

Planning Applications Report

Planning Committee

09 March 2017

**Bolton
Council**

Bolton Council has approved a Guide to Good Practice for Members and Officers Involved in the Planning Process. Appendix 1 of the Guide sets down guidance on what should be included in Officer Reports to Committee on planning applications. This Report is written in accordance with that guidance. Copies of the Guide to Good Practice are available at www.bolton.gov.uk

Bolton Council also has a Statement of Community Involvement. As part of this statement, neighbour notification letters will have been sent to all owners and occupiers whose premises adjoin the site of these applications. In residential areas, or in areas where there are dwellings in the vicinity of these sites, letters will also have been sent to all owners and occupiers of residential land or premises, which directly overlook a proposed development. Copies of the Statement of Community Involvement are available at www.bolton.gov.uk

The plans in the report are for location only and are not to scale. The application site will generally be in the centre of the plan edged with a bold line.

The following abbreviations are used within this report: -

CS	The adopted Core Strategy 2011
AP	The adopted Allocations Plan 2014
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PCPN	A Bolton Council Planning Control Policy Note
PPG	Department of Communities and Local Government Planning Policy Guidance Note
MPG	Department of Communities and Local Government Minerals Planning Guidance Note
SPG	Bolton Council Supplementary Planning Guidance
SPD	Bolton Council Supplementary Planning Document
PPS	Department of Communities and Local Government Planning Policy Statement
TPO	Tree Preservation Order
EA	Environment Agency
SBI	Site of Biological Importance
SSSI	Site of Special Scientific Interest
GMEU	The Greater Manchester Ecology Unit

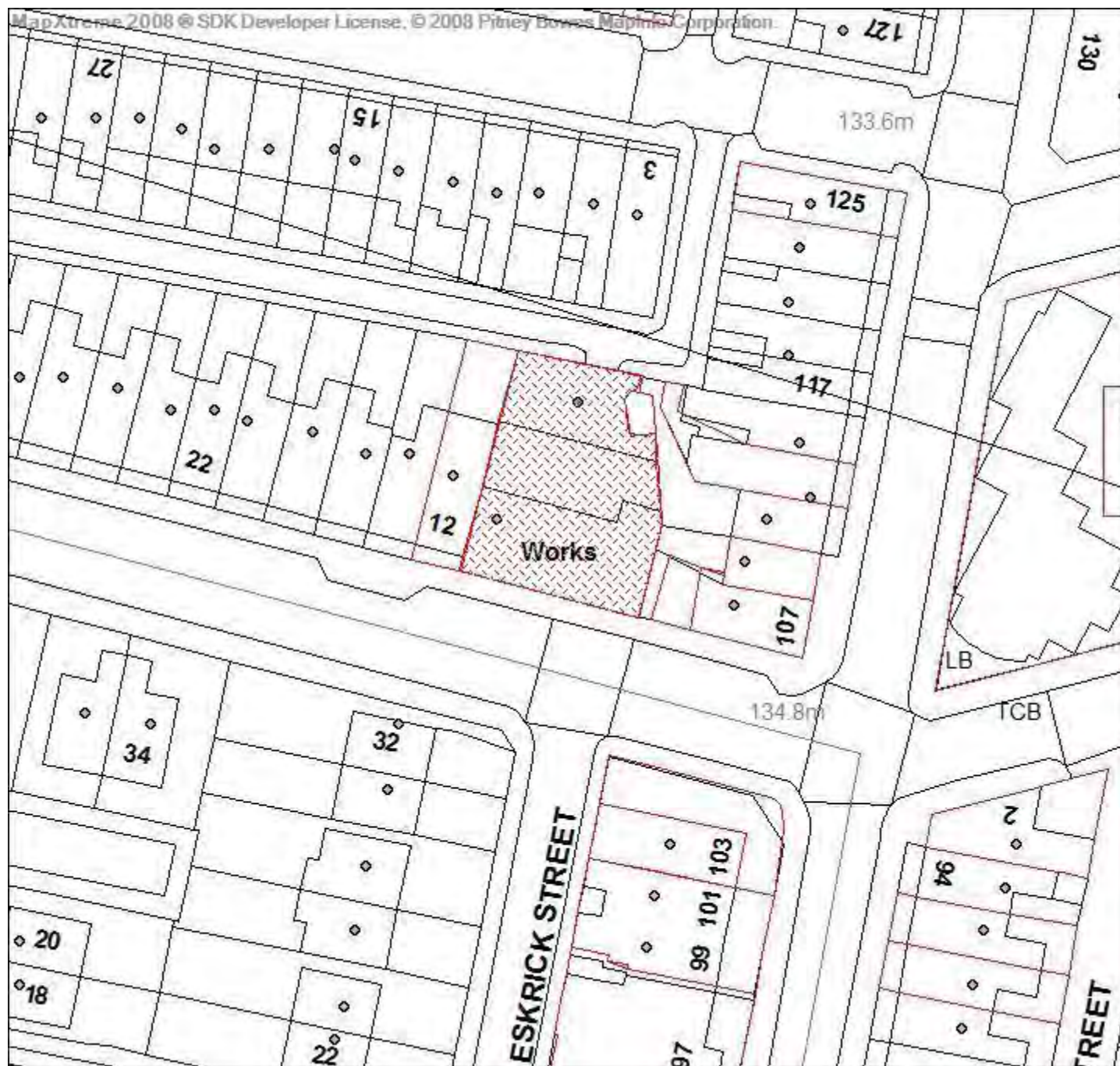
The background documents for this Report are the respective planning application documents which can be found at:-

www.bolton.gov.uk/planapps

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Application number
00047/17



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton
Council

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Date of Meeting: 09/03/2017

Application Reference: 00047/17

Type of Application: Full Planning Application
Registration Date: 13/01/2017
Decision Due By: 09/03/2017
Responsible Officer: Martin Mansell

Location: 10 ELGIN STREET, BOLTON, BL1 3ER

Proposal: CHANGE OF USE FROM LIGHT INDUSTRIAL (B2) TO RETAIL (A1) TOGETHER WITH NEW SHOP FRONT AND ROLLER SHUTTER

Ward: Crompton

Applicant: Mr PATEL

Agent : Y A ARCHITECTURAL SERVICES

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought for the change of use of this building from light industrial to retail, Class A1. The ground floor would have a sales area of 122 square metres with its remainder being used as storage and staff facilities. The ground floor as a whole measures 225 square metres. No information for the upper floor is shown on the plans, though the effect of a consent would be that this would be part of the retail use.

Alterations to the front elevation are currently limited to the installation of a small shop front taking up approximately one quarter of the ground floor front elevation. The Applicant has been encouraged to go further in terms of improvements and alterations to the frontage - it is currently in a state of dilapidation and furthermore Officers consider that if the building is to be a shop then it should look like a shop, given the prominent road frontage on Elgin Street. Progress on this element will be reported at the meeting.

The Applicant envisages that the development would provide full-time employment for 3 people. Hours of opening are proposed as being from 8am until 8pm Mondays to Saturdays and 10am until 6pm on Sundays. An area for the storage of bins in the rear yard is shown on the plans.

Site Characteristics

The site is a two storey building of a domestic scale, approximately the size of three or four terraced houses. It shows clear signs of neglect with areas of damaged render and is considered to be harmful to the character and appearance of the area in its present form. The planning history of the site is not particularly clear in terms of its previous uses - an application in 1999 referred to garment manufacture and it seems the last occupants were a company called "KK Distribution". That said, the application seeks consent for change of use from light industrial (Class B1) and so the application will

be assessed on this basis.

The area is primarily residential in character with houses fronting the highway. Other uses include a number of places of worship together with small scale retail use. There are number of industrial buildings in the area - the sites of Wordsworth Mill and Brownlow Mill together with the former Royal Mail depot on Tennyson Street. A small convenience store is located adjacent to the east at the junction of Elgin Street and Eskrick Street. The site lies 300m outside of the Halliwell Road Local Shopping Centre, which begins at the other end of Eskrick Street.

The Council has provided on-road parking bays at the frontage of the site, continuing along Elgin Street. It should be noted that Elgin Street and Eskrick Street form part of the 501 bus routes with buses running every 10 minutes each way at peak times, linking the Delph Hill area, Brownlow Fold, Bolton town centre, the Royal Bolton Hospital and Farnworth town centre.

Policy

National Planning Policy Framework - building a strong and competitive economy, ensuring the vitality of town centres, requiring good design, promoting healthy communities

Core Strategy Objectives: SO5 Bolton's Economy, SO9 Crime and Road Safety.

Core Strategy Policies: P2 Retail, P5 Transport, S1 Crime and Road Safety, CG3 Design and the Built Environment, CG4 Compatible Uses, RA1 Inner Bolton

Supplementary Planning Documents: General Design Principles.

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * impact on the character and appearance of the area
- * impact on the road network
- * impact on nearby uses
- * impact on the vitality and viability of Bolton town centre and other allocated shopping centres
- * impact on economic development

Impact on the Character and Appearance of the Area

The National Planning Policy Framework recognises the role of the planning system in creating a high quality built environment and notes that well-designed buildings and places can improve the lives of people and communities. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's

quality of life, including replacing poor design with better design. The Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Policy SO11 of Bolton's Core Strategy is a strategic policy and seeks to conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of new buildings. Core Strategy Policy CG3 seeks to ensure that development proposals display innovative, sustainable design that contributes to good urban design, respects and enhances local distinctiveness, and has regard to the overall built character and landscape quality of the area. Proposals should also be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment. Historical associations should be retained where possible.

The Core Strategy notes that Inner Bolton contains a wide range of different land uses, but the area is characterised by concentrations of older private sector terrace housing, a high proportion of local authority owned housing and a large numbers of former textile mills. Policy RA1 relates specifically to Inner Bolton and states that the Council will conserve and enhance the distinctive character of the existing physical and natural environment; ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing; respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design; make efficient use of land in inner Bolton due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach

The proposed works to the building frontage are currently limited; however, they are considered to be acceptable and it should be noted that occupancy of the building is more likely to lead to improvements to appearance than vacancy. Should further improvements be secured then these will be reported at the meeting.

The works are considered to have a limited but positive impact on the character and appearance of the area.

Impact on the Road Network

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking (in accordance with the parking standards set out in Appendix 3), and the requirement for a Transport Assessment and Travel Plan with major trip generating developments. Policy S1.2 states that the Council will promote road safety in the design of new development.

Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and,
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, improve road safety. Policy P5 seeks to ensure that new development takes into account accessibility, pedestrian prioritisation, public transport, servicing, parking and the transport needs of people with disabilities. Policy S1 seeks to promote road safety. The Council has also adopted the Accessibility, Transport and Road Safety SPD which notes that the provision of a safe, high quality transport network is vital to the economic prosperity of the borough and the ability of residents to safely access potential new jobs being created together with health, education, community facilities and housing. The SPD also seeks to ensure that the use of transport does not adversely affect the climate and therefore requires new development to reduce the need to travel by car, and encourage people who live, work and visit to walk, cycle and use public transport.

The Council's Highway Engineers have responded as follows:-

"There appears to be no off-road parking provision associated with premises for the existing/proposed use classes. There is an heavy reliance on-street parking at this location owing to the terraced residential nature of the surrounding properties. The change of use has the potential to exacerbate this situation to the detriment of road safety and residential amenity. The applicant needs to provide clarification as to how the premises are to be serviced from the highway."

Further information on servicing and deliveries has been sought from the Applicant and will be reported at the meeting - however, the site has a rear yard accessed via the back street and Arnold Street which would have been the provision for the previous light industrial and distribution uses.

Officers accept that no off-road parking is proposed, nor is any likely, and that the use would rely on the existing public provision at Elgin Street. However, the building is already there and the previous use would have made their own demands on the road network. It must also be noted that the NPPF states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe". Officers take this to mean that in order to justify a refusal on road network grounds, the difference between the existing situation and the impacts of the proposal must be severe. It is considered that the difference between the "fall-back position" as existing (or potentially existing) and the impact of the proposal is not likely to be severe and therefore that a refusal on these grounds could not be justified.

Residents' concerns in this regard are noted and it is accepted that buses sometimes struggle to navigate the junction of Elgin Street and Eskrick Street due to parked vehicles. However, public parking provision exists on the road frontage and it is not considered that the limited retail space proposed will have a severe impact on the road network over and above the previously existing use of light industrial and/or distribution.

The proposal is considered to comply with Core Strategy Policies SO9, P5 and S1.

Impact on Nearby Uses

The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. Two of these principles are that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings and reduce pollution.

Policy CG4 of Bolton's Core Strategy seeks to ensure that new development is compatible with surrounding land uses; protects amenity, privacy, safety and security; does not cause unacceptable

nuisance or pollution; and takes potential historic ground contamination into account. The use is considered appropriate for this area, given the generally mixed residential and non-residential context. Whilst Elgin Street is not a classified road it is a reasonably major bus route and performs a distributory function, linking the areas of Halliwell and with Doffcocker and Delph Hill to west, following the transition to Church Road. It must also be noted that the previous light industrial and distribution uses had the potential to cause their own impacts on living conditions and these historic uses were not limited by planning conditions. The removal of the uses are considered to be of benefit to living conditions. The proposed hours of opening are considered to be reasonable and can be controlled by conditions.

The proposal is considered to comply with Policy CG4 of Bolton's Core Strategy

Impact on the Vitality and Viability of Bolton Town Centre and Other Allocated Shopping Centres

The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should promote the vitality of our main urban areas.

The Core Strategy notes that Bolton town centre is the principal location for employment in the whole borough with an emphasis on retailing, offices and leisure; it is subject to considerable development pressure, and its role within the borough is a vital one. It goes on to state as an aim that Bolton town centre will continue to be a vibrant mix of uses and will be the principal location for retailing, leisure, cultural and civic activities, making a significant contribution to the new jobs to be located in the borough over the plan period years. A transformed and vibrant Bolton town centre is essential to Bolton's prosperity.

Policies SO3, SO4 and SO5 of Bolton's Core Strategy are strategic objectives within the "Prosperous Bolton" theme and seek to take advantage of the economic opportunities presented by Bolton town centre and ensure that these opportunities benefit everybody in Bolton, including those people living in the most deprived areas, together with creating a transformed and vibrant Bolton town centre and ensuring that Bolton takes full economic advantage of its location in the Greater Manchester City Region.

Bolton's Core Strategy is consistent with the National Planning Policy Framework in that both require a "town centre first approach". Paragraph 24 of the NPPF is considered to be particularly relevant to the application:-

"Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale".

Retail uses are defined in the NPPF as "town centre uses". The NPPF therefore requires them to be located within the boundaries of town centres unless it can be demonstrated that no other suitable sites are available. To this end, Applicants are required to provide a sequential assessment that seeks to demonstrate that no suitable sites exist within Bolton town centre or an allocated shopping centre to accommodate the proposed use. No sequential test has been provided to support this proposal. However, given the limited scale of the proposed retail use (122 square metres sales area or 225 square metres if the storage and staff facilities are included) it is considered that the proposed use would only serve a local need, would not be likely to attract customers from a wide

catchment area and therefore would not harm the vitality and viability of Bolton town centre and other allocated shopping centres. It is considered that to require a sequential assessment in these circumstances would be unreasonable.

The impact on the vitality and viability of Bolton town centre and other allocated shopping centres is considered to be acceptable.

Impact on Economic Development

The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should proactively drive and support sustainable economic development to deliver the infrastructure, business and industrial units and thriving local places that the country needs. In the section "Building a Strong, Competitive Economy" it states that significant weight should be placed on the need to support economic growth through the planning system.

The Council has adopted the Sustainable Community Strategy which identifies two main aims - to narrow the gap between the most and the least well off and to ensure economic prosperity. The Core Strategy is consistent with this, seeking a prosperous Bolton by making sure that jobs are provided in accessible locations in a range of different sectors.

Policy RA1 relates specifically to Inner Bolton and states that the Council will continue to focus jobs in modern employment areas in The Valley, locate new employment-related development on undeveloped sites in The Valley and surrounding area, regenerate mills and other older industrial premises in the area with a mixture of new build and refurbishment for primarily employment uses, with supporting residential and mixed uses.

The proposal would result in the reoccupation of these vacant and dilapidated premises for an economically beneficial use. Policy RA1 seeks to regenerate older industrial premises for primarily employment uses. This is considered to form a small but positive benefit to economic development.

Value Added to the Development

Further improvements to the appearance of the building have been sought and progress will be reported at the meeting.

Conclusion

The proposed development is relatively small in scale but will have beneficial impacts on the character and appearance of the area together with the local economy. Insufficient harm to the road network has been identified to outweigh this.

Representation and Consultation Annex

Representations

Twelve letters of objection have been received raising the following concerns:

- the proposal will impact on my standard of living due to the increased traffic problems. My family and I do not feel safe crossing the road and using the roads and pavements
- the area is already busy with traffic and pedestrians and this change of use would impact on the roads around it
- there is already inadequate parking and the proposal will inevitably add more traffic pressure
- there have been a lot of accidents on this road
- existing uses such as the Costcutter shop and the two places of worship already form burdens on the parking provision
- there is a bus stop outside the premises
- I am a blue badge holder and find it very difficult to park within walking distance from my house especially in the evening and at weekends
- this is a major bus route and the buses have great difficulty passing each other
- my car was parked in front of my house when a bus reversed into it causing nearly £3,000 worth of damage
- there are hundreds of shops within a five minutes drive including a supermarket
- the bus runs about every 5-10 minutes and would have you in the town centre in a few minutes. I don't think it is necessary to have another shop and it would be very inconvenient and dangerous for residents
- the Elgin Street / Eskrick Street junction is already a problem
- I and several other neighbours object to the application for this store - there are two mosques and a school within 20 yards of this building and a long established convenience/off licence store next door together with a bus stop outside. Traffic is already a nightmare and is regularly congested or at a standstill

Consultations

Advice was sought from the following consultees: Highways Engineers and Design for Security - Greater Manchester Police.

Planning History

The site has no planning history relating to its use.

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Notwithstanding the submitted plan, the use shall not commence unless and until a drawing of proposed improvements to the front elevation has been submitted to and approved by the Local Planning Authority. Such details as are approved shall be implemented in full prior to the commencement of the use and retained in full thereafter.

Reason

To prevent harm to the character and appearance of the area.

3. The approved use shall not commence unless and until a proposed strategy for servicing and deliveries has been submitted to and approved by the Local Planning Authority. The use shall then operate entirely in accordance with the approved strategy.

Reason

To prevent harm to the road network.

4. Before the development is first brought into use a detailed scheme shall be submitted to and approved by the Local Planning Authority showing the design, location and size of a facility to store refuse and waste materials. The approved scheme shall be implemented in full within 21 days of the Local Planning Authority approving the scheme in writing and retained thereafter.

Reason

To ensure satisfactory provision is made for the storage of waste materials.

5. The premises subject of this consent shall not be open for trade outside the following hours:-

0800 to 2000 Mondays to Saturdays

1000 to 1800 Sundays

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance.

6. No deliveries shall be taken or dispatched from the premises outside the following hours:-

0800 to 2000 Mondays to Saturdays

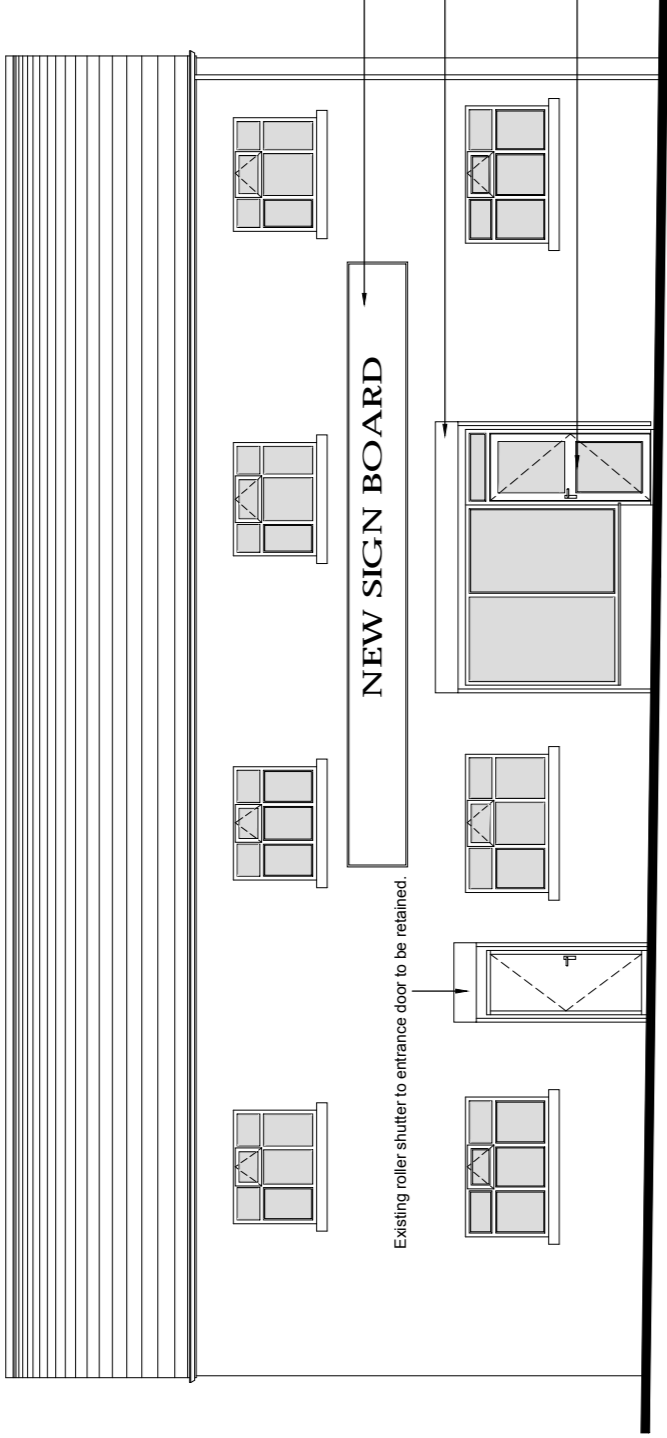
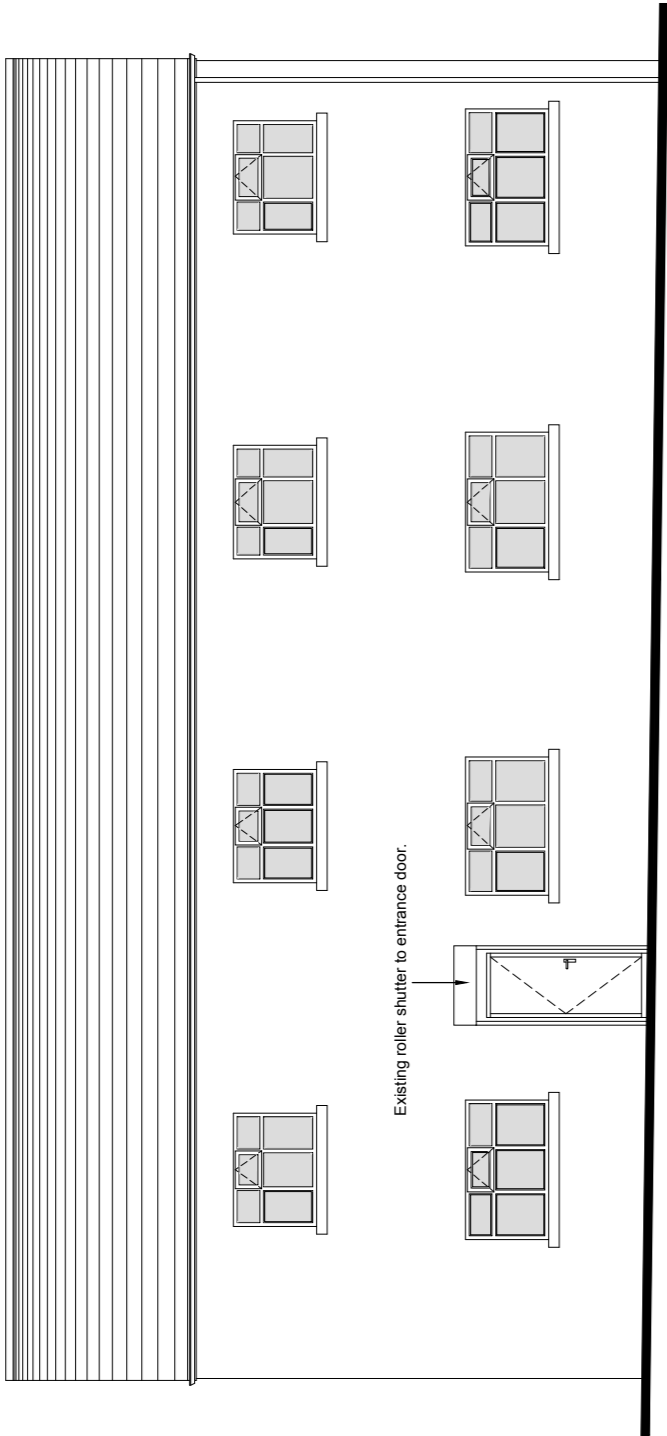
1000 to 1800 Sundays

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance.

GENERAL NOTES

1. The drawings are prepared by Y.A Architectural Services and are intended to be used for the purpose of obtaining planning permission only. They are not to be used for any other purpose without the written consent of Y.A Architectural Services.
2. The drawings are not to be used for any other purpose without the written consent of Y.A Architectural Services.
3. The drawings are not to be used for any other purpose without the written consent of Y.A Architectural Services.
4. All new drains to be laid, printed and tested to the satisfaction of the Local Authority.
5. All work to comply with current Building Regulations and subsequent revisions.
6. Foundations not to encroach over boundaries.



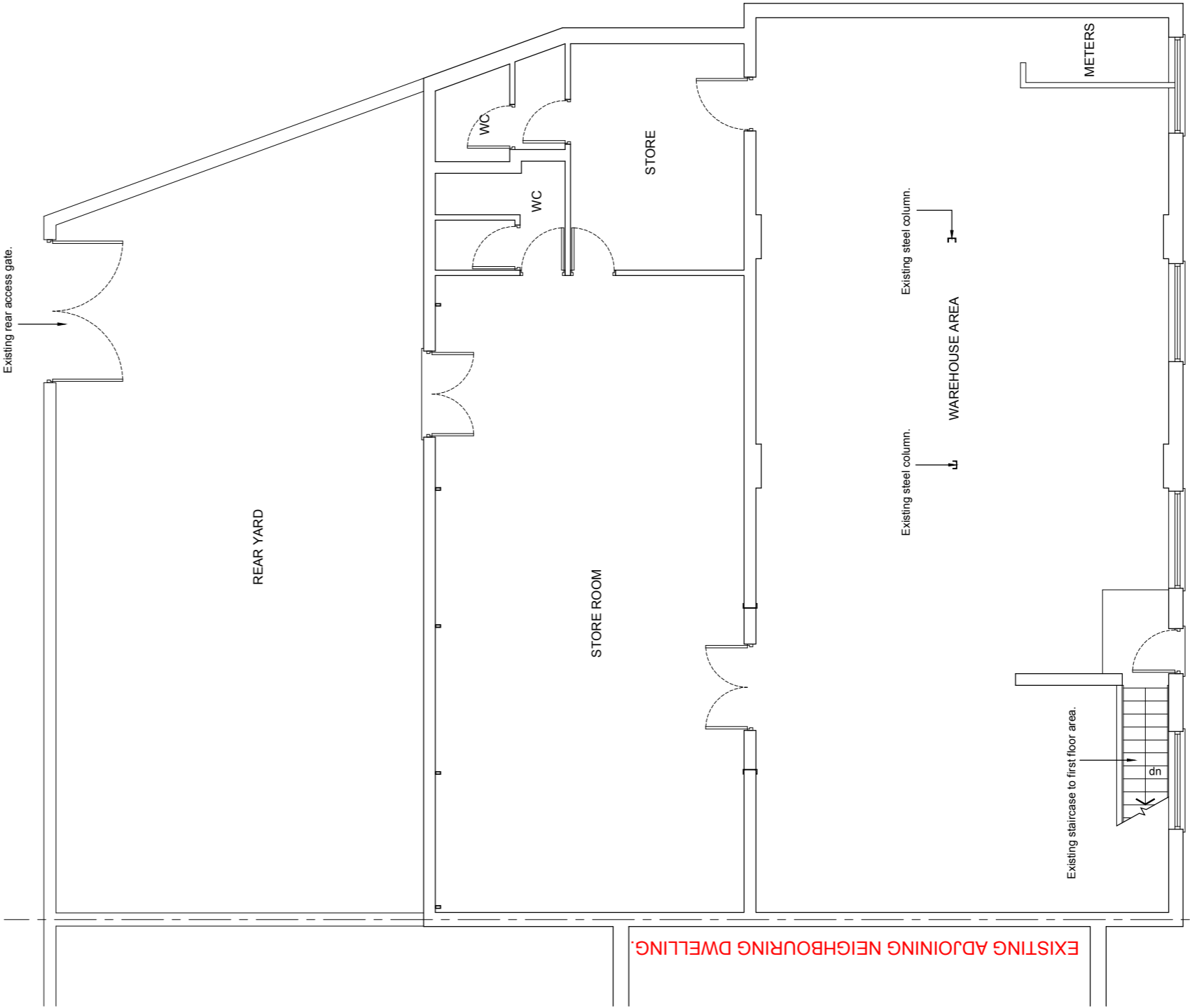
NEW SIGNAGE
New signage to be in accordance with Local Planning Department requirements. Separate application to be submitted for new signage.

NEW SIGNAGE SYSTEMS
New signage systems to be in accordance with Local Planning Department requirements. Separate application to be submitted for new signage.

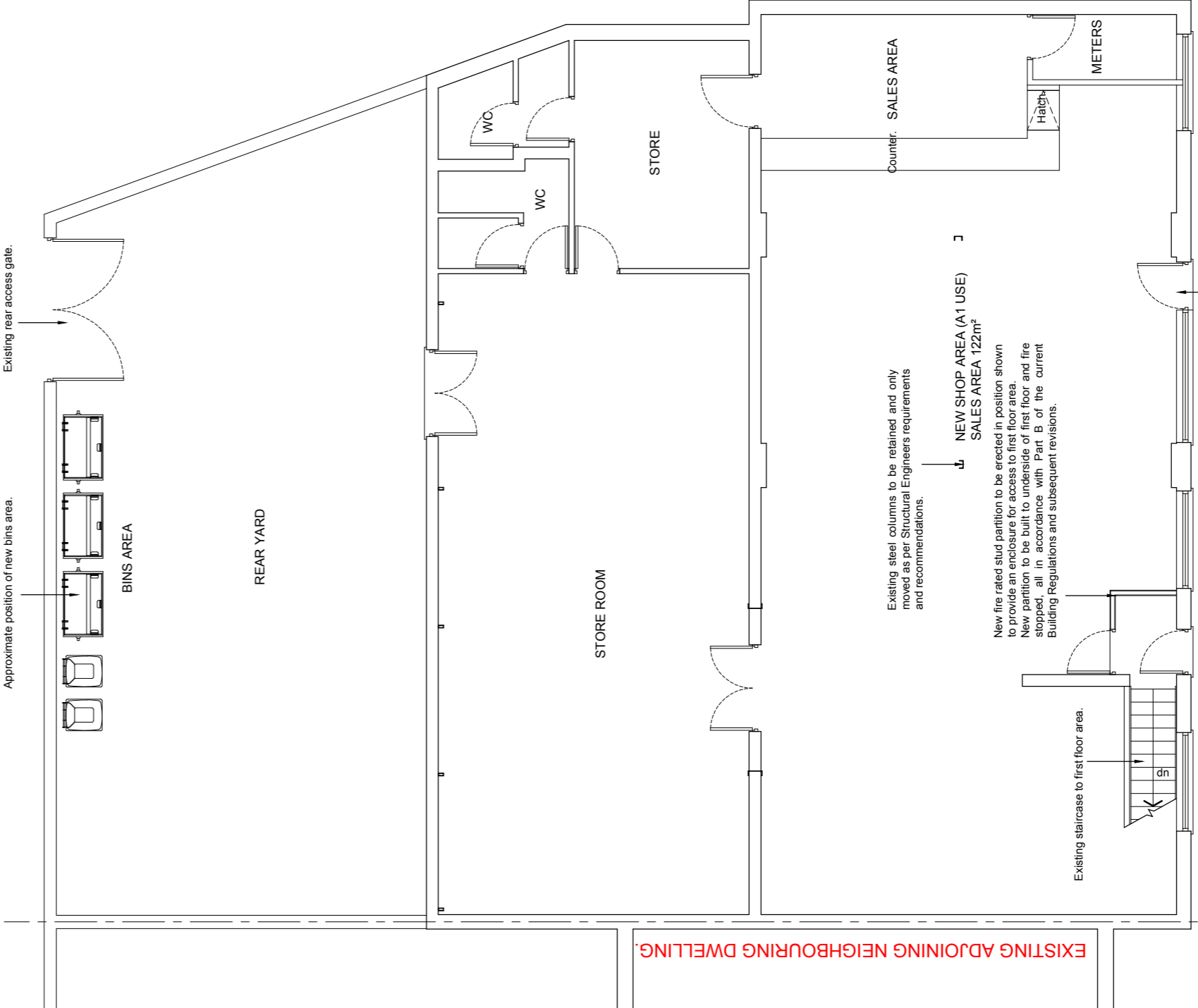
NEW SIGNAGE SYSTEMS
New signage systems to be in accordance with Local Planning Department requirements. Separate application to be submitted for new signage.

NEW SIGNAGE SYSTEMS
New signage systems to be in accordance with Local Planning Department requirements. Separate application to be submitted for new signage.

EXISTING FRONT ELEVATION FROM ELGIN STREET
SCALE: 1:100



EXISTING GROUND FLOOR PLAN
SCALE: 1:100



PROPOSED GROUND FLOOR PLAN
SCALE: 1:100

NEW SHOP FRONT SYSTEM
Existing window to be removed and opening to be enlarged to suit new shop front system. New shop front system to be in accordance with Local Planning Department requirements. Separate application to be submitted for new signage.

**Application number
97525/16**



**Development & Regeneration Dept
Development Management Section**

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

**Bolton
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Date of Meeting: 09/03/2017

Application Reference: 97525/16

Type of Application: Full Planning Application
Registration Date: 02/02/2017
Decision Due By: 29/03/2017
Responsible Officer: Gila Middleton

Location: LAND ADJACENT 46 HARROWBY STREET, FARNWORTH, BOLTON, BL3 7BS.

Proposal: CHANGE OF USE OF LAND TO FORM CAR PARK TOGETHER WITH ERECTION OF 2.4M HIGH FENCE WITH SLIDING GATE.

Ward: Farnworth

Applicant: Northwest Turf and Garden Supplies
Agent : Paul Smith Design Services

Officers Report

Recommendation: Approve subject to conditions

Proposal

Planning consent is sought for the change of use of land to form a car park together with the erection of 2.4m high fence with sliding gate. The proposed fencing would measure a total of approximately 47 metres in length. It would be constructed in a weld mesh style and would be powder coated green.

It is understood the area of the land has been used as a car parking for a number of years however the applicant wishes to formally regularise the use of the site.

Site Characteristics

This application relates to an existing area of land located on the northern side of Harrowby Street, Farnworth.

The application site is of a rectangular shape and is currently used as an informal parking area. The parking is understood to be in connection with the adjacent turf and garden supply company. The rear of the site is bound by an alleyway with terraced properties beyond.

The application is not allocated within the Core Strategy Allocations Plan.

Policy

National Planning Policy Framework (NPPF)

Core Strategies Policies: P5 Transport and Accessibility, CG3 The Built Environment, CG4 Compatible Uses and RA2 Farnworth.

SPD General Design Principles

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * impact on the character and appearance of the surrounding area
- * impact on the amenity of neighbouring residents
- * impact on parking/highway safety

Impact on the Character and Appearance of the Surrounding Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment.

