

Fallowfield Retail Park, Birchfields Rd, Manchester M14 6FS

Design and Access Statement for
Lidl Great Britain Limited

March 2024
Our Ref: 20-00934



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Appendix 1 Site Location Plan

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Quality Assurance

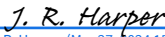
This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

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1 INTRODUCTION

- 1.1 This Design and Access Statement (DAS) has been prepared by Rapleys LLP (Rapleys), on behalf of Lidl Great Britain Limited (Lidl), and is submitted in support of a full planning application for the erection of a new Lidl foodstore (Use Class E) and 2no. retail units (sui generis) with associated car parking and landscaping at Fallowfield Retail Park, Manchester.
- 1.2 This planning application follows on from previous proposal's for a marginally smaller discount foodstore on the site (Planning Ref. 130189/FO/2021), which was granted planning consent by the Local Planning Authority (LPA) in May 2022.
- 1.3 A DAS is a statutory requirement for major developments, or where the floor space created by the development exceeds 1,000 sq.m, as required by the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.4 The document sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes that context into account. Following this, the DAS explains the applicant's approach to access and how Development Plan policies have been considered, and how specific factors which might affect the proposed development have been addressed.
- 1.5 The Design and Access Statement should be read in conjunction with the supporting documents prepared in support of the application, which together addresses all relevant matters in detail, namely:

Documents	Prepared by
Application Drawings	SMR Architects
Design & Access Statement	Rapleys
Statement of Community Involvement	Rapleys
Planning & Retail Statement	Rapleys
Transport Statement	SCP
Travel Plan	SCP
Phase I Geo-Environmental Assessment Report	Remada
Flood Risk Assessment	Topping Engineers
Drainage Strategy and Calculations	Topping Engineers
Air Quality Assessment	Miller Goodall
Noise Impact Assessment	Miller Goodall
Ecological Survey	Enzygo
Landscape Plan	FDA
Arboricultural Report & Impact Assessment	AWA
External Lighting	Signify
Energy Statement	DDA

- 1.6 The following sections will set out the points relevant to this proposal:

2. Assessment of the Site and its Context;
3. Consultation with the Public;
4. Planning Policy Context;
5. Design Proposals;
6. Access Considerations; and
7. Conclusions.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

- 2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

Methodology

- 2.2 A planning history and planning policy review was undertaken to understand the existing planning context of the site before considering the design approach to the development proposal.
- 2.3 A full analysis of the development proposal against national and local policy is provided in the accompanying Planning Statement.

Application Site

- 2.4 The application site forms part of the existing Fallowfield Retail Park and measures circa. 0.9ha (2.23 acres). Fallowfield Retail Park currently consists of nine units, eight of which are retail units; and one unit is used as a medical centre. The application site forms the southern extent of the existing retail park.
- 2.5 Fallowfield Retail Park is bound by Birchfields Road to the west, Moseley Road to the south, railway lines to the east. The closest designated retail centre is Fallowfield District Centre located approximately 700m to the west. The next closest defined centre to the site is Levenshulme District Centre, which is located approximately 1km to the east.

Surroundings

- 2.6 The wider area surrounding the site is contains a mixture of residential and educational institutions to the west and north, commercial units to the south; and railway lines to the east.

Site Constraints

- 2.7 The site does not contain a Listed or Locally Listed building, and there are no Listed or Locally Listed buildings that could be impacted upon within the site's vicinity.
- 2.8 The site is also not located within or adjacent to a Conservation Area nor in close proximity to a Conservation Area.
- 2.9 The site is located within Flood Zone 1 and is least vulnerable to flooding as defined by the Environment Agency.

Access

- 2.10 Vehicular access to the site is taken off Birchfields Road (A34) on the western boundary of the site.
- 2.11 Footways are also available on both sides of Birchfields Road with adequate street lighting also in place. The surrounding area benefits from a good level of pedestrian infrastructure.
- 2.12 There are frequent bus services available from the nearest bus stops along the A34, directly opposite the site. These bus stops provide regular services to neighbouring centres such as Fallowfield, Levenshulme, Longsight and Withington. Regular services towards Manchester City Centre are also available.

