



Application Number:	2025/0175	Application Type:	Full
Proposal:	Full: Demolition of existing pub/ restaurant and erection of 1 no. coffee unit with ancillary drive thru (Class E) and 2 no. restaurant units with ancillary drive thru (Class E), together with alterations to means of access, car parking, landscaping and associated works.	Location:	The Old Cobblers Inn New Hall Hey Road Rawtenstall Rossendale Lancashire BB4 6HR
Report of:	Head of Planning	Status:	For Publication
Report to:	Development Control Committee	Date:	18.11.2025
Applicant:	LSC Property Holdings Ltd.	Determination Expiry Date:	09.07.2025 (Extension of time agreed until 21.11.2025)
Agent:	Mrs Helen Binns		

Contact Officer:	Storm Grimshaw	
Email:	planning@rossendalebc.gov.	uk

REASON FOR REPORTING	
Outside Officer Scheme of Delegation	
Member Call-In	
Name of Member:	
Reason for Call-In:	
3 or more objections received	Yes
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 Members resolve that they would be minded to grant planning permission and that the determination of the application hereafter be delegated to the Head of Planning, Chair of the Development Control Committee and Vice Chair with authority to carry out drafting amendments to

any planning conditions, and to insert or delete any other planning conditions as required, in consultation with consultees and the applicant.

APPLICATION DETAILS

2. SITE

The application relates to the site of the former Old Cobblers Inn – a derelict public house/restaurant with associated car parking and beer garden. Most of the site is hard surfaced with the exception of the beer garden and some undeveloped land in the northern corner of the site where trees are also located.

The premises closed following a major fire in February 2023, which destroyed large areas of the building including the roof of the main building. Since then, the site has been subject to anti-social behaviour and an arson attack, resulting in the building deteriorating further during the determination of this application. The site contained a building of traditional appearance built from stone and slate, but this has since been fully demolished. At the time of writing a modern prefabricated unit remains present but this shows signs of fire damage and is in a poor state. In light of the repeated anti-social behaviour and damage carried out to the site, the applicant applied for prior approval from the local planning authority to demolish the remaining buildings on site and prior approval has since been granted. The site is now enclosed by heras fencing and security hoardings, and temporary unit with manned security is also present.

The site is accessed from New Hall Hey Road, located southwest of the building. The site is enclosed by roads on three sides, with the line of the East Lancashire Railway running almost parallel with the site. The site is surrounded by existing employment sites and a modern retail park to the north. The existing employment site to the west contains Hardman's Mill, a grade II listed building, and to the east of the mill is a grade II listed chimney.

The site is located within the defined urban boundary as shown on the Policies Map accompanying the Council's Local Plan. The site is located approximately 370m (as the crow flies) from the boundary of Rawtenstall Town Centre, and less than 300m from the Rawtenstall Conservation Area.

The route of the Irwell Sculpture Trail – the largest sculpture route in the UK – borders part of the site and joins New Hall Hey Road.

To the south of the site is the River Irwell, and most of the site is located within Flood Zone 3 (with the remaining parts located within Flood Zone 2. Parts of the site are also at risk of surface water flooding.

3. RELEVANT PLANNING HISTORY

2025/0397 – Prior Notification: Former Old Cobblers amenity pub/ restaurant and play barn. (<u>Prior Approval Granted</u>).

2024/0011/PREAPP – Pre-application: Demolition of fire damage amenity pub/restaurant with ancillary play barn and erection of 1 no coffee shop with ancillary drive thru and 2 no restaurants with ancillary drive thrus, alterations to means of access, car parking and associated works. (Advice Issued).

Version Number: 1	Page:	2 of 23	

X/1997/085 – Installation of new venting duct to kitchen which terminates externally on the roof. (Approved)

X/1997/037 - Conversion of existing car park and seating area to children's play area. (Approved)

X/1996/466 – Construction of external fire escape and elevational alterations. (Approved)

X/1996/174 – Provision of children's play area to rear of premises. (Approved)

X/1996/173 – Formation of new access to highway. (Approved)

X/1992/438A - Advertisement Consent: Proposed non-illuminated signage. (Approved)

X/1992/093 – Erection of a 40no. bedroomed hotel block with health club linked to existing public house. (Approved)

X/1992/077 – Internal alterations to existing public house facility and change of use of attached squash courts to form ground floor function rooms with associated bar and kitchen facilities. (Approved)

4. PROPOSAL

Planning permission is sought to demolish the remaining buildings on site and erect 1 no. coffee shop unit with an ancillary drive-thru (Class E) and 2 no. restaurant units with ancillary drive thrus (Class E). The units will all be single storey and provide a total gross external floor area of 615 sq m. The proposed buildings have a contemporary design and make use of a mixed materials palette including natural stone, timber, glazing and Kingspan insulated panels.

Vehicular access to the site will be retained as existing from New Hall Hey Road, with improvements made to the bell mouth. Three pedestrian access points – from Swanney Lodge Road, New Hall Hey Road, and the Irwell Sculpture Trail respectively – are also proposed.

The proposed coffee shop unit would be positioned to the west of the site, above the vehicular access point. The 2 restaurant units would be positioned to the east of the site. All would have drive-thru lanes passing around each unit in a clockwise direction, and include external seating areas for customers.

71 car parking spaces would be spread across the development, including 6 accessible parking spaces, 10 electric vehicle charging spaces (including 1 accessible EV charging space) and 3 collection/waiting bays. Each unit will be served by its own dedicated cycle parking, comprises 6 spaces. 2 shared motorcycle bays are also provided.

To facilitate the development, 4 existing trees on site will be removed. The proposed development incorporates larges swatches of soft planting and is accompanied by a planting scheme which includes the planting of 28 new trees. The development will achieve a 10.23% gain in biodiversity value.

It is proposed to retain and repair the existing stone boundary wall to New Hall Road, together with the 2.4 metre high steel fence to the northeast and 0.6 metre high knee rail to the west. Those parts of the boundary that are currently open will be enclosed with a new 0.6 metre high knee rail.

Version Number: 1 Page: 3 of 23	
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A new sub-station is proposed adjacent to the entrance to the site. This will be 2.8 x 2.8 x 2.2 metres and GRP construction. It is required to serve the EV charging points.

5. POLICY CONTEXT

National Planning Policy Framework

- 2 Achieving Sustainable Development
- 4 Decision Making
- 6 Building a strong, competitive economy
- 7 Ensuring the vitality of town centres
- 8 Promoting Healthy and Safe Communities
- 9 Promoting Sustainable Transport
- 11 Making Effective Use of Land
- 12 Achieving Well Designed Places
- 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change
- 15 Conserving and Enhancing the Natural Environment
- 16 Conserving and Enhancing the Historic Environment

Development Plan Policies

Rossendale Local Plan 2019 to 2036 (Local Plan)

SS: Spatial Strategy

SD1: Presumption in Favour of Sustainable Development

SD2: Urban Boundary and Green Belt R1: Retail and Other Town Centre Uses

R6: Shopfronts

ENV1: High Quality Development in the Borough

ENV2: Historic Environment

ENV4: Biodiversity, Geodiversity and Ecological Networks

ENV6: Environmental Protection

ENV9: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality

ENV10: Trees and Hedgerows

TR1: Strategic Transport

TR2: Footpaths, Cycleways and Bridleways

TR4: Parking

Other Material Considerations

National Planning Practice Guidance National Design Guide RBC Climate Change SPD (2022)

Planning (Listed Buildings and Conservation Areas) Act 1990

6. CONSULTATION RESPONSES

Consultee	Comments	Conditions Recommended / Necessary
Cadent Gas	No objection, informative note required.	No

Version Number:	1	Page:	4 of 23
		J	

East Lancashire	No comments received.	No
Railway		
Ecology	No objection, subject to conditions.	Yes
(Greater		
Manchester		
Unit		
Environment	No objection, subject to conditions.	Yes
Agency		
Growth	No objection.	No
Lancashire		
(RBC		
Conservation		
Officer)		
Lancashire Fire	No objection.	No
& Rescue		
LCC	No comments received.	No
Development		
Management		
Group		
LCC Highways	Comments received. Contribution requested in	Yes
	relation to re-surfacing of Irwell Sculpture Trail.	
LCC Historic	No objection.	No
Environment		
Team		
LCC	Comments received. Contribution requested in	No
Sustainable	relation to re-surfacing of Irwell Sculpture Trail.	
Travel Team		
RBC	No objection, subject to conditions. Informatives	Yes
Contaminated	recommended.	
Land		
Consultant		
RBC	No objection.	Yes
Environmental		
Health Team		
RBC Forward	No comments received.	No
Planning Team		
RBC	Comments received.	No
Operations		
Team		
RBC Tree	No objection.	No
Officer		
Rossendale	No comments received.	No
Civic Trust		
United Utilities	No objection, subject to condition.	Yes

7. REPRESENTATIONS

To accord with the General Development Procedure Order, site notices were posted and letters sent to neighbouring properties. A press notice was also been placed in the Rossendale Free Press on the basis that the development affects the setting of the nearby listed buildings.

Ī	Version Number:	1	Page:	5 of 23
			J	

7 representations have been received in response to the first public notification, with the following issues raised in summary:

- Customers of the development will rely on cars.
- Increase in traffic / congestion.
- Impact on parking in the area.
- Poor accessibility for pedestrians.
- Increased risk to highway safety for all users.
- Increased risk of air and noise pollution.
- Customers of the development could potentially be unsafe when using the development at night.
- The site, sitting adjacent to the route of the East Lancashire Railway and nearby listed buildings, is visually sensitive, and development needs to be of an appropriate scale and design to enhance the character of the area.
- The type of development and the activity associated with such development will change the character of the area.
- Impact of development on commercial premises and employment in Rawtenstall Town Centre.
- Impact on public health and increase of hot food takeaways.
- Impact on the existing retail park operating at New Hall Hey.
- Development will create a limited number of unattractive, low-wage, part-time job opportunities.
- Development will increase litter / waste, and will increase the risk of polluting waterways and habitats.
- Impact of development on the climate, with the proposal undermining the Council's Climate Emergency Declaration in 2019.
- The proposed Use Class of the units is incorrect.
- Alternative schemes/proposals should be considered.

Following a minor increase in the size of the application site to accommodate the proposed pedestrian path link from the site to Swanney Lodge Road, and other minor amendments to the proposals, the Local Planning Authority undertook a further public notification for a period of 14 days. At the time of writing no further representations have been received, although the consultation periods end following the publication of the committee agenda. Any additional representations received will be documented and considered in a further update report to Members, nevertheless, it is not considered that the amendments made to the scheme would unduly influence the determination of the scheme given the amendments proposed significant improvements to the overall development. The intention of the re-notification was to make the public and interested parties aware of the amendments and minor increase in the site area.

8. ASSESSMENT

<u>Principle</u>

Full planning permission is sought for the redevelopment of a vacant site last used as a public house/restaurant, with the proposal involving the erection 1 no. coffee shop unit with an ancillary drive-thru (Class E) and 2 no. restaurant units with ancillary drive thrus (Class E). The proposed uses are considered 'main town centre uses' as defined in the NPPF.

Dealing with the existing use/building first, the Old Cobblers is a former amenity pub/restaurant which has been partially demolished following a fire and instances of anti-social behaviour. The Council is satisfied that the former use of the site was more akin to a restaurant than a public

Version Number:	1	Page:	6 of 23

house, with the building's design, facilities and overall purpose geared towards serving food and drink consumed on site, seated at private tables in the form of a restaurant. The Council accepts that the premises could not be described as a public house in the traditional sense and is therefore not considered a community facility. As such Policy LT2 of the Local Plan (which seeks to protect community facilities such as public houses) is not relevant in this case.