Policy RA2 of the Core Strategy relates specifically to developments in Farnworth and states that the Council will conserve and enhance the distinctive character of the existing physical and natural environment will respect and strengthen the traditional grid-iron pattern and the street-scaping of existing houses where it is compatible with good urban design, and will require development to provide adequate privacy and amenity space.

The application site is located within the Farnworth area of Bolton. The surrounding area has a mix of boundary treatments consisting of high bricks walls, concrete panelled walls and railings.

The proposed mesh fencing would enclose the existing informal car parking area which would provide additional security and prevent anti-social behaviour. The finished proposals overall height would be 2.4 metres in height and coloured green. The proposed fencing would be of a similar design to the commercial premises on the opposite side of Harrowby Street.

Having regard to this, the permeability of the proposed fencing and the condition ensuring a green colour treatment would help to minimise its visual impact.

It is considered therefore that the proposal would not form an incongruous or obtrusive feature within its setting and would not harm the character of the immediate surrounding area, nor would it be detrimental to the visual amenity of the area in accordance with policies CG3 and RA2 of the Core Strategy.

Impact on the Amenity of Neighbouring Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security.

Given the size, siting and permeability of the proposed fencing in relation to the adjacent properties, it is considered that the mesh fencing would not have a significant impact on neighbouring occupiers in terms of loss of light or an overbearing impact.

A condition has been attached to ensure that the application site is only used for the parking of motor vehicles to ensure that the proposal does not result in an extension of the adjacent business functions. It is considered that the parking of vehicles in this location would not harm the living conditions of residents.

It is considered that the proposed development accords with the requirements of the Policy CG4 of the Core Strategy.

Impact on Parking/Highway Safety

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] parking, in accordance with the parking standards set out in Appendix 3. Policy S1.2 states that the Council will promote road safety in the design of new development.

Given the size and siting of the proposal and the fact that the mesh fencing would be visually permeable, it is considered therefore that the proposed fencing would not have an unacceptable impact on highway safety. A condition has been attached to ensure that details are submitted regarding the proposed surface treatment of the car park to make best use of the car park for users. It is therefore considered that the proposed development is in accordance with policy P5 of the Core Strategy.

Conclusion

It is considered that the proposal would not have an unacceptable detrimental impact on the street scene, highway safety, design and crime or the amenity of neighbours and future occupiers in accordance with all relevant policies within NPPF and Core Strategy and that there are no other material considerations that outweigh those policies.

The proposal is recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters:- two objection letters have been received from residents on Harrowby Street. They raise the following concerns:

Application site produces high levels of noise – *Officer comment: This planning application is in respect of a new boundary fence and parking area. it is not considered that the proposal would result in excessive levels of noise and disturbance.*

Neighbouring properties have not been consulted above the planning application – *Officer comment: the Council has notified all neighbouring properties in accordance with relevant planning legislation.*

Petitions:- no petitions received.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: the Council's Highways Engineers – no objection.

Planning History

None.

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the development hereby approved being first occupied or brought into use, a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided and to comply with policies P5 and S1.2 of the Core Strategy.

3. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Proposed Elevation to Harrowby Street - Drawing No. 3 - received by the LPA on 19 Dec 2016
Site Plan - Drawing No. 2 - received by the LPA on 19 Dec 2016
Location plan - received by LPA on 4 Oct 2016

Reason

For the avoidance of doubt and in the interests of proper planning.

4. The 2.4m weldmesh fencing hereby approved shall be colour treated with the approved colour green prior to installation and shall be maintained as such thereafter.

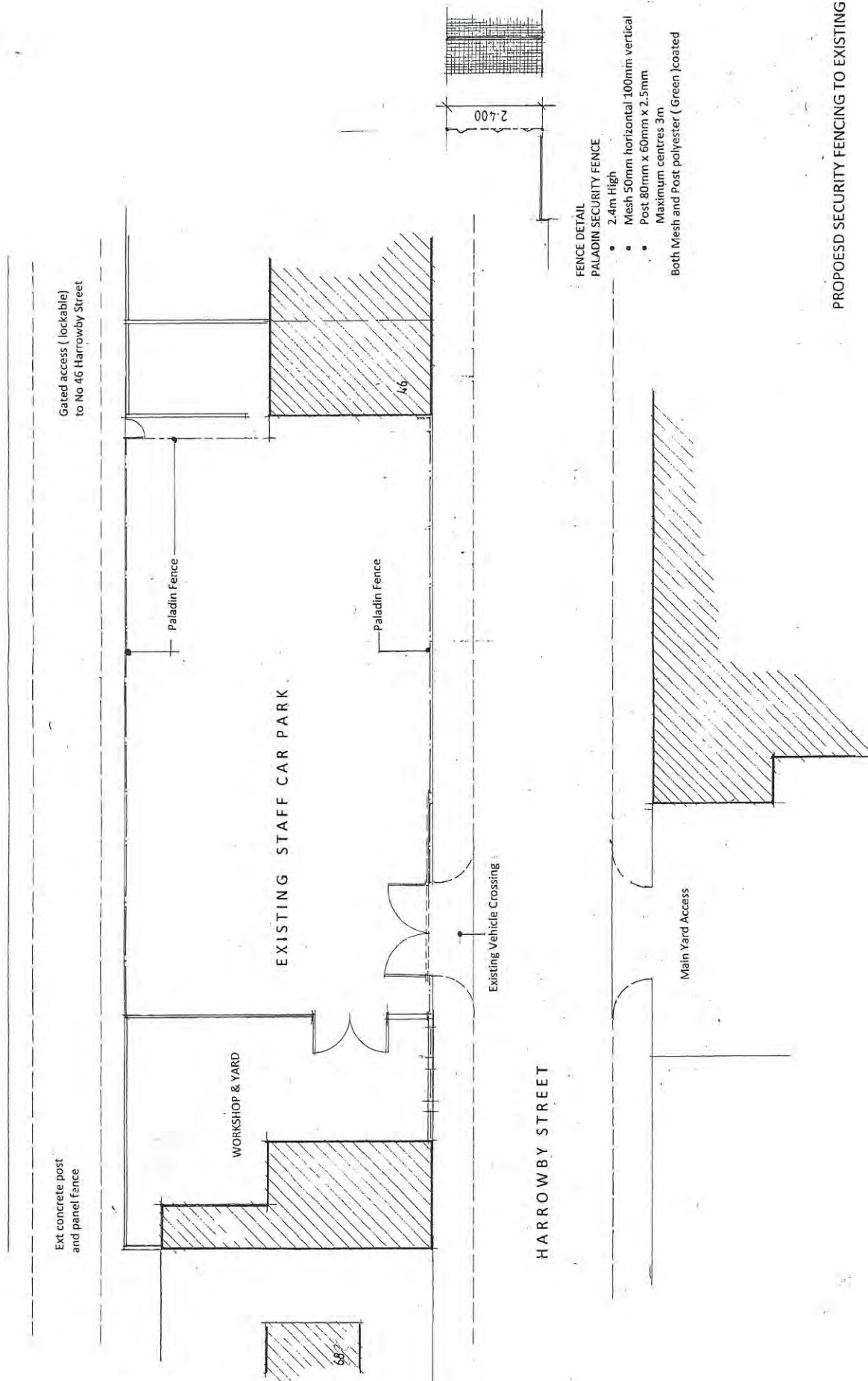
Reason

To safeguard the amenity of the area in accordance with policy CG3 of the Core Strategy

5. The application site shall be used for the purpose of parking motorway vehicles only.

Reason

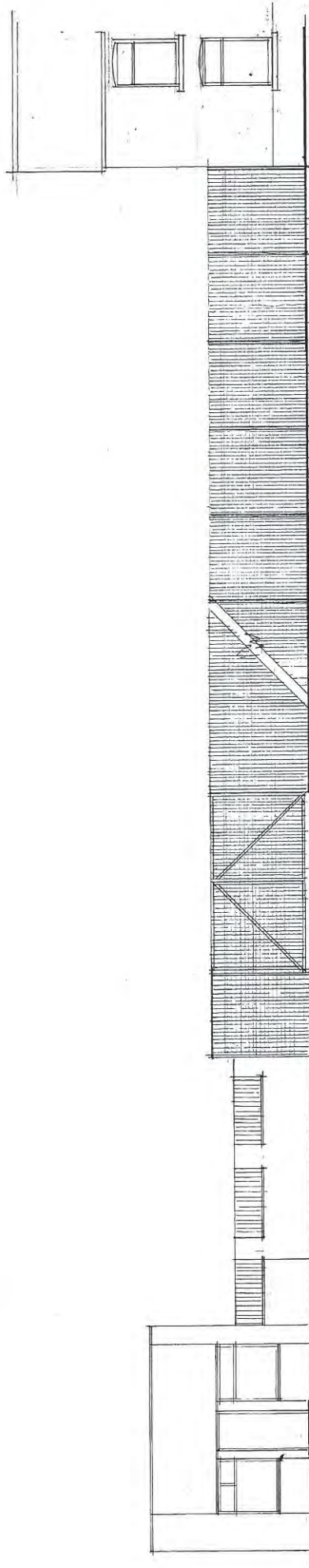
To protect the amenity of neighbouring residents



PROPOSED SECURITY FENCING TO EXISTING STAFF CAR PARK

Scale: 1:200 @ A3 Drawing No 2.

PAUL SMITH DESIGN SERVICES
1 CHAPEL STREET EGERTON BOLTON BL7 9TW
T: 01204 593894 M: 07870 195 704
Email: psmithdesign@hotmail.com



PROPOSED ELEVATION TO HARROWBY STREET

PROPOSED SECURITY FENCING TO EXISTING STAFF CAR PARK

Scale 1:100 @ A3 Drawing No 3

PAUL SMITH DESIGN SERVICES
1 CHAPEL STREET EGERTON BOLTON BL7 9TW
T: 01204 593894 M: 07870 195 704
Email: psmithdesign@hotmail.com

Application number 97528/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 97528/16

Type of Application: Full Planning Application

Registration Date: 26/09/2016

Decision Due By: 20/11/2016

**Responsible
Officer: Kara Hamer**

**Location: LEVERHULME PAVILION SITE (BOLTON SCHOOL), CHORLEY
NEW ROAD, BOLTON**

**Proposal: PROPOSED SYNTHETIC TURF PITCH, FLOODLIGHTING,
FENCING, DRAINAGE, AND ANCILLARY WORKS**

Ward: Heaton and Lostock

Applicant: Bolton School

Agent : Geraint John Planning Ltd

Officers Report

Recommendation: Approve subject to conditions

Proposal

This application is a resubmission of previously withdrawn submission (Application ref: 95561/16). The proposal now includes off road car parking spaces, noise mitigation measures and additional landscaping.

Permission is sought to replace the existing grass pitch with a synthetic turf pitch together with floodlighting, fencing, drainage and ancillary works at Bolton School's Leverhulme Pavilion sports ground. In detail:

- Pitch - high quality tufted manufactured sand dressed synthetic turf, marked up for hockey and lacrosse, measuring 0.75 hectares;
- Fencing - high rolled mesh powder coated green fencing to a height of 3.0m along the sides and 4.5m behind goal areas;
- Floodlighting - 8 no 15 metre high raise and lower base hinged floodlighting, time clocks will be installed to ensure strict management of operating hours;
- Drainage - a network of perforated UPVC piping collecting water permeating through the pitch construction and playing surface will be directed into the existing drainage outfall ditch;
- Parking - 24 parking bays will be provided on a redundant tennis court, adjacent to the proposed pitch, access to this provision is from an existing maintenance access point served from Overdale Drive; and
- Acoustic Fence 1.5m in height and 54m in length to be sited on the north west pitch side.

The current grass pitch benefits from an unrestricted planning permission with regard to hours of use and the applicant wishes to maintain this unrestricted use with regard to hours of operation (in daylight) but accepts that hours of use must be restricted with regard to use of the pitch under

floodlights and proposed hours of use for their operation. The original proposed hours of operation of the floodlights were 08:00 to 21:00 seven days a week including Bank Holidays. However, in response to concerns raised by Pollution Control, the applicant has further amended the proposal to the following hours of use under floodlighting:

- 09:00 to 21:00 Monday to Friday
- 10:00 to 18:00 Saturday
- 11:00 to 16:30 Sunday and Bank Holidays

Operational (and construction) access will be retained as per the existing position off Chorley New Road.

The proposed synthetic pitch will be utilised primarily for Bolton School's curricular use and for ancillary and selected community group use subject to a management regime. Whilst the proposals are aimed at hockey and lacrosse, pitch markings will reflect that the pitch could be used for a number of sports. It is intended that the site will be a base for Bolton Hockey Club. The applicant submits that the pitch will help to sustain and develop high quality competitive hockey for Bolton School and within the Bolton hockey community and will help the school promote stronger ties with other schools in the Borough, as well as strengthening links with Bolton University, Bolton Lads and Girls Club, Bolton Sixth Form College and the Council. An objection has been received during consultation stating that the proposal represents a change of use from D1 (Non-residential Institutions) to D2 (Assembly and Leisure) and that as a result residents and consultees have been mis-led. From the information submitted by the applicant including the proposed uses, Officers consider that the description of the proposal is correct as the pitch will remain primarily Bolton School's (for their curricular and related uses) whilst the selected community group uses outside of school hours and school evening/weekend bookings are ancillary to the primary use.

The benefits of the synthetic pitch would include no loss of use for training or match purposes during inclement weather. The perimeter fencing would limit balls leaving the pitch during play.

As with the previous planning application (Ref: 95561/16) the proposal results in the loss of five tennis courts to the north of the site as the artificial grass pitch (AGP) overlaps four of the tennis courts and the car parking spaces will be provided on a redundant tennis court. Tennis courts remain to the south of the site.

Site Characteristics

Leverhulme Pavilion is located 0.5 miles to the east of Bolton School's main buildings on Chorley New Road. The pavilion site comprises a mix of playing fields, shale and hard tennis courts, the pavilion building and netball facilities. The pavilion building contains changing areas, equipment storage facilities, a lounge area and kitchen.

The proposed synthetic pitch would be sited to the south of the Leverhulme Pavilion building and would replace playing fields currently marked out for lacrosse. The existing pitch is sited at a lower ground level than the shale tennis courts to the north by approx. 1.1m at the western side and 1.6m at the eastern side.

The site is bounded by shale tennis courts and fencing to the north, hard sports courts and fencing to the south, mature vegetation along Overdale Drive and residential properties at Handley Gardens to the east and young/new vegetation and apartments at Merryfield Grange and residential properties at Cedar Wood Court to the west.

There are a small number of on site parking spaces located close to the pavilion building which is sited by the entrance from Chorley New Road.

The western boundary of the application site is adjacent to the Chorley New Road Conservation Area.

Policy

National Planning Policy Framework

Core Strategy Policies: P5 Transport and Accessibility; S1.2 Road Safety; CG1.2 Urban Biodiversity; CG3 The Built Environment; CG4 Compatible Uses; OA4 West Bolton.

Supplementary Planning Document - General Design Principles 2015, Chorley New Road Conservation Area Character Appraisal

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * impact on playing pitch provision/principle of development
- * impact on the character and appearance of the area, including the Chorley New Road Conservation Area
- * impact on living conditions of adjoining residents
- * impact on surface water run-off drainage
- * impact on the highway
- * impact on protected trees
- * impact on biodiversity

Impact on Playing Pitch Provision/Principle of Development

Guidance contained within the NPPF (paragraph 74) clearly states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweighs the loss.

Core Strategy Strategic Objective 1 aims to maximise access to health facilities, sporting and recreation facilities, especially for those living in the most deprived areas and to increase opportunities for walking and cycling. Strategic Objective 11 seeks to conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of

new buildings.

Sport England are a statutory consultee on all planning applications for development affecting playing field land. Sport England will object to proposals which result in the loss of playing field land unless it meets one of five specific exceptions. The exception which would apply in this proposal would be:

Policy E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

The proposed synthetic pitch will be utilised primarily for Bolton School's curricular use and for ancillary selected community group use. The proposed car parking spaces occupy one of the tennis courts and the AGP overlaps four other tennis courts.

Sport England raise no objection to this application which is considered to meet exception E5 of the adopted Playing Fields Policy, subject to conditions relating to securing community use.

In addition, Sport England consulted England Hockey (the national governing body for hockey). England Hockey comments have been summarised as:

- *provision of a new Hockey AGP at the Bolton School site has been identified in the Playing Pitch Strategy;*
- *the AGP complies with England Hockey spec and design;*
- *Bolton Hockey Club is a strong partner for the future use of the AGP;*
- *the development of the proposed Hockey AGP is paramount for the future use of Bolton Hockey Club and future growth of hockey in the area.*

Sport England also consulted the Lawn Tennis Association as the proposal results in the loss of five tennis courts however, the Association did not respond and Sport England consider that given that the Lawn Tennis Association did not raise any concerns over the loss, and given that the proposed is paramount to the future of Bolton Hockey Club and serves an identified need in the Bolton Playing Pitch Strategy, Sport England is satisfied that the overall benefits to the development of sport outweigh the loss of the tennis courts.

Sport England state that the lack of objection is subject to a condition for a Community Use Scheme which shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review.

It is not proposed or considered to be necessary to limit the use to a particular sport.

It is considered that the proposal would provide an improved facility which meets the objectives of CS Strategic Objective 1 and meets with the approval of Sport England, subject to the provision/implementation of a Community Use Agreement.

Impact on the Character and Appearance of the Area, including the Chorley New Road Conservation Area

The National Planning Policy Framework recognises the role of the planning system in creating a high quality built environment and notes that well-designed buildings and places can improve the lives of people and communities. Pursuing sustainable development involves seeking positive improvements

in the quality of the built, natural and historic environment, as well as in people's quality of life, including replacing poor design with better design. The Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Policy SO11 of Bolton's Core Strategy is a strategic policy and seeks to conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of new buildings. Core Strategy Policy CG3 seeks to ensure that development proposals display innovative, sustainable design that contributes to good urban design, respects and enhances local distinctiveness, and has regard to the overall built character and landscape quality of the area. Proposals should also be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment. Historical associations should be retained where possible. The Council will also seek to conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings; ensure development is designed in an inclusive manner which is accessible and legible to all, regardless of age, gender, background or disability; encourage the incorporation of design measures into new developments that allow adaptation and resilience to the impacts of climate change and extreme weather events and also to reduce the threat of fuel poverty, through the careful selection of aspect, layout and massing, and by making buildings increasingly energy efficient; maintain and respect the landscape character of the surrounding countryside and its distinctiveness. Any soft landscaping and landscape enhancement schemes should enhance biodiversity and be compatible with the nearby landscape character types identified by the Landscape Character Assessment.

Policy CG3.4 of the Bolton Core Strategy states that the Council seeks to conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and [amongst other things] their settings.

Policy OA4.4 of the Bolton Core Strategy states that the Council seeks to conserve and enhance the character of the existing physical environment especially the Conservation Areas at Deane and Chorley New Road. Policy OA4.5 states that the Council seeks to ensure that development in West Bolton has particular regard to overall density, plot sizes, massing and materials of the surroundings - these features should be retained where possible. Policy OA4.6 of the Bolton Core Strategy states that the Council seeks to ensure that development respects the large amount of open space and lower density development in West Bolton and that development should take care to incorporate high quality soft landscaping using native plant species, particularly those mentioned in the Landscape Character Appraisal.

The western boundary of the application site bounds the Chorley New Road Conservation Area. This boundary of the Conservation Area is characterised by new build residential property of varying height, design, materials and density and has a mix of protected and newly introduced landscaping. The Conservation Area designation report states that "the compatibility of the large Victorian and early 20th Century houses, often intensively planted with trees produce a character that is both unique and an inherent part of Bolton's identity. It is considered vital that this character should not be lost. It is considered that any future development proposals should be carefully controlled so as to reflect and enhance that existing character of the area". Officers do not consider that the introduction of an artificial turf pitch, floodlighting, fencing and additional landscaping will

detrimentally impact upon the setting of the adjacent Conservation Area. The immediate area is characterised by various sports pitches, courts and facilities, including buildings that are ancillary to the existing uses. The proposed synthetic pitch surface will offer a similar appearance to amenity grass and as such is compatible with the existing sports pitch/facility. In considering policy CG3 and OA4 of the Core Strategy, it is considered that the introduction of an artificial turf pitch will not have any material impact upon the character and appearance of the surrounding area or the adjacent Conservation Area than the existing sports facilities that are currently operated by the school.

The Landscape Character Appraisal of Bolton (2001) in protecting and enhancing Urban Valleys, seeks to acknowledge the importance of the linear areas for both informal and formal recreation and leisure and in continuing to promote new opportunities whilst respecting existing habitat and [amongst other things] places a strong emphasis on the planting of locally native species. The impact of the proposal on trees is considered elsewhere in the report, the Council's Tree Officer has requested that a detailed tree and landscape proposal will be conditioned for approval by the Local Planning Authority prior to the commencement of development. Planning Officers consider that the proposal complies with the aims of the Landscape Character Appraisal of Bolton by virtue of the proposal supporting and encouraging formal recreation and leisure opportunities whilst respecting the existing local habitat - the assessment of the proposal on the local habitat is assessed further in the biodiversity section of this report. The Council's Landscape Architects have been consulted and have raised no objections to the proposal and have recommended increasing the existing landscape surrounding the proposal with carefully chosen evergreen species and additional planting to further screen the proposed car parking area. This is proposed to be conditioned.

The proposed fencing would be weld mesh design and would be powder-coated green. The fencing would be seen against the backdrop of the synthetic turf pitch and mature hedging to the east and young/new hedging to the west site boundaries and would therefore not have a detrimental impact on the visual amenities of the area or the adjacent Conservation Area.

Design details including materials, colour and mass of the Acoustic Fence (noise barrier) will be conditioned for submitting to the LPA for approval prior to installation. Officers consider that the 1.5m high fence will be seen against the backdrop of the synthetic turf pitch and hedging and will not have a negative impact upon the character and appearance of the immediate area or the adjacent Conservation Area.

The proposed pitch measures 110m x 65m and would be level across (east to west). The existing pitch is sited at a lower ground level than the shale tennis courts to the north by approx. 1.1m at the western side and 1.6m at the eastern side. At the northern end it is proposed that the difference in levels will batter from/to existing levels and will not exceed 1:3 Grade and existing steps are replaced with slopes. Over the length (north to south) the pitch levels change by 90cm, a longitudinal fall down the pitch of c. 1:100

The proposed development, subject to the recommended condition, is considered to comply with policies CG3 and OA4 of the Core Strategy.

Impact on the Living Conditions of Adjoining Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security and does not generate unacceptable nuisance, odours, fumes, noise or light pollution.

Supplementary Planning Document - General Design Principles 2015 states that the Council will assess applications for floodlighting in terms of the impact of light pollution on the character and appearance of the area and the impact on the amenity of adjoining uses, particularly dwellings, and will look to restrict hours of use of the lighting as set out in the guidance. Further control may be

imposed by applying maximum Lux levels as conditions unless technical specifications can show otherwise that there will not be any undue intrusions from the installations.

The issue of noise generation is a material consideration however it is also a material consideration that the application site is an existing sports pitch sited within an existing school sports facility, unrestricted in terms of hours of use, thereby the noise associated with daylight use is currently permitted. It is also noted that the applicant could potentially make use of portable floodlights on the existing pitch under permitted development rights. It is therefore considered appropriate to consider general noise from sports use as well as any specific additional noise from the proposed development against the background of the existing position.

In terms of general noise levels, use of the pitch currently or as proposed, will generate a level of noise associated with sport. Sport England advise that players' voices tend to be the most significant, noting also that additional impact noise such as in hockey caused by a ball striking a back board or rebound board can be mitigated by shock absorbing noise reduction measures. Details of a noise impact assessment with noise mitigation measures have been submitted by the applicant, however details of back boards have not been submitted, it is therefore proposed that the noise mitigation measures and details of back boards are conditioned given the intended hockey use, to ensure details of noise reduction are approved prior to their use and maintained thereafter. Subject to this, the most significant noise source is considered to be voices. At any one time when the pitch is in use, it is not considered that the proposal will generate any greater general noise level primarily from players' voices than is already experienced by local residents from the existing sport use. However, it is accepted that this general noise will now be experienced at different times in the year and in winter for more sustained periods than is currently the case and this is addressed below.

As a result of the installation of floodlights, the potential existing noise levels currently experienced during daylight would now also be experienced after dark, particularly in winter months. On balance, notwithstanding the unrestricted existing use and the potential for portable floodlights, Officers consider the floodlights clearly create additional sustained periods when the site will be used and thus noise associated with that period of use. This is primarily the period when the floodlights would be switched on. When originally consulted, Pollution Control Officers raised no objection and commented that the (original) proposed hours of use may have resulted in a detrimental noise impact on residential properties in close proximity, recommending either revised hours (closing at 1pm Saturday and no use on Sundays or Bank Holidays) or the submission of a noise report (to justify the proposed hours). Standard conditions were recommended in this regard, including one recommending a scheme to control noise emanating from the site. The Applicant responded by submitting revised hours and clarified that as the pitch is currently unrestricted in daytime, these hours proposed would only restrict the operation of floodlights (thus for example the pitch could be used outside these hours in summer months).

Discussions have taken place between Officers with regard to noise impact of the revised hours. Pollution Control maintain that the revised hours are such that a noise report is recommended due to the potential sustained periods of noise disturbance. For the reasons above, Planning Officers consider that such an assessment can only reasonably focus on use of the site in the period beyond those hours which are currently permitted (daylight periods) and as such the noise report should only focus on the periods of floodlight operation. This is because the daylight use is currently permitted and noise is already experienced at those times.

The applicant has submitted a noise impact assessment with noise mitigation measures and noise management plan undertaken by an acoustic consultant. Pollution Control Officers requested that the noise levels be below the guideline value provided by Sport England of LAeq(1hour)50 dB, as a result the noise model includes a noise barrier of 1.5m in height and 54m in length to be sited on the

north west pitch side in order to achieve the guideline value.

Pollution Control Officers are satisfied that the Sport England guideline value can be achieved with the use of the submitted noise mitigation measures and noise management plan and recommend conditioning the implementation of the submitted noise mitigation measures and noise management plan.

Turning to light (LUX) levels, the potential for pollution and nuisance arising from light spillage has been carefully assessed and the proposed floodlighting solution set out within the Lighting Impact Model is considered acceptable. Whilst the floodlights will have some impact in terms of reducing amounts of darkness, the proposed floodlight luminaries are designed with a zero upward light ration which will result in low vertical overspill onto adjacent land. Furthermore, the new lighting will incorporate timer control devices that will ensure they do not remain on later than the permitted operating times. The pitch is moreover surrounded by a large amount of vegetation (on the two boundaries where residential properties are located) and additional evergreen planting would further mitigate light emissions. The Applicant has reduced the proposed hours of use of the flood lighting and the Council's Pollution Control Unit have been consulted and have raised no objections to the application in principle, however they have recommended the inclusion of specific conditions and stated that the lighting scheme should meet the Council's lighting condition and as the lux levels are very close to the limits, the condition should ensure the applicant verifies the levels once the lighting has been installed to ensure that they comply.

To mitigate any light pollution, conditions will be attached restricting the hours of usage of the floodlights and maintaining future use of a maximum LUX and luminaire design to ensure that the lighting will not have an adverse impact on the surrounding area and nearby residents in terms of nuisance from light pollution. The contractor Notts Sports Ltd have measured on site (on 31/10/16) the distance between the proposed floodlighting and the nearest residential property which confirmed that the distance to the nearest floodlighting columns will be in excess of 24m of the nearest windows on Merryfield Grange. Guidance contained within Supplementary Planning Document - General Design Principles 2015, contains suggested hours restrictions for floodlighting of 20m - 34m in distance from residential property of: 09.00 - 21.00 Monday to Friday, 09.00 - 18.00 Saturdays and 09.00 - 17.00 Sundays. The SPD also recommends a temporary period of one year in order to monitor the impact upon nearby residential properties. Given there are no objections from the Council's Pollution Control Officers subject to conditions and the guidance contained within the SPD, Officer's recommend on balance, that conditioning hours of use of the floodlighting to those proposed is sufficient and given that the lux levels fall within acceptable levels, that a temporary 12 month approval for assessment purposes is not considered necessary in this case.

The visual impact of the proposal has been largely addressed in the Character and Appearance section of this report, the pitch is to be sited centrally within the site, mature hedging offers partial screening to site boundaries adjacent to residential properties which will be further improved with additional evergreen planting. It is considered that the proposed pitch surface, lighting columns and fencing will not be detrimental in terms of visual impact when viewed from any adjacent properties. It is considered that the addition of noise mitigation measures subject to conditions, including acoustic fencing, could be installed on the site without having a detrimental impact on the character and appearance of the area however, this would need to be considered as part of the discharge of the planning conditions and the siting, height, design and impact on trees would be part of that consideration.

It is therefore considered that whilst the proposal may have some impact upon the living conditions of adjoining residents, it is considered that subject to conditions, the use of the proposal is not likely to generate any increase in noise level than is already experienced by local residents, albeit for

extended week day hours during early evenings in winter months, and sufficient mitigation measures (flood light hours of usage) will be implemented to minimise this impact. It is therefore considered that subject to conditions, the proposal would comply with Core Strategy policy CG4 and guidance contained within the SPD General Design Principles.

Impact on Surface Water Run-off and Drainage

Core Strategy CG1.5 seeks to reduce the risk of flooding by minimising water run-off from sites.

A network of perforated UPVC piping collecting water permeating through the pitch construction and playing surface will be directed into the existing drainage outfall ditch.

Technical consultees have been consulted and advise that a condition be included requiring the applicant to submit details of the implementation, maintenance and management of a sustainable drainage scheme for approval by the Local Planning Authority prior to the commencement of development.

It is therefore considered, subject to the recommended condition, that the proposal would comply with Core Strategy CG1.5.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements and parking, in accordance with the parking standards set out in appendix 3. Policy S1.2 states that the Council will promote road safety in the design of new development.

It is acknowledged in the application that the provision of the artificial pitch will extend usage on site during the daytime and evenings. There are a small number of on site parking spaces located close to the pavilion building and on street parking is well established along Chorley New Road and Overdale Drive. 24 parking bays will be provided on a redundant tennis court, adjacent to the proposed pitch, access to this provision is from an existing maintenance access point served from Overdale Drive. Bolton School have submitted a Parking Management Strategy, which will be reviewed annually and aims to:

- encourage alternatives to car commuting wherever possible;
- eliminate unauthorised parking, including unauthorised on-street parking; and
- enhance surveillance, control, and management of parking by users of the site.

The Parking Management Strategy applies to all users of the pitch. Use of the Pavilion site and car parks will be managed on site by Parking Marshals (typically the Site Manager) at peak times, aiming to ensure pedestrian safety, guiding users to the Pavilion site and preventing mis-use of parking spaces.

Highways Management have been consulted and comment that:

"During discussions on previously withdrawn application 95561/16 and pre-application discussions on this application, it was agreed that the applicant should provide an element of off-road parking provision in order to facilitate the level of development proposed. The off-road parking provision/access provision was agreed in principle by the Highways Authority. This level of off-road parking provision proposed coupled with the parking management strategy submitted could help to alleviate potential on-road parking issues that could be associated with the proposal during its hours of operation. Potential over-spill parking issues was a concern raised by residents at this location on the previous application."

If the parking provision is insufficient to cater for the level of events/functions and the parking strategy proposals are not adhered to then there could be potential overspill parking on the surrounding highways to detriment of residential amenity, and could potentially pose road safety implications if there is an increase in parking along the Chorley New Road frontage. We will not know whether there will be potential parking issues at this location or whether the parking management strategy works until the facility is in operation. Although we cannot condition the monitoring of parking at this location once the facility opens it may be prudent conditioning that the applicant funds the promotion of additional waiting restrictions on Chorley New Road and Overdale Drive in order to restrict potential over-spill parking at this location and to help ensure that the proposed off-road parking is used to its full advantage and that the parking management strategy is adhered to."

Planning Officers consider that the early evening and weekend hours usage of the pitch by community groups will not clash with the primarily daytime week day operational hours of the crematorium, visits to which result in extensive on street parking along Overdale Drive.

The Council's Highway Officers have confirmed that approved parking restrictions will soon be implemented along Chorley New Road in the vicinity of the Retreat Restaurant to improve visibility and thus safety in this area where overspill on street parking from restaurant customers has become an issue.

It is not possible to condition further parking restrictions along the Chorley New Road frontage of the Leverhulme Pavilion site, it should be noted that such a condition would not be legally enforceable (by the LPA) as objections to Highways public consultation could result in the withdrawal of a proposed parking scheme/Traffic Order.

Officers consider that the new off-road parking provision proposed (24 spaces) together with established parking provision at the main school site (74 spaces) and the Tudor Avenue car park (54 spaces) and use of the approved Traffic Management Strategy as stated above, will be sufficient parking provision and management for an event which would draw spectators.

Given that there will be no clash in overspill parking along Overdale Drive with the crematorium by virtue of different hours of community use, the approved parking restrictions in the vicinity of the Retreat Restaurant and the condition ensuring use of the schools approved Parking Management Strategy, Officers consider that subject to recommended conditions, the development would comply with Policy P5 and S1 of the Core Strategy.

Impact on Protected Trees

The NPPF states in paragraph 109 that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.

Core Strategy Policy CG1.2 safeguards and enhances biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and inter connectivity of wildlife corridors and habitats.

The Landscape Character Appraisal of Bolton (2001) in protecting and enhancing Urban Valleys, seeks to acknowledge the importance of the linear areas for both informal and formal recreation and leisure and in continuing to promote new opportunities whilst respecting existing habitat and [amongst other things] places a strong emphasis on the planting of locally native species.

The Council's Tree and Woodland Officer has been consulted and comments that the Arboricultural Impact Assessment by Godwin's Arboricultural Limited has been assessed in respect to the tree stock on and adjacent to the site, and is generally accurate in its assessment of the species, sizes and classification in line with the BS5837 (2012) Trees in Relation to Design Demolition and Construction and recommends a number of measures be conditioned for specified areas of the site, in brief:

- fencing to protect trees and tree root zones during development works;
- ground protection measures to prevent soil compaction and contamination during development works;
- planting in mitigation of tree loss;
- no dig proposals;
- tree impact report and method statements;
- no trenching or cabling for lighting columns within root protection zones of any trees.

The Tree and Woodland Officer advises that "*as the proposed site is surrounded by predominantly broadleaf trees it should be noted that there will be issues concerning leaf fall and sap fall on the playing surface as the trees continue to mature and their canopy spread increases.*" . However, Officers consider that reasonable maintenance measures employed by the school would prevent pressure for works to these trees - which in any case would require the Council's consent.

The four additional trees shown on the Tree Protection Plan are considered insufficient screening/mitigation in the area and additional planting of more appropriate species would also help to screen the proposed car parking area. As such, a detailed tree and landscape proposal will be conditioned for approval by the Local Planning Authority prior to the commencement of development.

Subject to the recommended conditions, it is considered that the proposal would comply with policy CG1.2 of the Core Strategy.

Impact on Biodiversity

The NPPF states in paragraph 109 that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.

Core Strategy Policy CG1.2 safeguards and enhances biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and inter connectivity of wildlife corridors and habitats.

The Council's Greenspace Management have been consulted and comment that "*the proposed development would not cause any significant impact upon biodiversity of the area and suitable consideration has been given to outdoor lighting with regard to reducing disturbance to wildlife*" and note the following:

- the site is 470m north of the nearest wildlife designated sites of Haslam Park LNR and Bank Wood & Marsh SBI. It is adjacent to a planning Conservation Area which may have been confused with a wildlife conservation area;
- with regard to protected species, deer and livestock are not recognised as protected species. Bats and owls may be present, foraging on and around the site but since no structures or significant tree removal is proposed, removal of nests or roosts may be discounted. Further clarification on this could be sought from GMEU if required;
- three water bodies are present within 320m of the site, two are ornamental ponds within the cemetery 'garden of remembrance and the other is to the west, near Atkinson's Farm. All these

ponds are heavily shaded and unlikely to provide suitable habitat for Great Crested Newts. Again, clarification on this issue may be sought from GMEU;

- information with regard to floodlighting has been provided in a report, avoiding upward illumination and reducing light spill to surrounding habitats. The seasons and times when such floodlighting will be used are unlikely to cause any major impact to foraging bats or nesting birds.