Planning History

- 2.13 A search of the Council's online planning register reveals the following planning history.

Reference	Description	Decision
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038328	Erection of non-food retail buildings, garden centre and restaurant	Withdrawn 10 th July 1991
042615	Erection of buildings to form a neighbourhood shopping centre including a restaurant/leisure facility with 303 vehicle parking spaces after demolition of existing bus depot	Approved 21 st January 1993
043793/MO/CENTL2/93	Erection of a neighbourhood shopping centre comprising 8 retail units and a "drive-thru" restaurant including 258 car parking spaces after demolition of existing bus depot	Approved 23 rd September 1993
070183/OO/2003//N2	OUTLINE APPLICATION for siting and means of access to increase shopping floorspace by 614 sqm with alterations to car park	Approved 18 th February 2004
076259/FO/2005/N2	Erection of a detached single storey retail unit (500 sqm) adjacent to Blockbusters involving alterations to car park and landscaping	Withdrawn 13 th September 2005
079605/FO/2006/N2	Erection of single storey building (494sqm total) comprising class A1 retail use. Associated alterations to existing parking and landscaping	Approved 3 rd August 2006
090133/FO/2009/N2	Change of use of retail unit (Class A1) to health centre (Class D1) and associated external alterations	Approved 16 th July 2009
128975/DEM/2020	Prior Approval for the demolition of the overhead canopy relating to units 3 and 4 Fallowfield Shopping Centre Birchfields Road Manchester M14 6FS	Approved 26 th January 2021
131990/DEM/2021	Prior Approval for the demolition of units 4-8 and 10 at Fallowfield Shopping Centre	Approved 25 th November 2021
130189/FO/2021	Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping.	Approved 12 th May 2022
CDN/22/0687	Discharge of condition numbers 12 (Cycle Parking), 18 (Car Park Management) and 30 (noise management plan) from Planning Permission 130189/FO/2021	Approved 26 th October 2022
134931/JO/2022	Variation of condition 10 (servicing hours) attached to planning permission referenced 130189/FO/2021 to allow servicing Monday to Sunday (including Bank Holiday) 05:00 to 00:00 hrs	Refused 21 st November 2022 Appeal Dismissed 20 th February 2024
138593/DEM/2023	Prior Approval for demolition of unit 9	Approved 11 th January 2024

- 2.14 At the time of this report's preparation, Planning Permission Ref. 130189/FO/2021 for the "Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping." remains extant. This scheme could therefore be delivered by the applicant. Further details on the site's planning history can be found in the accompanying Planning Statement.

3 PUBLIC CONSULTATION

- 3.1 The applicant previously undertook pre-application consultation with Manchester City Council and local residents in support of Planning Application Ref. 130189/FO/2021 which was approved in May 2022.
- 3.2 A significant proportion of feedback received on the original planning permission 130189/FO/2021 proposal are applicable to the current proposal, given that the current proposal is in essence / principle the same. The application seeks consent for a discount foodstore of similar scale, massing and positioning on site; and for a store that will serve the same 5-minute drivetime catchment area.
- 3.3 This section provides details of consultation undertaken in relation to the development proposal, and how the outcome of the consultation has informed the proposed development where relevant.

Pre-application Consultation

- 3.4 The National Planning Policy Framework (2023) (NPPF) Paragraph 39 identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources, and improved outcomes for the community.
- 3.5 Therefore, considering the NPPF and the Government's Localism Agenda, Lidl have undertaken pre-application consultation with both local residents and Manchester City Council. This consultation process has been extremely rewarding and has helped to refine the proposed development.

Engagement with Manchester City Council

- 3.6 Prior to submitting the planning application, the applicant undertook pre-application consultation with the LPA. This comprised a formal pre-application meeting between the applicant's development team and Steven McCoombe (Senior Planner) and Sue Wills. The meeting took place on Tuesday 7th July 2020.
- 3.7 At the meeting, the applicant's proposal was outlined to the Officers and discussions were held on numerous topics including the site background, development proposals, the planning policy position, scope of the planning application, and timings for the application's submission.