The applicant considers that the proposed units fall within Class E (b) of the of the Town and Country Planning (Use Classes) (England) Order 2020 which covers a use, or part use, for food and drink which is mostly consumed on the premises. The applicant states the primary function of each unit is the sale of food and drink for consumption on the premises, with the drive-thru lane an ancillary element to the main use of each premise as a coffee shop or restaurant. On this basis the applicant considers that the proposed units should not be treated as 'hot food takeaways' subject to Policy R5 of the Local Plan.

A hot food takeaway is defined in the Town and County Planning Use Classes Order as "the sale of hot food where consumption of that food is mostly undertaken off the premises".

There is no doubt that the proposed units would involve the sale of hot food which would be consumed off the premises. Nonetheless the proposed units, whilst having drive-thru facilities, comprise a coffee shop and 2 no. restaurants with significant areas of internal seating, and the overall proportion of designated customer circulation space for each unit in relation to the proportion of space designated for food preparation and other servicing is considerable. Each unit would also provide outdoor customer seating, and all units would accommodate toilets for customers – necessary facilities if the units are to be considered as a restaurant and not, for example, a hot food takeaway.

Overall, considering the designated floor space available for customers within each unit, the amount of seating that could be accommodated, and the overall provision afforded to customers, it is considered that the hot food takeaway element of each unit would be ancillary to the primary use of each unit. A significant part of each business would be the sale of food and drink – not just hot food – to be consumed on site, including within the car parking areas within the boundaries of the site. Therefore, it is considered, on balance, that the proposed units with drive-thru facilities fall within Class E(b) and are not considered to be a use deemed primarily a 'hot food takeaway'. As such Policy R5 of the Local Plan is not relevant in this case.

As the site lies over 400m from the boundary of Rawtenstall Town Centre, it is an 'out of centre' location with reference to the definitions set out in the Framework. On the basis that the development is proposing main town centre uses in an out of centre location, the applicant is required under paragraph 91 of the Framework to undertake a sequential assessment as main town centre uses should be located firstly within the town centre, and then in edge of centre locations. Only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. This requirement is also set out in Policy R1 of the Local Plan.

The applicant has submitted a sequential assessment in support of the proposal. With reference to relevant case law, the assessment explains that it has been established that in applying the sequential test there is not a requirement to disaggregate a proposed development into its component parts when establishing what alternative sites are available, and any assessment of potential sequential sites should be based on the development for which planning permission is sought. In this context, the selection of sequentially preferable sites also needs to consider the requirements associated to the development applied for (i.e. food and drink uses with drive-thru facilities) and each end user's operational and market requirements. The details of the intended end users for each unit have not been disclosed, but the sequential assessment states it is likely

Version Number:	1	Page:	7 of 23
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that the development will be occupied by one national coffee shop operator and two national restaurant operators – and the requirements of these operators have been considered for the purposes of this sequential assessment. While the lack of certainty surrounding the end users of each unit detracts to some degree from the sequential assessment, it is considered reasonable to expect that any potential occupier of the type of units proposed would have similar operational and market requirements.

In this case, the proposed development site has a site area of 0.6 ha and will contain three single storey buildings with a total gross floor area of 615 sq m, together with three ancillary drive thru lanes. A sequentially preferable site would also need to be capable of providing a suitable and safe means of access, sufficient car parking spaces for all three operators including disabled parking and EV provision and land to provide ancillary facilities such as outdoor seating areas/patios and cycle parking.

Considering the nature of the development, the site's location, and the fact Rawtenstall is the Borough's primary centre, the focus of the sequential assessment on Rawtenstall Town Centre and the surrounding area is logical.

In determining whether a site is sequentially preferable, the applicant has considered whether the <u>suitable</u> to accommodate the proposed development, whether the site is <u>available</u> now or within a reasonable period of time, and the extent to which the site will enable deliver of a <u>viable</u> development. For a site to be sequentially preferable, it has to satisfy all three criteria underlined above.

Overall, the Council is satisfied that the criteria and methodology set out in the sequential assessment is sound.

The assessment has considered 10 possible alternative sites within and on the edge of Rawtenstall Town Centre, with allocated housing sites and sites with planning permission for commercial development also considered. The sequential assessment demonstrates that none of the sites meet all three tests of being available, suitable and viable, and on this basis that Council is satisfied that the sequential test is passed.

Paragraph 92 of the Framework states when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. The site is located within walking distance of Rawtenstall Town Centre, and is accessible on foot along well lit, continuous pavements, via New Hall Hey retail park and via the Irwell Sculpture Trail which runs adjacent to the site. A bus stop serving the Rawtenstall to Balladen Circular route is also adjacent to the site, and runs roughly every hour from morning to evening, Monday to Saturday. As such the site is considered to be accessible and well connected to the town centre, while the development proposes measures and improvements to increase accessibility by sustainable modes of transport.

Overall, having regard to the evidence contained within the sequential assessment, and the site's accessibility to Rawtenstall Town Centre, it is considered that the development complies with the Framework and Policy R1 of the Local Plan. In this case no impact assessment is required for the proposal as it is not retail, leisure or office development.

For the reasons set out above the proposed development is acceptable in principle.

Economic Growth

Version Number:	1	Page:	8 of 23
		3 -	

The Framework states planning decisions should help create the conditions in which businesses can invest, expand and adapt, and expects significant weight to be placed on the need to support economic growth. Whilst the Local Plan is largely silent on economic growth outside of employment and retail focused policies, an objective of the Local Plan is to promote economic prosperity and help grow and retain local job opportunities.

The proposal is seeking to regenerate a previously developed site that has been vacant for a number of years through the addition of 3 businesses to an established retail park. The submitted details suggest 105 jobs would be created by the development, and while there is no substantive information to support this, there is no doubt that the proposal would generate a significant number of employment opportunities. Concerns have been raised by objectors on the type of jobs the development would create, but significant weight is afforded to the employment opportunities the proposed development would generate on a site that previously accommodated a similar use. Overall the employment benefits would be a significant positive aspect of the development.

Visual Amenity / Landscaping

At the time of writing the site has a derelict and visually unattractive appearance, with one building partially demolished following fire damage and the remaining building damaged following antisocial behaviour and instances of arson. Currently, the site has a harmful impact on the character and appearance of the area and is need of being redeveloped.

The proposed layout positions the units to respective corners of the site except where the existing access is taken from on New Hall Hey Road. Significant parts of the site are afforded to vehicular circulation and parking but this is to be expected given the nature of the proposal. The impact of car parking and areas of hardstanding should be softened by the proposed landscaping and tree planting scheme which incorporates soft landscaping throughout the site including native trees, native shrub planting, ornamental planting, evergreen hedgerows and wildflower meadow planting. For a commercial development of this type, in the location proposed, the proposed landscaping/tree planting scheme is considered high-quality and will introduce natural features in a commercial and built-up setting. The presence of a substation at the site entrance is less than ideal, but it is acknowledged that the infrastructure has been positioned here to facilitate the installation of the Electric Vehicle Chargers. To mitigate the visual impact, the applicant has repositioned the unit and provided more space to effectively screen the substation with landscaping and suitable boundary treatments.

The proposed units have a contemporary appearance, with each having a different form and building style and mix of materials. Notwithstanding the proximity of the site to the former Hardmans Mill, and the route of the East Lancashire Heritage Railway Line, the surrounding area is predominantly characterised by modern buildings designed for commercial and retail uses. In this context, it is not considered that the proposed style and form of the buildings would be out of character to the local area. The original design of Units 2 and 3, particularly the mix of materials and heavy use of insulated panels, detracted from the quality and appearance of the development. Following negotiations between the officer and the planning agent, the proposed units have been revised so the external elevations make a greater use of timber cladding such as that found on Unit 1, while the use of insulated panels has been reduced and limited to only one colour (black). It has also been agreed that natural stone will be utilised for all masonry sections across all three units. The amendments have raised the overall quality of the development and have resulted in a more visually coherent theme across all three units.

Overall, it is considered that the applicant has made significant improvements to the scheme to ensure the development has an acceptable impact on the character and appearance of the area. Subject to the revised scheme being secured by the relevant conditions below, the design is

Version Number:	1	Page:	9 of 23
		- 0 -	

considered to be acceptable in visual terms and in accordance with Section 12 of the Framework and Policy ENV1 of the Local Plan.

Heritage Impact

The Council's Heritage Advisers, Growth Lancashire, have raised no objection to the development and confirmed that that the proposed development will cause no discernible level of harm or loss of significance to the heritage assets nearby. As such the proposal complies with the Section 16 of the Framework and Policy ENV2 of the Local Plan.

Neighbour Amenity

The site sits within an established commercial and employment area, with the nearest residential properties around 100m away on New Hall Hey Road.

The application is accompanied by a Noise Impact Assessment which concludes that the proposed development would have no adverse impact at day or night on nearby sensitive receptors such as residential properties. In the absence of detailed information, the Assessment recommends noise emission limits for externally mounted fixed plant. Such a condition has been recommended below.

A Lighting Impact Assessment has also been provided to ensure light pollution and the impact of the proposed external lighting on the surrounding area is minimised. The lighting scheme shows that lighting levels at the site boundary will generally not exceed 1 Lux. Lighting columns have been pulled in away from the boundary to reduce lighting over spill into adjoining plots, and fittings where possible have been orientated to project lighting away from neighbouring plots.

An Odour Risk Assessment has also been provided to determine the appropriate odour control requirements for the required kitchen extraction systems. As the specific end users have not yet been confirmed, no detailed kitchen ventilation and extractions details have been provided. It is considered that the potential harm to neighbouring uses from odours and noise from any kitchen ventilation and extraction systems could be mitigated by a suitably worded condition securing

The Council's Environmental Health Team has been consulted on the application and raised no objection.

Considering the details of the proposed development, the hours of operation, and the distance from nearby residential properties, it is considered that the development will have no significant detrimental impact on the amenity of neighbouring properties located nearby. As such, the development is considered in accordance with Section 12 of the Framework and Policy ENV1 of the Local Plan.

Litter

A number of objections received towards this application refer to concerns over litter and the potential impact this will have on the amenity of the area and wildlife and habitats. It has been held in the courts that dropping of litter is a material consideration even though it is also controllable by other legislation. However, in practise, the fact that litter might be dropped by patrons is rarely a determining issue at appeal.

To address concerns over litter a planning condition requiring the approval of a regime to include litter picking, the provision of bins in suitable locations and the regular collection of such bins has

1 4000011144111501.	Version Number:	1	Page:	10 of 23
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been recommended below. Subject to this condition, the officer is satisfied that the proposal is acceptable with regards to litter.

Access, Parking, Highway Safety

The Local Highway Authority originally raised concerns regarding the suitability of the site access for delivery and refuse vehicles and the absence of information on how each unit will be serviced in terms of waste collection and deliveries. The Highway Authority has confirmed that the applicant has addressed such concerns through amendments to the site access and the submission of a Delivery Strategy.

Following negotiations between the officer, planning agent and new applicant of the planning application, the scheme has been revised to include a new pedestrian link from the development site to Swanney Lodge Road to the north. The incorporation of this new pedestrian access is considered a significant benefit of the scheme, improving accessibility through and out of the site by providing a safe and designated north to south pedestrian route. Currently, there is no official pedestrian crossing point from the site onto Swanney Lodge Road, and the absence of a pedestrian link has resulted in desire lines (informal, unplanned paths repeated by foot traffic) across the site. Whilst it has not been possible to accommodate the desired 3m width requested by County's Sustainable Travel Team, it is considered that the path's 2m width is sufficient in improving accessibility to the site and the wider area and will encourage travel by sustainable methods.

In addition to the above the Local Highway Authority and County's Sustainable Travel Team have requested the unmade section of the Irwell Sculpture Trail running near to the site is resurfaced as part of the development and requested a financial contribution under a Section 106 Agreement to facilitate this.

The Framework makes clear that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition – and planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Whilst the improvement of the Irwell Sculpture Trail is desirable and would be a welcome improvement in the area, the land comprising the unmade section of the route is not within the applicant's ownership, raising significant doubts if such works could be delivered, and it is not considered that the resurfacing works are necessary to make the development acceptable. Therefore, the requested improvements to be made to the unmade section of the Irwell Sculpture Trail would not satisfy the tests set out in the Framework in regards to obligations or planning conditions.

