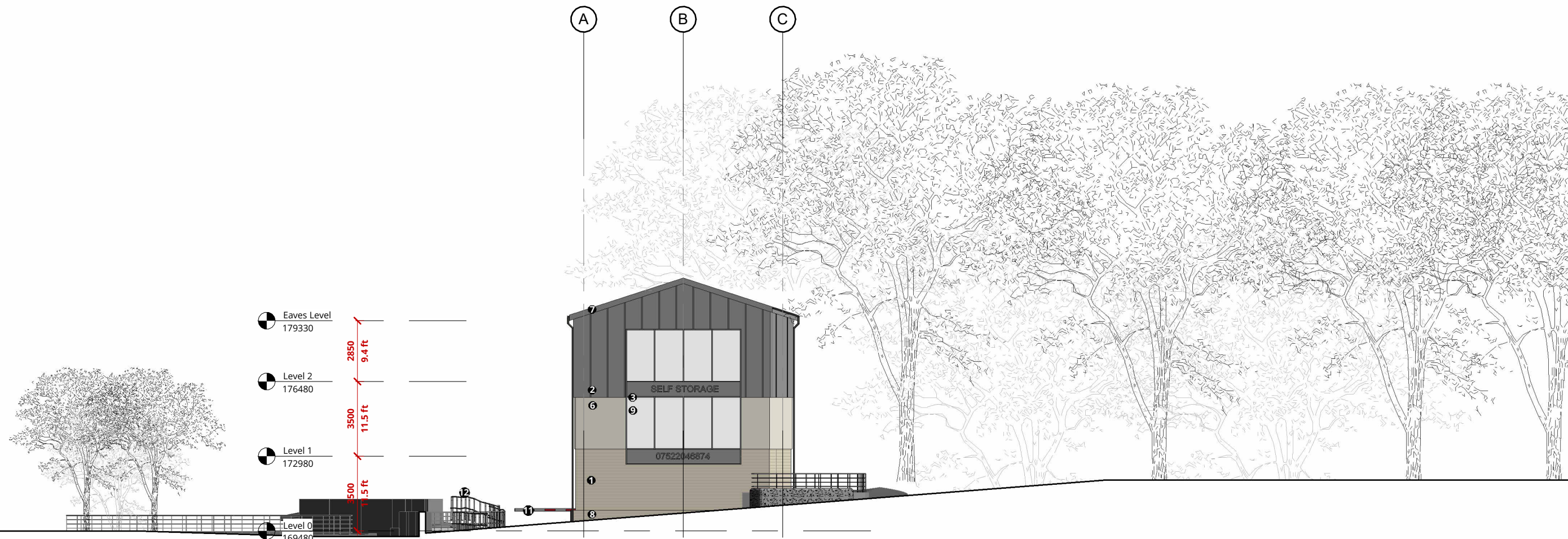
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| | |
|---|--------------------------------------|
| PROJECT TITLE Fallbarn Road | |
| BOP JOB NUMBER P0055 | ISO 27001 CLASSIFICATION Planning |
| DRAWING TITLE Proposed East Elevation | |
| SCALE 1 : 200 | DATE FIRST ISSUED 15/08/24 |
| DRAWING No. FBR-RALA-Z1-XX-DR-A-(PL)-00011 | REVISION P02 |

NOTES

| REVISION | DESCRIPTION | DRAWN | CHECKED | DATE |
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1

Proposed West Elevation

1 : 200

0m 2m 4m 6m 8m 10m



SCALE 1:200

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| | | | | |
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| P00 | Client Review | RB | RB | 16/08/24 |
| P01 | Planning Issue | RB | RB | 20/08/24 |
| P02 | Planning Update | RB | RB | 24/01/25 |

MATERIALS KEY

- 1 Natural stone block walling
- 2 Rainscreen cladding with secret fixings
- 3 Curtain wall glazing
- 4 Aluminium Roller Shutter
- 5 Glazed Entrance Doors
- 6 Render to suit stone tones
- 7 Grey roof tiles, fascias & rainwater goods
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PROJECT TITLE
Fallbarn Road

RDP JOB NUMBER
P0055

ISO 27001 CLASSIFICATION
Planning

DRAWING TITLE
Proposed West Elevation

SCALE
@ A3

DATE FIRST ISSUED
15/08/24

DRAWING No.
FBR-RALA-Z1-XX-DR-A-(PL)-00012

REVISION
P02

| REVISION | DESCRIPTION | DRAWN | CHECKED | DATE |
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Warning
Construction Site

SITE SAFETY STARTS HERE

- All visitors must report to site office
- No unauthorized access
- Protective footwear must be worn
- Safety helmet must be worn
- High visibility clothing must be worn
- Eye protection must be worn

Keep clear