Engagement with Local Councillors

- 3.8 Lidl wrote to the three Local Councillors representing the Rusholme ward on 14th January 2021, providing a copy of the consultation leaflet and an offer to meet to discuss the proposals.
- 3.9 A meeting attended by Lidl and the Ward Councillors took place on 26th January, where discussions were held on topics including the site background, and development proposals, and the timeframes for the development being progressed.

Engagement with Local Community

- 3.10 The applicant also undertook consultation with the local community within which the application is proposed. This community consultation comprised:
- The delivery of 9,060 leaflets to surrounding addresses inviting people to view the proposals online and inviting feedback; and
 - A dedicated phone number for residents to register their comments.
- 3.11 Further details of the public consultation are provided in the Statement of Community Involvement that accompanies the planning application.

4 PLANNING POLICY CONTEXT

- 4.1 National planning policy is set out within the National Planning Policy Framework (2023) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 4.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted unless:
- I. *"The application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or*
 - II. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*
- 4.3 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.
- 4.4 The adopted Development Plan for Manchester comprises the Core Strategy (2012). The key policies which require consideration when designing a development proposal are set out below.
- 4.5 Policy SP1 (Spatial Principles) – all development is required to make a positive contribution, minimise emissions, and improve access to jobs, services, education, and open space.
- 4.6 Policy T1 (Sustainable Transport) – the Council will support development proposals which encourage a modal shift away from car travel to public transport, cycling and walking.
- 4.7 Policy T2 (Accessible areas of opportunity and need) – the Council will ensure new development is easily accessible. New development should provide appropriate parking facilities.
- 4.8 Policy EN1 (Design principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design.
- 4.9 Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

5 DESIGN PROPOSALS

- 5.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

Design Proposals

- 5.2 The scheme proposes the following:

- Construction of a new single storey discount foodstore, and 2no. retail units;
- Delivery of a high quality landscaping scheme;
- Provision of 103 car parking spaces, including 2 Electric Vehicle Charging spaces.

- 5.3 The design rationale of the proposal has been informed by the occupiers' operational requirements within the context of the site constraints and surrounding land uses.

Use

- 5.4 The proposed Lidl foodstore will be in Use Class E (retail) and the 2no. retail units Sui Generis. The store itself will include a sales area; warehouse delivery area; chiller room; bakery; manager's office; staff welfare facilities; and customer toilets.

- 5.5 The development also includes associated landscaping, cycle parking, a car park and delivery bay.

- 5.6 Further details on the principle of development are set out in Section 10 of the accompanying Planning Statement. The statement concludes that the proposed retail use is acceptable in principle. The proposed redevelopment of the site is considered to accord fully with the aspirations set out in policies of the Manchester City Council Development Plan and the overarching principles of the NPPF.

Amount of Development

- 5.7 The site occupies approximately 0.9 ha. The proposal will deliver a single-storey retail foodstore. The foodstore will extend to 2,238 sq.m (GIA), with a net sales area of 1,518 sq.m. The 2no. units will be 95 sq.m (GIA).

- 5.8 As set out above, the site will accommodate a total of 102 car parking spaces, including 5 disabled, 9 parent and child spaces, and 2 electric vehicle charging spaces.

- 5.9 The amount of development proposed is considered to strike the right balance between making the most efficient use of the land whilst providing a high-quality foodstore. It is therefore considered to fully accord with policies of the Manchester City Council Development Plan and the overarching principles of the NPPF.

Layout

- 5.10 The layout of the site is shown on the Proposed Site Plan (**Appendix 2**), which illustrates that the new store will be located to the east of the site. The car parking area is adjacent to the store extending west and south with servicing to the north of the store. Adjacent to the delivery bay is the staff car parking area, beyond which is an area of landscaping.

- 5.11 The layout as proposed aims to ensure that the design contributes positively to the street scene as it is set back from Birchfields Road whilst fronting the road, providing openness and vibrancy as well as encouraging natural surveillance from increased activity around the store entrance and individuals using the car park.