For the reasons set out above, it is considered that the proposed development is acceptable in terms of access, parking and highway safety, and is therefore in accordance with the Framework and Policy TR4 of the Local Plan.

Ecology and Biodiversity Net Gain

The Council's ecology consultant (Greater Manchester Ecology Unit) has no objection to the proposals, subject to the inclusion of conditions to secure habitat enhancement on site, appropriate control or eradication of invasive species, and the protection of species which may otherwise be affected by the development.

The development is subject to the mandatory requirement of delivering a biodiversity net gain of 10% (as required under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Version Number:	1	Page:	11 of 23
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A metric and supporting BNG report has been provided that indicates more than 10% BNG is achievable on-site. The Council's ecology consultant has reviewed the submitted details and amendments to the metric and have confirmed that the mandatory requirement of 10% is achievable on the site. As such the statutory biodiversity condition can be met upon the submission of the biodiversity gain plan, Habitat Management Monitoring Plan and updated statutory metric if required.

Trees

The application has been supported by an Arboricultural Impact Assessment (AIA) which confirmed the proposal would result in the loss of 1 category 'B' tree, 3no. category 'C' trees and 1no. category 'C' group (partial). The revised AIA also confirmed that the amendments to the scheme including the incorporation of the pedestrian link to the north and the repositioning of the substation would not result in more trees being removed.

The Council's consultant Tree Officer has reviewed the AIA and commented that the loss of the has been carefully considered within the landscaping proposals and has raised no objection the tree removals, landscaping/tree planting proposals and tree protection measures detailed in the method statement set out within the AIA.

With reference to Policy ENV10 of the Local Plan, it is considered that the requirement to compensate for tree removals at a ratio of 2:1 will be exceeded under the proposed landscaping proposals.

For the reasons above it is considered that the proposed development is acceptable in terms of its impact on existing trees, and is therefore in accordance with the Framework and Policy ENV10 of the Local Plan.

Land Contamination

The Council's land contamination consultant and the Environment Agency have been consulted on the application. None of the aforementioned have any objection to the proposals, subject to the inclusion of conditions requiring extensive investigation and potentially remediation of the site prior to commencement of development.

Drainage and Flood Risk

The Environment Agency and United Utilities have previously raised no objection to the development, subject to the submitted Flood Risk Assessment (FRA) and sustainable surface water drainage strategy respectively being secured by condition.

Since the above consultees raised no objection, the scheme has been amended to accommodate the proposed pedestrian path link from the site to Swanney Lodge Road. The agent has confirmed that the only amendments to the submitted FRA and sustainable drainage details have been to include the amendment made to the boundaries of the site – none of the engineering, levels, drainage details or FFL have been changed. Nonetheless, considering the conditions recommended by the consultees will need to be amended in line with the revised details, it is considered reasonable to re-consult the relevant consultees on the latest details submitted.

Subject to authority being delegated to the Head of Planning, Chair of the Development Control Committee and Vice Chair to carry out drafting amendments to any planning conditions (in consultation with consultees and the applicant), it is considered that the development would be

Version Number: 1 Page: 12 of 23	
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acceptable in terms of flood risk and drainage. As such the scheme is considered to be in accordance with Section 14 of the Framework and Policies ENV1 and ENV9 of the Local Plan in regards to flood risk and sustainable drainage.

9. SUMMARY REASON FOR APPROVAL

The proposed development will deliver a commercial scheme on a large, vacant and previously developed site last used for similar purposes. Despite the site's out of centre location, the site is considered accessible and within walking distance of Rawtenstall Town Centre, with the applicant's sequential assessment confirming that no alternative sites are suitable, available and viable within or on the edge of the Town Centre. Accordingly, the sequential test has been passed and the development is acceptable in principle. The proposed development will deliver economic growth and provide significant employment opportunities. Subject to the planning conditions recommended below, the scheme is acceptable with regards to design and visual amenity, neighbour amenity, highway safety, landscaping, flood risk and ecology, while significant improvements would be provided in terms of accessibility and means of travel by sustainable transport and Biodiversity Net Gain. Overall, the development is in accordance with the Framework and Policies SS, SD1, SD2, R1, ENV1, ENV2, ENV4, ENV6, ENV9, ENV10 and TR4 of the Rossendale Local Plan.

10. CONDITIONS

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

<u>Reason</u>: To accord with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted be shall be carried out in accordance with the following documents, unless otherwise required by the conditions below:

Document / Plan / Drawing	Document / Plan / Drawing	Date / Latest Revision Date
Title	Reference	Recorded or Date Received
Location Plan	82083-NIR-B01-00-DR-A-90-	24.10.2025
	10 Rev P01	
Site Removal Plan	82083-NIR-B01-00-DR-A-02-	24.10.2025
	01 Rev P01	
Existing Floor Plans	82083-NIR-B01-00-DR-A-10-	24.10.2025
-	01 Rev P01	
Existing Elevations	82083-NIR-B01-00-DR-A-10-	24.10.2025
	02 Rev P01	
Existing Site Plan	82083-NIR-B01-00-DR-A-90-	24.10.2025
	01 Rev P01	
Existing Roof Plan	82083-NIR-B01-00-DR-A-10-	24.10.2025
	03 Rev P01	
Unit 1 – Proposed Floor	82083-NIR-B01-00-DR-A-20-	24.10.2025
Plan	01 Rev P01	
Unit 1 – Proposed	82083-NIR-B01-00-DR-A-20-	24.10.2025
Elevations	02 Rev P01	
Unit 1 – Proposed Roof Plan	82083-NIR-B01-00-DR-A-20-	24.10.2025
	03 Rev P01	

Varaian Number:	1	Dogo:	12 of 22
Version Number:	ļ	Page:	13 of 23

Unit 2 Dranged Floor	02002 NID DO4 00 DD 4 20	24.40.2025
Unit 2 – Proposed Floor	82083-NIR-B01-00-DR-A-20-	24.10.2025
Plan	04 Rev P01	24.40.2025
Unit 2 – Proposed	82083-NIR-B01-00-DR-A-20-	24.10.2025
Elevations	05 Rev P01	04.40.0005
Unit 2 – Proposed Roof Plan	82083-NIR-B01-00-DR-A-20- 06 Rev P01	24.10.2025
Unit 3 – Proposed Floor	82083-NIR-B01-00-DR-A-20-	24.10.2025
Plan	07 Rev P01	
Unit 3 – Proposed	82083-NIR-B01-00-DR-A-20-	24.10.2025
Elevations	08 Rev P01	
Unit 3 – Proposed Roof Plan	82083-NIR-B01-00-DR-A-20-	24.10.2025
	09 Rev P01	
Proposed Site Plan	82083-NIR-B01-00-DR-A-90-	24.10.2025
	02 Rev P02	
Unit 1 – Site Plan	82083-NIR-B01-00-DR-A-90-	24.10.2025
	03 Rev P01	
Unit 2 – Site Plan	82083-NIR-B01-00-DR-A-90-	24.10.2025
	04 Rev P01	
Unit 3 – Site Plan	82083-NIR-B01-00-DR-A-90-	24.10.2025
	05 Rev P01	
Proposed Boundary	82083-NIR-B01-00-DR-A-90-	24.10.2025
Conditions	06 Rev P01	
Proposed Sub-Station	82083-NIR-B01-00-DR-A-90-	24.10.2025
	07 Rev P01	
Existing & Proposed Access	2024/7770/003 Rev P2	20.10.2025
Proposed Access	2024/7770/002 Rev P5	20.10.2025
Arrangement		
Framework Travel Plan	2024/7770/FTP01 Rev C	23.10.2025
Preliminary Ecological	81-695-R1-3	22.10.2025
Appraisal Report		
Arboricultural Impact	81-695-R3-5	22.10.2025
Assessment		
Site Services – External	250003-SDP-ZZ-00-DR-E-	27.10.2025
Lighting Layout	40101 Rev P4	
Lighting Impact Assessment	Version 4	27.10.2025
Flood Risk Assessment	25003-SDS-XX-RP-C-0001	24.10.2025
(FRA) and Drainage	Rev 07	
Strategy Report		
Flood Evacuation Plan	25003-SDS-XX-RP-C-0002	24.10.2025
	Rev 04	
Existing Site Layout Plan	24003-SDS-00-ZZ-DR-C-	24.10.2025
Showing Foul & Storm	1010 Rev PL8	
Water Layout		
Existing Site Layout		24.10.2025
Showing Permeable and	1021 Rev PL8	
Impermeable Areas		
Site Layout Showing	24003-SDS-00-ZZ-DR-C-	24.10.2025
Proposed Permeable and	1022 Rev PL8	
Impermeable Areas		
Site Layout Showing	24003-SDS-00-ZZ-DR-C-	24.10.2025
Proposed Levels, Gradients,	1020 Rev PL10	
Site Finishes		
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Version Number: 1	Page:	14 of 23
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Proposed Surface Water	24003-SDS-00-ZZ-DR-C-	24.10.2025
Flow Plan	1024 Rev PL6	
Site Layout Showing Foul	24004-SDS-00-ZZ-DR-C-	24.10.2025
Sewer & Surface Water	1025 Rev PL9	
Layout		
Existing Site Layout Plan -	25003-SDS-11-ZZ-DR-C-	30.10.2025
Showing Existing Flood	1015 Rev PL4	
Volume		
Proposed Site Layout Plan -	25003-SDS-11-ZZ-DR-C-	30.10.2025
Showing Proposed Flood	1016 Rev PL4	
Compensation Volume		
Proposed Evacuation	24003-SDS-00-ZZ-DR-C-	24/10/2025
Routes & Rendezvous Point	1026 Rev PL4	

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.

3. No above ground construction shall commence until a physical sample of the proposed natural stone has been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be constructed utilising the approved material, and in accordance with the approved plans listed above. The approved material shall thereafter be retained for the lifetime of the development.

<u>Reason</u>: To ensure that the development is appropriate in terms of visual amenity and to ensure that it responds to the local context of the site, and to safeguard the setting of the adjacent listed buildings.

- 4. The development shall be carried out in accordance with the submitted flood risk assessment (ref. 25003-SDS-XX-RP-C-0001 Rev 07, date 24.10.2025) and the following mitigation measures it details:
 - Finished floor levels shall be set no lower than 161.68 metres above Ordnance Datum (AOD); sensitive sockets, wiring, etc. shall be set no lower than 161.98 metres AOD
 - Compensatory storage shall be provided in close accordance with the drawing 25003-SDS-00-SL-DR-1020, to a minimum volume of 1151m3.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

<u>Reason</u>: To reduce the risk of flooding to the proposed development and future occupants, and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

5. Piling using penetrative methods shall not be carried out in connection with the development unless otherwise agreed in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details submitted to the Local Planning Authority for approval.

	Version Number:	1	Page:	15 of 23
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<u>Reason</u>: To ensure that the proposed development, does not harm groundwater resources in line with paragraph 180 of the National Planning Policy Framework Position Statement J of the 'The Environment Agency's approach to groundwater protection'.

- 6. 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 submitted report shall include:
 - i) Where potential risks are identified by the Preliminary Risk Assessment, an updated Phase 2 Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, groundwater and the wider environment; and
 - ii) Should unacceptable risks be identified the applicant shall also submit and agree with the Local Planning Authority in writing a contaminated land remediation strategy (including verification plan) prior to commencement of development. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy or such varied remediation strategy as may be agreed in writing with the Local Planning Authority.
 - iii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

<u>Reason</u>: To mitigate risks associated with land contamination and to ensure the site is suitable for the proposed end use, and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution.

7. Pursuant to condition 6; 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. The verification report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

<u>Reason</u>: To mitigate risks associated with land contamination and to ensure the site is suitable for the proposed end use, and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution.