The Greater Manchester Ecology Unit have been consulted and comment:

"The site is of low ecological value. As noted in the planning document the only likely risk is indirect impacts resulting from the floodlighting on species such as bats. I am satisfied based on the lighting information supplied that the impacts are low enough that no further information is required prior to determination. I recommend that the proposed lighting scheme is conditioned."

"There is a risk of minor impacts to potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. I recommend a condition is applied to any permission requiring a detailed bird nest survey prior to clearance and written confirmation provided that no active bird nests are present, which has been agreed in writing by the LPA. "

Given the above comments, Officer's consider that subject to the recommended conditions, the proposal would comply with policy CG1.2 of the Core Strategy.

Local finance considerations

Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. There are not considered to be any local financial considerations in this case.

Conclusion

For the reasons discussed above it is considered that subject to conditions, the proposed development would not detrimentally harm the character and appearance of the surrounding area, nor would it unduly affect the living conditions of adjoining residents, or adversely affect the safety of highway users, or the local biodiversity. The proposal therefore complies with the aforementioned national and local planning policies.

Members are therefore recommended to approve the application.

Representation and Consultation Annex

Representations

Letters:- 8 letters have been received from residents of Merryfield Grange, 2 letters have been received from the Management Board of Merryfield Grange, 1 letter has been received from the Management Board of Handley Gardens, 2 letters have been received from residents of Handley Gardens, 1 letter has been received from a resident of Reeceton Gardens and 1 letter has been received from a resident of Oak Coppice; objecting to the proposal on the grounds of;

- Impact of floodlighting on nearby residents; the proposed vegetative screening will be significantly less in winter, timer control devices requested, hours of use conditions requested;
- No information provided on the capacity of the drainage ditch to accommodate new run-off from the artificial pitch, the underground car park at Merryfield Grange floods at times of heavy rainfall;
- Long established and future new traffic congestion and parking issues on Overdale Drive and surrounding local roads due to visitors to Overdale Crematorium, the Retreat Restaurant, Newlands and sporting events held at the Leverhulme Pavilion sports ground - the Pavilion operator uses no parking cones during events and, impact on sight lines for drivers of vehicles exiting Overdale Drive;
- The proposal will increase the number of hours available for the use of the facilities, outside of school operating hours, making this a more commercial activity with intensification of use having an impact on the amenity of neighbouring residents;
- There are no changing facilities or toilets on site or proposed; *Officer Comment - there are changing facilities/toilets within the Pavilion buildings*
- There are no security or management staff on site or proposed; *Officer Comment - these would be incorporated into the Community Use Agreement in consultation with Sport England*
- The proposal is a material change of use from the existing D1 use to an overall mixed land use of D1 and D2 as a result of introducing community group use;
- The sports ground will become the "home base for Bolton Hockey Club" and the "facility will enable the School to further strengthen the sporting links with the University, Bolton Lads and Girls Club, the Sixth Form College and the Council". There is no detailed information about what exactly this will involve and residents cannot therefore possibly make a reasonable judgement about whether the principle of the development may be acceptable;
- The School is suggesting that a Community Use Agreement be adopted though it is not possible for the Local Planning Authority to adequately retain planning control due to the lack of detail provided;
- The plans show the synthetic pitch being located centrally within the site but also occupying some of the area of the existing tennis courts immediately to the rear of the pavilion building. There is a substantial change in level between the existing lacrosse pitch and the higher tennis courts yet the application does not explain how this will be addressed;
- Interface distance from floodlights to nearest main room window in Merryfield Grange is under the policy limit of 24m - 35m;
- The proposed hours of operation between 08.00 and 21.00 each day is beyond the policy limit of between 09.00 and 21.00 Monday to Friday, 09.00 and 18.00 on Saturdays and 09.00 and 17.00 on Sundays;
- The proposed number of car parking spaces is totally inadequate for players, officials and spectators;
- It is unrealistic to assume that users will use public transport or park at Bolton School's main site car park;
- The off-street parking standards appended to the Core Strategy state that the provision for outdoor sports sites categorised as D2 should be determined under individual consideration.

However, in the absence of the details of the number of teams and spectators it is not possible to come to a view on this;

- The development site is located in close proximity to protected woodland and a pond. Protected species are known to be present in this area;
- Of significance is the pond next to the Crematorium. This counts as a water body. There is also a water course that runs around the rear of Keilder Mews before going into a culvert under Chorley New Road. Both of these are close to the proposed development site and have the potential for Great Crested Newts to be present;
- The application and planning statement is silent on the increased amount of use that would be introduced as a result of the new development;
- The Hockey Club promotes the fact that it has 3 men's teams, two women's teams, numerous youth teams U18-U11, a mixed team and a veterans team. From the published fixtures on their web site it is possible to count a minimum of at least 84 home fixtures within a 7 month season (Sept-March). When you add the training sessions at the beginning of the week which they advertise that makes it a very intensive use over that period; *Officer Comment - this equates to approx. 12 fixtures per month or 3 per week.*
- This will be a major sporting arena open all day and night; *Officer Comment - hours of use will be conditioned.*
- Astro turf is carcinogenic - *Officer Comment - clarification has been sought from the Agent on this matter - "Notts Sport are aware that there have been concerns raised (mainly in the media) regarding the rubber granule infill that is used in 3G synthetic turf pitch systems as being linked to carcinogenic causing chemicals. However, such concerns are unproven. Moreover, none of this is applicable in any case as the synthetic turf surface proposed for Bolton School is a sand dressed surface (not 3G) and does not contain any loose rubber granule infill";*
- The school has managed without the facility for 90 years so why is it needed now;
- Impact on tree roots;
- Leaves on trees mitigate noise levels in summer, noise will be worse in winter without leaves;
- The school's appointed Parking Marshall has no jurisdiction on parking along Chorley New road.

Points without officer comments have been addressed in the main body of the report.

A second neighbour consultation commenced on 12/01/17 as a result of additional information being submitted by the Agent (noise assessment and noise management plan, measurements from lights to Merryfield Grange and details of vertical light production), 3 letters of objection have been received in total, 2 from residents of Merryfield Grange and 1 from a resident of Handley Gardens. The objections do not raise any new issues.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: The Council's Pollution Control Unit, Drainage and Technical Support, Highway Management Engineers, Greenspace Management, Tree and Woodland Officer, Landscape, Greater Manchester Ecology Unit, Sport England and Design For Security GM Police.

Planning History

Application 95561/16 for a proposed synthetic turf pitch, floodlighting, fencing, drainage and ancillary works was withdrawn in May 2016 at the advice of Planning Officers and pre-application advice and consultation was provided in order to improve the resubmission.

Permission was granted in September 2006 for the erection of 1.8 metre high fencing and 2.1 metre high site entrance gates at the boundary with Chorley New Road and 2.4 metre high fencing to part

of the side boundaries (74866/06).

Permission was granted in September 1980 for the demolition and rebuilding of the sports pavilion together with alterations to the existing vehicular/pedestrian accesses (15016/80).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No demolition, development or stripping of soil shall be started until:

1. The trees and hedgerows within or overhanging the site which are to be retained/or are subject of a Tree Preservation Order (TPO) have been surrounded by fences of a type to be agreed in writing with the Local Planning Authority prior to such works commencing and as detailed on the tree protection Plan (TPP.12531.01). This is to include external planting as detailed in figure 3 of BS5837 (2012) Trees in Relation to Design Demolition and Construction where access is required adjacent to G14, T15, T16 & T18.

2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).

3. No development shall be started until a minimum of 7 working days written notice has been given to the Local Planning Authority confirming the approved protective fencing has been erected.

Reason

To protect the health and appearance of the tree(s).

3. Prior to the commencement of development of any works on site, the developer shall submit to the Local Planning Authority, and have approved in writing, a method statement detailing how the following elements of the development will be constructed without causing harm or damage to the protected trees found on the site. The specific requirements are:
 - Details of how the installation of the car parking area and the no-dig proposals for the entrance road are to be supplied without compromising the root systems of the trees during construction;
 - Details of trenching or cabling to accommodate the lighting columns which should show no works undertaken within the root protection zones of any of the trees;
 - Details of any drainage works that will infringe upon the root protection zones of any of the trees on the site. A method statement is required that details the excavation works for the drainage system and its route for disposal off-site.

No development or site clearance shall take place until the Local Planning Authority has agreed the measures in writing, and these measures shall then be implemented fully in accordance with the approved details.

Reason

To ensure the safe development of the site and favourable retention of trees.

4. Before the floodlighting hereby approved is first brought into use a verification report shall be submitted to and approved in writing with the Local Planning Authority to ensure the floodlighting scheme complies with the predicted modelling as referenced within the approved model **drawing ref; Proposed Lighting, HLS00681 Rev 7, dated 14/02/17**. The lighting shall be designed to an illumination value of no greater than [5] lux at the premise as approved in the **drawing ref; Proposed Lighting, HLS00681 Rev 7, dated 14/02/17**. The beam angle of any lights directed towards any potential observer should be kept below [70] degrees. Spill shields should also be fitted. Provision should be made for an automatic control switch which ensures that the floodlights are switched off at the times agreed. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

To safeguard the character and appearance of the surrounding area and to safeguard the living conditions of nearby residents and to comply with policies CG3 and CG4 of the Core Strategy.

5. No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter retained, managed and maintained in accordance with the approved details. Those details shall include:

- 1) A timetable for its implementation, and
- 2) A management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason

To ensure the site provides satisfactory means of surface water drainage.

6. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape.

7. Prior to the development hereby approved/permitted being first brought into use the means of vehicular access to the site from Overdale Drive shall be constructed in accordance with the drawing ref **Pitch Location Plan, Drwg No. NSBS008, 18/05/16**.

Reason

In the interests of highway safety and in order to comply with policies S1 and P5 of Bolton's Core Strategy.

8. Before the approved/permitted development is first brought into use no less than 24 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres shall be marked out and provided within the curtilage of the site, in accordance with Drawing Ref: **Pitch Location Plan, Drwg No. NSBS008, 18/05/16**, details to be submitted to and approved by the Local Planning Authority. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply

with policy P5 of Bolton's Core Strategy.

9. Prior to the development hereby approved being brought into use, a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided and in the interests of highway safety and in order to comply with policies S1 and P5 of Bolton's Core Strategy.

10. No soil or soil forming materials shall be brought to the site until a testing methodology including testing schedules, sampling frequencies, allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information has been submitted to and approved in writing by the Local Planning Authority. The approved testing methodology shall be implemented in full during the importation of soil or soil forming material.

Prior to the development being first brought into use or occupied a verification report including soil descriptions, laboratory certificates and photographs shall submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the site is safe for use.

11. Before the hereby permitted floodlighting is first brought into use an acoustic fence with a minimum height of 1.5m and a minimum mass of 12 kg/m² or minimum weighted sound reduction index of 25 dB Rw shall be erected, the acoustic barrier shall be 54 m in length and located no further than 3 m from the pitch on the west side and shall be retained thereafter.

Reason

To minimise the impact of noise on residential amenity and to comply with policy CG4 of Bolton's Core Strategy.

12. Before the development hereby approved is first brought into use, details of a Stop shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Stop shall be implemented in full and retained thereafter unless otherwise agreed with the Local Planning Authority.

Reason

To minimise the impact of noise on residential amenity and to comply with policy CG4 of Bolton's Core Strategy.

13. Prior to the development hereby approved being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason

To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the grass playing field, and to accord with Sport England Policy 'A Sporting Future for the Playing Fields of England' E5.

14. Before the development hereby approved is first brought into use, a colour scheme for the Acoustic Fencing and Floodlighting Columns shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved colour scheme shall be implemented in full and retained thereafter unless otherwise agreed with the Local Planning Authority.

Reason

To ensure the development safeguards the character and visual appearance of the locality and to comply with policy CG3 of the Core Strategy.

15. Before development commences details of the signing scheme within the site to inform drivers of the proposed access/egress shall be submitted to and approved by the Local Planning Authority. The approved signing scheme shall be implemented in full before the development hereby approved is first occupied or brought into use and retained thereafter.

Reason

In the interests of highway safety and in order to comply with policies S1 and P5 of Bolton's Core Strategy.

16. Notwithstanding the approved plans, prior to installation on site the hereby approved fencing shall be painted RAL 6055 Moss Green. The fencing shall remain so coloured thereafter.

Reason

To safeguard the character and appearance of the surrounding area and to comply with Policy CG3 of Bolton's Core Strategy.

17. The floodlighting hereby approved shall be permanently switched off except between the hours of 09:00 and 21:00 Monday to Friday, between the hours of 10:00 and 18:00 on Saturday and between the hours of 11:00 and 16:30 on Sundays and Bank Holidays.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution and to comply with policy CG4 of Bolton's Core Strategy.

18. The hereby approved Parking Management Strategy [**ref; Parking Management Strategy, dated December 2016, Geraint John Planning**] shall be implemented upon commencement of use of the development and shall remain in use thereafter.

Reason

In the interests of highway safety and in order to comply with policies S1 and P5 of Bolton's Core Strategy.

19. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason

The site has the potential to support breeding birds. It is an offence under the Wildlife and Countryside Act 1981 (as amended) to disturb birds whilst they are breeding.

20. Fencing panels shall be securely clamped with resilient fixings, any metal advertising signs are to be

sited at the boundary fence or replaced by soft vinyl signs, any 'substitutes' shelters are to be constructed of a lightweight material and located within recesses.

Reason

To minimise the impact of noise on residential amenity and to comply with policy CG4 of Bolton's Core Strategy.

21. The rating level of noise emitted from the site shall not exceed a noise level of 50dB LAeq (1 hour) between the hours of 09:00 and 21:00 Monday to Friday, 10:00 - 18:00 Saturday and 11:00 – 16:30 Sunday and Bank Holidays, at any point on the boundary to Merryfield Grange, Handley Gardens and Cedar Wood Court.

Reason

To minimise the impact of noise on residential amenity and to comply with policy CG4 of Bolton's Core Strategy.

22. The submitted **Noise and Vibration Management Plan, dated 10/01/17 and prepared by Miller Goodall Environmental Services** approved in writing by the Local Planning Authority specifying provisions to be made to control noise emanating from the site, shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

To minimise the impact of noise on residential amenity and to comply with policy CG4 of Bolton's Core Strategy.

23. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Fencing Plan, Drwg No. NSBS004b, 07/07/16
Drainage Layout, Drwg No. NSBS005, 23/12/15
Proposed Floodlighting, Drwg No. HLS00681 Rev 7, 14/02/17
Pitch Location Plan With Carpark, Drwg No. NSBS007, 25/04/16
Pitch Location Plan, Drwg No. NSBS008, 18/05/16
Area Available For Community Use, Drwg No. NSBS006, 23/03/16
Location Plan, Drwg No. NSBS001b, 19/05/16
15M RL with 2 and 3 LED FL20's, Drwg No. 5M rl WITH 2 AND 3 FLOODS, 09/06/16
Proposed Court Footprint, CL/BLS 02 Rev D, 17/11/15
Proposed Court Sections, CL/BLS 03 Rev A, 17/11/15

Reason

For the avoidance of doubt and in the interests of proper planning.

NOTES:-

- 1 - Synthetic Turf Pitch (110.0m x 65.0m)**
- 2 - Parking area to replace existing tennis court**

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Technical Services
Innovation House
Magna Park
Lutterworth
Leicestershire
LE17 4XH
United Kingdom

Bolton School

Synthetic Turf Pitch (STP) Development

**Pitch Location Plan
(including car parking area)**

Date 25/04/16

Drawn by JP

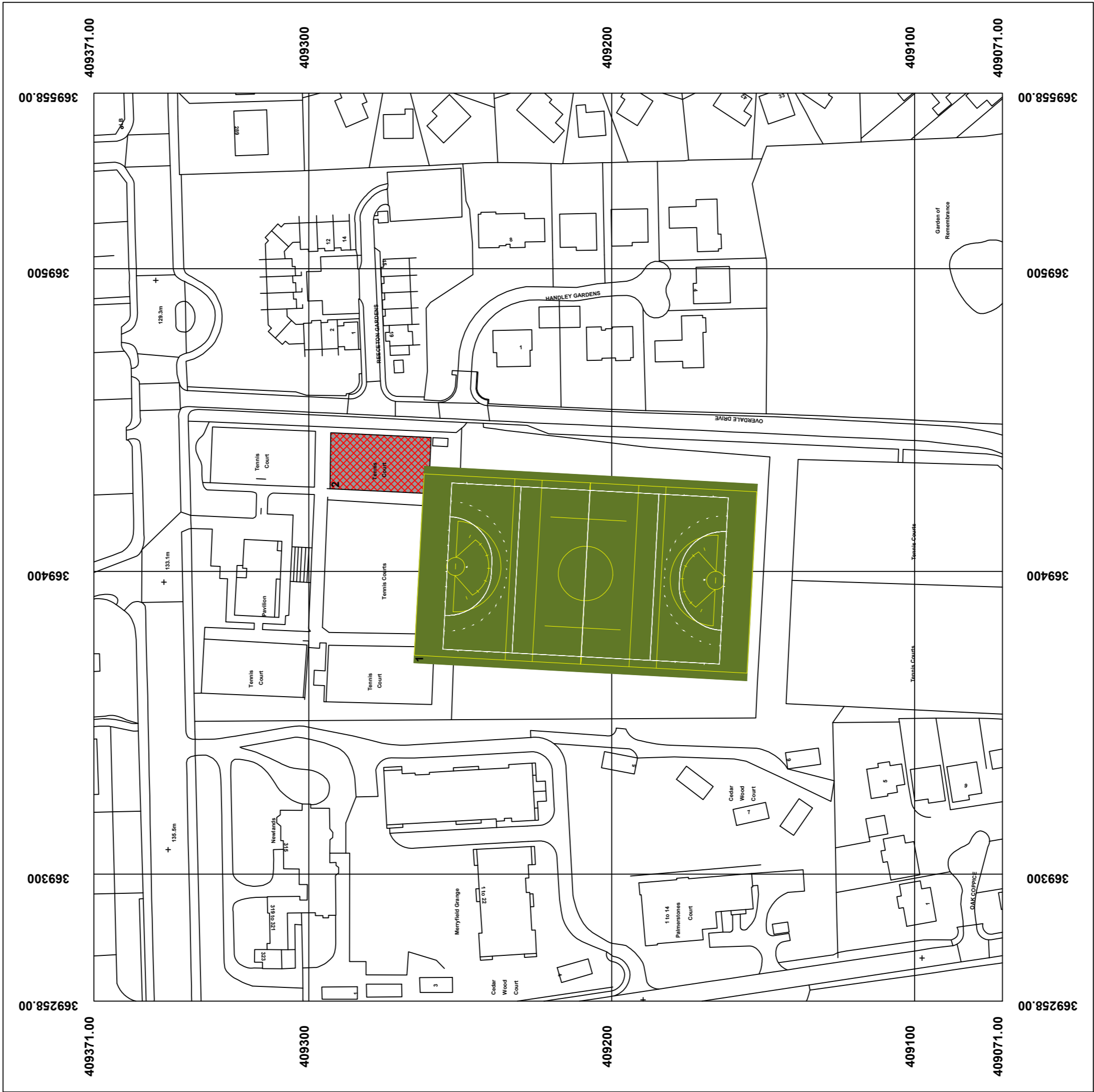
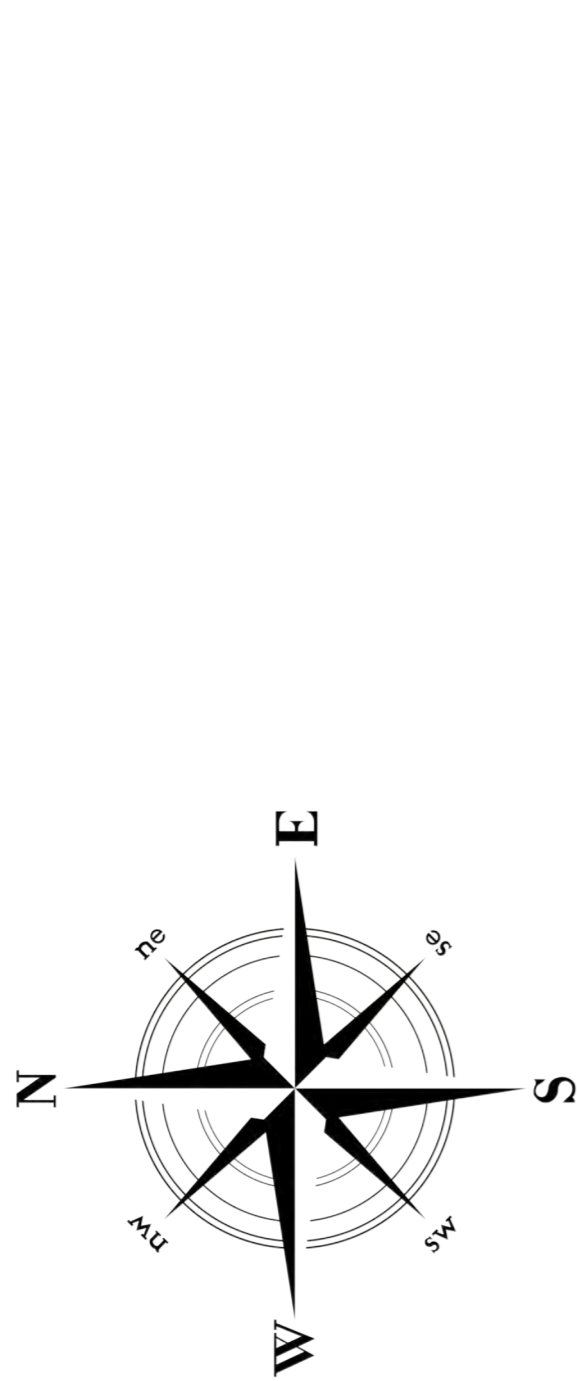
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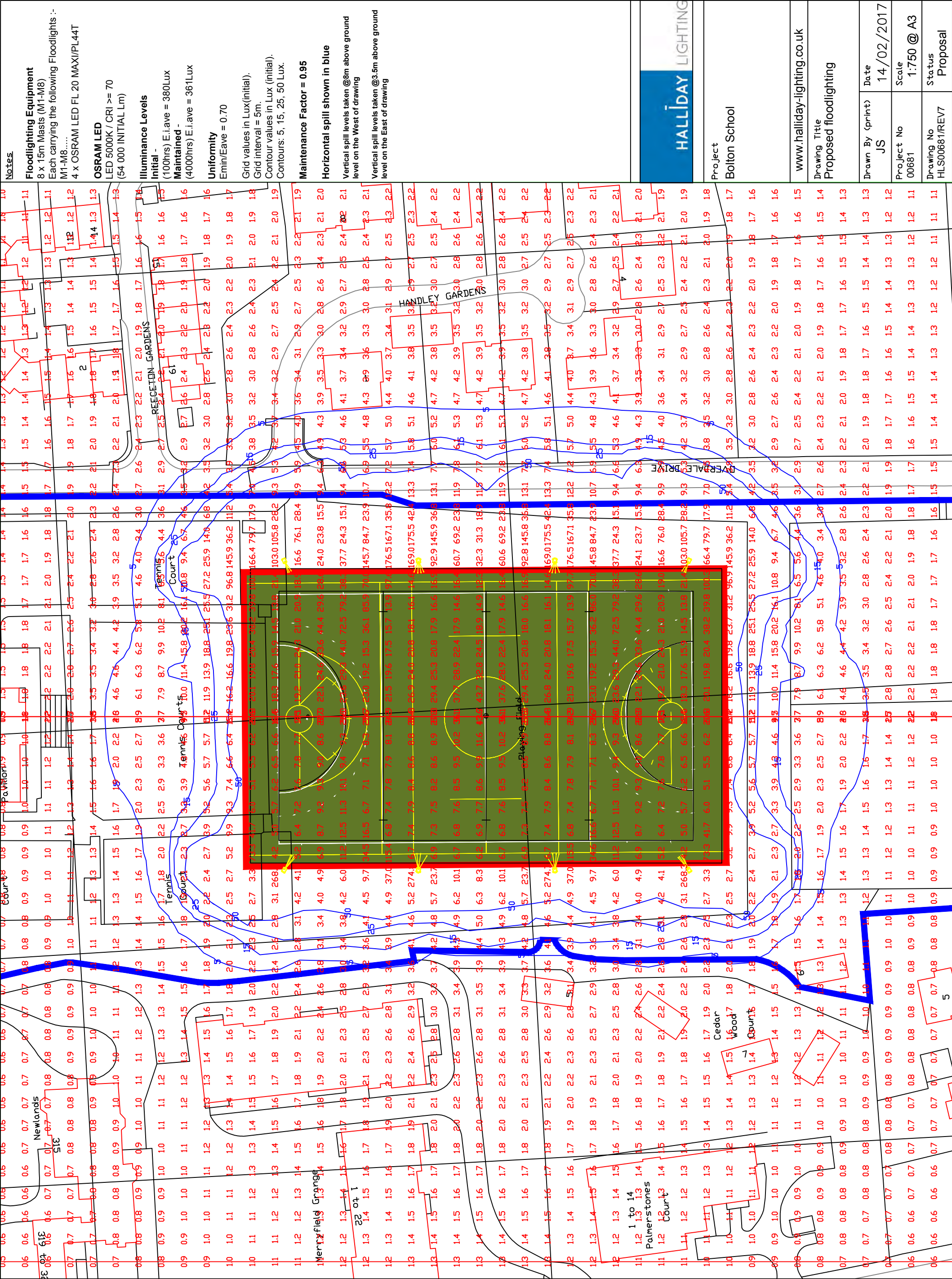
NSBS007

Scale
1:1250 @ A1

Client Signature

Date Signed





Notes

ALL DIMENSIONS SHOWN IN METERS



15m Lighting mast
carrying two number
FL20 Maxi Flat glass
LED
Elevated at a maximum
of 15° above ground
level

15.0000

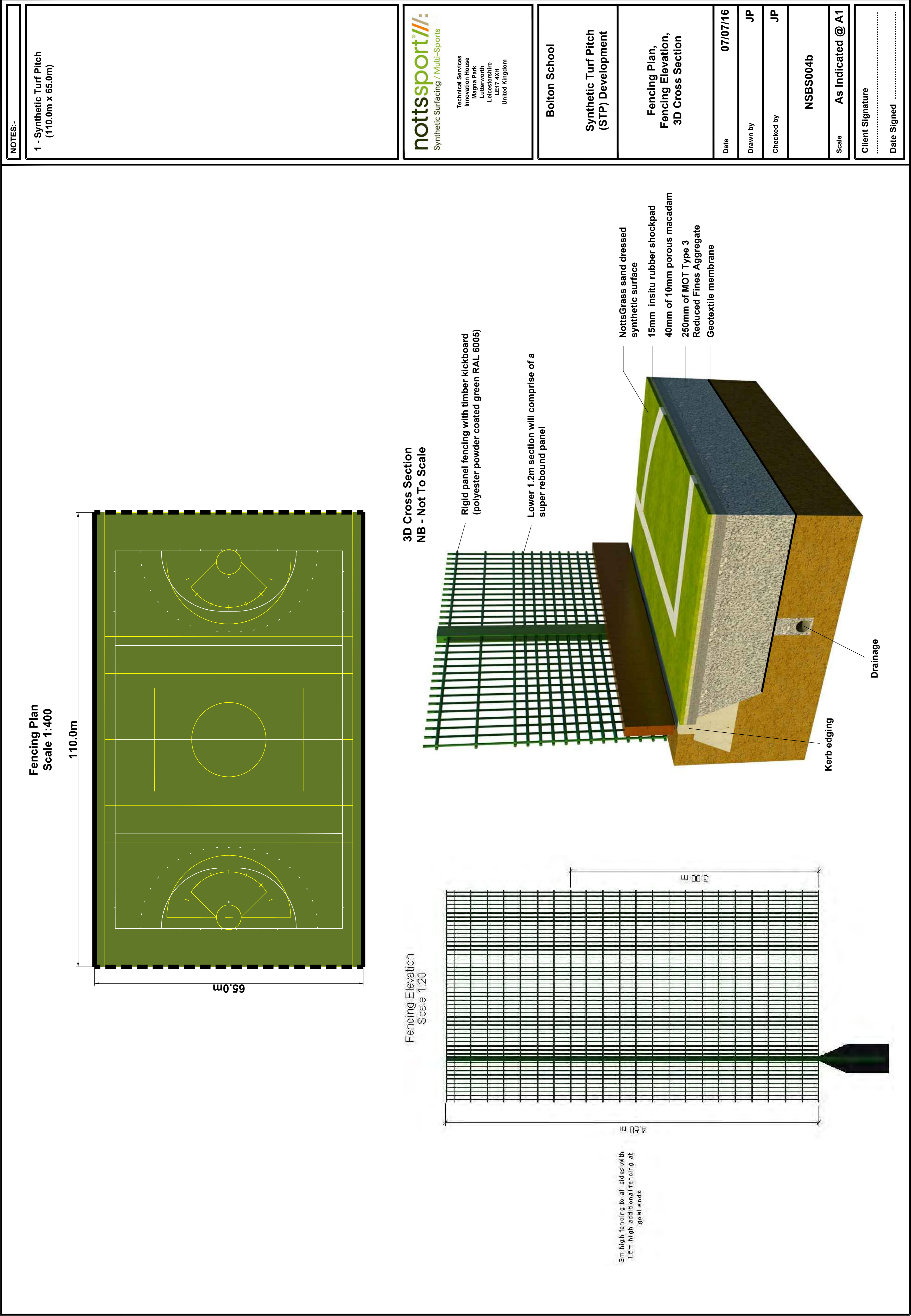


15m Lighting mast
carrying three number
FL20 Maxi Flat glass
LED
Elevated at a maximum
of 15° above ground
level

15.0000



Project		STANDARD DRAWING	
www.halliday-lighting.co.uk		Drawing Title 15M RL WITH 2 AND 3 LED FL20s	
Drawn By (print)	JW	Date	09/06/2016
Project No	STD DWG	Scale	NTS
Drawing No	15M RL WITH 2 AND 3 FLOODS VISUAL ASSESSMENT		





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Magna Park
Lutterworth
Leicestershire
LE17 4XH
United Kingdom

Bolton School

**Synthetic Turf Pitch
(STP) Development**

Drainage Layout

Notes:-

- Pitch Outline
- 150mm Carrier Drains
- 80mm Laterals 10m Apart
- Catch Pit/Existing Outfall

Date 23/12/15

Drawn by JP

Checked by JP

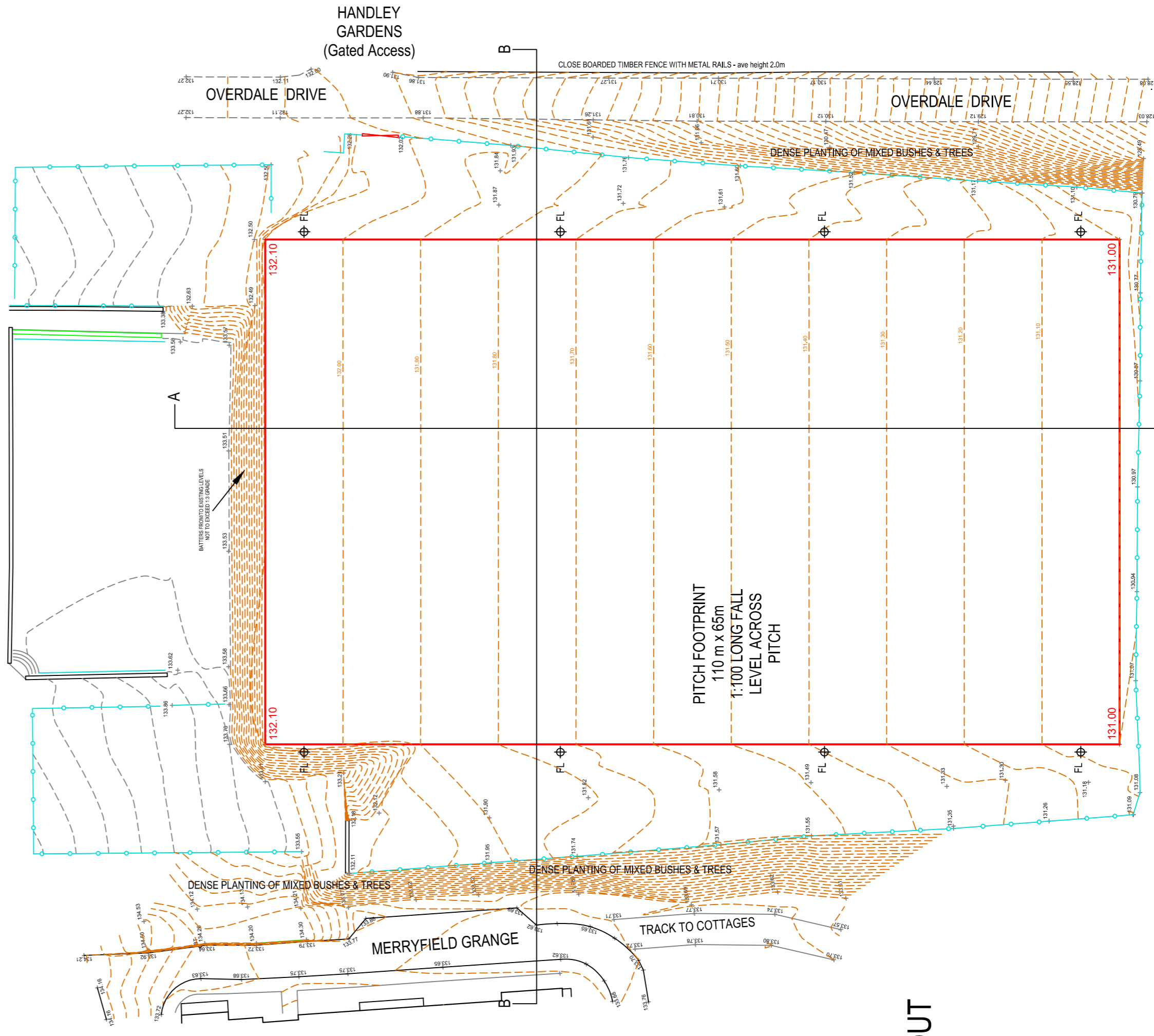
NSBS005

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Client Signature

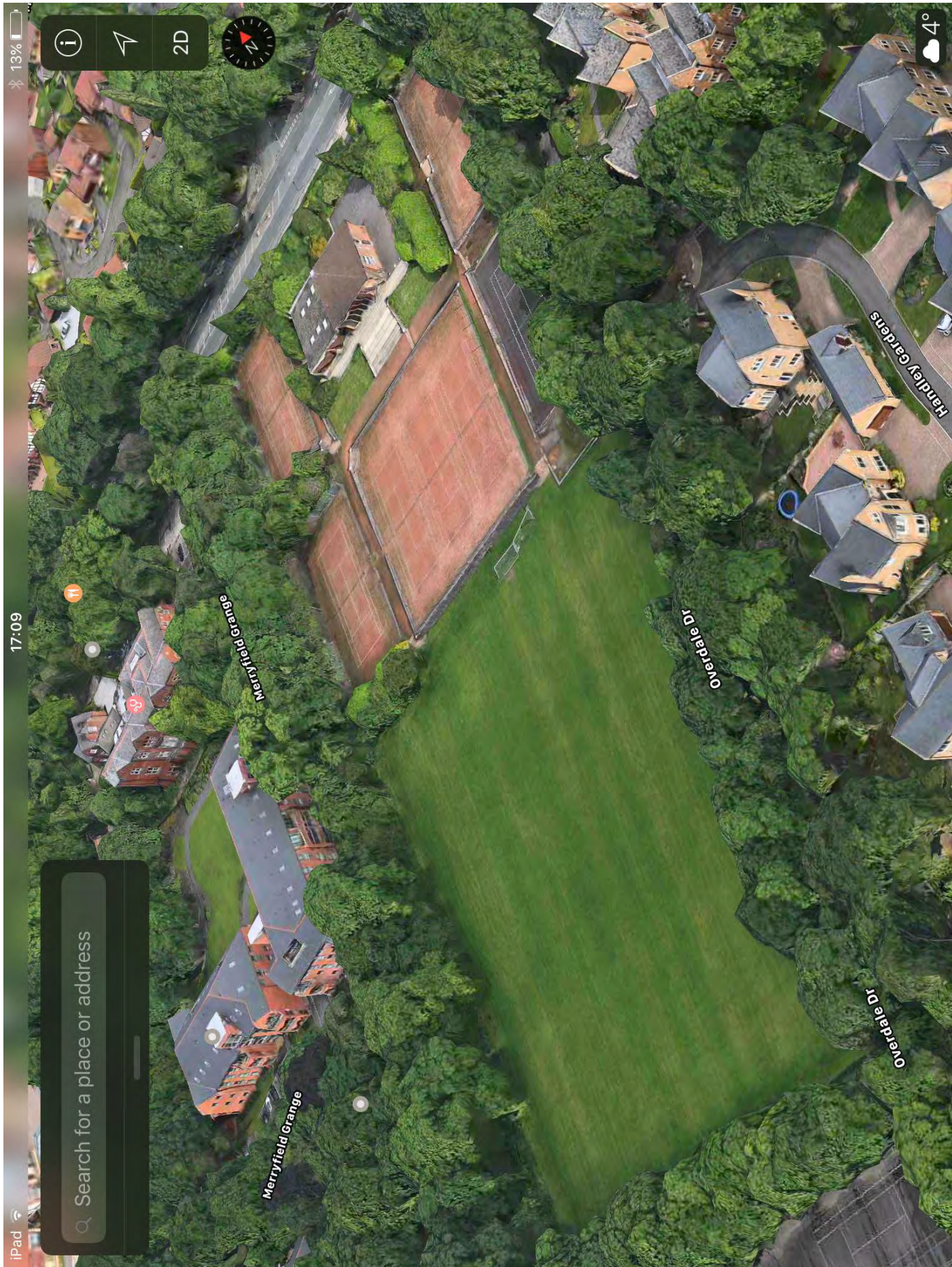
Date Signed

CONTOURS @ 100mm INTERVALS.
NO SERVICE INFORMATION GIVEN AT TIME OF SURVEY.
NO SERVICES DETECTED AT TIME OF SURVEY.
FURTHER SERVICE INVESTIGATION TO BE CARRIED OUT BEFORE
WORKS BEGIN.
NO SITE INVESTIGATION WORKS CARRIED OUT AT SURVEY.
CUT & FILL QUANTITIES DO NOT INCLUDE TOPSOIL MEASURE.
LEVELS ON PITCH ARE SUB SOIL FORMATION LEVELS NOT FINISHED
LEVELS.
DRAINAGE TO PITCH AREA TO BE CONFIRMED.
FOR LAYOUT SEE DRAWING CLUBS 02C



PROPOSED LAYOUT
LAYOUT SCALE
1:500

A	13/02/2017	LEVELS IN LINE WITH OD	
	REV	DATE	DETAILS
			
<h1>CLEVELAND LAND SERVICES (GUISBOROUGH) LIMITED</h1>			
<p>PARK FARM, DUNSDALE GUISBOROUGH CLEVELAND TS14 6RQ TEL 01642 488328 FAX 01642 471036</p>			
CONTRACT			
BOLTON SCHOOL			
TITLE			
PROPOSED COURT SECTIONS			
ISSUED TO CLIENT	DATE	17/11/2015	SCALE @A1 1:250
	SURV BY	PJ	DRAWN BY CHKD BY PJ JB
ISSUED FOR CONSTRUCTION	DRAWING NO.	CL/BLS 03	
	DATE	ISSUED FOR CONSTRUCTION	REV A
DATE		ISSUER	REV



Application number 97766/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 97766/16

Type of Application: Full Planning Application
Registration Date: 01/12/2016
Decision Due By: 25/01/2017
Responsible Officer: Monika Dubacka

Location: 13 HARPER GREEN ROAD, FARNWORTH, BOLTON, BL4 0DL

Proposal: CHANGE OF USE OF GROUND FLOOR (PART ONLY) FROM RESIDENTIAL (CLASS C3) TO RETAIL (CLASS A1).