- 5.12 Vehicular access to the store is proposed from the existing access from Birchfields Road. The delivery bay is located to the north of the store, utilising the existing service yard entrance location. The entrance to the Lidl store will be on the western elevation.

- 5.13 The proposed layout accords with Lidl's operational requirements and is designed to ensure good visibility into the site from the local highway network and effective functionality in terms of servicing.
- 5.14 Pedestrian access will be provided from Brichfields Road, and from the existing retail park providing direct access to the store entrance through the car park. Motorcycle and cycle parking will be provided in a safe and accessible location near to the store entrance.
- 5.15 Overall, the proposed layout is intended to promote legibility and excellent natural surveillance to promote safety as well as positive visual amenity.
- 5.16 The layout of the development is logical, sympathetic and appropriate for the site and its setting. In addition, it generally corresponds to the previously approved Planning Application Ref. 130189/FO/2021 design and layout for the site. Therefore, it is considered to be in accordance with the policies of the Development Plan and the overarching principles of the NPPF.

Scale

- 5.17 The scale of the development is necessary and consistent with Lidl's latest operational requirement. The new development will comprise a contemporary single-storey building with a sloping roof complementing the surrounding land uses in terms of its height and bulk.
- 5.18 Further details of the scale of the development proposed are provided on the accompanying elevation plan.
- 5.19 The scale of the development is therefore considered to be in line with both the aspirations of Paragraph 128 of the NPPF and the policies of the adopted Development Plan.

Appearance

- 5.20 Paragraphs 131 and 135 of the NPPF advise that the new development proposals should be visually attractive as a result of good architecture and that design of the built environment is a key aspect of sustainable development.
- 5.21 The new building is a single-storey building, of contemporary design, and features a single height glazed curtain walling in grey and full height facing red brick with insulated metal wall cladding panels in grey. The doors will be powder coated steel in grey. The building will have metal composite insulated roof panels with steel coping flashing along the perimeter in silver to match the cladding, and aluminium gutters and rainwater pipes. The roof of the store slopes slightly from west to east.
- 5.22 The new store will provide a dedicated in-store bakery along with welfare facilities for staff and customers. Further details of the appearance of the proposed development can be found on the accompanying elevation plan.
- 5.23 Due to the building's high specification, distinguished quality and contemporary design, it is considered that the proposed Lidl food store will enhance the surrounding area.
- 5.24 The proposed surface materials are as follows:
- Block paving to pedestrian routes, trolley bay, and store entrance.
- 5.25 Further details of surface treatment can be found in the accompanying proposed surfacing treatments site plan.
- 5.26 Overall, the proposed appearance of the building will improve the overall visual amenity of the existing locality and is therefore considered to fully accord with the aspirations of Paragraph 127 of the NPPF and the policies of the Development Plan.

Landscaping

- 5.27 Paragraph 135 of the NPPF advises that planning proposals should be visually attractive and be complemented by result of appropriate landscaping.

- 5.28 The application is supported by a Landscape Plan, prepared by FDA.
- 5.29 The proposed development has undergone a considered and detailed landscaping design in order to assist the development assimilating into the surrounding area and to enhance the appearance and visual amenity of the site.
- 5.30 Overall, the proposed landscaping will represent a significant enhancement to the visual amenity of the location by providing improved landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is considered to be of a high standard in line with Policy objectives.
- 5.31 The landscaping approach is considered appropriate to the proposed use and character of the development.
- 5.32 The proposed development of the site is considered to accord fully with the aspirations set out in paragraph 135 of the NPPF, and the policies of the Development Plan.

Secure by Design

- 5.33 Paragraph 135 of the NPPF advises that proposals should create safe and accessible environments without crime and disorder, and the fear of crime.
- 5.34 The proposed development has been designed in such a way to minimise anti-social behaviour and crime.

6 ACCESS CONSIDERATIONS

6.1 This section outlines how the issues have been addressed regarding access to the proposed development. In particular, this section addresses the following points as listed in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Accordingly, the section:

- Explains the policy adopted to access, and how the policies relating to access in relevant local development documents have been taken into account;
- States what, if any, consultation has been undertaken on the issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explains how specific issues that might affect access to the development have been addressed.