8. 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:

- Details of the parking of vehicles of site operatives and visitors.
- Details of loading and unloading of plant and materials.

Varaian Number:	4	Dogo:	16 of 22
Version Number:	I	Page:	10 01 23

- 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.
- Wheel washing facilities.
- Measures to deal by mechanical means 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.

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

<u>Reason</u>: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

- 9. No external running of equipment or machinery, or demolition or construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the following hours:
 - Monday to Friday 08:00 to 18:00
 - Saturday 08:00 to 13:00

Construction works shall not take place on Sundays or Bank or Public Holidays.

<u>Reason</u>: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours.

10. Construction deliveries to the approved development shall be made solely between the hours of 9:00am and 5:30pm Monday – Friday, to avoid peak traffic on the surrounding highway network.

Reason: In the interest of highway safety.

11. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

<u>Reason</u>: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

12. No part of the development hereby approved shall be occupied or opened for trading until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In order that the traffic generated by the development does not exacerbate

Version Number:	1	Page:	17 of 23
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unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

13. The measures identified in the Action Plan included within the approved Framework Travel Plan (ref. 2024/7770/FTP01) shall be implemented in accordance with the timescales set out in the Action Plan.

Within 6 months of the development hereby permitted being occupied by all three operators, a baseline travel survey from each operator shall be completed to inform the production of a Full Travel Plan, which shall be submitted to the Local Planning Authority for its approval within the first year of the site being in operation.

Thereafter monitoring travel surveys shall be completed after years 1, 3 and 5 of the development being in operation, and Update / Progress Reports shall be submitted to the Local Planning Authority for its approval within 3 months of the surveys being completed.

The Update/Progress Reports shall confirm whether or not the objectives of the Travel Plan have been achieved and shall contain, where necessary, recommendations for amendments or improvements to the approved Full Travel Plan. Any such amendments or improvements to the Full Travel Plan shall thereafter be implemented.

<u>Reason:</u> To identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with the proposed development.

- 14. The external lighting forming part of the development shall be installed, maintained and operated in strict accordance with the approved lighting scheme detailed in the following documents:
 - Drawing titled 'Site Services External Lighting Layout' and no. 250003-SDP-ZZ-00-DR-E-40101 rev P4 (dated 27.10.2025)
 - Lighting Impact Assessment version 4.0 (dated 27/10/2025)

Any variation to the approved lighting scheme shall first be agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of neighbouring uses and to protect bats and other wildlife.

- 15. The commercial units hereby permitted shall not be open for business outside of the following hours:
 - Monday to Sunday (including bank holidays) 06:30am 23:30pm

Reason: To safeguard neighbour amenity, and to accord with the permission sought.

16. The rating level of externally mounted fixed plant and/or extracts are not to exceed 38 dB during daytime hours (07:00-23:00) and 30 dB during night-time hours (23:00-07:00) when measured at the closest existing residential receptors, 17 Railway Terrace, to the east.

<u>Reason</u>: To protect the amenity of neighbouring residential development, as per the findings of the Noise Impact Assessment.

Volsion Number: 1	Version Number:	1	Page:	18 of 23
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- 17. 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 Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - 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 be in accordance with the National Standards for Sustainable Drainage Systems (2025) 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.

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

18. No construction shall commence until details of the means of ensuring the wastewater asset that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts from construction activities and the impacts post completion of the development on the wastewater asset that crosses the site and identify mitigation measures to protect and prevent any damage to the pipeline both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

<u>Reason</u>: In the interest of public health and safety and to ensure protection of essential services.

19. No part of the development hereby approved shall be occupied or opened for trading until full details confirming the means of ventilation for the extraction and dispersal of cooking smells/fumes for each unit shall be submitted to the Local Planning Authority for approval. The details shall include the method of construction of the kitchen ventilation and extraction systems, odour control measures, noise levels, and details of their appearance and finish.

The approved kitchen ventilation and extraction systems shall be installed before the use hereby permitted commences and thereafter shall be permanently retained and maintained in good working order.

<u>Reason</u>: To safeguard the amenity neighbouring properties and to ensure the proposals do not have an adverse impact on the character and appearance of local area.

20. No development shall commence until tree protection fencing has been erected in conformity with the details set out in the approved Arboricultural Impact Assessment (ref.

Version Number:	1	Page:	19 of 23
	1 -	9	

81-695-R3-3) and in the locations shown on the Tree Protection Plan within the approved Arboricultural Impact Assessment. Such protection shall remain until all development within the site is completed, and no work, including any form of drainage or storage of materials, earth, or topsoil shall take place within the perimeter of such fencing.

Reason: To protect existing trees

21. No part of the development hereby approved shall be occupied or opened for trading until details of a regime to include, but not limited to, the management of litter picking, provision of waste bins in suitable locations close to pedestrian access and egress points and arrangements for emptying bins on a regular basis, is submitted to and approved in writing by the Local Planning Authority.

The approved regime shall be adhered to at all times whilst the approved units are in operation.

Reason: In the interests of the amenity and character and appearance of the local area.

22. No part of the development hereby approved shall be occupied or opened for trading until full details of measures to mitigate for the loss of existing bird nesting habitat and bat roosting habitat have been submitted to and approved in writing by the Local Planning Authority.

The approved mitigation measures shall be implemented prior to substantial completion of the development.

Reason: To mitigate for the loss of bird nesting and bat roosting habitat.

23. Prior to the commencement of development or works on site (including any earthworks or vegetation clearance), a methodology statement for the control of invasive species shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter proceed in strict accordance with the approved statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: To suitably control or eradicate invasive species identified on site.

24. The Precautionary Working Methods set out in the approved Preliminary Ecological Appraisal shall be adhered to throughout the construction of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect wildlife.

25. No removal of or works to any trees, vegetation or buildings shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before clearance and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

Reason: To protect nesting birds.

26. The Biodiversity Gain Plan shall be prepared in accordance with the following:

Version Number: 1 Page: 20 of	101.23
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- Biodiversity Metric Report ref. 81-695-R2-5 (dated 23.10.2025)
- Landscape Masterplan drawing no. 004 (P5) (dated 22.10.2025)
- Detailed Planting Plan drawing no. 005 (P05) (dated 22.10.2025)

<u>Reason</u>: To ensure the Biodiversity Net Gain Plan is prepared in accordance with the submitted details listed above.

- 27. The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
 - a) a non-technical summary;
 - b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

<u>Reason</u>: To ensure the approved Biodiversity Gain Plan is delivered and to ensure the habitat created in line with the approved HMMP is appropriately managed and monitored for 30 years from the completion of the development hereby approved.

- 28. No part of the development hereby approved shall be occupied until:
 - a) the habitat creation and enhancement works set out in the approved HMMP have been completed; and
 - b) a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

<u>Reason</u>: To ensure the habitat creation and enhancement works set out in the approved HMMP are completed to the satisfaction of the local planning authority.

29. Monitoring reports shall be submitted to and approved in writing by the local planning authority in accordance with the methodology and frequency specified in the approved HMMP.

<u>Reason</u>: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy ENV4 of the Local Plan.

30. No part of the development hereby approved shall be occupied or opened for trading until the new 2m wide pedestrian access has been completed in accordance with the approved plans. The 2m wide pedestrian access shall be kept available and maintained for the lifetime of the development.

Version Number:	1	Page:	21 of 23

<u>Reason</u>: To ensure the pedestrian access is constructed prior to the development being brought into use, and to improve access to the site by sustainable means of travel.

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. The developer is reminded of the statutory condition relating to Biodiversity Gain as required under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).
- 3. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

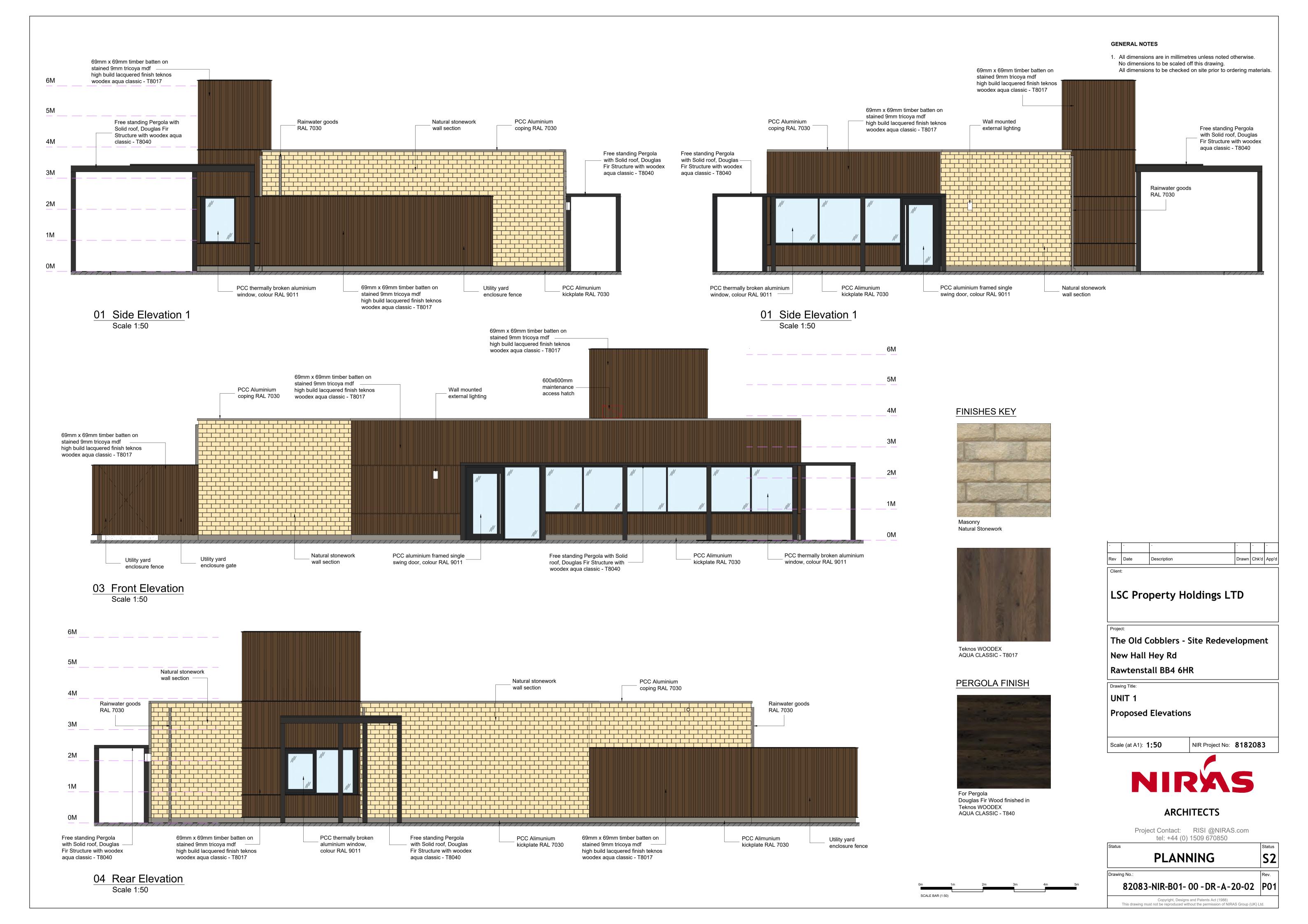
It is strongly recommended that the applicant/developer gives due consideration to the responsibilities and obligations detailed on the letter provided by Cadent Gas.