Ward: Harper Green

Applicant: Miss C Marsden
Agent : Miss H Ainsworth

Officers Report

Recommendation: Approve subject to conditions

Proposal

Planning consent is sought for the change of use of the ground floor of this property from residential (Class C3) to retail (Class A1).

The front room of the property would be converted into a customer area with shelving and a customer counter. The remaining ground floor would not be altered.

The proposed unit would operate between the hours of 2pm - 6:30pm Monday to Friday, 11am – 4:30pm on Saturdays. The unit would employ one full time member of staff.

Site Characteristics

This application relates to a mid-terraced property located on the western side of Harper Green Road. The property is located between one residential property and a takeaway. The rear of the application site is bounded by an overgrown alleyway.

The wider area is predominately residential in nature with a secondary school located within close proximity to the application site.

Policy

National Planning Policy Framework - building a strong and competitive economy, ensuring the vitality of town centres, promoting sustainable transport, delivering a wide choice of high quality homes, requiring good design, promoting healthy communities

Core Strategy Objectives
SO5 Bolton's Economy

Core Strategy Policies

P2 Retail, P5 Transport, S1 Crime and Road Safety, CG3 Design and the Built Environment, CG4 Compatible Uses, RA1 Inner Bolton

Supplementary Planning Documents

General Design Principles

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * the principle of the development and the impact on town and local centres
- * impact on the character and appearance of the area
- * impact on living conditions
- * impact on the road network

The Principle of the Development and the Impact on Town and Local Centres

The use of the site for retail purposes would be a main town centre use as defined in the NPPF. It is noted that the site is located outside of any designated local, district or town centre where local and national planning policies seek to direct such main town centre uses.

However, in this instance the proposed shop unit would measure approximately 16.5 square metres. Given the small size of the unit it is considered that it would not be of a scale to encourage trips and demand for surrounding designated centres. Indeed, given the minor scale of the retail shop at 16.5 square metres it is noted that an assessment of the impact of the existing retail use would not be necessary as set out in paragraph 26 of the NPPF.

The re-use of the site for retail purposes is considered to accord with the general principles set out in the NPPF within urban areas. Having regard to the above the use of the site for a small retail premises is considered to accord with policy CG4 of the Core Strategy and the policies within the NPPF.

Impact on the Character and Appearance of the Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness and will require development to be compatible with the surrounding area.

In this instance minimal changes are proposed to the external appearance of the

property. The applicant is proposing a new entrance door and to remove the existing front boundary wall. It is not considered that the proposed changes would detract from the wider character of the area and is therefore considered to be in accordance with the requirement of policy CG3 of the Core Strategy.

Impact on Living Conditions

Policy CG4 of the Core Strategy has the objective of ensuring that proposals do not adversely affect the level of residential amenity neighbouring occupants can reasonably expect to enjoy.

The applicant intends to operate between the hours of 2pm - 6:30pm Monday to Friday and 11am – 4:30pm on Saturdays. The unit would be closed on Sundays.

The application site is located on a relatively busy road with a secondary school opposite and hot food takeaway adjoining the application property. Given this existing arrangement it is not considered that these hours would result in a detrimental loss of residential amenity to neighbouring properties.

Given the small scale of the proposed development it is not considered that the proposed development would result in detrimental loss of residential amenity to the wider area.

Impact on Highway Safety

Policy P5 of the Core Strategy the Council will aim to ensure that parking provision and servicing arrangements are taken into consideration when it comes to new development.

Owing to the level of A1 use class proposed the associated traffic/parking should be comparable to the existing C3 use of the premises. The use will probably cater more towards pedestrian footfall from the residential area/school. In this instance no objection has been raised to the proposal from the Council's Highway Engineers.

Conclusion

It is considered that the proposal would not have an unacceptable impact on the street scene, highway safety or the amenity of neighbours in accordance with all relevant policies within NPPF and Core Strategy and that there are no other material considerations that outweigh those policies.

One objection has been received on the grounds of child obesity. However, the applicant is proposing to convert a dwelling house into a retail unit. In this instance it is not within the scope of planning to control the products that the unit would stock. Furthermore, it is not considered to be reasonable to refuse the application on the assumption that the proposal would encourage unhealthy eating habits.

The proposed use represents small but beneficial economic development and insufficient harm has been found to outweigh this. For the reasons given above, the application is recommended for approval.

Representation and Consultation Annex

Representations

Letters:- One letter of objection has been received from Harper Green Comprehensive School. The following summarised comments have been raised:

The area is already flooded with sweet shops and convenience stores, encouraging our young people to make unhealthy food choice. The sugar rush provided with this type of confectionary is not conducive to positive academic or behaviour outcomes.

Harper Green Road is already heavily congested and the vehicles travel too fast along this road

Consultations

Advice was sought from the following consultees: GM Police, Highways

Planning History

None.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Site Plan - received by the LPA on 28 Oct 2016

Proposed Ground Floorplan and Front Elevation - Drawing No. 1611/3 - received by the LPA on 28 Oct 2016

Reason

For the avoidance of doubt and in the interests of proper planning.

3. The premises subject of this consent shall not be open for trade outside the following hours:-

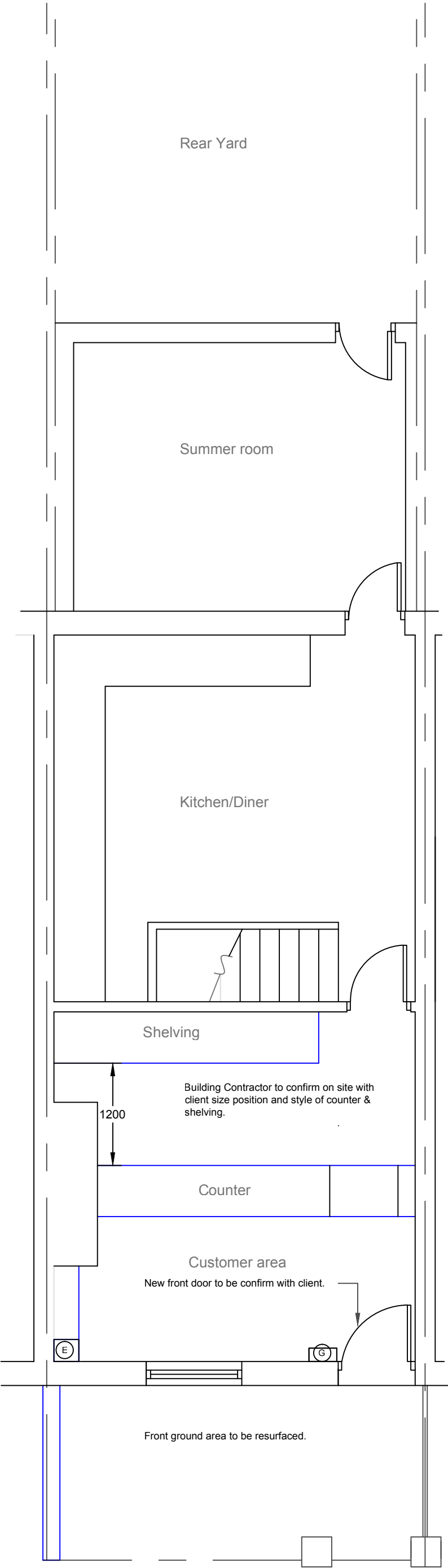
[9:00 - 18:30] Mondays – Fridays

[9:00 - 17:00] Saturdays

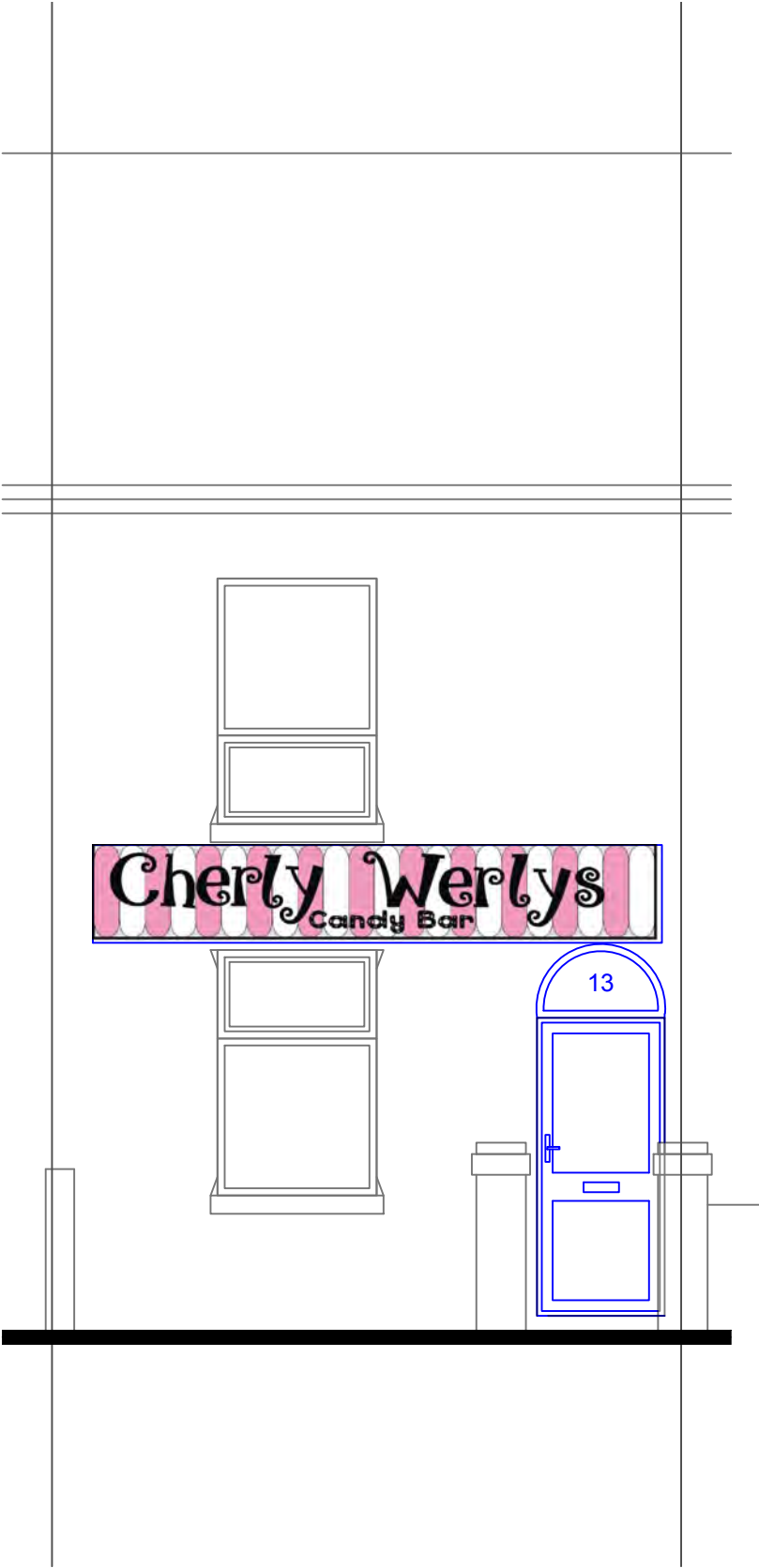
[11:00 - 16:00] Sundays or Bank Holidays.

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance.



PROPOSED GROUND FLOOR PLAN

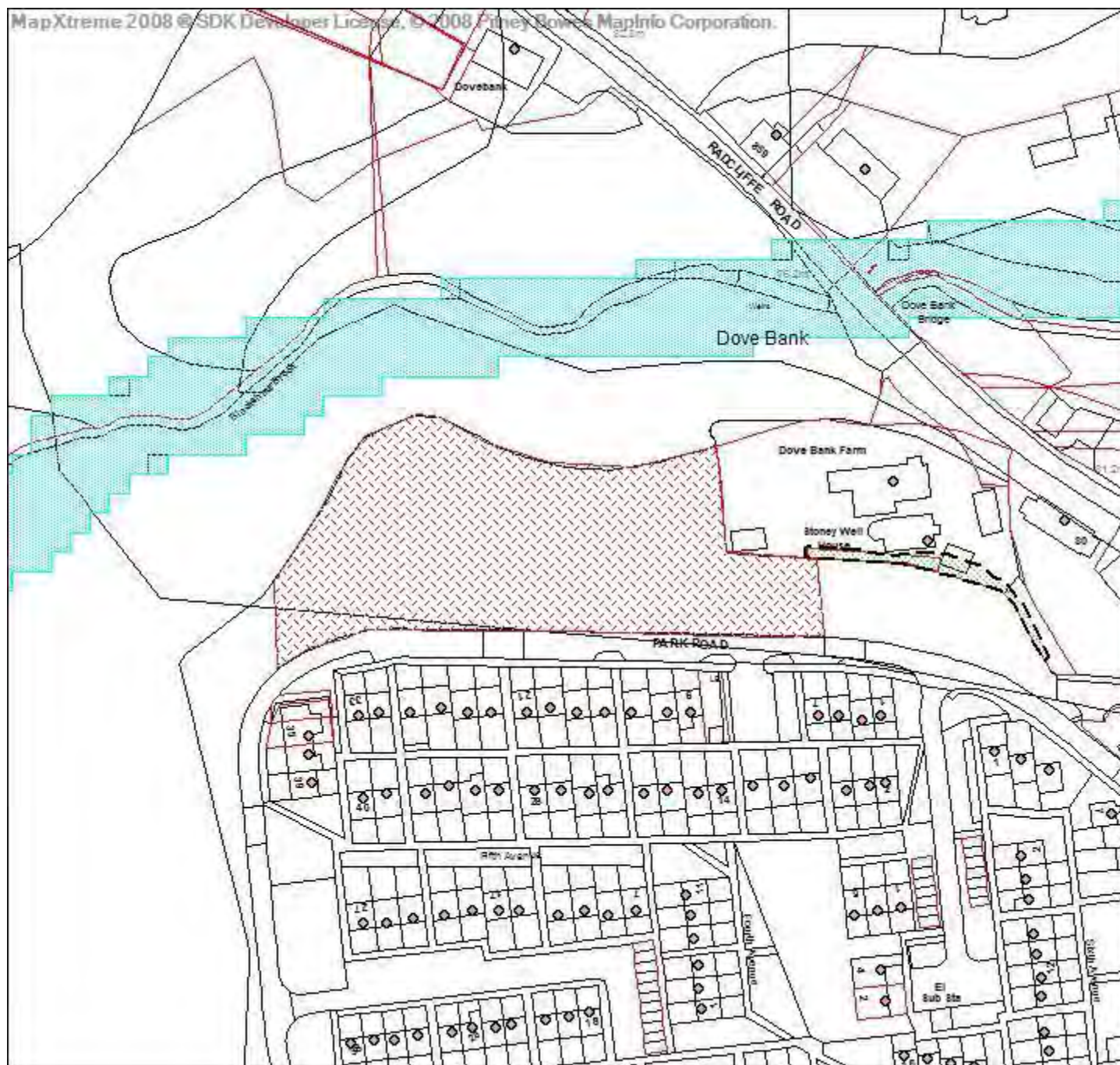


PROPOSED FRONT ELEVATION

H AINSWORTH DESIGN
13 DOE HEY ROAD BOLTON BL3 2LW
Mobile: 07927697788
Email: hainsworthdesign@aol.com

Client		
MRS CHERYL MARSDEN		
PROJECT		
13 HARPER GREEN ROAD FARNWORTH BOLTON BL4 0DL		
TITLE		
PROPOSED GROUND FLOOR PLAN & FRONT ELEVATION		
Dwg No: 1611/3	SCALE: 1:50	DATE: OCT 2016
Dwg by: H. M. Ainsworth		

Application number 97826/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 97826/16

Type of Application: Full Planning Application

Registration Date: 08/11/2016

Decision Due By: 06/02/2017

Responsible Officer: Paul Bridge

Location: LAND TO THE NORTH OF PARK ROAD, LITTLE LEVER, BOLTON

Proposal: ERECTION OF 25NO. RESIDENTIAL DWELLINGS (2 BED AND 3 BED) TOGETHER WITH ASSOCIATED INFRASTRUCTURE, ACCESS AND LANDSCAPING DETAILS.

Ward: Little Lever and Darcy Lever

Applicant: Great Places Housing Group

Agent : Paddock Johnson Partnership

Officers Report

Recommendation: Delegate the decision to the Director

Background

Members will recall that the application was deferred at Planning Committee on the 9th February 2017 in order for the applicants to explore a number of amendments to the proposal. The proposed amendments are listed below:-

- Could the carriage way width on Park Road be widened to 5.5m.
- Could the angle of the two access roads be amended so that vehicles leaving don't directly shine lights into the opposite houses; or
- Could the development be designed with only a single access point.

At the request of the Planning Committee, the case officer has discussed the issues raised with the applicants, applicants agents, the Councils Highway Engineer and Corporate Property Services.

In summary the findings are as follows:

Park Road according to the OS Base plans is scaling at approximately 5.0m carriageway width. Although this falls below the Councils normal road width for an adopted highway (5.5m) it is above the standards indicated within current national guidance (Manual for Streets) for the minimum road width for acceptable two-way vehicle flow. Manual for Streets criteria, allows for a 4.8m wide carriageway to enable LGV and car passing.

The issue of obstruction of the highway at this location appears to be inappropriate parking by residents. The parking bays fronting the existing properties at this location are parallel bays and residents appear to be parking in them echelon style which is obstructing the running lane. Obstruction of the highway is a police matter and should not prejudice future development at a

location.

The proposal is for a low-density affordable housing scheme. Traffic generation associated with 25 residential units will be approximately 15 two-way vehicle trips within the peak periods resulting in 1 additional two-way trip every 4 minutes. This is a robust assessment and does not take account of a modal split towards sustainable transport provision (walking/bus-patronage) which would normally be the case for an affordable housing scheme (potential low car ownership). Based on the above observation and the negligible increase in traffic flows associated with the proposed development on top of the current base line traffic scenario at that location, there was/is no reasonable justification to ask the developer to fund the highway widening to 5.5m across the frontage of the site that has been requested.

The highway layout proposed for the site in terms of a S38 adoption appraisal is optimal in terms of accessibility onto the existing surrounding highways and should pose limited road safety implications for existing/proposed users of the public highway. The junction layout complies with the requirements indicated in current design standards. Angling of the access roads (as requested) could potentially lead to visibility issues for drivers accessing onto the highway owing to having to turn more from the normal driving position in order to observe the highway environment. The current layout of the access roads are therefore optimum layout (perpendicular to Park Road) which allows for maximum visibility splays to be obtained at the junctions. Changing the angle of the roads would restrict visibility splays which in turn would make the junctions more dangerous from a road safety perspective.

A further knock on effect should the road be widened is that during the early design feasibility stages the applicants explored a number of potential design options for the site. The two-way cul-de-sac access is by far the most efficient in terms of numbers of units and synergy with the density indicated by the adopted allocations plan. The numbers and mix are key to the commercial viability of the proposal and are intrinsically linked to this layout. The site is not of the optimum dimensions to achieve back to back dwellings fronting Park Road, even if this was achievable it is an incredibly inefficient form of development – not to mention that a key element of the design is to retain the views through the development to maintain an attractive aspect for the existing residents. This design can only be achieved through rotating the blocks at right-angles to the existing properties, as the applicants have done. It is the most unobtrusive layout in relation to the existing properties and leads to minimal overlooking.

In conclusion, the applicants have explored in detail, the requests of the Planning Committee and for the reason given above are not viable or reasonable alternatives to what is being proposed. The Planning Committee is therefore respectfully requested to make a determination on the proposal as originally submitted.

Proposal

Planning permission is sought for the erection of 25 new affordable dwellings consisting of a mixture of accessible 2 bed and 3-bed family houses, together with associated infrastructure, access and landscaping details. The breakdown of on site land uses includes 0.55 hectares of informal greenspace with the density of dwellings being 45 residential units/hectare.

The 25 homes will be for affordable rent which will be allocated to tenants in partnership with Bolton Council through Choice Based Lettings.

The proposed plans indicate that the development would comprise of two storey dwellings arranged around two new adopted roads running perpendicular to Park Road. The proposed dwellings would be no more than 8.5 metres in height. The dwellings would be constructed out of contrasting Buff Stock Brick (Primary Brick – Cream Multi (light), Secondary/Contrast Brick – 'Dark' Blend) with a grey

box frame and cladding window surrounds. The roofs would have concrete interlocking tiles coloured dark grey.

The accommodation at ground floor level would comprise of kitchen/dining rooms, utility room, W.C. living room, hall and stores. At first floor level would be 2/3 bedrooms, a hall, store and bathrooms.

Vehicular access to the site would be provided by two access points off Park Road running to the South of the site. Park Road itself travels around the surrounding houses before returning upon itself.

Two parking spaces would be provided for each plot with the exception of plots 12 and 13 which would have 1 (total of 48).

Site Characteristics

The application site is irregular in shape and is approximately 0.55 hectares in size. The site is currently informal greenspace and forms part of an allocated housing site (52SC Park Road). The site is mainly a grassed area, but is bounded to the north by a line of established trees and bushes. Beyond the northern boundary (Green Belt) the land falls steeply away and down to Blackshaw Brook. There are a number of semi-mature trees and a strip of vegetation situated to the rear of the properties on plots 1-4 and along the southern boundary.

To the east of the site are two detached residential dwellings, Dove Bank Farm and Stoney Wall House, whilst directly opposite to the south is a row of dwellings on Park Road, which itself forms part of an established housing estate.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Transport and Accessibility; S1.2 Promote Road Safety; CG1.2 Urban Biodiversity; CG1.4 Informal Green Spaces; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA6 Little Lever and Kearsley.

SPD Accessibility, Transport and Road Safety, Affordable Housing, General Design Principles, Sustainable Design and Construction and Infrastructure and Planning Contributions.

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main planning issues to be considered in determination of this application are as follows: -

- * principle of residential development
- * impact on the loss of informal greenspace

- * impact on the highway
- * impact on the character and appearance of the area
- * impact on the amenity of future and neighbouring residents
- * impact on crime and the fear of crime
- * impact on biodiversity
- * impact on flood risk and drainage

Principle of Residential Development

At the heart of national policy within the NPPF is a presumption in favour of sustainable development. The NPPF maintains the importance of supporting sustainable economic development and delivering homes (paragraph 17). The NPPF sets out a presumption in favour of sustainable development.

Core Strategy Policy SC1 concerns housing developments. Policy OA6.3 states that the Council will concentrate sites for new housing within the existing urban area.

The proposed dwellings will be located and form part of an allocated housing site (52SC Park Road with Bolton's Allocations Plan), which itself is an irregular shaped piece of informal greenfield land. Taking these factors into account and giving due weight to the fact that should the siting, scale, and design of the proposed dwellings be appropriate within the surrounding residential context, the proposal is considered to constitute a sustainable form of development in a sustainable location for the purposes of the NPPF and therefore the principle of the proposed development is considered to be acceptable.

NPPF paragraph 50 requires Local Authorities to "deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand."

Paragraph 4.53 of the Core Strategy states the Housing Market Assessments have provided an evidence base to inform the required mix of housing types. This shows that there is a requirement to construct larger houses than has recently been the case, as well as to continue to provide for the increasing proportion of small households.

The applicant has indicated that the proposed development will include a mixture of semi-detached 2/3 bedroomed dwellings to reflect local housing requirements. The proposed mix of units therefore focuses on the delivery of 2 and 3 bed family housing and will contribute towards achieving a mixed community through delivery of this type of dwelling in accordance with policy SC1.

Core Strategy policy SC1.3 states that the Council should ensure that 35% of new housing is affordable, broken down into 75% for social renting and 25% for intermediate housing. All developments which incorporate open market housing and with a capacity of 15 or more dwellings should ensure that provision of affordable housing is made. On previously developed land 15% of total provision should be affordable and in the case of Greenfield land 35%. A lower proportion and/or a different tenure split may be permitted where it can clearly be demonstrated that development would not be financially viable and affordable housing provision is being maximised. The proposal is to provide all 25 homes for affordable rent.

Core Strategy policy SC1.5 which seeks to ensure that new housing has a density of at least 30 dwellings per hectare, and achieve higher densities where possible taking into account local character. Details within the Design and Access Statement indicate that the site would achieve an overall net density of 45 dwellings per hectare. It is considered that the density of dwellings that

would be achieved on site is acceptable in relation to the policy framework and the location of the development within the borough.

Impact of the Loss of Informal Greenspace

Policy CG1.4 of the Core Strategy allows some development on informal green spaces in the urban area, provided that it allows for the improvement of remaining green spaces and helps to meet the strategic objectives for housing.

The site currently forms part of an area of informal greenspace, albeit an allocated housing site. The site holds amenity value for local residents and contributes towards the overall character and enjoyment of local residents, a point raised by a number of objectors. The site is not however specifically identified within the Council's Allocation Plan for its recreational value. The site is (at the time of writing) in Council's ownership, however access to the site is permitted all along this section of Park Road and allows users the opportunity to take advantage of informal pursuits such as dog walking and small scale ball sports. The development would result in the loss of a large area of this land. However, the applicant has agreed a sum of £20,000 that would deliver a number of improvements to public open space within the immediate surrounding area.

The proposed development would also help the meet the strategic objectives for housing, providing 25 homes for affordable rent.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements and parking (in accordance with the parking standards set out in appendix 3). Policy S1.2 states that the Council will promote road safety in the design of new development.

The presumption in favour of sustainable development, which is identified by the National Planning Policy Framework (NPPF), means that it is necessary to consider whether the proposed development represents a sustainable form of development. As part of this overall assessment, consideration of whether the proposed development is accessible to everyday facilities and employment by non-car modes of transport should be given.

The application site is located on Park Road, Little Lever, the site has good transports links and is sited within a well-established urban area. The site is located within an acceptable walking and cycling distance of Dove Bank Road and Radcliffe Road which facilitate existing public transport services. The proposal is therefore considered to be located in a sustainable and accessible location which has the potential to encourage future residents to travel by sustainable modes of transport. It is considered that the scheme is consistent with the objective of locating development where there is good access to public transport and non-car modes of transport as advocated by NPPF and as such the location of the development is considered to be in a sustainable location.

Vehicular access to the site would be provided by two access points off Park Road running to the South of the site.

The proposal would provide 25, 2/3 bedroom rooms dwellings. Appendix 3 of the Core Strategy states that dwellings with 2/3 bedrooms should have a maximum of 2 spaces per dwelling. Two parking spaces would be provided for each plot with the exception of plots 12 and 13 which would have 1 (total of 48). The parking provision is therefore considered acceptable and should not lead to additional overspill parking onto the highway.

The application is for a low-density development (25 dwellings) within a predominately residential

area and within close proximity to public transport links. The proposed housing numbers falls below the threshold indicated in the NPPF for a traffic impact assessment to substantiate development. The Councils Highway Engineers have been consulted and have advised "*according to OS data, Park Road is scaling at approximately 5.0m carriageway width. Although this falls slightly below the Council's standards for a residential road, the negligible traffic volumes that would be associated with the proposed development means that the Highways Authority cannot reasonable object to what is being proposed*".

The case officer has noted the issue with current on-site parking arrangements along Park Road. However, the issue appears to be caused by inappropriate parking by existing residents causing obstruction of the highway.

The area is a 20mph zone which has been traffic-calmed. Analysis of the available injury accident record over the last 5 years for this location (30/06/11-30/06/16) indicates no accidents record to warrant concern. The negligible traffic volumes that will be associated with the development should pose limited road safety implications. In addition, the internal site roads appear to comply with the Council's standards for adoption.

Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This is effectively defining unacceptable as severe and therefore in refusing any planning application on transport grounds it will be essential to be able to demonstrate that impacts are severe. In light of the comments from the Highways Officer the development will have a negligible impact on the highway network and the proposed development would not result in a severe impact on the highway network. Consequently, Officers find no substantive evidence that the proposal would lead to a significant increase in on-street parking or have any consequential impact upon highway safety in accordance with policies P5 and S1.2 of the Core Strategy.

Impact on the Character and Appearance of the Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Policy OA6 relates specifically to developments in Little Lever and Kearsley.

The Design and Access Statement presents an analysis of the development and design concepts which have incorporated into the scheme layout. There are no objections to the layout of the development in terms of design. It is considered that the siting of the dwellings is considered acceptable and would respect the layout of the immediate surrounding urban area.

The dwellings in the immediate surrounding area are all principally two storey dwellings, with the proposed dwellings being generally arranged around two new roads running perpendicular to Park Road. There is a mixture of roof types in the area, and the development proposes gabled types to both front and side elevations. The front gabled roofs have been used largely to reduce the mass and impact of the new dwellings on the surrounding properties, so as not to appear overbearing. This also helps to break up the elevations and provide some variation within the street scene. Therefore there are no objections from the Local Planning Authority in respect of the scale and massing of the proposal which is considered to be appropriate in the context of the dwellings in the immediate area.

The dwellings fronting onto Park Road would have a contemporary appearance to the front, in the form of a feature window which adds interest and a focal point to these elevations. The dwellings

would be constructed out of contrasting Buff Stock Brick. (Primary Brick – Cream Multi (light), Secondary/Contrast Brick – 'Dark' Blend) with grey box frame and cladding window surrounds. The roofs would have concrete interlocking roof tiles coloured dark grey. The proposed materials are considered acceptable.

The proposed site plan shows that the proposed dwellings would all have adequately sized amenity space which would be located to the rear of the proposed dwellings. Given that the site plan lacks landscaping detail a condition is recommended to agree these details at an appropriate stage within the development. It is considered that a high quality landscaping scheme could be secured and as such there are no objections to the development in this regard. Taking into account the size of the proposed dwellings and the number of bedrooms, it is considered that the proposal will contribute to the mix of dwellings, in terms of size, type, tenure and affordability within the surrounding area. Having regard to the above, the proposal is considered to accord with the guidance set out in the National Planning Policy Framework and in accordance with policies CG3 and OA6 of the Core Strategy and guidance within the NPPF.

Impact on the Amenity of Future and Neighbouring Residents

Policy CG4 of the Core Strategy has the objective of ensuring that proposal do not adversely affect the level of residential amenity neighbouring occupants can reasonably expect to enjoy. The Council's guidance on minimum interface distances between dwellings and private amenity space standards are contained within the Design SPD.

The proposed dwellings are considered to be of an appropriate size to be functional and would provide any potential future occupiers with adequate living space. All of the habitable rooms within the dwellings are served by way of windows which would provide an adequate source of both light and outlook to the principal habitable rooms. In addition the layout and siting of the dwellings demonstrates that the proposal is compliant with the Council's policies relating to achieving an appropriate level of amenity in respect of loss and privacy overlooking or overbearing.

To the east of the site are two detached residential dwellings, (Dove Bank Farm and Stoney Wall House), whilst directly opposite to the south is a row of dwellings along Park Road, which are located on a slightly lower level. In respect of loss of light/overbearing a distance of approximately 19 metres would be maintained between the dwellings along Park Road (No's 9 to 33) and the side gable ends of plots 1, 12, 13 and 23 of the proposal. A distance of 21 metres would be maintained between 5 Park Road and plots 24 and 25 of the proposal. It is considered that these interface distances are sufficient and are in excess of the recommended interface distances in order to prevent any unacceptable loss of light or being overbearing.