6.2 Each of these points is addressed in turn.

Planning Policy Context

6.3 National Planning Policy relating to access is provided in the National Planning Policy Framework 2023 (NPPF).

6.4 The NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

6.5 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
- Safe and suitable access to the site can be achieved for all people; and
- Whether improvements can be undertaken within the transport network that effectively limits any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of the development are severe.

6.6 Paragraph 114 of the NPPF states that when promoting developments “it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all uses; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

6.7 Paragraph 115 goes on to say that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

6.8 In the same chapter (paragraph 116) it is advocated that “within this context, planning applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport,
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug and other ultra-low emission vehicles in safe, accessible and convenient locations.”

Local Policy

- 6.9 The adopted Development Plan for Manchester comprises the Core Strategy adopted 2012. The following policies are of direct relevance to access.
- 6.10 Policy T1 (Sustainable Transport) states the Council will support development proposals which encourage a modal shift away from car travel to public transport, cycling and walking.
- 6.11 Policy T2 (Accessible areas of opportunity and need) states the Council will ensure new development is easily accessible. New development should provide appropriate parking facilities.

Account of Policy

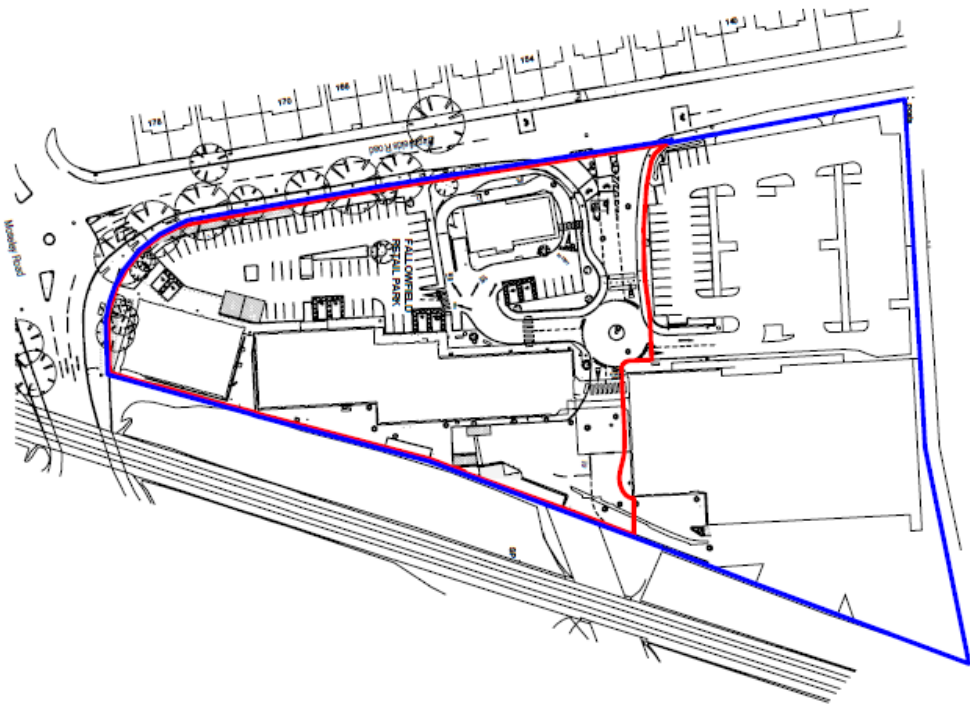
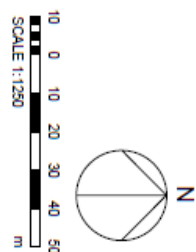
- 6.12 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site, and sustainable transport is important in the context of the development proposed. The proposal ensures that these aims are met in a number of ways.
- 6.13 The planning application is accompanied by a Transport Assessment and Travel Plan, prepared by SCP Transport.
- 6.14 The Transport Assessment has reviewed the accessibility options by different modes of transport and confirmed that the site has good levels of accessibility on foot, by cycle and by public transport. Pedestrian access provision into the site will be of a high standard to encourage customers and residents to access the site by foot from the surrounding residential areas.
- 6.15 In addition, the Transport Assessment has reviewed potential traffic generated by the proposal and reviewed the proposed parking provision requirements.
- 6.16 The Transport Assessment concludes that the proposed development will not result in any adverse impact with regard to the safety or capacity of the local highway network:
- The scheme proposed a total of 102 car parking spaces, 5 disabled and 9 parent and child spaces;
 - The provision of 5 Sheffield cycle parking stands, with additional secure cycle parking for staff provided within the warehouse, will encourage cycle trips to the store;
 - The site access off Birchfields Road from which delivery vehicles will be able to satisfactorily enter, service and turn with and exit the site in a forward gear;
 - The site is accessible by all non-car modes;
 - The assessment show that there is sufficient capacity on the network to accommodate the proposed development; and
 - Personal injury accident data has been obtained. Road safety does not present a material concern in the context of the proposed development.
- 6.17 The Travel Plan identifies the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 6.18 In light of the above, it is considered that the proposed site layout provides safe and efficient movement for all users. The site is positioned in an accessible location which promotes access by sustainable transport, including public transport, walking and cycling which is also in accordance with national and local planning policy. In addition, it generally corresponds to the previously approved Planning Application Ref. 130189/FO/2021 access arrangements for the site.