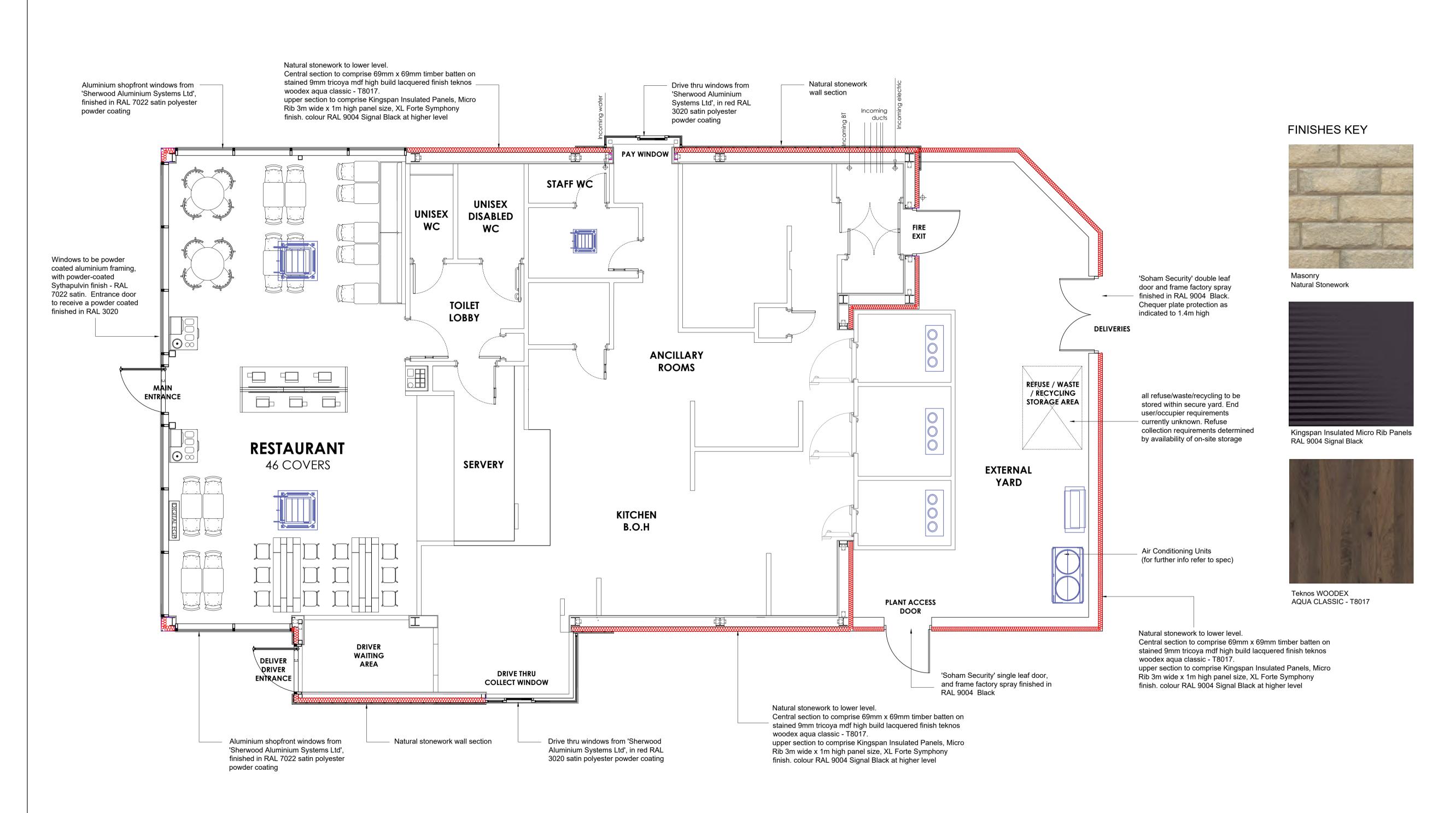
- 4. It is strongly recommended that the applicant/developer gives due consideration to the advice detailed on the letter provided by the Environment Agency.
- 5. Please consider the following advice from the local highway authority regarding the Construction Management Plan:
 - There must be no reversing 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 emailing lhsstreetworks@lancashire.gov.uk

Version Number:	1	Page:	22 of 23
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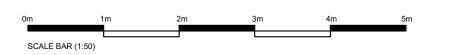
- All references to public highway include footway, carriageway, and verge.
- 6. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant 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.
- 8. Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant should be aware that they must seek ecological advice should they suspect that the proposals will impact on protected species.
- 9. During the period of construction, should contamination be found on site that has not been previously identified, no further works shall be undertaken in the affected area. Prior to further works being carried out in the affected area, the contamination shall be reported to the Local Planning Authority within a maximum of 5 days from the discovery, a further contaminated land assessment shall be carried out, appropriate mitigation identified and agreed in writing by the Local Planning Authority. The development shall be undertaken in accordance with the agreed mitigation scheme.
- 10. The applicant is advised that they have a duty to adhere to the regulations of Part 2A of the Environmental Protection Act 1990, the National Planning Policy Framework and the current Building Control Regulations with regards to contaminated land. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.
- 11. It is strongly recommended that the applicant/developer gives due consideration to the advice detailed on the letter provided by United Utilities.

Version Number: 1	Page:	23 of 23	
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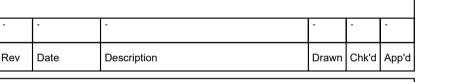
01 PROPOSED FLOOR PLAN Scale 1:50



GENERAL NOTES

All dimensions are in millimetres unless noted otherwise.
 No dimensions to be scaled off this drawing.
 All dimensions to be checked on site prior to ordering materials.

SCHEDULE OF AREAS - GEA	sqft	msq
UNIT 2 - Restaurant incl Ancillary Drive Thru	2,300	214



LSC Property Holdings LTD

roject:

The Old Cobblers - Site Redevelopment
New Hall Hey Rd

Rawtenstall BB4 6HR

Drawing Title:
UNIT 2

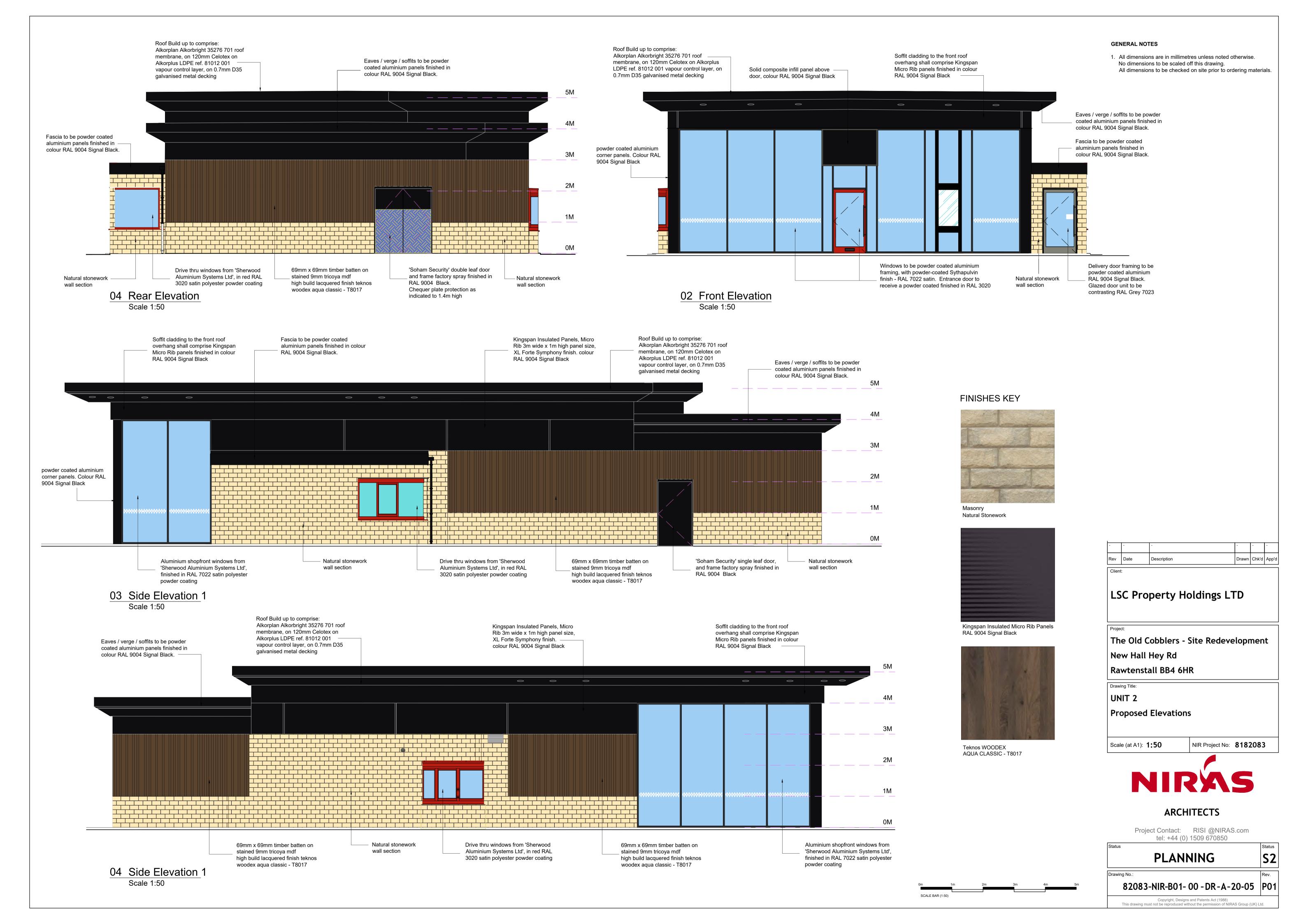
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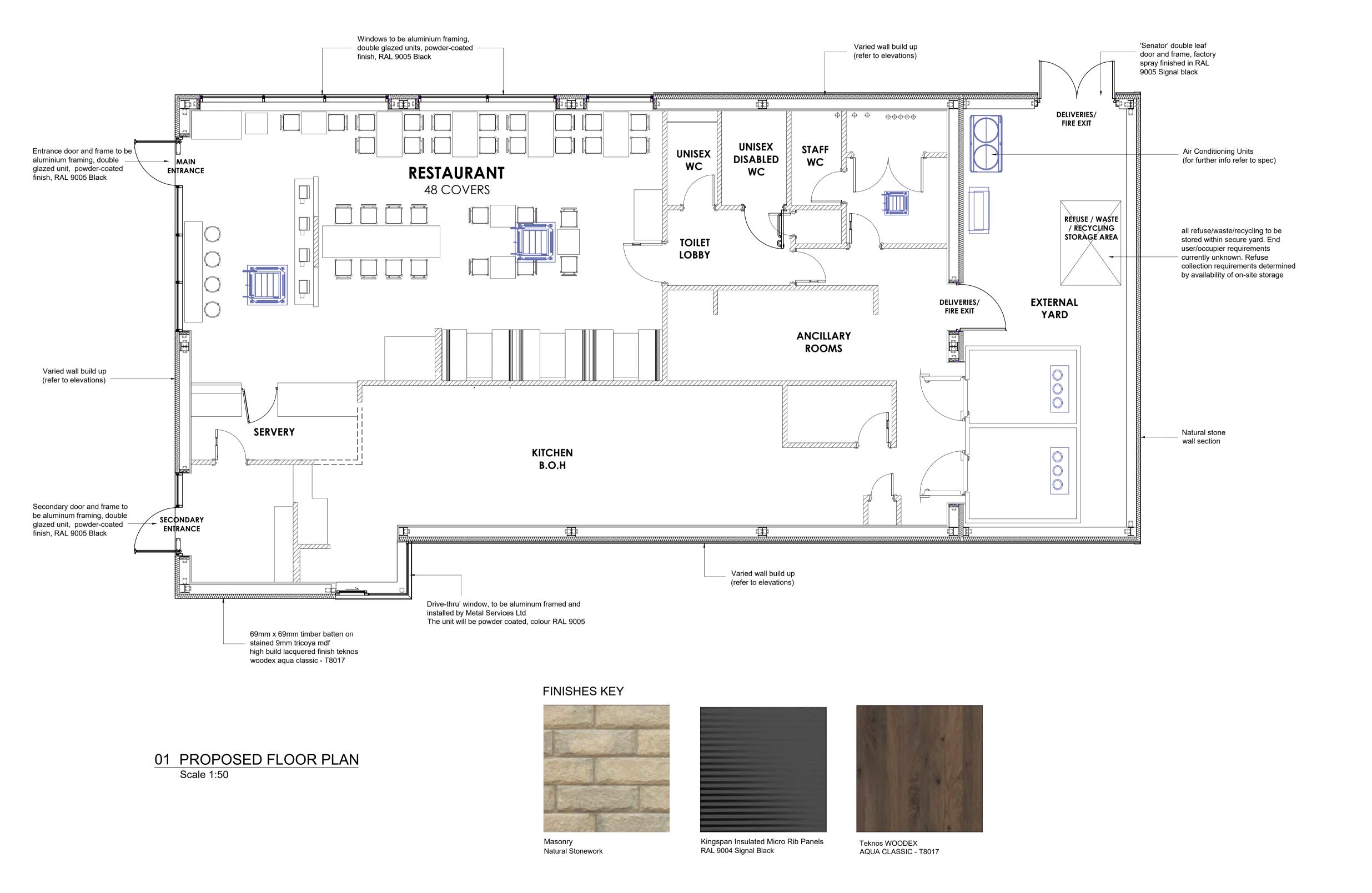
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GENERAL NOTES

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 All dimensions to be checked on site prior to ordering materials.