Plot 25 would have principal habitable room windows in the front elevation directly facing No.7 Park Road. However an interface distance of 21 metres would be maintained which is considered acceptable to prevent any unacceptable loss of privacy/overlooking issues.

In respect of Dove Bank Farm and Stoney Wall House, plots 19, 20, 24 and 25 would have windows at both ground and first floor level. Adequate screening will be provided at ground floor level by way of the boundary fence which will have a minimum height of 1.8 metres.

In respect of the windows at first floor level, distances of approximately 6 to 8 metres would be maintained to the rear common boundary from plots 24 and 25 to the rear garden area of Stoney Wall House and 6 meters to the rear garden area of Dove Bank Farm. It is acknowledged that the first floor windows would offer views into the rear garden areas of Stoney Wall House and Dove Bank Farm. However, due to siting of plots 19, 20, 24 and 25, the views afforded would be towards the western end of the large garden areas for Stoney Bank and Dove bank Farm. It is reasonable to

assume therefore that these areas of the gardens would not be used as intensively as the areas of garden immediately to the rear/side of the houses and on balance is considered acceptable. Having regard to the above, it is considered that the proposed dwellings would not result in an unacceptable loss of privacy or overlooking on neighbouring properties.

As such, it is not considered that the proposal would result in an unacceptable impact upon of the residential amenity of neighbouring occupiers in accordance with policy CG4 of the Council's Cores Strategy.

Impact on Crime and the Fear of Crime

Policy S1.1 of the Core Strategy states that the Council will ensure that the design of new development will take into account the need to reduce crime and the fear of crime.

The scheme has been designed with 'best practice' in mind and heights of walls/fences, and the guidance provided by Secured by Design regarding the avoidance of dark corners and alleyways have all been incorporated into the scheme. All of the car parking spaces are in front of the properties and the layout offers excellent natural surveillance, secure rear gardens and a logical layout. In addition the scheme will be submitted for a Secured by Design accreditation.

Given the above, it is considered that the proposal is in accordance with policy S1.1 of Core Strategy.

Impact on Biodiversity

Policy CG1.2 of the Core Strategy states that the Council will safeguard and enhance biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and interconnectivity of wildlife corridors and habitats.

The site is not identified as a site of biological importance or for its ecology value. The proposed application site does not contain any important habitats.

The Council's Greenspace Team have been consulted and have advised that it would be unlikely that the development will directly affect any protected species.

The applicant has submitted an Arboricultural Method Statement (AMS) and an Arboricultural Implication Statement (AIS).

The Tree Report provides a schedule of trees surveyed (classified according to BS 5837:2012) and a Tree Constraints Plan. Within the proposed development area and including adjacent land there are a number of trees that will be affected by the development proposal. These trees are defined in the AIS (drawing no. 16/00046/BSP dated 22/06/16) and are Trees T1, T2, T3, G1, G2, G3, G4, G5 and G6.

The tree survey classifies the trees on site into the following categories: -

Category A: Trees of high quality and value: in such a condition as to be able to make a substantial contribution (a minimum of 40 years is suggested). Trees in this category are the best trees on the site and should be retained where possible.

Category B: Trees of moderate quality and value: In such a condition as to make a significant contribution (a minimum of 20 years is suggested).

Category C: Trees of low quality and value: Currently in adequate condition to remain until new

planting could be established (minimum of 10 years is suggested), or young trees with a stem diameter below 150mm.

Category U: Trees in such a condition that any existing value would be lost within 10 years and which should, in the current context, be removed for reasons of sound arboricultural management.

None of the trees within or adjacent to the site are covered by way of Tree Preservations Orders.

A number of trees will have to be removed in order to accommodate the proposal and a number due to their condition.

The trees to be removed due to their condition are trees G3 (Two Trees), (G2 Two Trees), G4 and G5 (Two trees).

Trees to be removed in order to accommodate the development are T2 (Maple), G2, (Two trees), G4 & G5 (Two trees).

None of the trees to be removed are Category A trees.

The Council's Tree and Woodland Officer has been consulted and has no objections to the removal of the trees, subject to adequate mitigation (replanting) of the lost trees and adequate protection measures for the remaining trees. Details of these conditions are provided at the end of the report.

The development is therefore in accordance with policy CG1.2 of the Core Strategy.

Impact on Flood Risk and Drainage

Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk. Policy CG2.2 c) states that on brownfield sites the rate of run-off should be 50% less than conditions before development and on greenfield sites the rate of run-off should be no worse than the original conditions before development.

The Sequential Test does not apply to residential development within flood zone 1 and as such residential development is considered appropriate on the site as the site is located within flood zone 1. No drainage details have been submitted.

United Utilities, as the statutory undertaker raised no objections to the proposals and indicate that there are no site specific issues associated with the proposed development. They indicate that the site must be drained on a separate system with only foul drainage connected into the foul sewer; and that no surface water from the development is discharged either directly or indirectly to the combined sewer network. A number of planning conditions are proposed and outlined at the end of the report which secures these requirements.

Other Matters

The site is located within an area defined by the Coal Authority as high risk. The applicants have submitted Coal Mining Risk Assessment dated 5th October 2016 prepared by GRM Development Solutions. The Site Investigation Report submitted sets out details of the intrusive site investigations carried out on site and their findings. The Coal Authority has been consulted and has no objections to the scheme.

Local finance considerations

Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The following is considered to be a local financial consideration in this case:

New Homes Bonus for the 25 proposed dwellings – this is not a material planning consideration.

Conclusion

The site is located in a sustainable location and is an allocated housing site with access to local amenities. It is considered that the proposed development would not jeopardise highway safety, would not harm the character and appearance of the area, would not harm the amenity of neighbouring residents, would safeguard biodiversity and would not lead to an increase in flooding in the area. Members are therefore recommended to approve this application.

Representation and Consultation Annex

Representations

Letters:- 32 letters have been received in response to the planning application publicity (some from the same household and also multiple letters from the same households) who have raised the following issues:-

- * Highway Safety,
- * Increase in traffic,
- * Lack of car parking provision,
- * Loss of greenspace,
- * Overdevelopment,
- * Design,
- * Loss of privacy/overlooking,
- * Loss of light/overbearing,
- * Land stability,
- * Land contamination,
- * Loss of Trees,
- * Flooding.
- * Loss of property value (Officer's comment: The loss of property values is not a material planning consideration).
- * Lack of school spaces/Education Provision (Officer's comment: It is not considered that the proposed development (in itself) would result in a material increase in the demand for primary school places and therefore it is not deemed necessary for a planning obligation to secure a financial contribution towards creating additional primary school places).
- * Loss of view (Officer's comment: The loss of a view is not a material planning consideration).
- * Loss of Access (Breach of law 13 of the Property Act 1925) – (Officer's comment: The applicant has signed Certificate A to state that the proposed development would be wholly contained within the application site. Therefore the existing access arrangements would not be compromised. In addition one cannot rely on entering another person/bodies land for maintenance purposes).
- * Light pollution – (Officer's comment: The site is for residential development and as such would not materially alter light levels outside the development site and/or have the potential to adversely affect the use or enjoyment of nearby dwellings).
- * Lack of consultation – (Officer's comment: The Local Planning Authority has undertaken the required statutory consultation. A site notice was also displayed near the site on the 15th November 2016 and the planning application published in the local press on the 17th November 2016. In addition the applicants undertook a public consultation event on the 6th July 2016).
- * Breach of Article 1 and 8 of the Human Rights Act – (Officer's comment: In considering this planning application the Council has acted in accordance with the Human Rights Act 1998 including Article 1 and 8 of the Convention and in a manner which is necessary in a democratic society in furtherance of the legitimate aims of the Act and the Convention. Right to respect the private and family life has been considered in coming to this recommendation and has been robustly assessed against planning policy, especially potential impact on neighbouring properties).
- * Disruption during the construction phase (Officer's comment: With any development there will be an element of noise and general disturbance during the construction phase. Whilst this is capable of being a material planning consideration it is not a reason to refuse planning permission as this would be for a temporary period).

Consultations

Advice was sought from the following:- Tree Officer, Coal Authority, Highways Engineers,

Environmental Health (pollution control), Design for Security, Greenspace Management, Economic Strategy, Strategic Development Unit and Landscape Officers.

Planning History

None Relevant.

Recommendation: Delegate the decision to the Director

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of development full details of the highway works, comprising of the formation of the site access points on Park Road (5.5m carriageway 2 x 2.0m footway/5.0m radii) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

3. Prior to the commencement of any groundworks surface water drainage works should be implemented in full in accordance with details that have been submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:

- 1) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.
- 2) Include a timetable for its implementation, and
- 3) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime

Reason

To ensure the site provides satisfactory means of surface water drainage and to comply with policies CG1.5 and CG2.2 of Bolton's Core Strategy.

4. Prior to commencement of development a site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority, to assess the nature and extent of any contamination on the site. The investigation and risk assessment must be undertaken in accordance with Model Procedures for the Management of Land Contamination (CLR 11) and a written report of the findings must be produced. The written report shall include:
 - (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to human health, property or the environment;
 - (iii) an appraisal of remedial options and proposal for a preferred option. This should include details

of testing methodology for any soil or soil forming materials to be brought onto site.

Prior to first use/occupation of the development hereby approved:

(iv) A Verification Report shall be submitted to, and approved in writing by, the Local Planning Authority. The Verification Report shall validate that all remedial works undertaken on site were completed in accordance with those agreed by the LPA.

Reason

To safeguard the amenity of the future occupants of the development and to comply with Core Strategy policy CG4.

5. Prior to the commencement of development hereby approved/permitted, all developer obligations shall be fulfilled to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult , advertise, promote and implement Traffic Regulation Orders to implement a 20 mph speed limit on the residential Roads. (To be funded at the applicants expense).

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

6. Prior to the commencement of development hereby approved, all developer obligations shall be fulfilled to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult , advertise, promote and implement Traffic Regulation Orders to promote no waiting at any time restrictions at the access junctions onto Park Road and turning heads within the site. This order/lining will be funded at the applicant's expense.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

7. Prior to the commencement of development full details of the highway works comprising of the extension to the footway/service margin on the north Side of Park Road as indicated on submitted site plan Drg No 14087-109-C. The details shall include potential relocation of street-lighting provision on the site to facilitate development and the implementation of a vehicular access crossing (drop-kerb) provision to facilitate access to plots 24-25. shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the dwellings being first brought into use and retained thereafter.

Reason

In the interests of highway safety and to comply with policy P5 and S1.2 of Bolton's Core Strategy.

8. Prior to the development hereby approved being first occupied , a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

9. No soil or soil forming materials shall be brought to the site until a testing methodology including testing schedules, sampling frequencies, allowable contaminant concentrations (as determined by

appropriate risk assessment) and source material information has been submitted to and approved in writing by the Local Planning Authority. The approved testing methodology shall be implemented in full during the importation of soil or soil forming material.

Prior to the development being first brought into use or occupied a verification report including soil descriptions, laboratory certificates and photographs shall submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the site is safe for use. and to comply with policy CG4 of Bolton's Core Strategy.

10. Prior to the dwellings being first occupied or brought into use, details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full within 42 days of the Local Authorities approval, unless otherwise agreed in writing with the Local Planning Authority and retained thereafter.

Reason

To ensure adequate standards of privacy and amenity are obtained and the development reflects the landscape and townscape character of the area and in order to comply with policies CG3 and CG4 of Bolton's Core Strategy.

11. A landscape scheme shall be submitted and approved in writing by the Local Planning Authority prior to the dwellings being first brought into use/occupied. The submitted scheme shall include full details of trees and shrubs to be planted, visual features to be placed at the northern ends of the site to warn pedestrians and vehicles of the steep drop beyond the northern boundary of the site and details of any raising of land levels (specifically to the rear of Dove Bank Farm). The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape and to comply with policy CG3 of Bolton's Core Strategy.

12. Before the approved/permitted development is first brought into use no less than 48 car parking spaces with minimum dimensions of 4.8 metres by 2.4 metres shall be provided within the curtilage of the site, in accordance with [Drawing Ref:14087-109-C Site Plan and Street Elevations dated 04.10.2016.]. Such spaces shall be made available for the parking of cars at all times the dwellings are in use.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

13. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

14087-001 Site Location Plan dated 04.11.2016

14087-109-C Site Plan and Street Elevations dated 04.10.2016

14087-110 -B Plots 1-4 Plans, Elevations and Sections dated 04.10.2016

14087-111-B Plots 5-12 Plans Elevations and Sections dated 04.10.2016

14087-112-B Plots 13-18 Plans Elevations and Sections dated 04.10.2016

14087-113-B Plots 19-23 Plans Elevations and Sections dated 04.10.2016
14087-114-B Plots 24-25 Plans Elevations and Sections dated 04.10.2016

Reason

For the avoidance of doubt and in the interests of proper planning.

14. Foul and surface water shall be drained on separate systems.

Reason

To secure proper drainage and to manage the risk of flooding and pollution and to comply with policy CG1.5 of Bolton's Core Strategy.

15. Notwithstanding the provisions of the Town and Country (General Permitted Development Order) 2015 (or any order and re-enacting that Order with or without modification), no development of the types described in Part 1, Classes A, B, D and E of Schedule 2 of that Order shall be undertaken on plots 4, 5, 19, 20, 21, 23, 24 and 25 (as shown on drawing no. 14087-109-C Site Plan and Street Elevations dated 04.10.2016) without the express permission of the Local Planning Authority.

Reason

To safeguard the amenity of neighbours and to comply with policy CG4 of Bolton's Core Strategy.

16. The development hereby approved shall be carried out in accordance with the submitted Arboricultural Impact Assessment and Arboricultural Method Statement (AMS) contained within report prepared by We Know Services dated July 2016.

Reason

To protect trees and to comply with policy CG1.2 of Bolton's Core Strategy.

17. No dwelling shall be occupied until the access roads, footways and footpaths leading thereto have been constructed and completed in accordance with drawing ref: 14087-109-C Site Plan and Street Elevations dated 04.10.2016.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

18. The development hereby permitted shall be constructed entirely of the materials details of which are shown on plan refs:

14087-110 -B Plots 1-4 Plans, Elevations and Sections dated 04.10.2016
14087-111-B Plots 5-12 Plans Elevations and Sections dated 04.10.2016
14087-112-B Plots 13-18 Plans Elevations and Sections dated 04.10.2016
14087-113-B Plots 19-23 Plans Elevations and Sections dated 04.10.2016
14087-114-B Plots 24-25 Plans Elevations and Sections dated 04.10.2016

Reason

For the avoidance of doubt as to what is permitted.

notes:

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Park Road Perspective
1 : 1



New Street Elevation
1 : 200



Park road Elevation
1 : 200



Site Plan
1 : 500

Schedule of Accommodation			
	2 Bed 4 Person House	73 sqm	12 no. (48%)
	3 Bed 5 Person House	82 sqm	13 no. (52%)
Developable area* = 0.55 hectares			
Density = 45 units per hectare			
*Excludes open space			

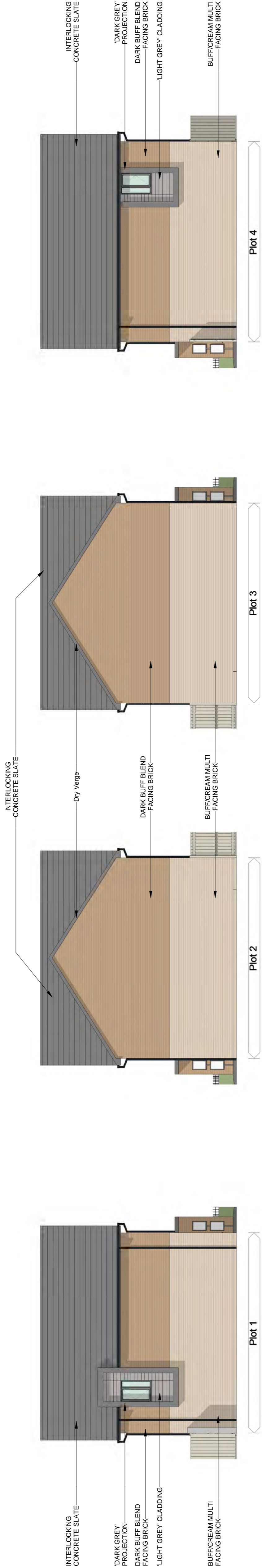
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B	03.11.16	Revised in response to client feedback	PO
C	04.11.16	Revised Boundary Line	PO
rev	date	description	by
Planning			
Great Places Housing Group			
Project:			
New Housing Development			
Park Road, Little Lever			
Drawing title:			
Site Plan and Street Elevations			
Drawing no:			
14087-109-C			
Scale:			
As indicated			
Date:			
04.10.16			
By:			
PO			
Checked:			
SH			
Paddock Johnson Partnership architects			
Studio 2, The Vicarage, Park Street, Warrington, Cheshire, WA1 1AA			
Tel: 01925 440010 Fax: 01925 440011 Email: info@paddockjohnson.com			
Paddock Johnson Partnership Limited Registered England and Wales No. 06664279 Address as above			

notes:

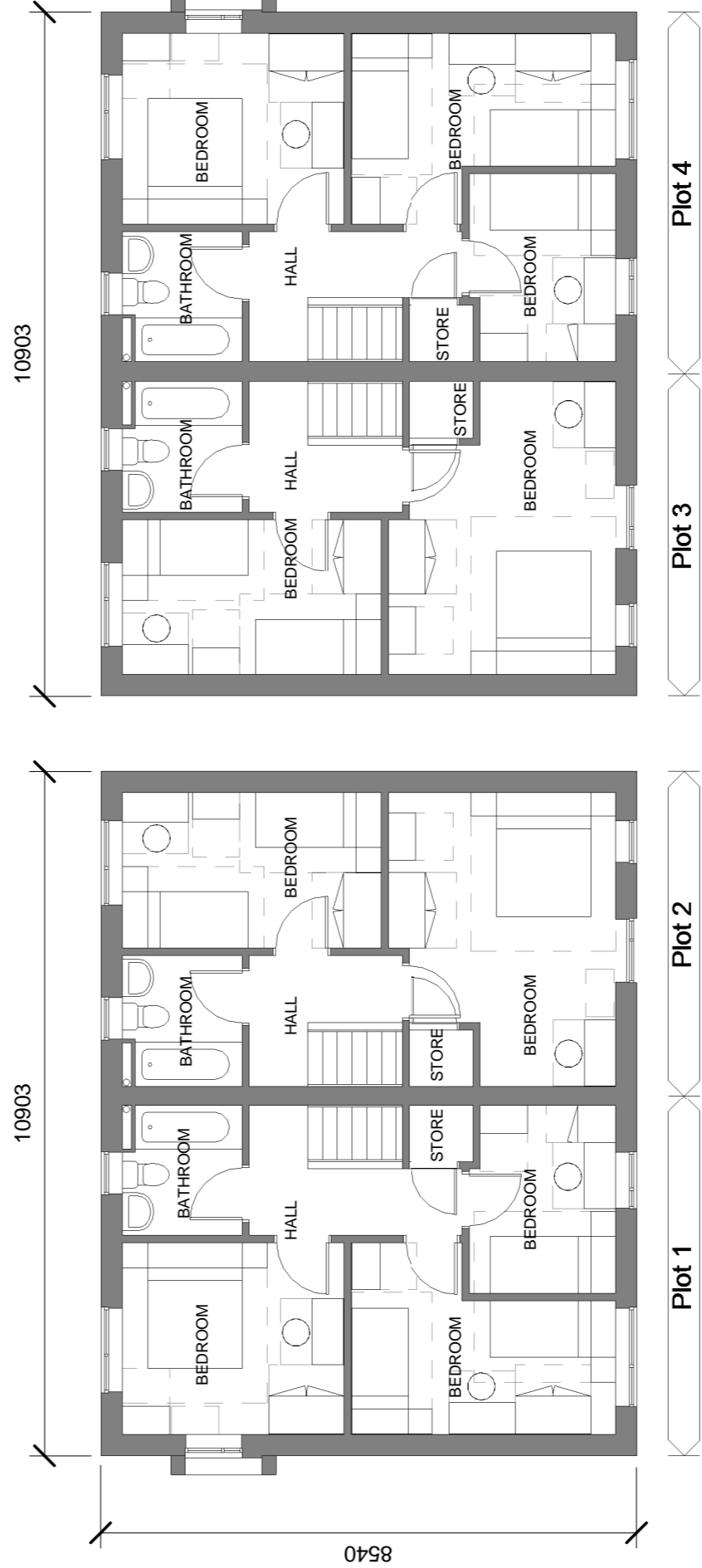
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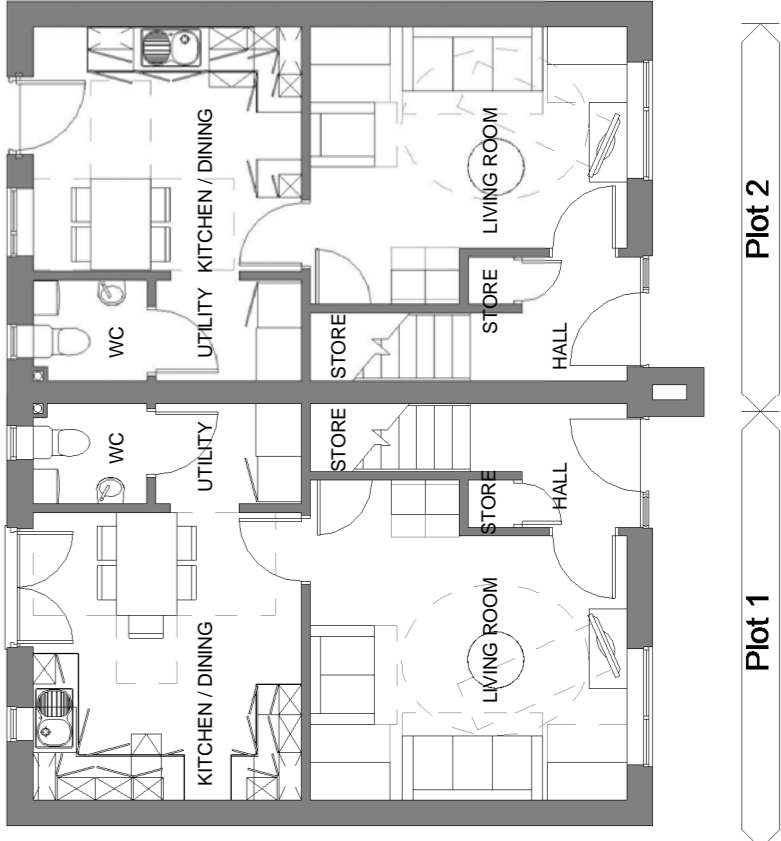
Plots 1-4 Front Elevations
1 : 100



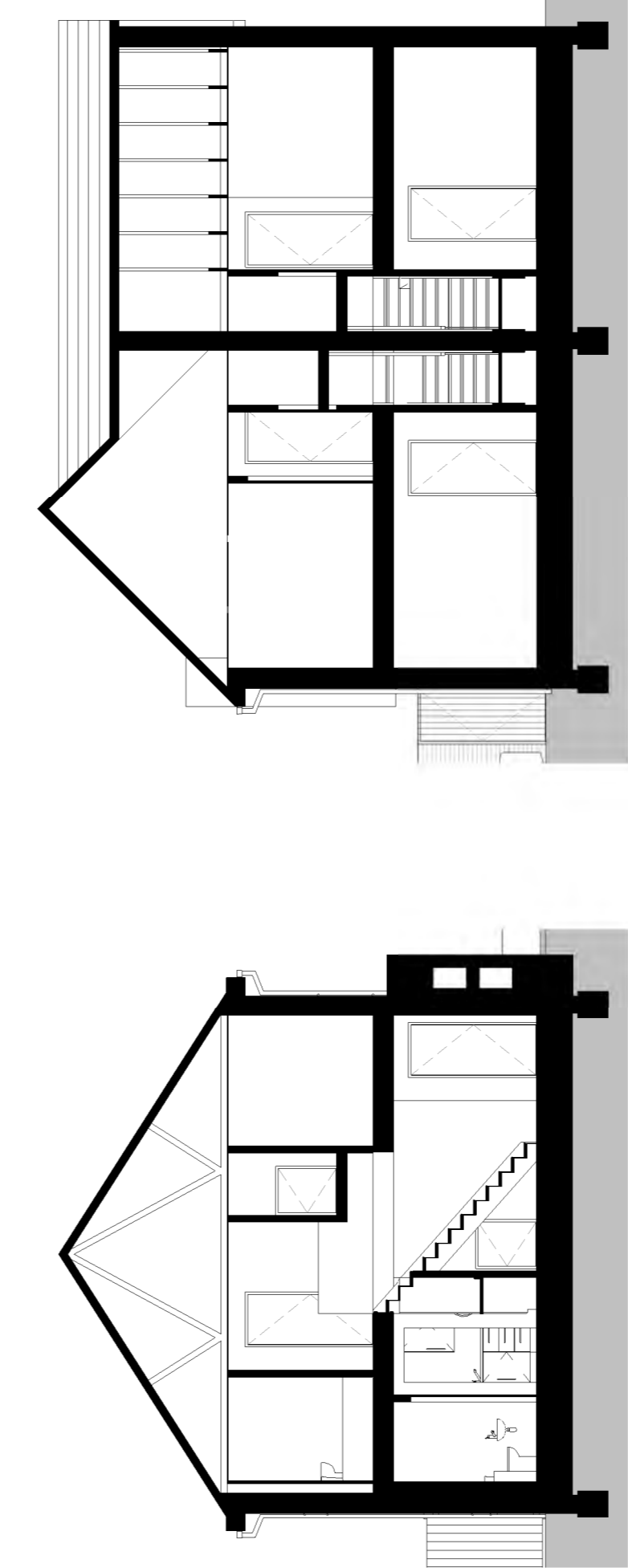
Plots 1-4 Rear Elevations
1 : 100



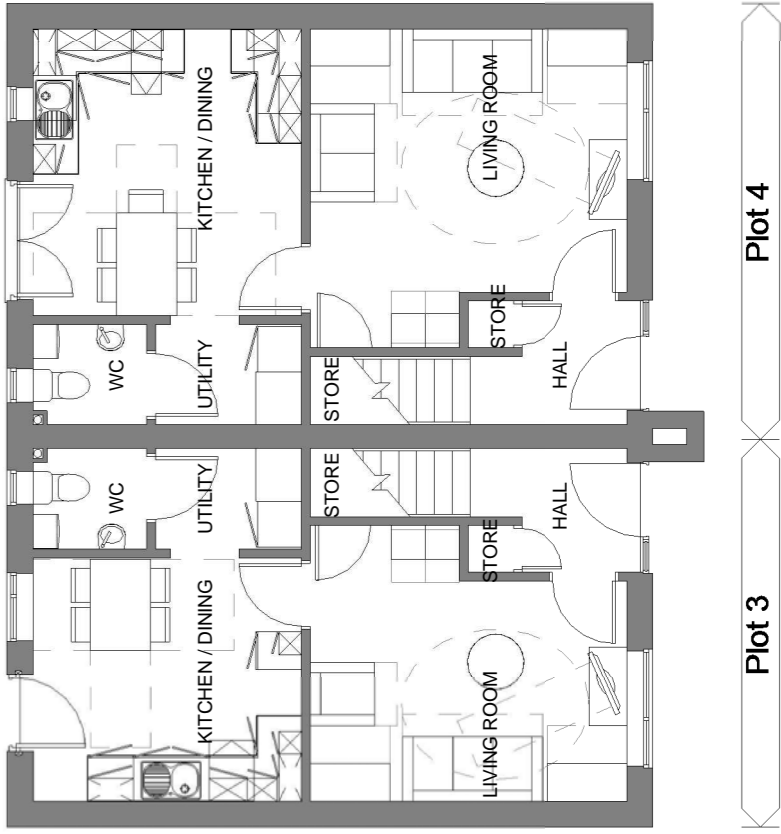
Plot 1 Side Elevation
1 : 100



Plot 2 Side Elevation
1 : 100

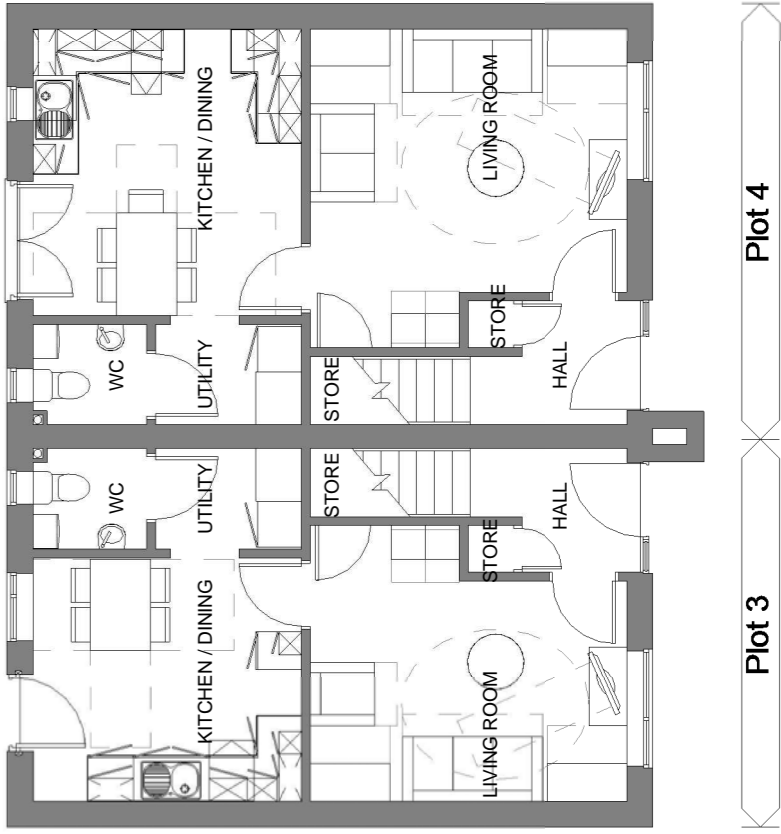


Plot 3 Side Elevation
1 : 100

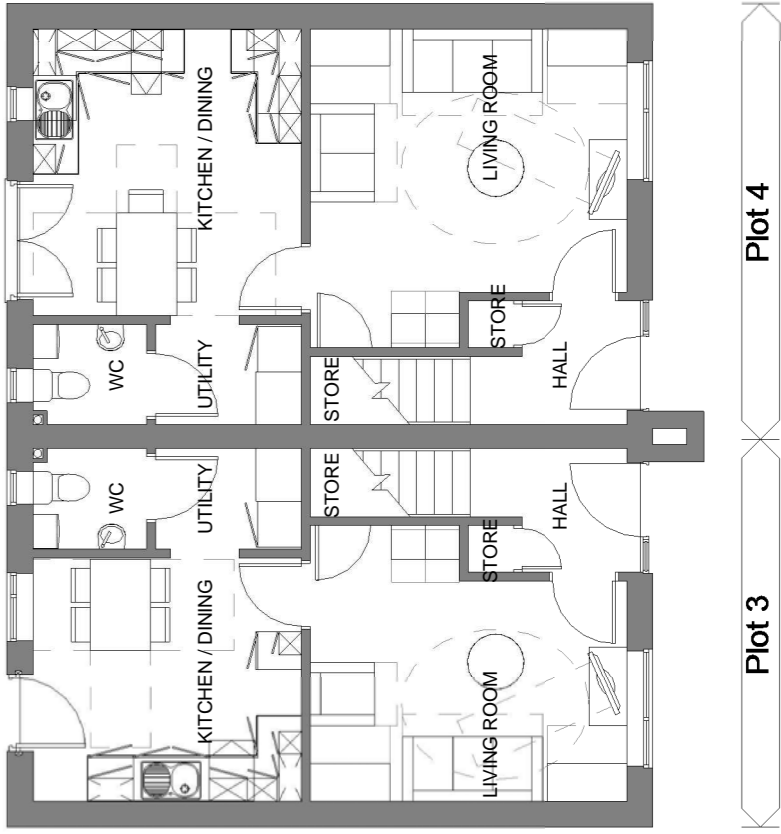


Plot 4 Side Elevation
1 : 100

Typical Long Section
1 : 100



Typical Wide Section
1 : 100



A	27.10.16	Revised in response to client feedback	PO
B	03.11.16	Revised in response to client feedback	PO
rev	date	description	by

status:
client:
Great Places Housing Group

project:
New Housing Development
Park Road,
Little Lever

drawing title:
Plots 1-4 Plans, Elevations and
Sections

drawing no:
14087-110-B

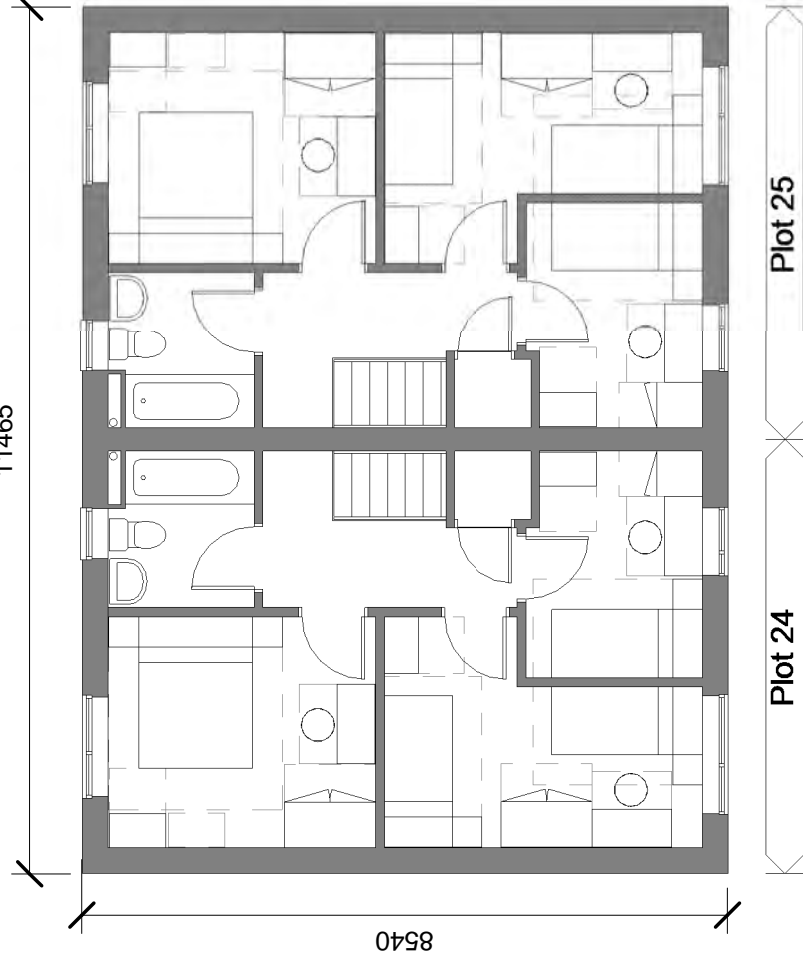
scale:
1 : 100

date:
04.10.16

by:
checked:
PO
SH

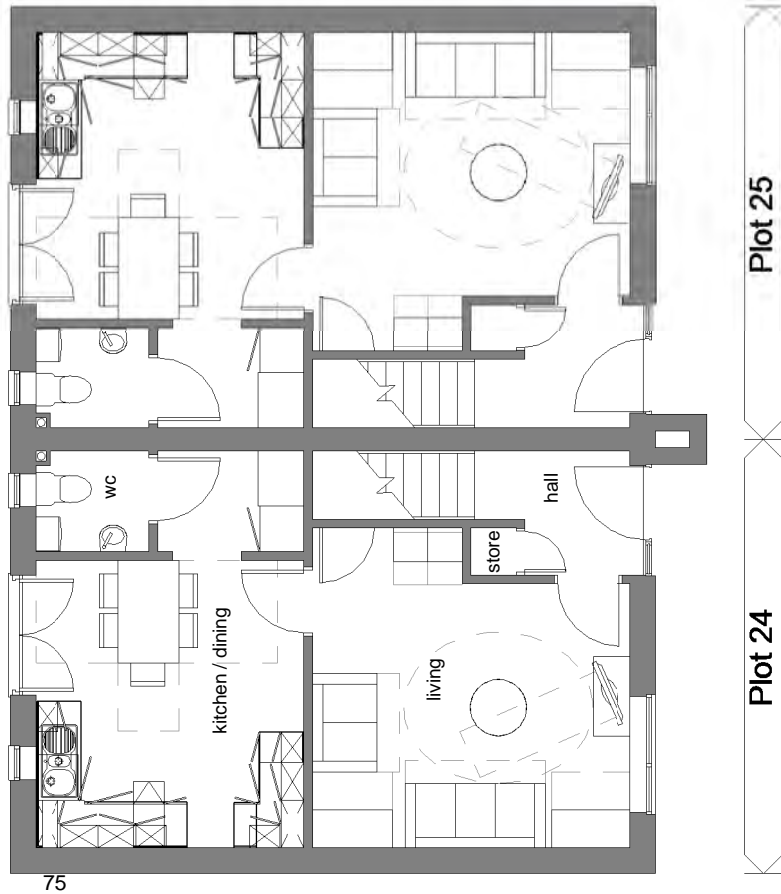
paddock johnson partnership
architects
Studio 2, The Lyncum, Bath Street, Port Sunlight, Wirral, CH42 4JL
Tel: 0151 644 1234 Fax: 0151 644 1235
Email: info@paddockjohnson.com
Paddock Johnson Partnership Limited Registered England and Wales No. 06544279 Address as above