7 CONCLUSIONS

- 7.1 The Design and Access Statement has been prepared by Rapleys on behalf of Lidl in support of a full planning application for the erection of a new Lidl foodstore (Use Class E) and 2no. retail units (sui generis) with associated car parking and landscaping at Fallowfield Retail Park, Birchfield Road, Manchester.
- 7.2 This planning application follows on from previous proposal's for a marginally smaller discount foodstore on the site (Planning Ref. 130189/FO/2021), which was granted planning consent by the Local Planning Authority (LPA) in May 2022.
- 7.3 The DAS has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the document sets out the following:
- The scale and layout of the proposal is appropriate in the local context;
 - The proposed parking provision is sufficient;
 - The development proposes a high quality design that has been informed by the site constraints and surrounding area, along with Lidl's operational requirements; and
 - The proposal will improve and enhance the visual amenity of the site whilst ensuring a good standard of amenity for existing and future occupiers.
- 7.4 The design rationale has been informed by the location of the site, Lidl's operational requirements, and how the site relates to its surrounding land uses. It is considered the proposed use, amount of development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.
- 7.5 National and local planning policy as well as responses received during the pre-application consultation process have been fully taken into account. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy guidance.

Site Location Plan





Architects are to be notified of any discrepancies.
 Contractors must check all dimensions on site.
 The drawing is subject to change and is for use on this project only.
 This drawing is to be used solely for the information as stated only.
 No other drawings or information are to be used without the written consent of the architect.
 To be used in conjunction with relevant design standards and specifications.

BOUNDARY SCHEDULE			
BOUNDARY	INCLOS.	NO.	SQ. M.
BOUNDARY	1.23	503.87	
BOUNDARY	1.23	503.87	
BOUNDARY	1.23	503.87	
BOUNDARY	1.23	503.87	

This is a preliminary drawing. It is not to be used for construction purposes.
 Implications of design changes should be noted in the notes.

C3 PLANNING PACK 17.10.23 SI JM	
C2 AMENDMENTS 01.02.22 MN JM	
C2 SCHEME 01.02.22 MN JM	
C2 UPDATED 01.02.22 MN JM	
C2 ISSUED FOR 01.02.22 MN JM	
C1 PLANNING 09.04.21 DM JM	
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Rev. Description Date DM DM	
Status	
PLANNING	
SMALLEY MARSEY RISPIN	
ARCHITECTS	
Floor 2 The Exchange, Station Piazza, Harrogate, HG1 1TS	
01633 407 750	
Project	
Fallowfield Retail Park	
Client	
Drawing Title	
SITE LOCATION PLAN	
Proj Ref: Origin: Date: Issue: Status: Rev:	
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Proposed Site Layout Plan





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