SCHEDULE OF AREAS - GEA	sqft	msq
UNIT 3 - Restaurant incl Ancillary Drive Thru	2,230	207

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Rev	Date	Description	Drawn	Chk'd	App'd

LSC Property Holdings LTD

Project:

The Old Cobblers - Site Redevelopment

New Hall Hey Rd

Rawtenstall BB4 6HR

Drawing Title:
UNIT 3

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Proposed Floor Plan

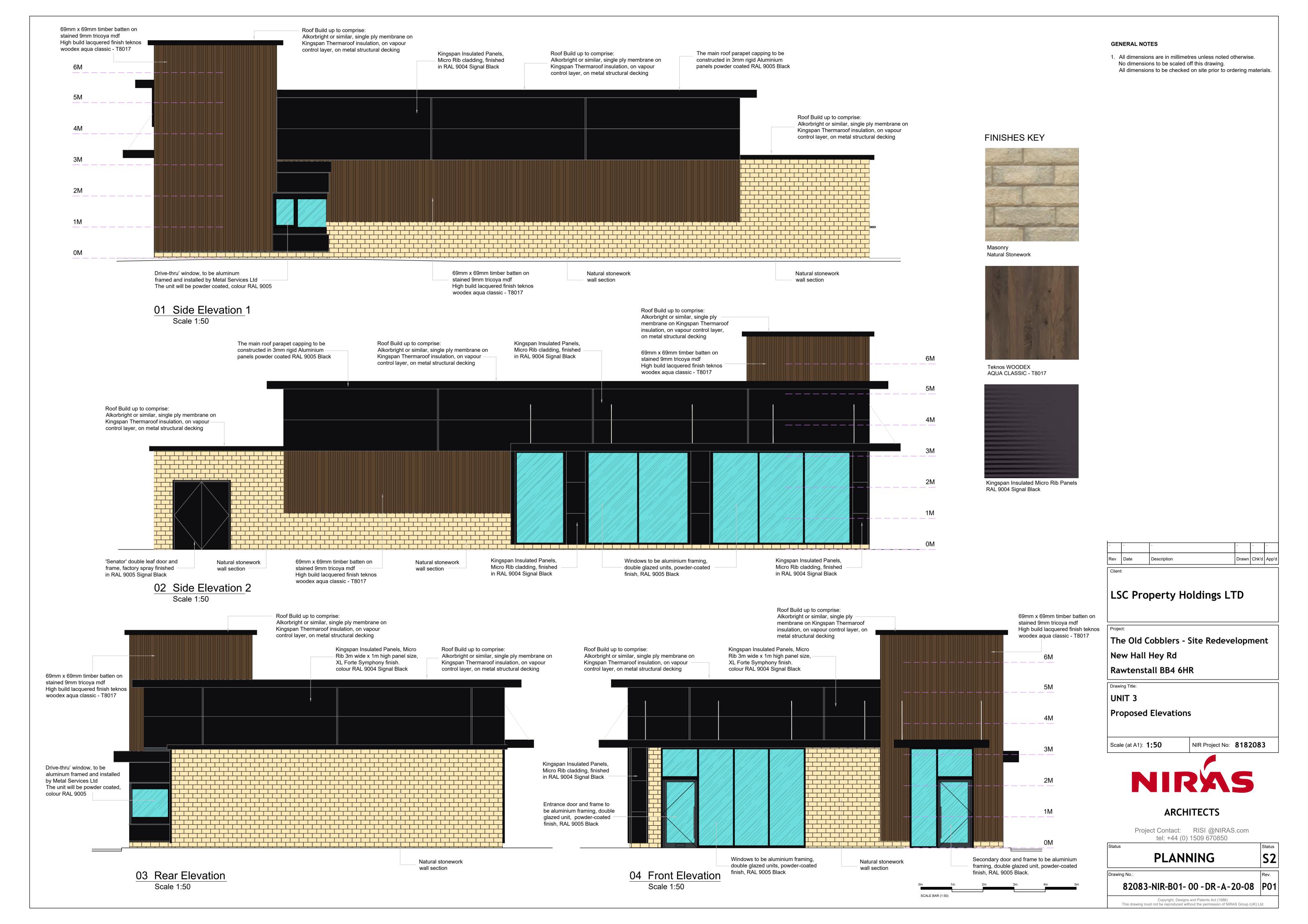
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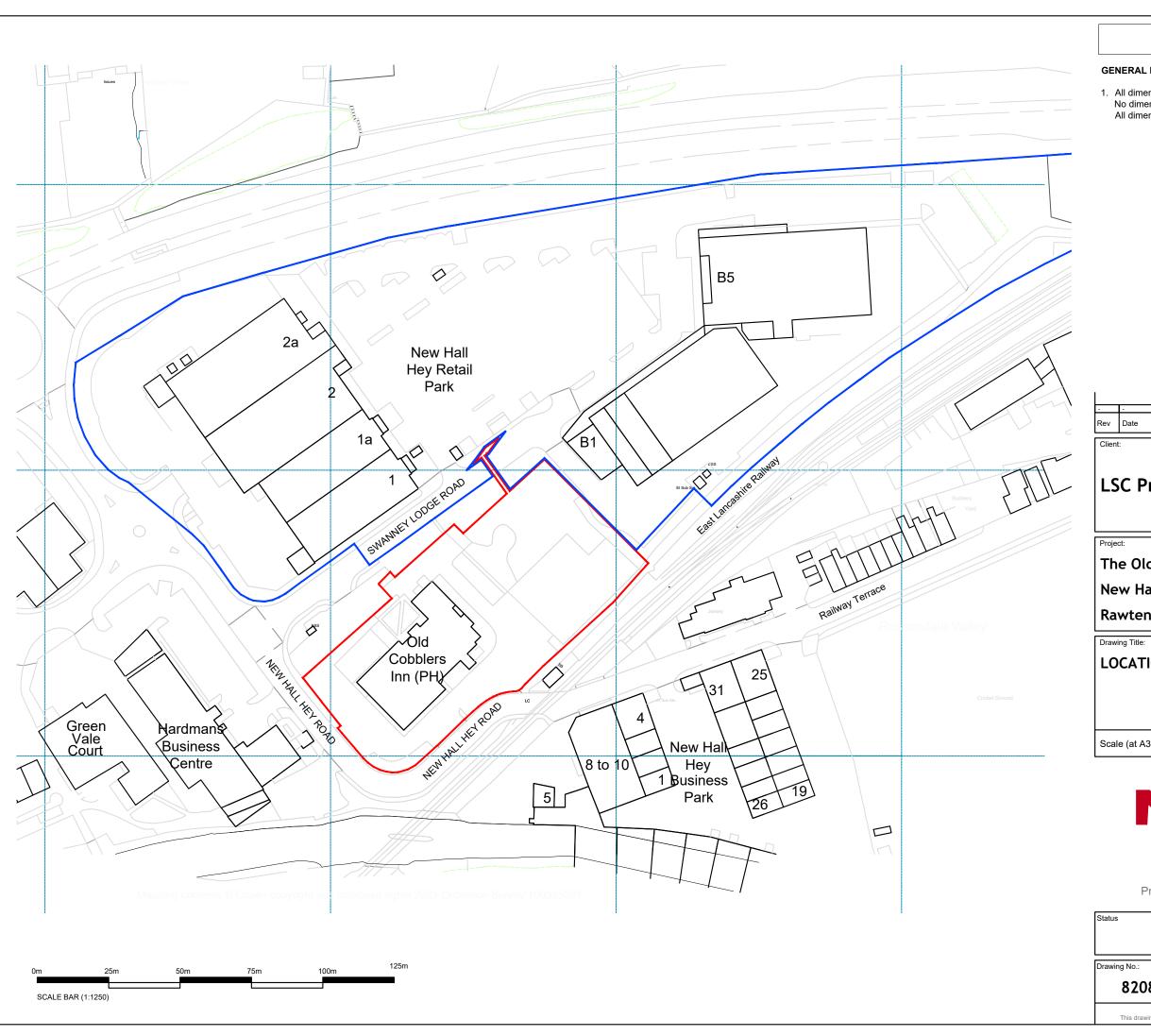


ARCHITECTS

Project Contact: RISI @NIRAS.com

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Rev Date Description Drawn Chk'd App'd			-			-
	Rev	Date	Description	Drawn	Chk'd	App'd

LSC Property Holdings LTD

The Old Cobblers - Site Redevelopment New Hall Hey Road Rawtenstall BB4 6HR

LOCATION PLAN

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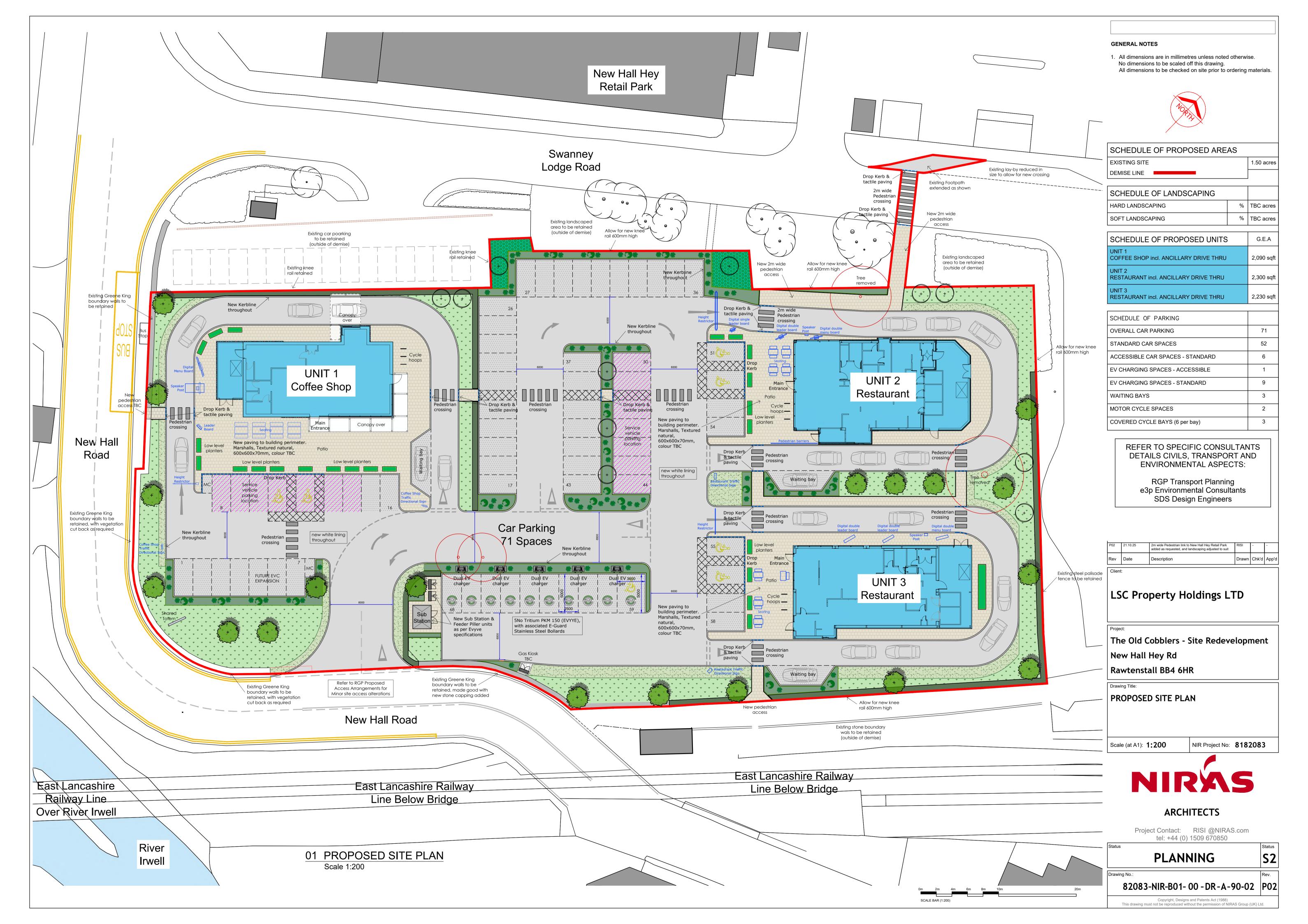
NIR Project No: **8182083**