11465



Plots 24-25 First Floor Plan

1 : 100



Plots 24-25 Ground Floor Plan

1 : 100

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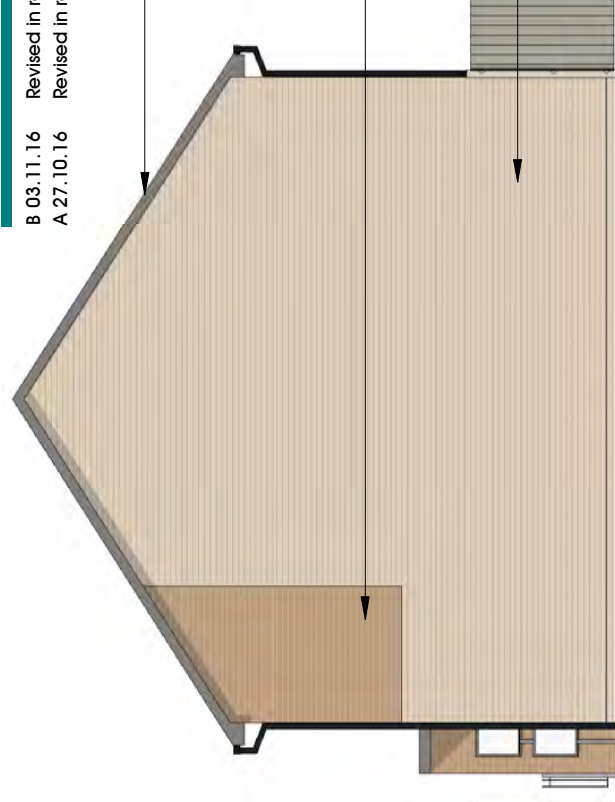
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Due to the inaccuracies of scanning, scanned images should not be scaled

	rev	date	description	by
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	A	27.10.16	Revised in response to client feedback	PO



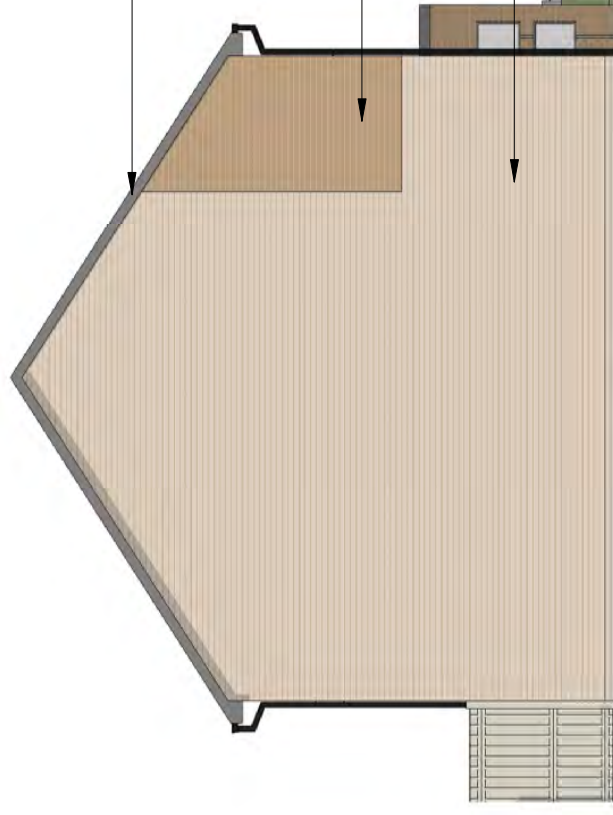
Plot 24-25 Front Elevation
1 : 100



Plot 25 Side Elevation
1 : 100



Plot 24-25 Rear Elevation



Plot 24 Side Elevation

client:

Great Places Housing
Group

project:

**New Housing Development
Park Road,
Little Lever**

title:

Plot 24-25 Plans, Elevations and Sections

number:

14087-114-B Planning

scale:

1 : 100

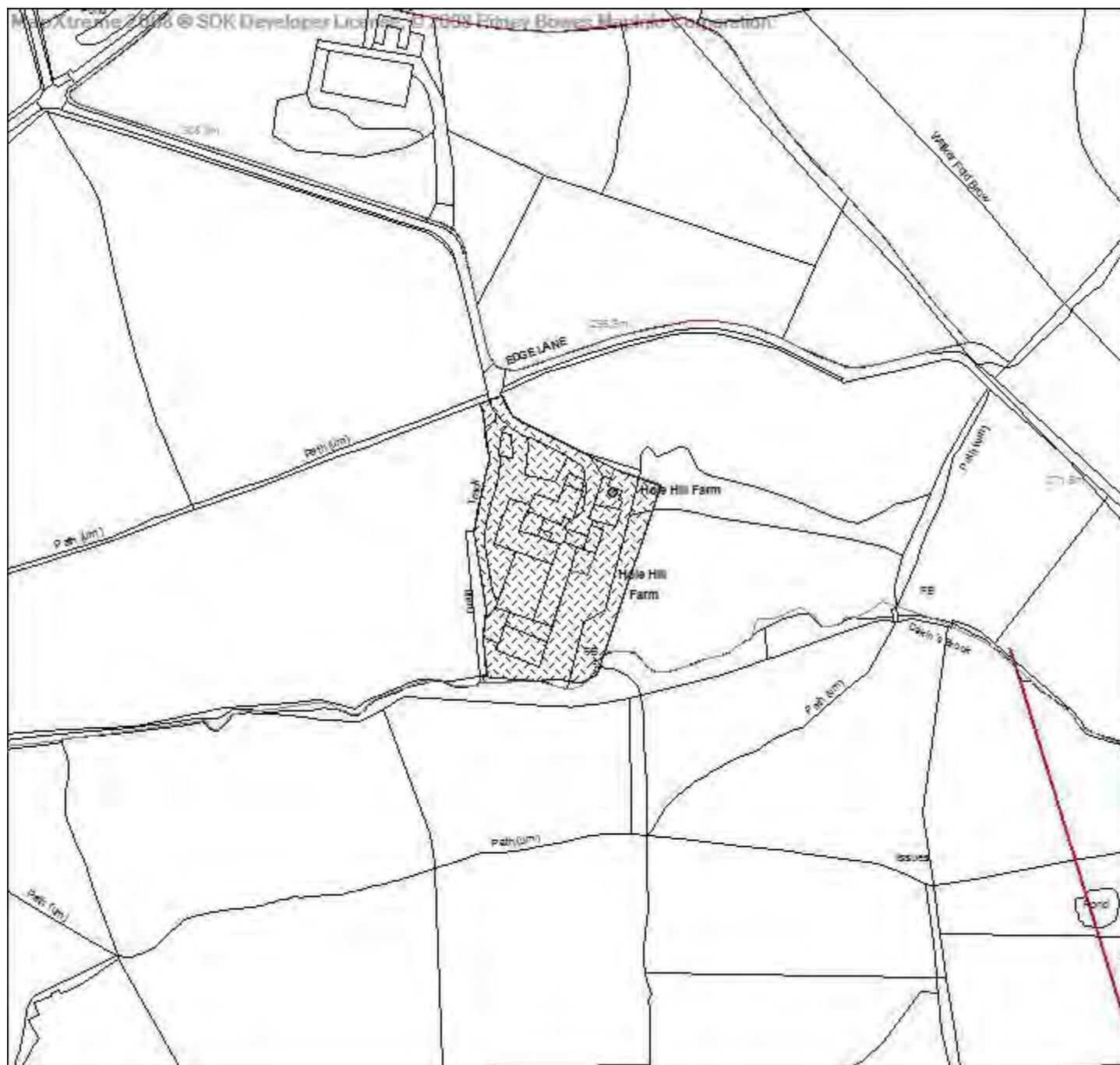
sheet: A3

paddock
architects

Studio 2, The Lyceum, Bath Street, Port Sunlight, Wirral CH62 4UJ
t: +44(0)151 643 1234 f: +44(0)151 643 1666

Padlock Johnson Partnership Limited Registered England and Wales No 06584275 Address as above
t: +44(0)151 345 1234 f: +44(0)151 345 1888
e: enquiry@padlockjohnson.com w: www.padlockjohnson.com

Application number 97853/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 97853/16

Type of Application: Full Planning Application
Registration Date: 10/11/2016
Decision Due By: 04/01/2017
Responsible Officer: Helen Williams

Location: HOLE HILL FARM, MATCHMOOR LANE, HORWICH, BOLTON, BL6 6PR

Proposal: DEMOLITION OF EXISTING REDUNDANT AGRICULTURAL BUILDINGS, CONVERSION OF EXISTING BARN TO FORM ONE DWELLING AND CONSTRUCTION OF 3 ADDITIONAL DWELLINGS WITH ASSOCIATED CAR PARKING AND GARAGES

Ward: Horwich North East

Applicant: c/o Neil Pike Architects
Agent : Neil Pike Architects

Officers Report

Recommendation: Refuse

Proposal

Permission is sought for the demolition of agricultural buildings on the site, the conversion of an existing stone barn to form one dwelling and the erection of three five large detached dwellings.

The application was originally submitted proposing the demolition of all buildings on site and the erection of five dwellings. The plans before Members are therefore amended plans.

Plot 1 is the proposed barn conversion, which includes the demolition of attached buildings. The dwelling would comprise four bedrooms. The applicant has not submitted a structural report to demonstrate that the building is capable of being converted as proposed.

Plot 2 and 3 are of the same design. These dwellings are proposed at "two and a half" storeys in height, with the second floor being accommodated within the roofspace. The submitted floor plans indicate that the dwellings would comprise four bedrooms, however it is considered that the lounge proposed on the upper floors could be used as bedroom space, given that two other lounges are proposed on the ground floor. Their front elevations face east and contain a modern style "entrance surround" at ground floor, lengthy glazing at first floor and windows within the gable at second floor. These dwellings are considered to have a contemporary appearance. Driveways are proposed to the fronts of these dwellings, off the proposed internal estate road. The double garages for these dwellings will be attached to one another along the boundary with plots 2 and 3.

Plot 4 is to be sited on the site of the former slurry store. This dwelling is proposed at "three and a half" storeys in height (large integral garage at ground floor/lower level (owing to the slope of the

site to the south)). The submitted floor plans indicate that the dwelling would comprise five bedrooms, though a large lounge and study are also proposed within the roofspace (fourth level). A games room is also proposed at ground floor/lower ground level. The front elevation of the dwelling is proposed to face north. The design of the windows give this property a contemporary appearance.

Vehicular access into the proposed residential development will be off Edge Lane, where the existing access into the site is. An internal road is proposed through the development.

The applicant has not submitted existing plans for the buildings proposed to be demolished and converted, existing ground levels/topography or proposed site/finished floor levels.

Site Characteristics

The application site is a farmstead within Green Belt. It is understood that the site is currently used as a livery and for storage.

The site comprises the following:

- * A detached, pebble-dashed, two storey farmhouse in the north eastern corner of the site.
- * Two attached, gable fronted, stone built barns, with an attached stone built, mono-pitched roof workshop at the side, which are sited to the west of the farmhouse (central to the top part of the application site). The barns date back to the 1800s.
- * A stone built hay loft attached to the southern side of the old barns.
- * A detached stone built, single storey, stable building between and to the south of the farmhouse and barns.
- * Stone built stables attached to the south of the hay loft.
- * A large concrete and corrugated metal clad building (partly open) which occupies the majority of the south of the site. This is used for storage and for exercising horses.
- * Two mobile homes sited to the south of the farmhouse.
- * A former concrete slurry store, which is built underground but open at the front.

Trailers and horse boxes are stored to the south of the site.

Vehicular access into the application is off Edge Lane, at the north western corner of the site.

The application site contains three public rights of way. HOR046 runs down the vehicular access from Edge Lane to the north western corner of the farmhouse. HOR044 runs across the field to the north east and enters the site to the north of the farmhouse. HOR045 runs through the centre of the site in a north-south direction.

The site is within the Upland Moorland Landscape Character Area. Dakin's Brook neighbours the site to the south.

The application site is at a lower level than Edge Lane, with only the farmhouse, barns and tops of the later buildings being visible from the entrance. The site is located on a hillside.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Transport and Accessibility; S1 Safe Bolton; CG1.1 Rural Biodiversity; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA1 Horwich and Blackrod.

Allocations Plan Policies: P8AP Public Rights of Way; CG7AP Green Belt.

Landscape Character Appraisal of Bolton.

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * impact on the purposes and openness of the Green Belt
- * impact on the character and appearance of the area
- * impact on heritage and archaeology
- * impact on the highway
- * impact on public rights of way
- * impact on biodiversity

Impact on the Purposes and Openness of the Green Belt

Section 9 of the NPPF states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 80 states that Green Belt serves five purposes, which include assisting in safeguarding the countryside from encroachment and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.

Paragraph 87 states inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 continues that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. The paragraph sets out exceptions to this, which include [amongst other things] limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development.

Allocations Plan Policy CG7AP reflects the NPPF's guidance on Green Belt.

The application site is a former working farm within the Green Belt. It is understood that the applicant is currently using the site for purposes to which they do not have planning permission for (storage). It is considered that the established use of the site is as a farm. Annex 2 of the NPPF excludes land that is or has been occupied by agricultural buildings from the definition of previously developed land. It is therefore considered that the last "exclusion criterion" within paragraph 89 of the NPPF is not applicable in this case.

Notwithstanding this, it is considered that the proposed development would have a greater impact on the openness and purposes of the Green Belt than the existing development for the following reasons:

- * The proposed development (the erection of a residential estate) would introduce an inappropriate use to the application site where there has not previously been an inappropriate use (the established use of the site is for agriculture). Inappropriate development within the Green Belt is, by definition, harmful to the Green Belt.
- * Due to the proposed heights, scale, siting and contemporary design of the dwellings, it is considered that the proposed residential development will be a lot more visible from outside the site than the existing farm buildings, further affecting the openness and purposes of the Green Belt in this location.
- * Plot 4 will be particularly conspicuous sited above the level of the former underground slurry store, at the south of the site.
- * Plot 4 would not be confined to the existing footprints of the farm buildings; it would be sited above the level of the former underground slurry store, at three storeys. The garages to plots 2 and 3 would not be contained within the existing built areas.
- * Each dwelling would have a very large residential curtilage, which would give the large site a domestic appearance from afar, rather than that of a working farm.

It should also be noted that the application site is in an isolated position, away from the urban area and main roads, and therefore does not benefit from being in a sustainable location.

The applicant has not put forward any very special circumstances to support a departure from national Green Belt policy.

It is therefore considered that the proposed development would constitute inappropriate development in the Green Belt, harming both the purposes and openness of the Green Belt in this location by virtue of the proposal's use, siting, scale and design. The proposed development is contrary to section 9 of the NPPF and Bolton's Allocations Plan Policy CG7AP.

Impact on the Character and Appearance of the Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Historical associations should be retained where possible. Policy CG3.7 states that the Council will maintain and respect the landscape character of the surrounding countryside and its distinctiveness.

Core Strategy Policy OA1 specifically relates to new development in Horwich and Blackrod and states that the Council will conserve and enhance the character of the existing landscape and physical environment, ensure that development respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone, and will ensure that new development does not harm the landscape setting

and protects public views from public areas to the surrounding landscape.

The application site is an isolated farmstead located within moorland to the north of the borough. It is located within the Upland Moorlands Landscape Character Area.

The existing farm buildings within the site are set into the hillside and are at a lower ground level than Edge Lane. There are distant views of the site from Walker Fold Road to the south and east and the tops of the buildings can be seen from Matchmoor Lane to the north and west. Public rights of way HOR044, 045 and 046 cross and enter the application site, affording close up views of the farmstead. The current site has the appearance of a working farm and the old stone built barns to the east of the application site retain character.

The proposed residential development of the site will completely change the character and appearance of the site, from that of a working rural farm to a housing estate of large detached dwellings.

The proposed heights, scale and siting of the proposed dwellings would make the proposed development highly visible from surrounding areas/views. It is considered that the proposed dwellings would appear incongruous within their moorland setting owing to their residential (with garages, driveways and large gardens), suburban/contemporary and highly glazed appearance. The siting of a large detached dwelling at plot 4 (the southernmost part of the site) will particularly be prominent from surrounding views.

It is therefore considered that the proposed development would not conserve or enhance local distinctiveness or the character and appearance of the surrounding rural area, contrary to Policies CG3 and OA1 of the Core Strategy.

Impact on Heritage and Archaeology

Paragraph 128 of the NPPF states in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Policy CG3.3 of the Core Strategy states that historical associations should be retained where possible and Policy CG3.4 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.

The proposed development involves the conversion of the stone barns that date back to the 1800s.

The applicant has not submitted a heritage assessment with their application to address the proposed conversion of the non-designated heritage asset, nor have they submitted a structural survey to confirm that the barns are capable of being converted as proposed. These assessments have not been formally requested by officers given that the proposal cannot be justified against Green Belt policy.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements and

parking. Policy S1.2 states that the Council will promote road safety in the design of new developments.

It is not considered that the application site is in a sustainable location, as it is not within the urban area and it is not accessible by public transport. Edge Lane is a narrow and steep country lane.

Vehicular access into the proposed development is proposed from the existing access into the site off Edge Lane. The Council's Highways Engineers have advised that the proposed access at the junction with Edge Lane would need to be widened to accommodate two way traffic.

The Council's Highways Engineers have raised no objection to the proposal, however they state that this is subject to the Council's Neighbourhood Services Manager confirming that refuse/recycling vehicles will be able to collect refuse bins from each individual property. The Council's Waste Management team were consulted on the application but have not commented.

Engineers also advised, given the remote location of the application site, that the Council's parking standards be met in full; that being three spaces per dwelling.

It is not considered that the proposed development would jeopardise highway safety and therefore is compliant with Policies P5 and S1.2 of the Core Strategy.

Impact on Public Rights of Way

Allocations Plan Policy P8AP states that the Council will permit development proposals affecting public rights of way provided that the integrity of the right of way is retained.

The application site contains three public rights of way. HOR046 runs down the vehicular access from Edge Lane to the north western corner of the existing farmhouse. HOR044 runs across the field to the north east and enters the site to the north of the farmhouse. HOR045 runs through the centre of the site in a north-south direction.

The submitted site plan for the proposed residential development does not indicate the routes of the public rights of way. It is therefore uncertain as to whether the applicant proposes to retain the paths, divert them or close them.

From the submitted plans it would appear that the proposed garages for plots 2 and 3 would be sited over the legal line of HOR045. HOR045 would also run through the front gardens and driveways for plots 1 to 3.

The Ramblers Association have raised an objection to the proposal given the lack of information.

It is therefore considered that insufficient information has been provided by the applicant to determine whether or not the proposal would affect the integrity of the three public rights of way.

Impact on Biodiversity

Policy CG1.1 of the Core Strategy states that the Council will safeguard and enhance the rural areas of the borough from development that would adversely affect its biodiversity including trees, woodland and hedgerows, geodiversity, landscape character, recreational or agricultural value.

An extended phase 1 habitat survey and protected species survey/assessment has been submitted with the application.

Greater Manchester Ecology Unit have confirmed that the application is not of substantive ecological

value. They however comment that some of the buildings proposed to be demolished have moderate potential to support bats and the bat assessment was carried out at a time of year when bats are inactive and can be difficult to detect. The Ecology Unit therefore recommend that the site should be subject to dusk bat activity surveys, to be undertaken between May and August when bats are active. If bats are found then a method statement would need to be prepared to detail measures to be taken to avoid harm to bats.

The Ecology Unit also recommend that the nearby watercourse is suitable protected from harm (pollution) during construction.

These recommendations could be conditioned.

Conclusion

For the reasons discussed above it is considered that the proposed development is inappropriate development in the Green Belt, that would harm the purposes and openness of the Green Belt in this location. It is also considered that the proposed development would not be compatible with the character and appearance of the area. Furthermore, insufficient information has been submitted to demonstrate that the integrity of the three public rights of way through the site will not be affected. It is therefore considered that the proposed development is contrary to section 9 of the NPPF, Bolton's Allocations Plan Policy CG7AP and Core Strategy Policies CG3 and OA1.

Members are therefore recommended to refuse this application for these three reasons.

Representation and Consultation Annex

Representations

Letters:- four objection letters have been received, which raise the following concerns:

- * Inappropriate development in the Green Belt;
- * Will affect the openness of the moors;
- * Urbanisation of the countryside;
- * The design of the houses are not in keeping with the rural setting;
- * Overdevelopment of the site;
- * The development will be a prominent feature on the skyline; Will be visible from a great distance;
- * The proposed height of the buildings is excessive;
- * The proposed scale of the dwellings are out of character with the area;
- * An old stone barn is to be demolished;
- * Views will be spoilt;
- * Light pollution;
- * Edge Lane is only single carriageway width therefore concerns about highway safety from an increase in use;
- * The junction of Edge Lane with Walker Fold Road is dangerous as it is;
- * Pedestrian, cyclist and horse rider safety concerns;
- * Would not like to see the public footpaths that cross the site closed or diverted;
- * Will there be a further application to replace the stables that are to be demolished?;
- * Electric supply - will there be a need for pylons?;
- * The application form states that the properties will need on mains sewage - not aware of any in the area;
- * Concerns about the effect on water supply to neighbouring dwellings;
- * Impact on wildlife;
- * The buildings at the farm are not vacant; they have a livery yard and one of the buildings is presently used as an indoor riding school.

Horwich Town Council:- raised an objection to the proposed development at their meeting of 22nd December 2016 on the grounds that the proposal is inappropriate and overdevelopment in the Green Belt.

Consultations

Advice was sought from the following consultees: Highways Engineers, Drainage Officers, Pollution Control Officers, Public Rights of Way Officer, Greenspace Officers, Greater Manchester Ecology Unit, Greater Manchester Archaeological Advisory Service, Greater Manchester Police, Ramblers Association, Peak and Northern Footpaths Society, and the Open Spaces Society.

Planning History

Planning application 93595/15 for the demolition of redundant agricultural buildings and the erection of five dwellings, including driveways and garages and the creation of access point to Edge Lane was deemed withdrawn by the LPA in May 2016. The application was presented before Committee in December 2015, with officers recommending refusal. The application was deferred at the Committee meeting for the applicant to make amendments - these amendments were not received.

Planning application 93595/15 was originally submitted and registered for the erection of eight dwellings. The application was amended to five dwellings prior to being heard before Planning Committee.

A pre-cast concrete panel slurry store at the rear of an existing barn was approved in January 1993

(42379/92).

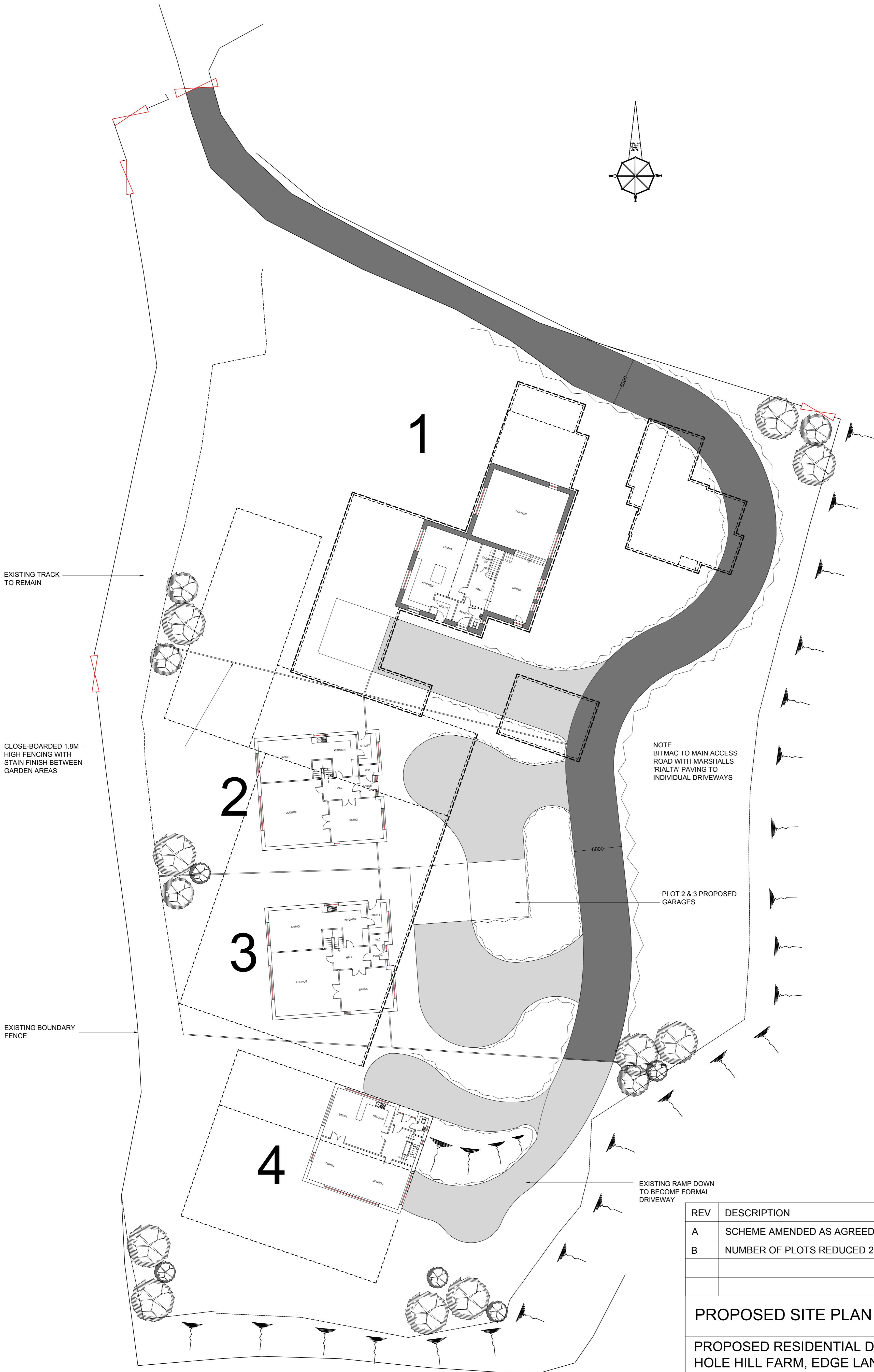
An application for the erection of a silage building was withdrawn by the application in April 1986 (26812/86).

A winter quarters and open feed shed for cattle was approved in May 1994 (22797/84).

Recommendation: Refuse

Recommended Conditions and/or Reasons

1. The proposed development, by virtue of its use, siting, size and design, represents inappropriate development within the Green Belt and the Applicant has provided no very special circumstances to outweigh the harm caused to the purposes and openness of the Green Belt in this location, contrary to national guidance contained within section 9 of the National Planning Policy Framework and Policy CG7AP of Bolton's Allocations Plan.
2. The proposed development, by virtue of its siting, scale and design, would fail to conserve and enhance local distinctiveness and would not be compatible with the surrounding area, contrary to Policies CG3 and OA1 of Bolton's Core Strategy.
3. Insufficient information has been provided by the applicant with regards to how the public rights of way, which cross the application site, will be retained within the development, to enable the proposal to be properly judged against the Policy P8AP of Bolton's Allocation Plan.



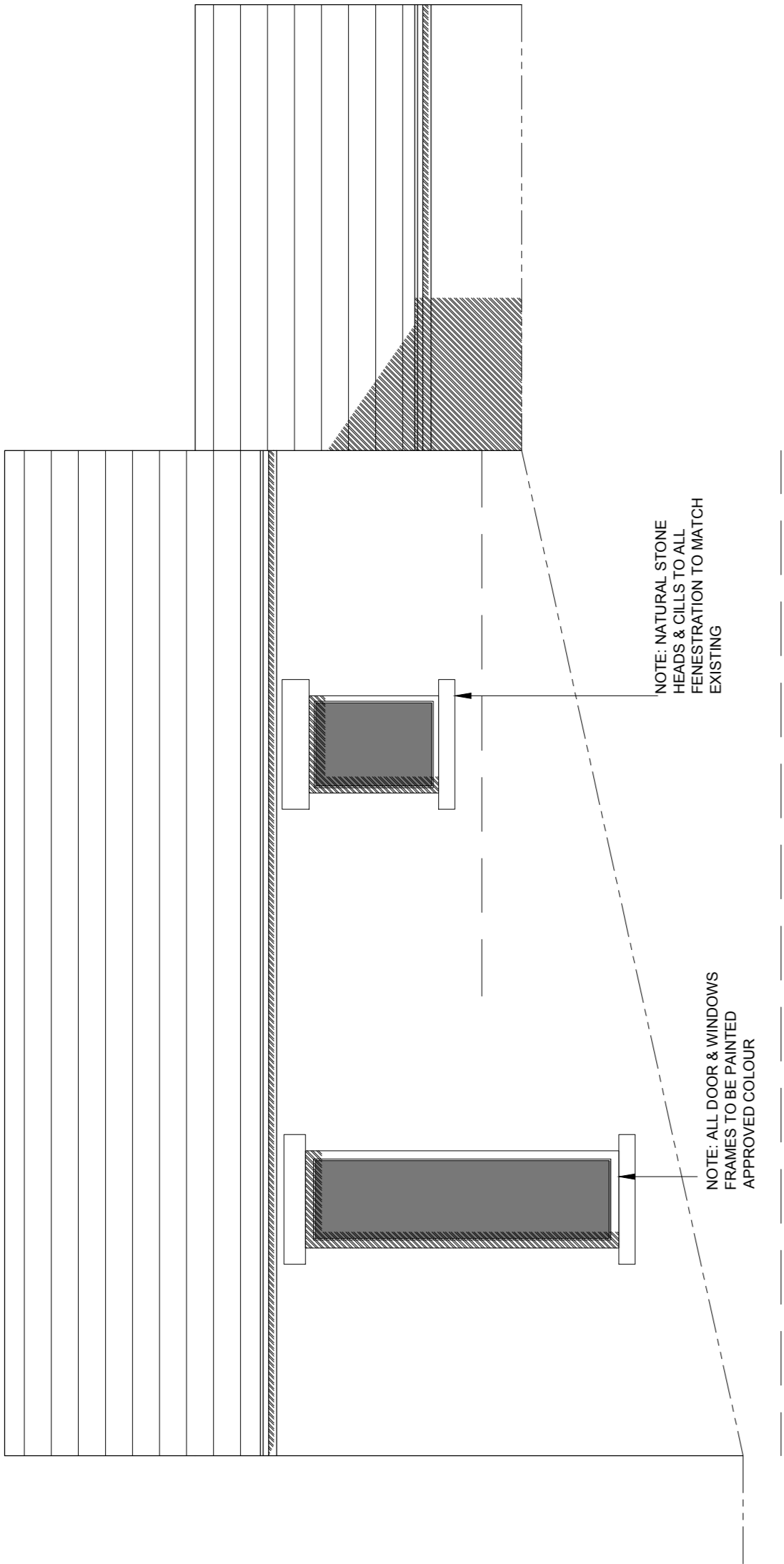
REV	DESCRIPTION
A	SCHEME AMENDED AS AGREED WITH PLANNING AUTHORITY (JULY 15)
B	NUMBER OF PLOTS REDUCED 25.01.17 D.D.