Status



ARCHITECTS

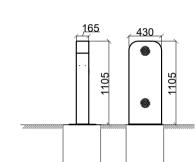
PLANNING	S2
rawing No.:	Rev.
82083-NIR-B01- 00 - DR - A - 90-10	P01
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Rev	Date	Description	Drawn	Chk'd	App'd
Client	:				

LSC Property Holdings LTD

roject:

The Old Cobblers - Site Redevelopment
New Hall Hey Rd

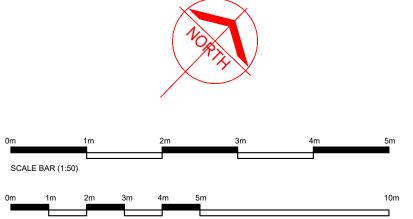
Rawtenstall BB4 6HR

Drawing Title:

UNIT 1 - SITE PLAN

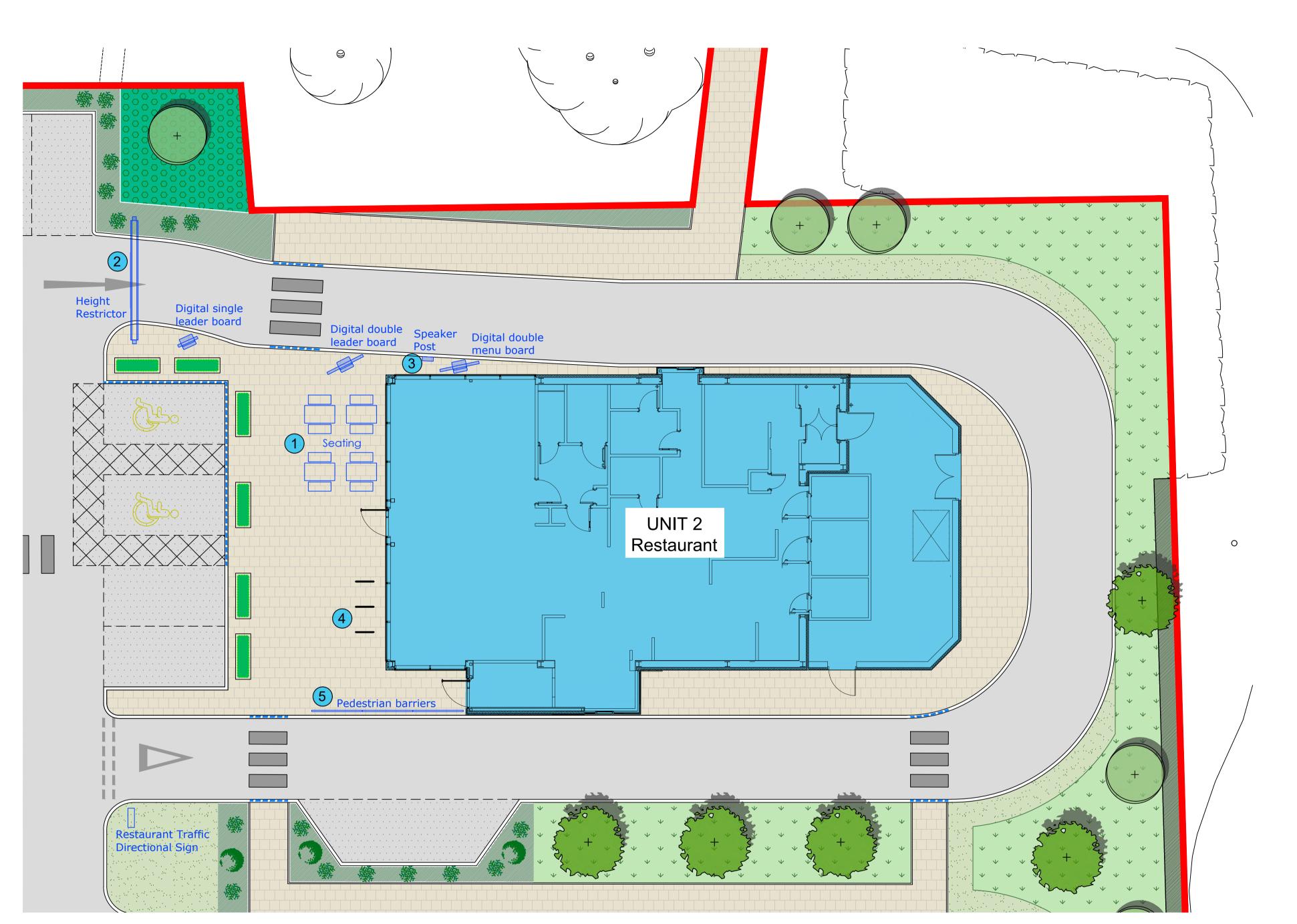
Scale (at A1): 1:100 / 50 NIR Project No: 8182083







PLANNING	Status S2
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01 UNIT 2 - BLOCK PLAN Scale 1:100

GENERAL NOTES

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 All dimensions to be checked on site prior to ordering materials.
- Seating

 Table

 Table

 FRONT ELEVATION

 SIDE ELEVATION

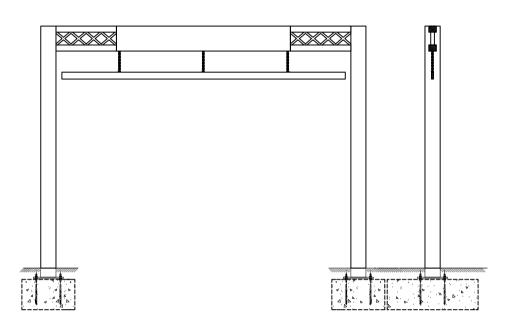
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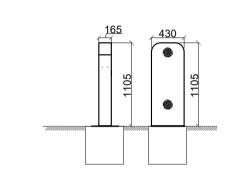
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 SIDE ELEVATION

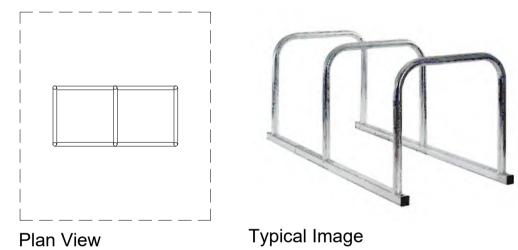
 FRONT ELEVATION
- 1 EXTERNAL SITE FURNITURE
 Scale 1:50



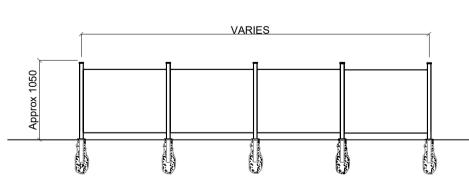














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Rev	Date	Description	Drawn	Chk'd	App'd

LSC Property Holdings LTD

The Old Cobblers - Site Redevelopment
New Hall Hey Rd

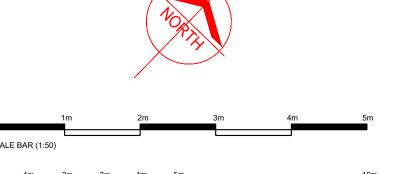
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UNIT 2 - SITE PLAN

Rawtenstall BB4 6HR

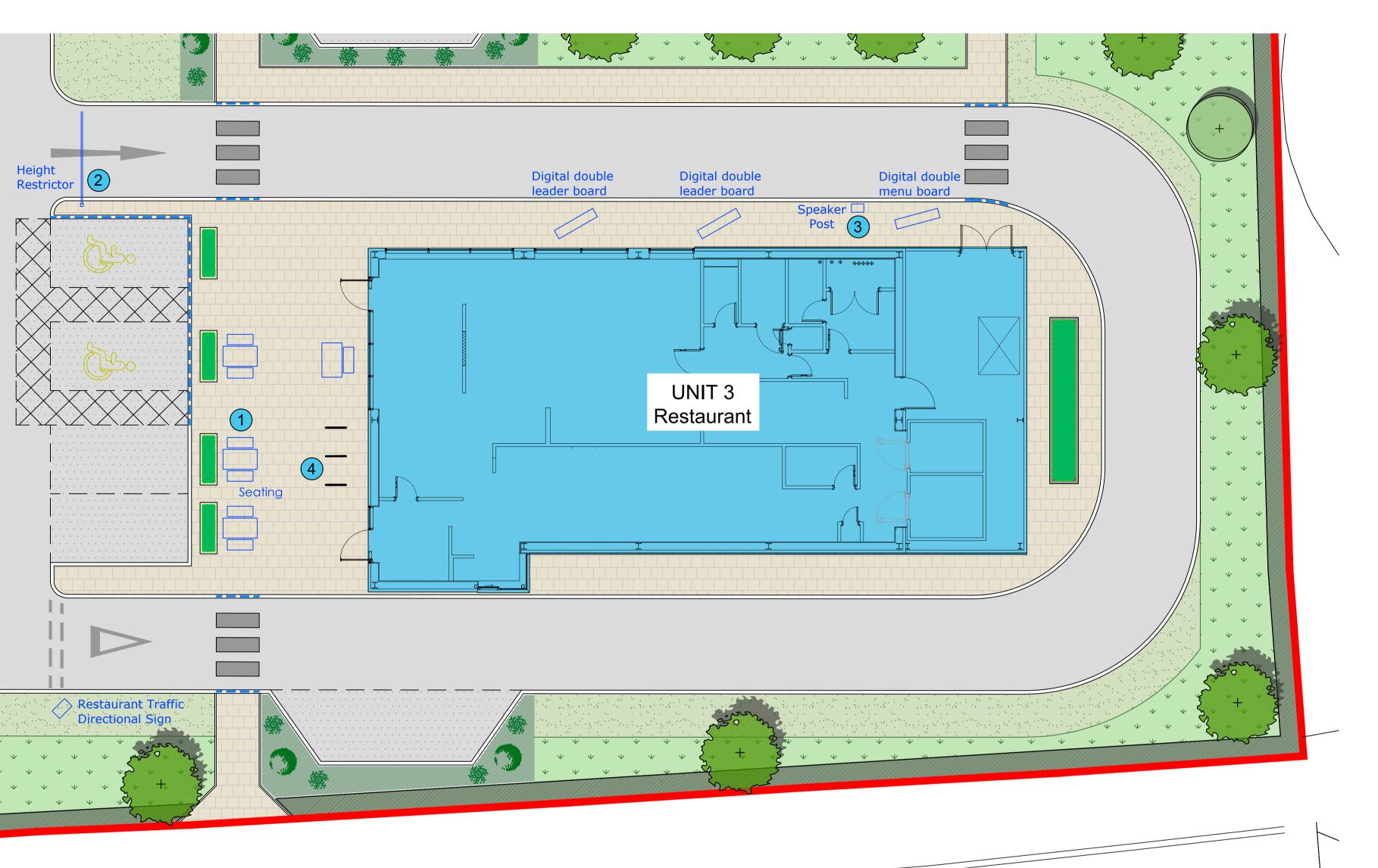
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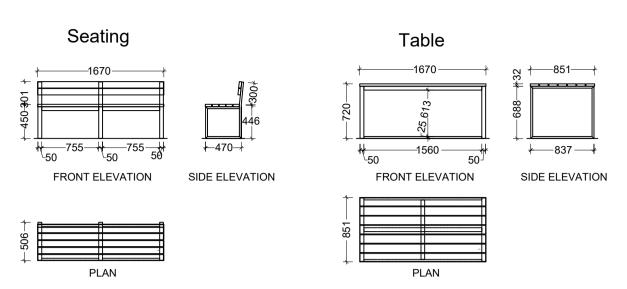


01 UNIT 3 - BLOCK PLAN Scale 1:100

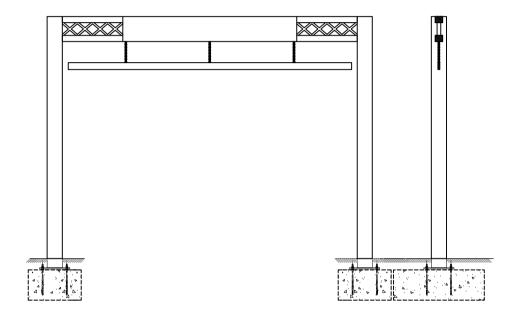
GENERAL NOTES

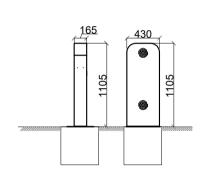
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- All dimensions to be scaled off this drawing.

 All dimensions to be checked on site prior to ordering materials.



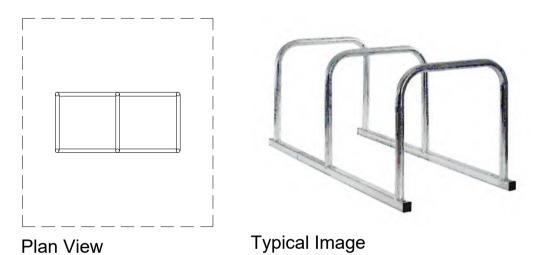
1 EXTERNAL SITE FURNITURE
Scale 1:50



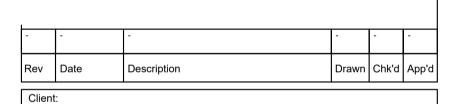


2 HEIGHT RESTRICTOR BARRIER
Scale 1:50









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Project:

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New Hall Hey Rd

Rawtenstall BB4 6HR

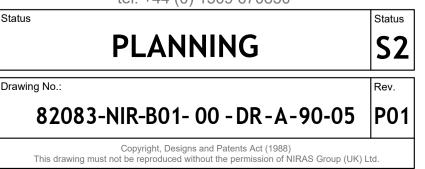
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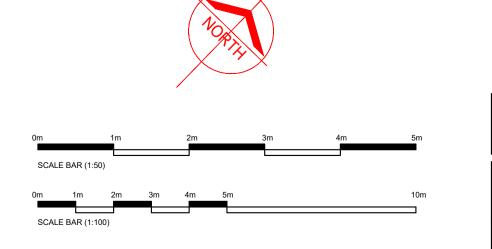
UNIT 3 - SITE PLAN

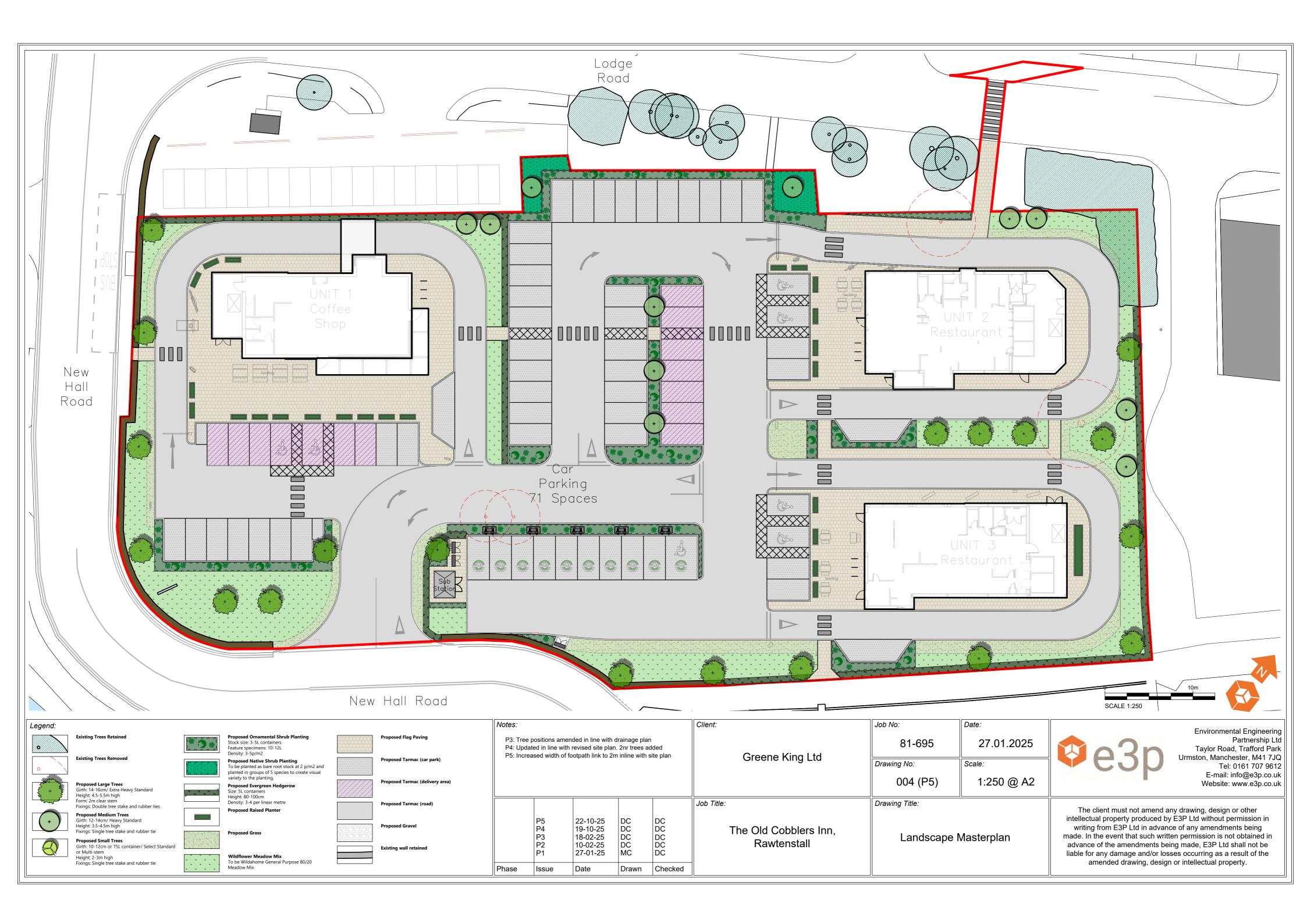
Scale (at A1): 1:100 / 50 NIR Project No: 8182083

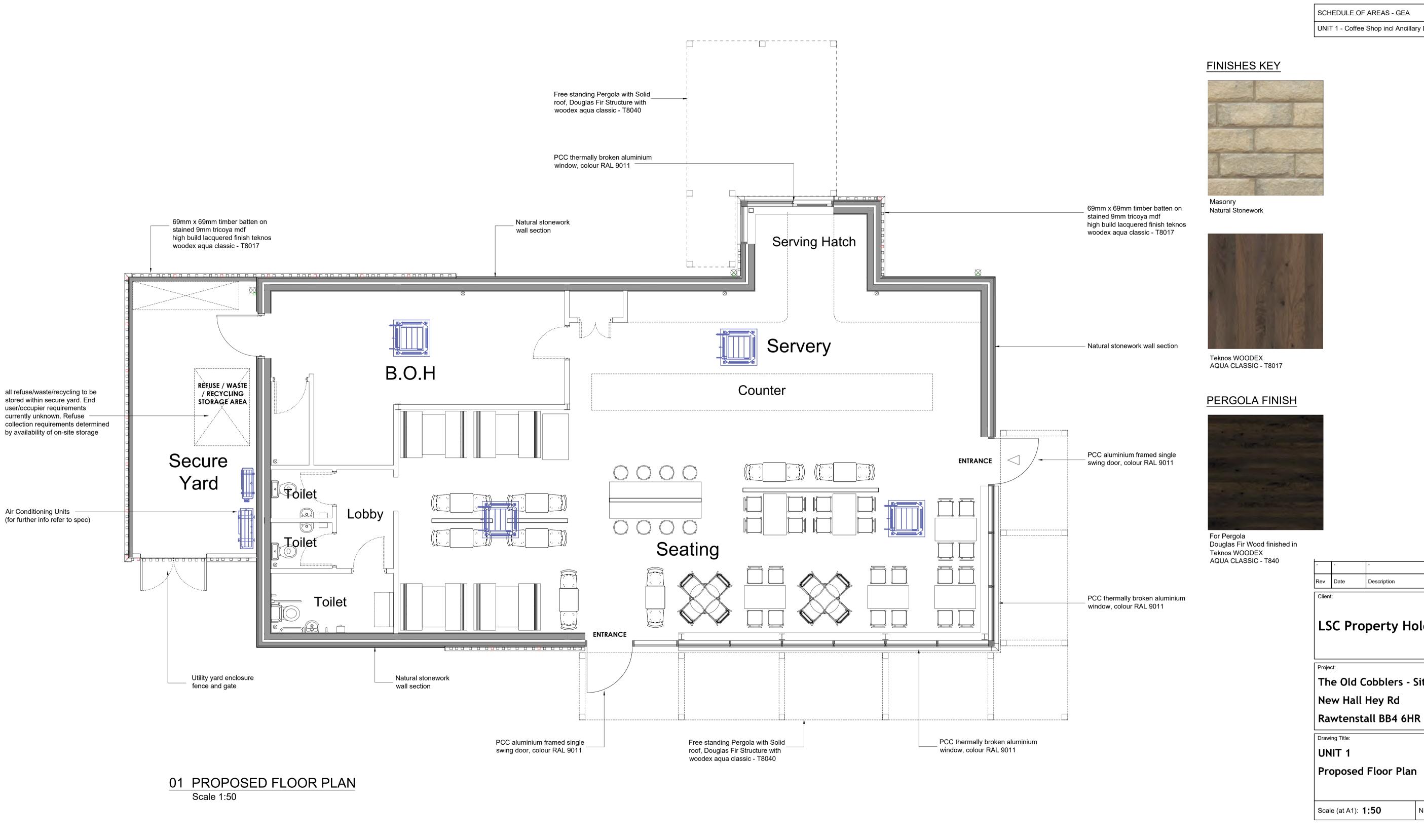












GENERAL NOTES

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SCHEDULE OF AREAS - GEA msq UNIT 1 - Coffee Shop incl Ancillary Drive Thru 2,090 194

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Rev	Date	Description	Drawn	Chk'd	App'd

LSC Property Holdings LTD

The Old Cobblers - Site Redevelopment

Scale (at A1): **1:50** NIR Project No: **8182083**



ARCHITECTS

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