PROPOSED SITE PLAN

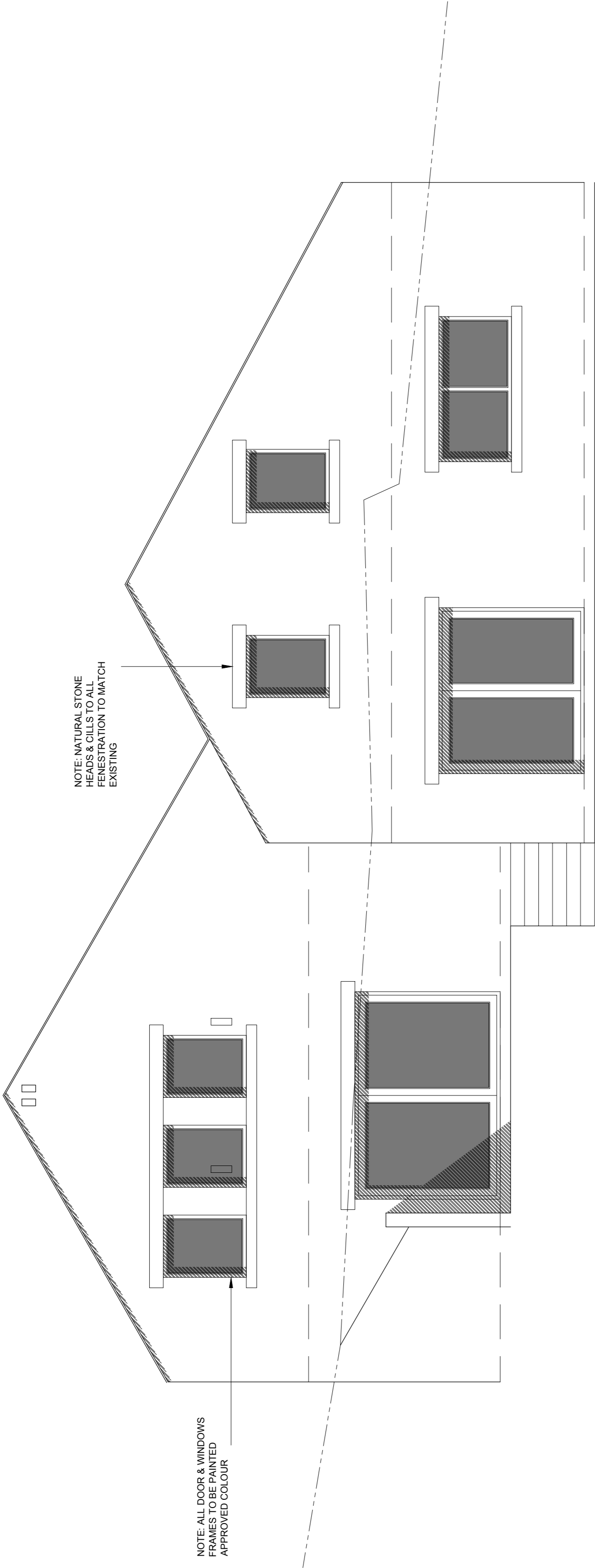
PROPOSED RESIDENTIAL DEVELOPMENT
HOLE HILL FARM, EDGE LANE,
BOLTON, BL6 6PR

CLIENT:	CARTER
DWG NO:	PL K673/01
SCALE:	1/200 @ A1
DRAWN BY:	R.S.P.
DATE:	03/08/15
REV:	B

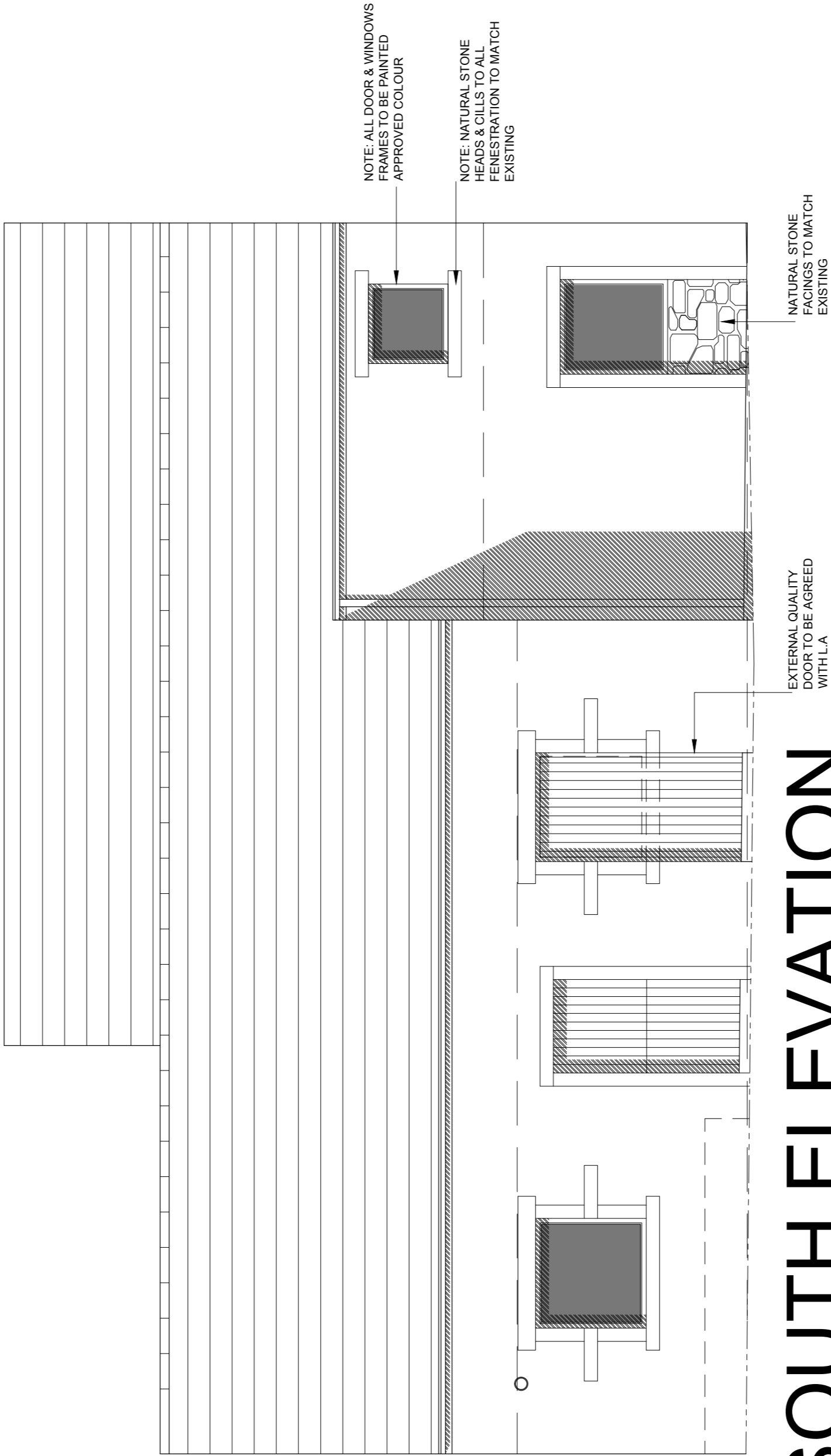




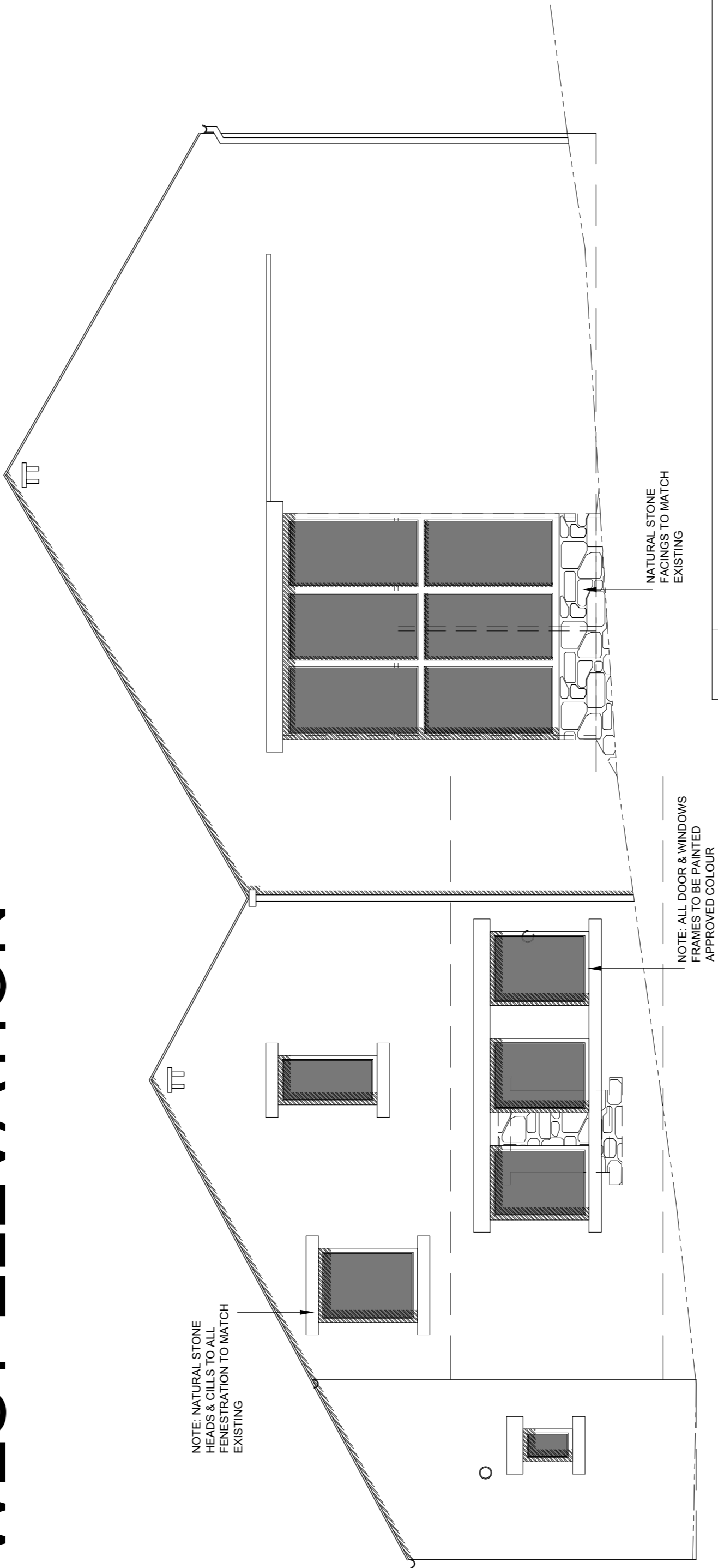
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



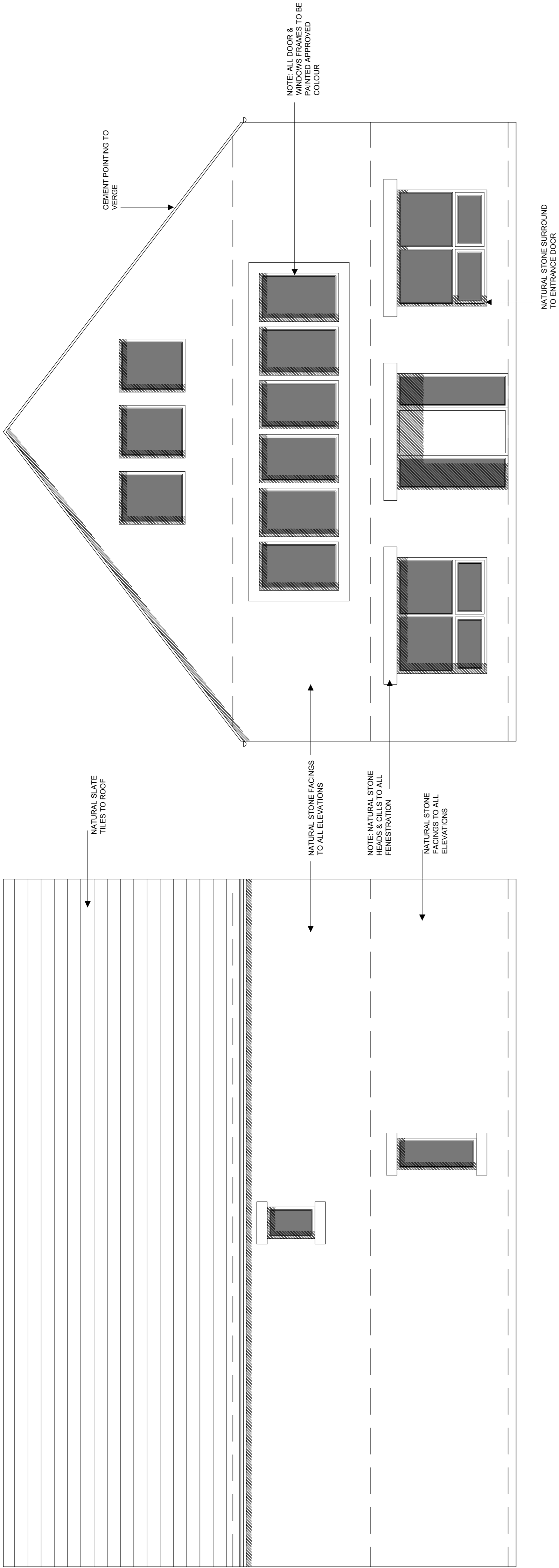
EAST ELEVATION

REV	DESCRIPTION
A	ELEVATIONS AMENDED TO CORRESPOND WITH FLOOR PLANS 25.01.17 D.D.

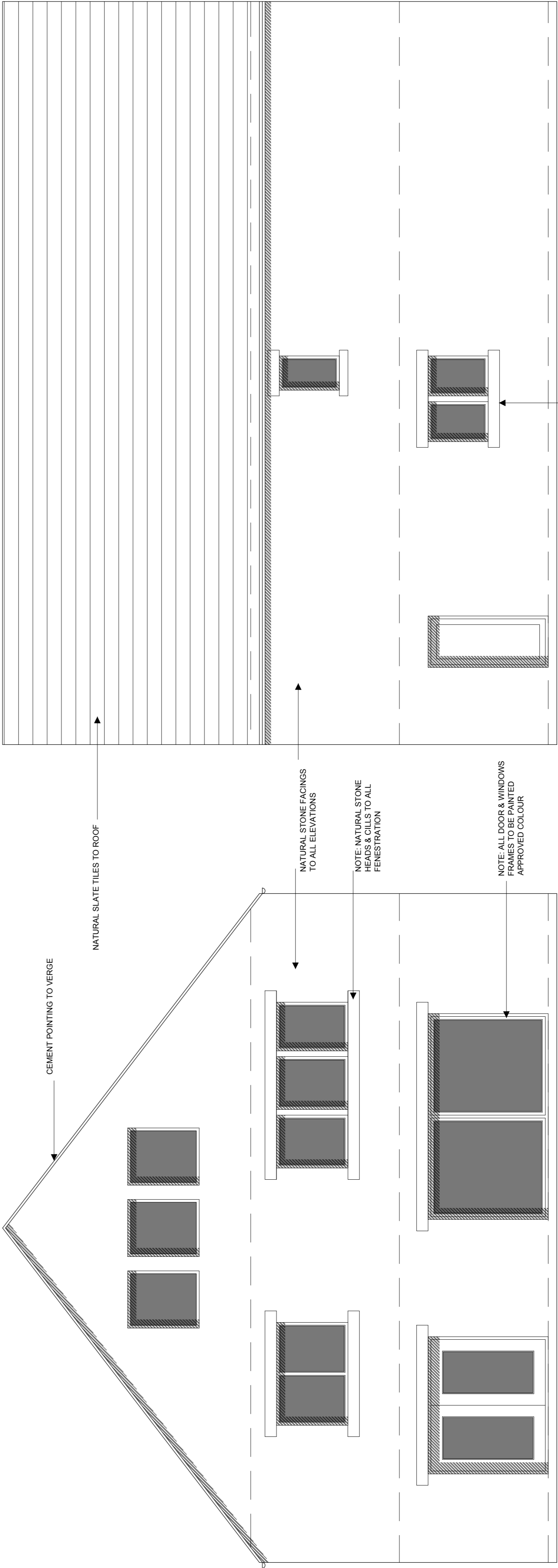
PLOT 1 - PROPOSED ELEVATIONS	
PROPOSED RESIDENTIAL DEVELOPMENT	
HOLE HILL FARM, EDGE LANE,	
BOLTON, BL6 6PR	
CLIENT:	CARTER
DWG NO:	PL K673/03
SCALE:	1/50 @ A1
DRAWN BY:	R.S.P.
DATE:	03/08/15
REV:	A
MICHIGAN HOUSE 17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR	
TEL: 01204 392233 FAX: 01204 528505	
WWW.NEILPIKEARCHITECTURE.CO.UK EMAIL: INFO@NEILPIKEARCHITECTURE.CO.UK	



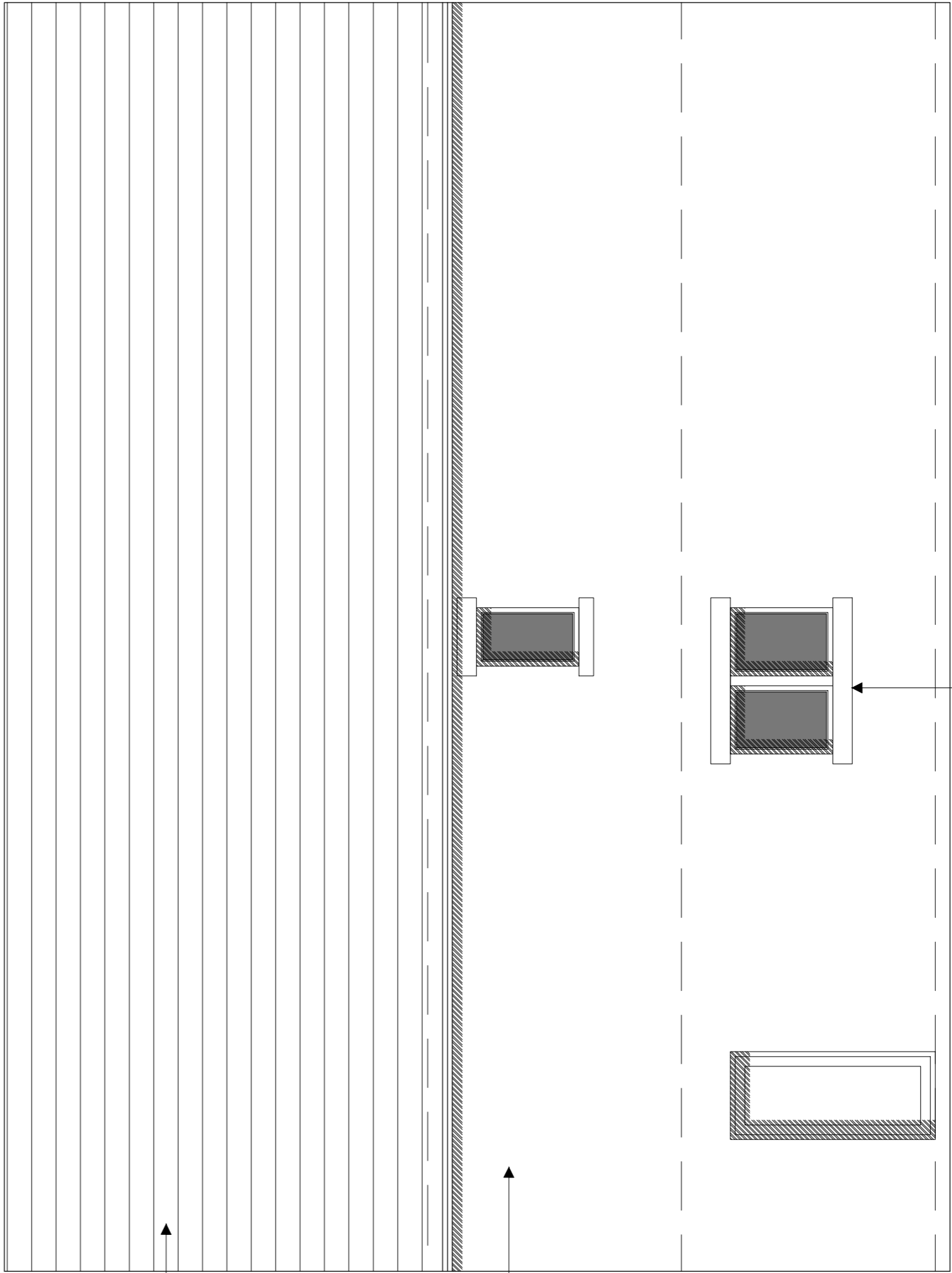
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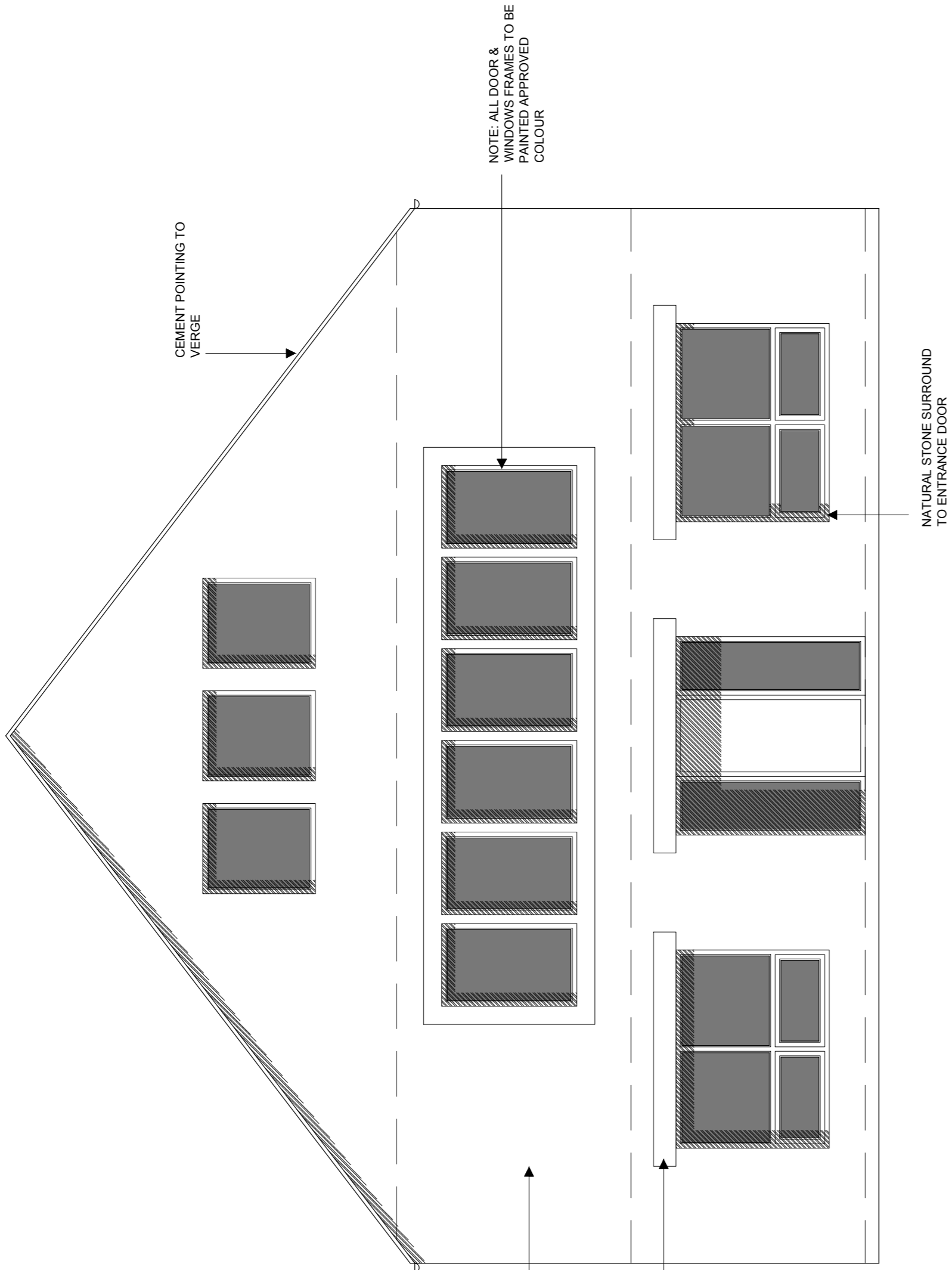
REAR ELEVATION (WEST)



SIDE ELEVATION



FRONT ELEVATION (EAST)



REV	DESCRIPTION
A	ELEVATIONS AMENDED TO CORRESPOND WITH FLOOR PLANS 25.01.17 D.D.

PLOT 2 - PROPOSED ELEVATIONS

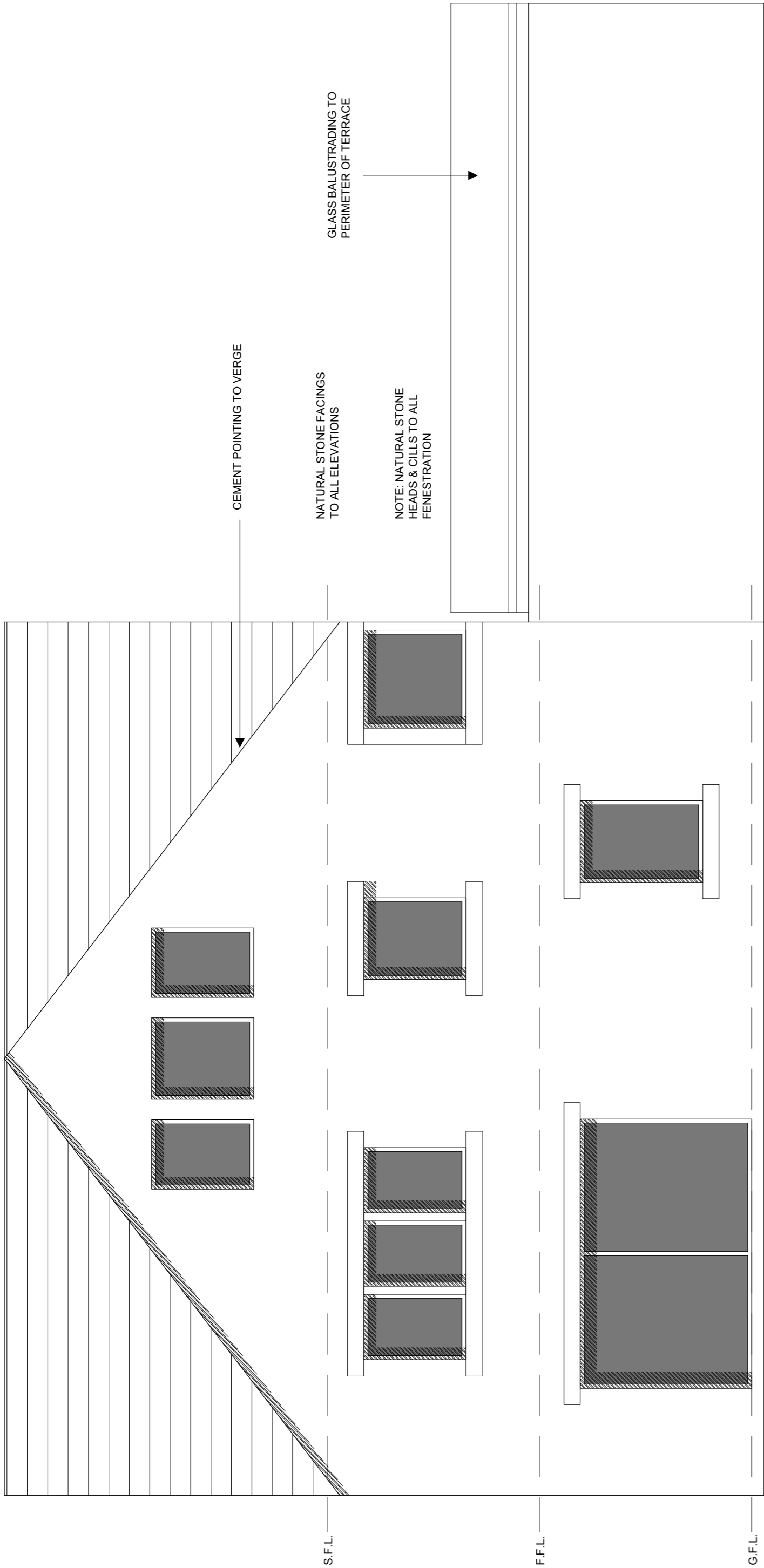
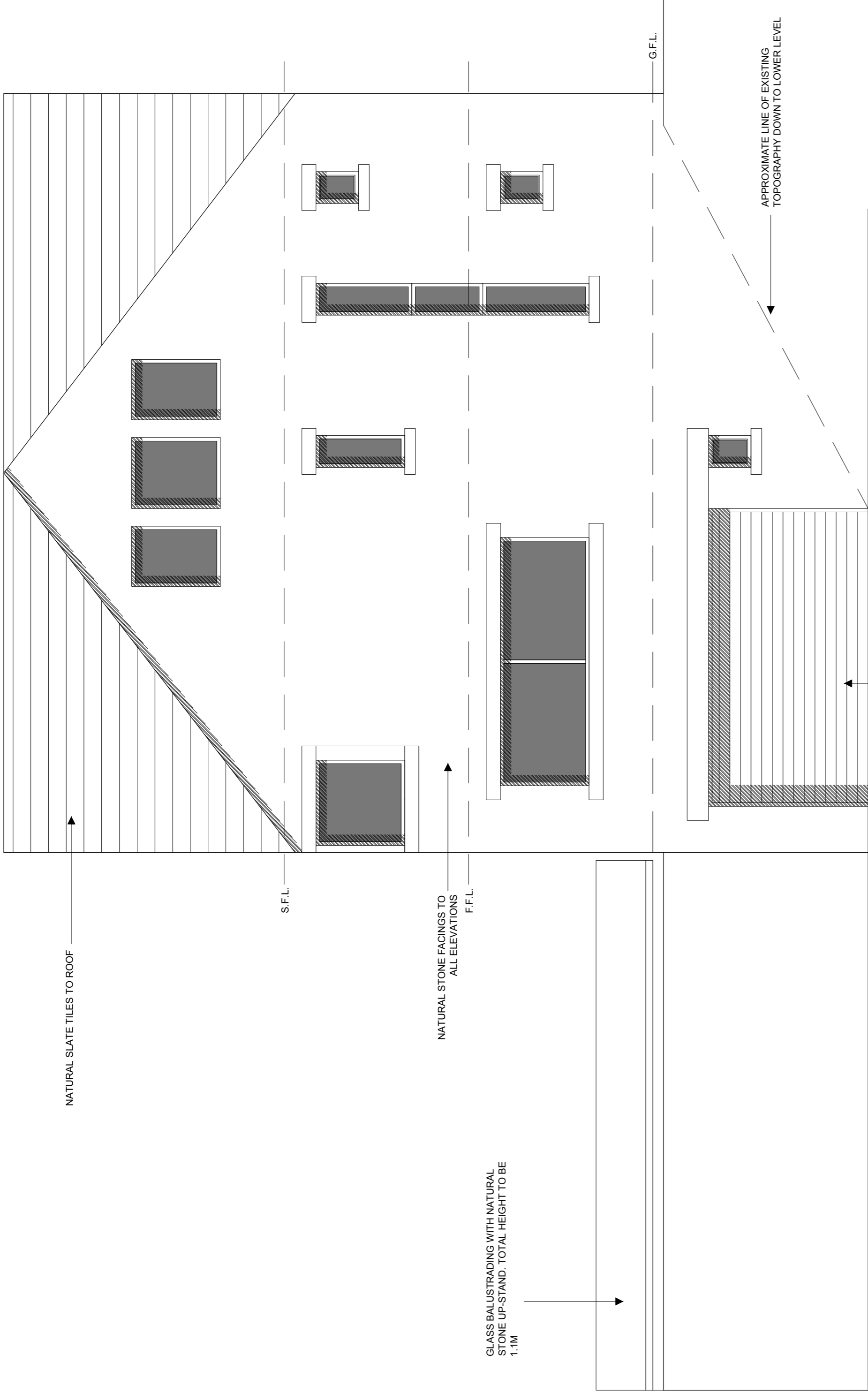
PROPOSED RESIDENTIAL DEVELOPMENT
HOLE HILL FARM, EDGE LANE,
BOLTON, BL6 6PR

CLIENT:	CARTER	
DWG NO:	PL K673/05	
SCALE:	1/50 @ A1	
DRAWN BY:	R.S.P.	
DATE:	03/08/15	
REV:	A	

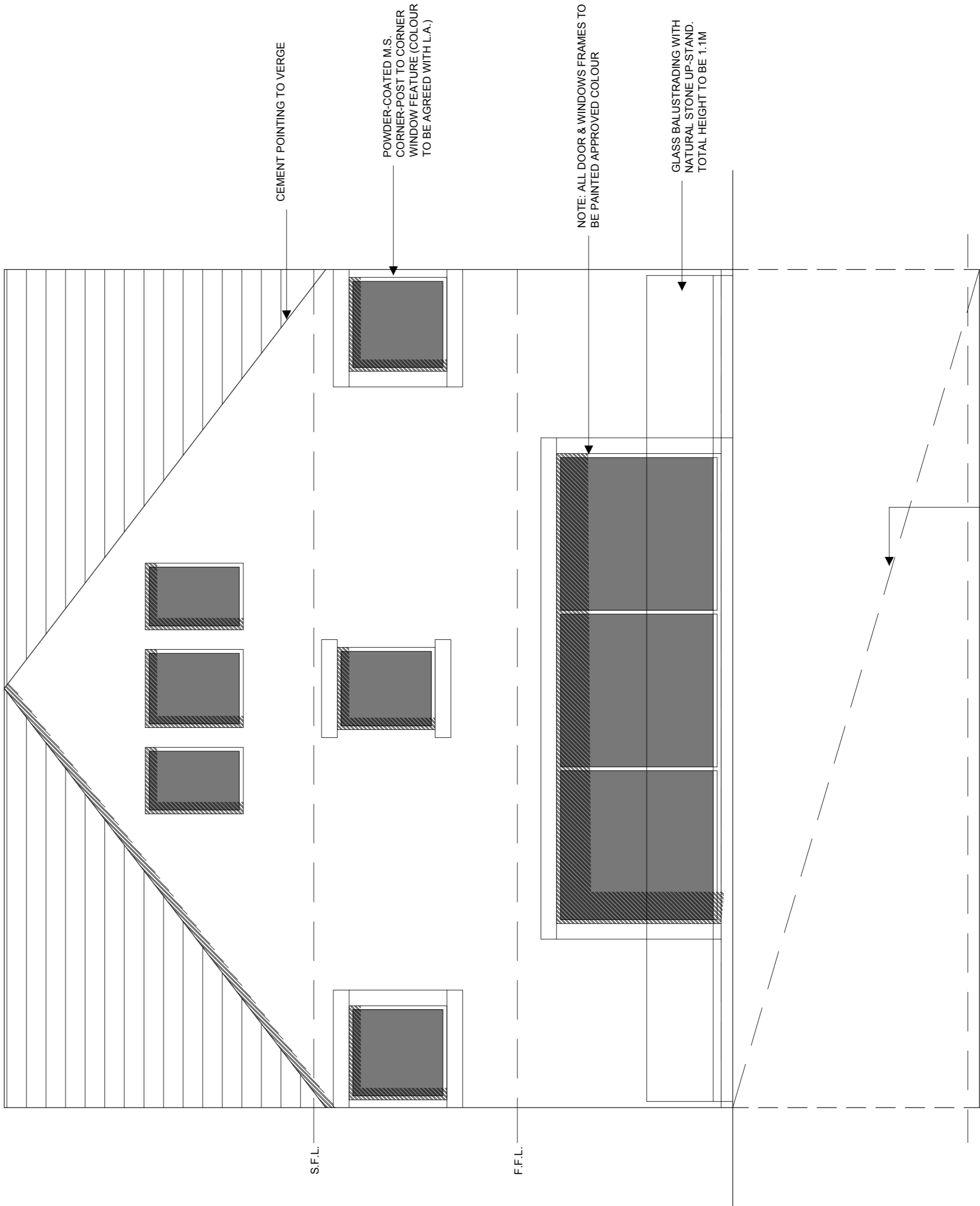
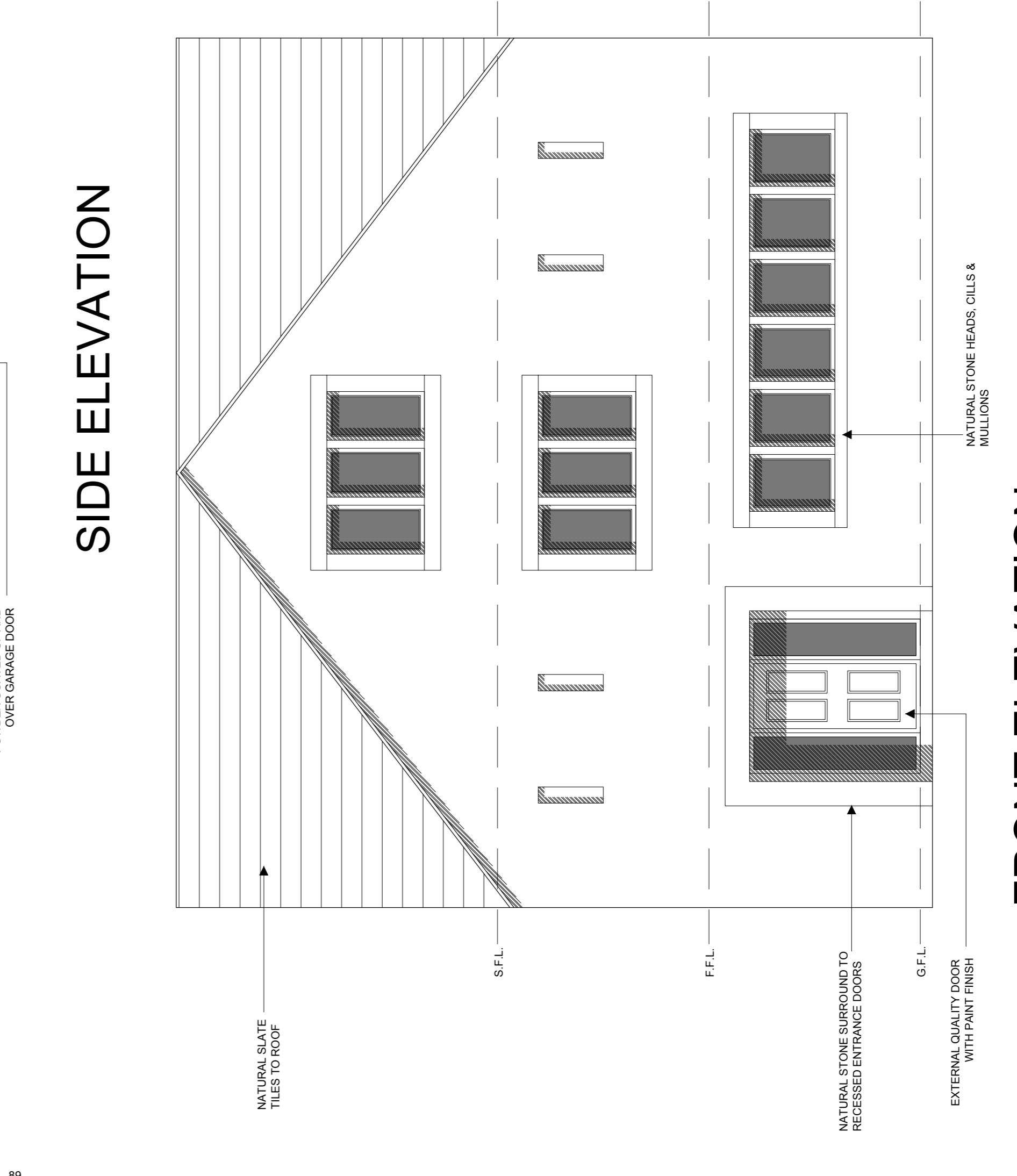


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TEL: 01204 392233 FAX: 01204 528505
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SIDE ELEVATION



REAR ELEVATION

REV	DESCRIPTION

PLOT 4 - PROPOSED FRONT AND REAR ELEVATION

PROPOSED RESIDENTIAL DEVELOPMENT

HOLE HILL FARM, EDGE LANE,

BOLTON, BL6 6PR

CLIENT:	CARTER
DWG NO:	PL K673/09
SCALE:	1/50 @ A1
DRAWN BY:	R.S.P.
DATE:	03/08/15

neil pike
architects

REV:

MICHIGAN HOUSE 17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR

TEL: 01204 392233 FAX: 01204 528505

WWW.NEILPIKEARCHITECTURE.CO.UK EMAIL: INFO@NEILPIKEARCHITECTURE.CO.UK

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Application number 97942/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 97942/16

Type of Application: Full Planning Application

Registration Date: 02/12/2016

Decision Due By: 26/01/2017

Responsible Officer: Gila Middleton

Location: SS OSMUND AND ANDREW ROMAN CATHOLIC PRIMARY SCHOOL, FALKIRK DRIVE, BOLTON, BL2 6NW

Proposal: ERECTION OF SINGLE STOREY EXTENSION TO PROVIDE ADDITIONAL CLASSROOM AND TOILET FACILITIES.

Ward: Breightmet

Applicant: The Governors of SS Osmund & Andrew RC Primary School

Agent : Arcadis LLP

Officers Report

Recommendation: Approve subject to conditions

Proposal

Planning consent is sought for the erection of a single storey extension to the existing school building. The proposed extension would be of an irregular shape and would be located in the south western corner of the site. The proposed extension would incorporate a partial flat roof as well as a sloping mono pitched roof structure. It would be constructed in materials to match the original school building.

The proposed extension would provide approximately 92m/sq of additional floor space. The proposed extension would provide one additional classroom for existing pupils of the school.

Site Characteristics

The site is an established primary school with a nursery building on the Southern elevation, fronting Broddick Drive. Residential properties are located to the east on Kilbride Avenue and to the west on Falkirk Drive. There is a 3 metre high acoustic fence has been erected adjacent to the boundaries of properties on Falkirk Drive.

Policy

National Planning Policy Framework

Core Strategy policies: A1 - Development of Primary Schools, CG3 - The Built Environment, CG4 - Incompatible Uses, P5 - Accessibility, RA3 - Breightmet and S1 - Safe Bolton

Appendix 3 - Parking Standards.

Supplementary Planning Documents: General Design Principles

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * principle of the development;
- * Impact on visual amenity;
- * Impact on residential amenity; and
- * Impact on highways.

Principle of the development

The site is unallocated within the Allocations Plan and is occupied by SS Osmund and Andrew Roman Catholic Primary School. The proposed development would not alter the principal use of the site. The proposed development would seek to improve the facilities and provide essential facilities required by the school.

The proposed development constitutes the improvement of an existing school and seeks to provide improved facilities for the school and wider community. The principle of the proposed development is considered to be acceptable and is in accordance with policy A1 of the Core Strategy and the aims and objectives of the NPPF.

Impact on visual amenity _

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness and will require development to be compatible with the surrounding area.

The proposal would be located at the front of the main school building. Although the proposal would be visible from the street scene it is considered that design of the roof and fenestration details would be constructed to match the original building and therefore would not detract from the wider character of building.

It is not considered that the proposed development would detract from the wider character of the area and therefore is in accordance with policy CG3 of the Core Strategy.

Impact on Residential Amenity _

Policy CG4 states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security.

The proposal would be located approximately 42 metres from the closest residential properties located along Falkirk Drive. Due to this separation distance it is not considered that the proposal would result in a detrimental loss of residential amenity to the neighbouring occupiers.

Under Schedule 2, Class M of The Town and Country Planning (General Permitted Development) (England) Order 2015 schools and hospital buildings are able to extend without requiring planning permission. It is worth noting that the proposed extension would not be dissimilar to what could be constructed under Permitted Development.

The proposed development would accord with the requirements of the policy CG4 of the Core Strategy.

Impact on highways

Policy P5 of the Core Strategy states that the Council will [amongst other things] take into account servicing arrangements and parking. Policy S1.2 states that the Council will promote road safety in the design of new development.

The proposed development would incorporate 1 additional classroom and 1 additional member of staff. The proposal is to reduce the number of the pupils per class to below 30 pupils.

There have been traffic related issues in the past within the vicinity to this school which has been highlighted by residents during the consultation on previous planning applications for this site.

These issues are mainly generated at certain times of the day, namely school start/finish and are the same issues that are encountered across the borough with other schools that are located within residential areas. Analysis of the last 5 years accident data has revealed that there has been no injury reported accidents at this location thus adding a certain level of assurance in terms of road safety implications.

Appendix 3 of the Core Strategy provides guidance on the parking facilities in association with educational facilities. In this instance appendix 3 states that 1.5 car parking spaces should be provided for each classroom. In this instance a condition has been attached to ensure that additional parking (2 car parking spaces) is provided within the application site to accommodate the additional staff member.

Subject to the conditions, the development presents no unacceptable highway issues.

Conclusion

The proposal overall would make a valuable contribution to the continuing planned improvement to the school and would provide a much needed extended facility for the school. It is considered that the proposed development is in accordance with Local and National planning policy and the application is recommended for approval.

Representation and Consultation Annex

Representations

Letters:- two objection letters have been received from residents on Withins Lane (no. 75) and Kilbride Avenue (No.11). The following summarised comments have been raised with officer comments in italics:

- Already parking issues along Brodick Drive – *Issues regarding parking and highway safety have been discussed in the report above;*
- Adequate time was not given to raise concerns about this application – *21 days is considered sufficient time to comment on the planning application in question. The Council has complied with the relevant planning legislation on the notifying neighbouring properties of the planning application;*
- A delegated decision on this application is not appropriate – *this application is not due to be determined under delegated powers;*
- Increased pollution – *it is not considered that the proposed classroom extension would result in a detrimental increase in pollution within the wider area;*
- The proposal will increase flooding – *it is not considered that the proposed extension which would be subject to building regulations would result in a detrimental increase in flood within the area. It is also worth noting that the Council's Drainage Engineer has not objected to this proposal;*
- Application form is incorrect; there are a number of protected frogs and newts in the area – *it is not considered that the proposed extension to an area of established hardstanding would impact ecology within the wider area.*

Petitions:- no petitions received.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: the Council's Asset Management section, Drainage/Flood Risk team, Pollution Control, Highways Engineers and the Coal Authority.

Planning History

80687/08 - Erection Of Low Level Perm crib Retaining Wall And Guard Fence With Land Drain And Low Level Masonry Wall To Perimeter Of Playground - Approve

83982/10 - Retention of Single Storey Modular Building with Pergola and External Play Area for an Additional Temporary Period of Five Years - Approved with conditions

86432/11 - Erection of 3 Metre High Acoustic Fence to Boundary with Numbers 1-15 Kilbride Avenue Together With Associated Shrub Planting – Approved with conditions

89764/13 - Variation Of Condition 1 On Planning Permission 83982/10 (To Facilitate Retention Of Single Storey Modular Building With Pergola And External Play Area For An Additional Temporary Period Of Three Years) – Approved with conditions

90726/13 - Demolition Of Existing Nursery Modular Building Together With The Erection Of A Single Storey Nursery School Building And Formation Of Play Areas With The Erection Of Fencing To Boundaries – Approved with conditions

94701/15 - Variation Of Condition 02 On Application 90726/13 To Resite The Development On The

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The building envelope (floor, ceilings and walls) of the proposed extension shall be constructed so as to provide good sound attenuation as laid down in BS 8233:1999, with windows shut and other means of ventilation provided. Details of the acoustic insulation shall be submitted to and approved in writing by the Local Planning Authority prior to development first commencing. The approved details shall be implemented in full prior to first use / occupation of the extension hereby approved and retained thereafter.

Reason

To safeguard the living conditions of occupiers from noise pollution.

3. Before the approved development commences, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the provision to be made to control externally generated noise emanating from the site. The approved scheme shall be implemented in full prior to the development being brought into use or first occupied, whichever is sooner and retained thereafter.

Reason

To safeguard the living conditions of residents, particularly from the effects of noise.

4. Prior to the commencement of development the following details need to be submitted and approved in writing by the Local Planning Authority to assess the safety and stability of the land due to the historic coal mining within the area:

- * The submission of a scheme of intrusive site investigations for approval;
- * The undertaking of that scheme of intrusive site investigations;
- * The submission of a report of findings arising from the intrusive site investigations;
- * The submission of a scheme of remedial works for approval; and
- * Implementation of those remedial works.

The approved details shall be implemented in full and a validation report submitted to the Local Planning Authority prior to occupation / first use of extension hereby approved.

Reason

To ensure the safety and suitability of the proposed development due to the historic coal mining within the area of the application site.

5. Prior to the commencement of the development:-

- A Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority. 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, property and/or the wider environment; and

- The details of any proposed remedial works shall be submitted to, and approved in writing by the Local Planning Authority. The approved remedial works shall be incorporated into the development during the course of construction and completed prior to occupation of the development or the development being first brought into use; and

Prior to first use/occupation of the development hereby approved:

- A Verification Report shall be submitted to, and approved in writing by, the Local Planning Authority. The Verification Report shall validate that all remedial works undertaken on site were completed in accordance with those agreed by the LPA.

Reason

To safeguard the amenity of the future occupants of the development and to comply with Core Strategy policy CG4.

6. Before the first occupation of the extension hereby approved, all windows shall be acoustically double glazed and ventilated in accordance with the 'good' standard laid down in BS8233:1999 of LAeq/T living rooms 30dB and bedrooms 30 dB.

Reason

To minimise the impact of noise on residential amenity.

7. Before the development hereby approved is first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting/floodlighting. The lighting shall be designed to an illumination value of 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below to avoid any light pollution. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution and in order to comply with policy CG4 of Bolton's Core Strategy.

8. Prior to the first occupation of the development hereby approved, details of 2 additional car parking spaces to be provided within the application site shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out in full prior to the first occupation of the building and retained thereafter.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

9. The external surfaces of the extension or elevation hereby permitted shall be of a similar colour, texture and size of those of the existing building, and shall be retained thereafter.

Reason

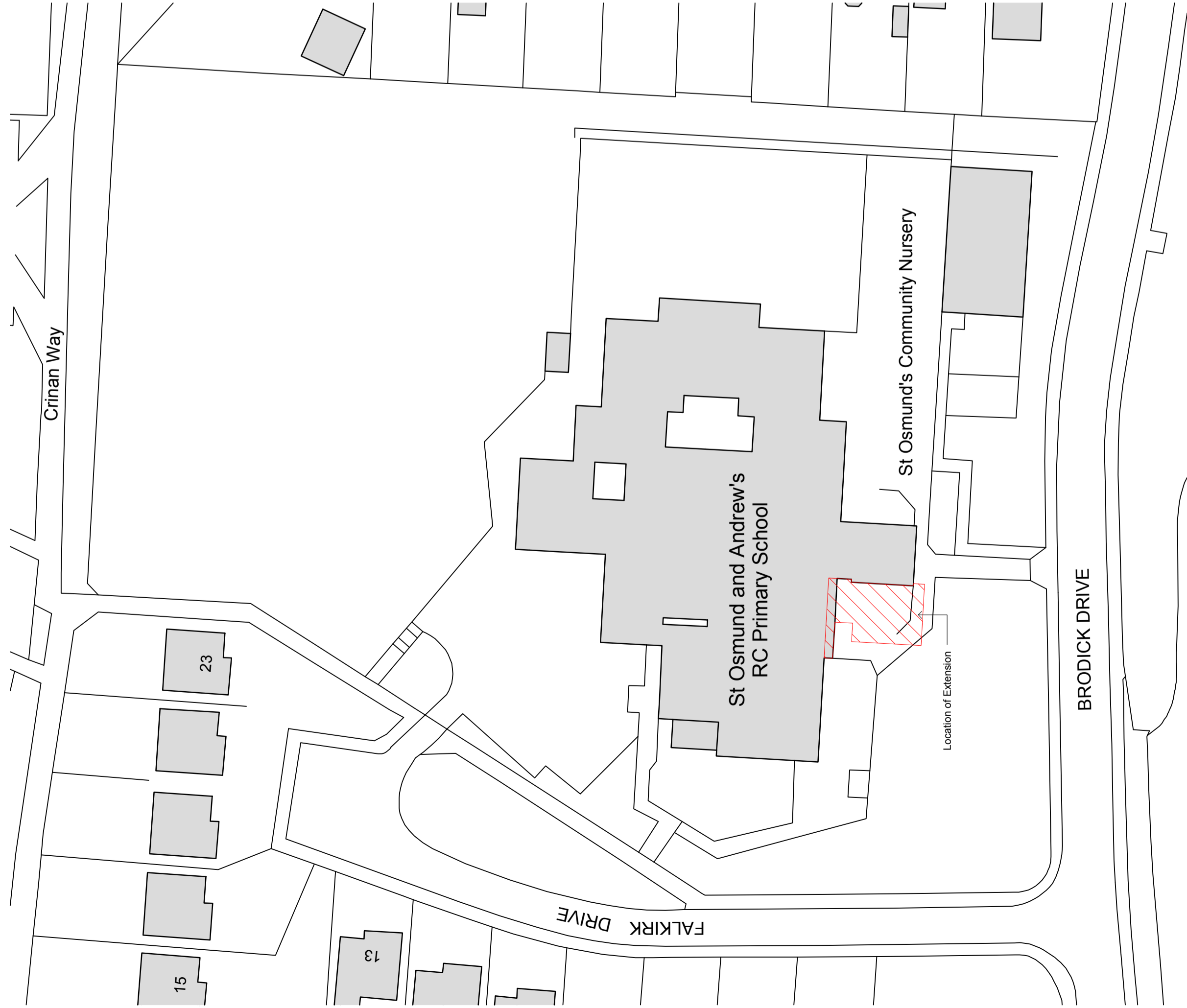
To ensure the development visually reflects the existing building and to comply with policy CG3 of Bolton's Core Strategy.

10. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

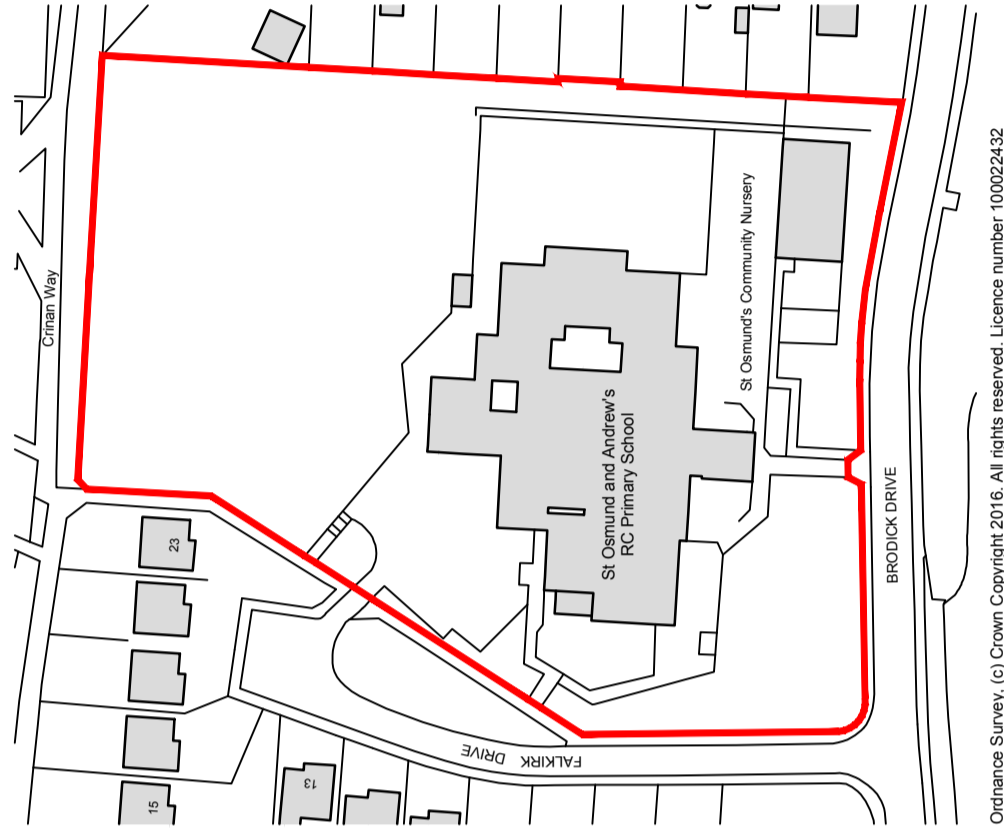
Drawing No. 01 - Existing and Proposed Plans, received by the LPA on 22 Nov 2017;
Drawing No. 02 Revision A, Existing and Proposed Elevations - - received by the LPA on 26 Jan 2017;
Drawing No. 03 - Existing OS Plan and Block Plan, received by the LPA on 22 Nov 2017.

Reason

For the avoidance of doubt and in the interests of proper planning.



BLOCK PLAN (1-500)



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OS PLAN (1-1250)

[illegible]

The Board of Governors
SS Osmund & Andrews RCP School

PROJECT:



Site

Client

The Board of Governors
SS Osmund & Andrews RCP School
Falkirk Drive, Bolton, Lancashire
BL2 6NW
01204 333070



Registered office:
ARCADIS House
34 York Way
London
N1 9AB

www.arcadis.com

Coordinating office:
10th Floor
Three Piccadilly Place
Manchester
M1 3BN
Tel: 44 (0)161 245 870

www.arcadis.com

TITLE:

EXISTING OS PLAN AND BLOCK PLAN

Designed		Signed	Date
Drawn	GAC	Signed	Date
Checked	ZK	Signed	Date
Approved		Signed	Date
Scale:	As shown	Datum:	
Original Size:	A2	Grid:	
Suitability Code:		Project Number:	34732105

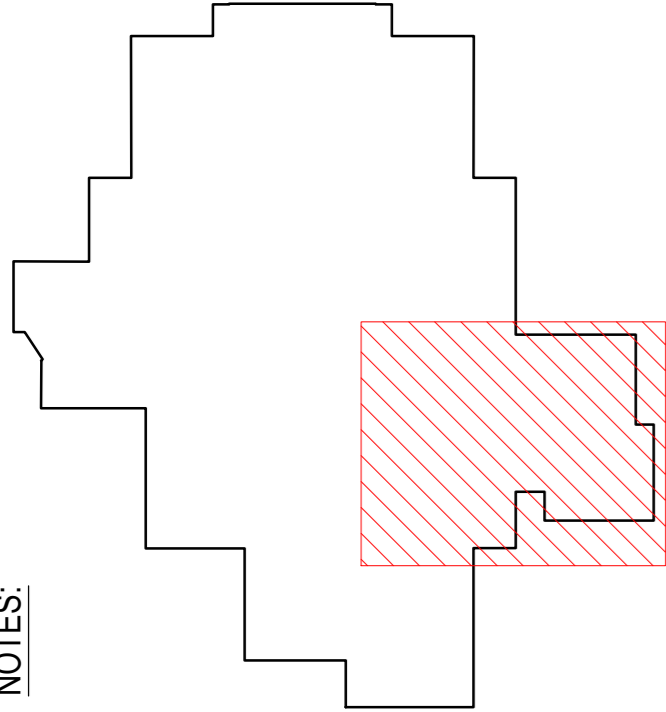
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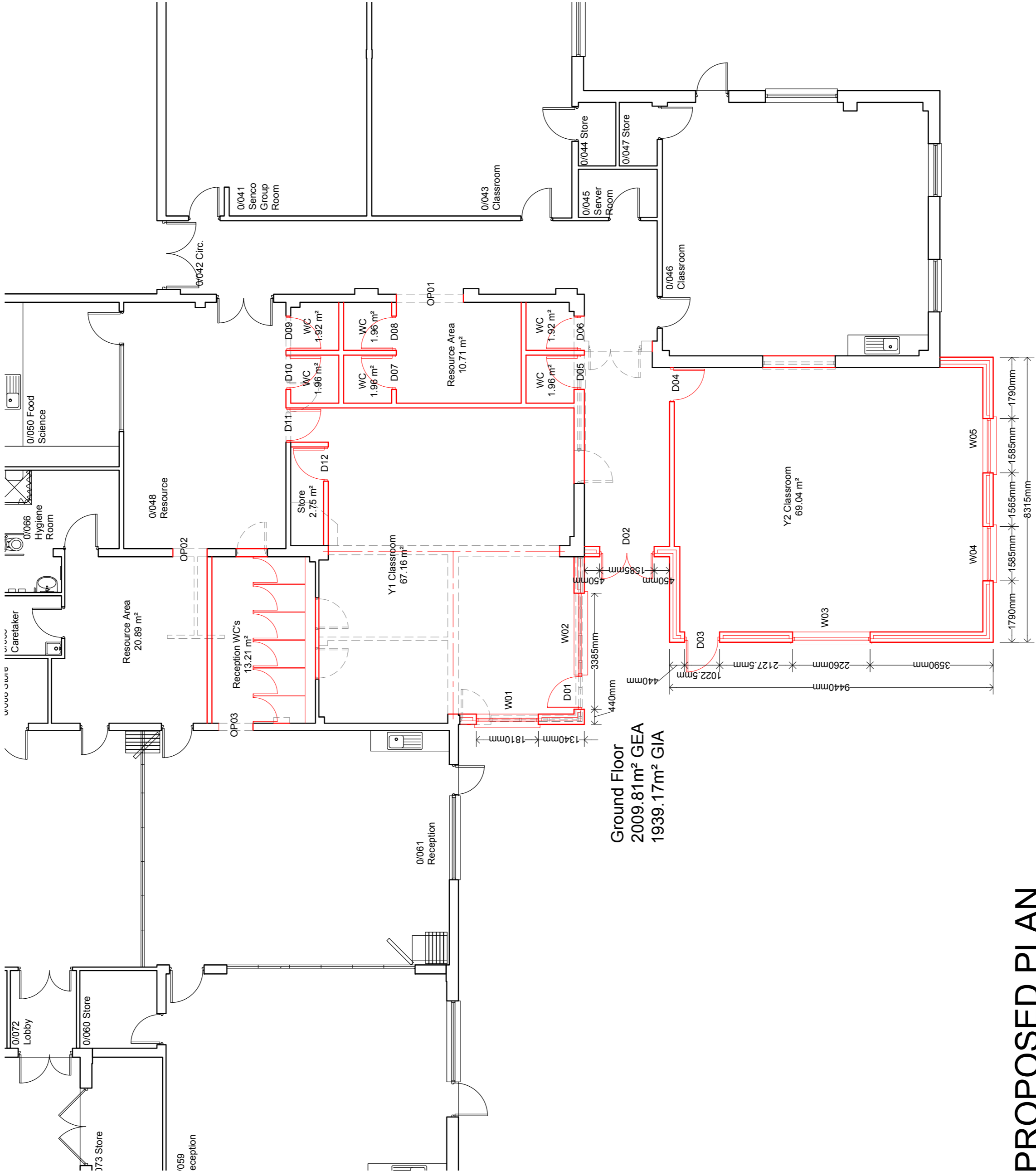
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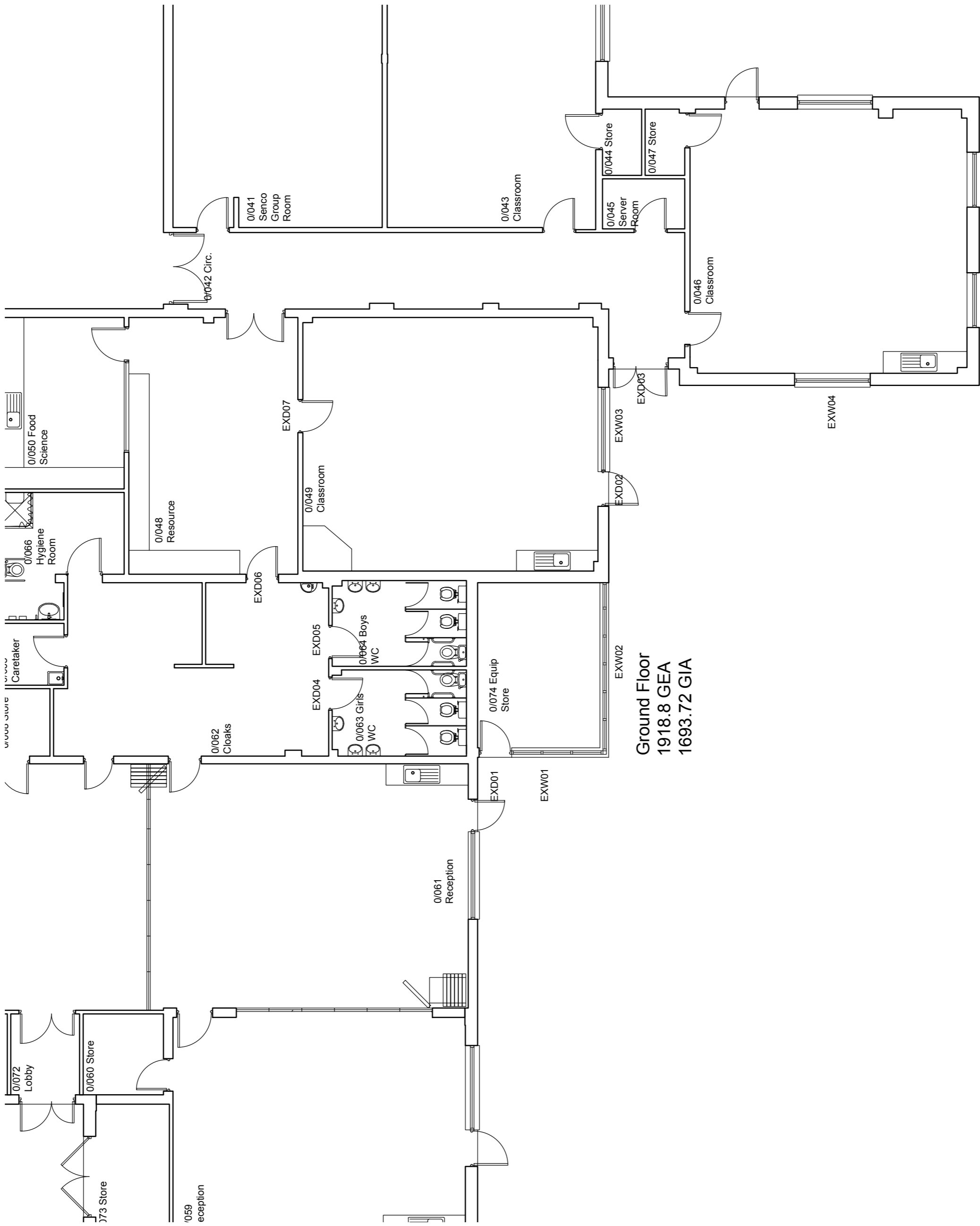
NOTES:



LEGEND:



PROPOSED PLAN



EXISTING PLAN

Client
The Board of Governors
SS Osmund & Andrews R.C.



PROJECT:
Proposed Classroom
Extension

Site

Client

The Board of Governors
St Oswald's Roman Catholic School
Falkirk Drive, Bolton, Lancashire
BL2 6NW
01204 333070



Registered office:
ARCADIS House
34 York Way
London
N1 9AB
Tel: 44 (0)161 245 8700
www.arcadis.com

TITLE:

Existing & Proposed Plans

Designed		Signed	Date
Drawn	GAC	Signed	11/2016
Checked	CN	Signed	11/2016
Approved		Signed	
Scale:	1:100	Datum:	
Original Size	A1	Grid	
Suitability Code:		Project Number:	34732105

PLANNING

Drawing Number:	Revision:
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Application number 98028/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 98028/16

Type of Application: Full Planning Application
Registration Date: 05/12/2016
Decision Due By: 29/01/2017
Responsible Officer: Paul Bridge

Location: LAND EAST OF BLOOMFIELD ROAD, FARNWORTH, BOLTON

**Proposal: CHANGE OF USE OF LAND AS BUS/COACH HIRE STORAGE
DEPOT, ERECTION OF ACOUSTIC FENCE AND RETENTION OF
BUNDED FUEL TANK**

Ward: Kearsley

Applicant: Tyrers Coaches
Agent : De Pol Associates

Officers Report

Recommendation: Refuse

Proposal

Members will recall that a previous application 95785/16 was presented to the Planning Committee on the 25.08.2016. The initial recommendation was for approval. However, the recommendation was subject to the Local Planning Authority receiving supportive comments from Pollution Control (Environmental Health). Comments were received from pollution control on the 24.08.2016 which did not support the proposal. The comments recommended the application be refused due to the impact the use would have on the residential amenity of neighbouring residential dwellings in respect of noise and disturbance. This was reported to the Planning Committee on the late list.

The Planning Committee subsequently decided to defer the determination of the application in order to consider the consultee comments received from Pollution Control.

As a result of the above the applicants agents withdrew the application on the 11.11.2016.

This current application seeks to address the concerns of Pollution Control by carrying out additional noise surveys in support of the application. The findings of which will be reported in the appraisal below.

Planning permission is sought for the retention of the use of the site and associated buildings as a bus/coach storage depot.

The main operation of the business provides transport to and from local schools and colleges. As such, the core hours of operation are between Monday to Friday, within the hours of 07:00-10:30 and 14:30-17:30, during term time only. The core business would operate at full capacity for 190 days per year.

The business also provides transportation for Bolton Wanderers FC football matches, which typically involves around 10 coaches in service on a Saturday afternoon transporting fans to and from home games. Tyrers also provide transportation for evening home matches, with no more than seven games per season kicking-off in the evening and thereby requiring coaches to return to site between 22:00 and 23:45. In this regard, the proposals seek permission for the operation of the site between 07:00 and 23:00 hours only, other than on no more than seven occasions per year where operations need to be extended to 23:45hrs to cater specifically for BWFC evening games.

The applicant also provides other local contracts including rail replacement services, bus services for Transport for Greater Manchester and vehicles for private hire.

The maximum number of coaches which would ever be kept on the site would not exceed 51. At present, the site is only used by around 30-35 coaches.

The applicant requires a minimum of 26 vehicles to operate within a one hour period during daytime hours of 07:00 and 19:00, and 10 vehicles per hour during daytime hours of 19:00 and 23:00hrs. The hours of operation are as defined in the application form.

The application site would effectively be split into three zones. Zone 3 would be located on the main yard area to the north of the site, and would accommodate 11 coaches, Zone 2 would be located on a lower level to the north of the existing building and would accommodate 12 coaches. Zone 1 would be located to the south of the main building and adjacent to the southern boundary. Zone 1 would accommodate 7 coaches.

Vehicular access to the site is via both Bloomfield Road and Bankfield Road. The coaches/buses access and leave the site via Bankfield Road, whilst Bloomfield Road would be used for staff vehicles only. There would be 15 staff parking spaces and 30 coach/bus spaces (with an additional 7 standby spaces).

The bunded fuel tank is located within Zone 1 on the northern side of the site. The tank is approximately 8m in length, 3m in width and approximately 3.1m in height. It has a capacity of 40,000 litres and fuel deliveries are from Bankfield Road.

The proposed acoustic fence would be set in approximately 4m from northern boundary of the site and approximately 1m from the eastern boundary. The fence would range 2.5m at its lowest point (towards the western end of the site) and 3.5metres in height at his highest point (towards the eastern end). It would be sited approximately 16.3 metres from the rear elevation of the closest residential properties to the application site. In addition to the fence soft landscaping is proposed between the existing northern boundary treatment and the proposed acoustic fence.

A 3m high Perspex screen would be erected to screen the on site jet washing activities.

The business employs 16 full time staff and 15 part time staff (the equivalent of 23.5 full time employees).

Site Characteristics

The application site is located within an allocated protected employment area. The application site comprises of a parcel of land located to the east of Bloomfield Road and north of Bankfield Road and is located within an established employment site in Farnworth, known as Express Industrial Estate. The site extends to 0.87ha and is split on two levels, with the southern half of the site on a lower level to the northern section. The built development on site comprises a two storey office building,

which provides staff facilities and office accommodation, and two large vacant warehouse units. The site was previously in use as builders' merchants (class B8).

Various employment units are located to the south and south-east of the site including builders' merchants to the west, who were formerly in occupation of the subject site. The northern boundary is defined by a narrow access road/ginnel, beyond which are residential properties fronting on to Conway Street. The subject site is set within a wider concentration of employment uses including the Lyon Industrial Estate to the south east and Oakhill Trading Estate to the south of the M61.

Policy

National Planning Policy Framework

Core Strategy Policies: CG3 The Built Environment, CG4 Compatible Uses, P5 Accessibility, RA2 Farnworth, S1 Crime and Road Safety and P1 Employment.

Allocations Plan

General Design Principles SPD

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * principle of development
- * impact on character and appearance of the area
- * impact on residential amenity
- * impact on highway safety/parking provision
- * impact on land contamination
- * impact on drainage
- * impact on Trees

Principle of development

The NPPF has a presumption in favour of sustainable development. The subject of "achieving sustainable development" in the Framework has 3 dimensions, which are economic, social and environmental roles that are expected to be delivered equally. The application site is located within a mixed use area and was previously used as a vehicle maintenance and car hire place.

The site is allocated within a protected employment area. Policy P1(2) states that the Council will safeguard existing employment sites where they are compatible with residential amenity and contribute to the sustainability of communities in which they are situated. Where they are not

compatible, mixed uses will be encouraged to retain an element of employment. Employment uses are defined in Bolton's Allocations Plan as B1, B2 and B8 uses. The use of the site as a coach/bus depot does not fall within a B1, B2 and B8 use class and therefore does not fall within the definition of an employment use.

Notwithstanding this, paragraph 3.7 of the adopted Allocations Plan states that proposals for non-B1/B2/B8 uses on safeguarded employment sites would be required to meet one of three criteria. It is considered that the use of the site is in line with the first criterion in that there would be no harm to the economic function of the locality. The proposed use is a highly compatible use with existing employment uses adjacent to the site and is considered that the continued use of the site as a coach/bus depot would not prejudice the continued operations of any neighbouring employment uses. In addition the proposal would provide employment for the equivalent of approximately 23.5 full time staff.

It is considered that the principle of the continued use of the use as a coach/bus depot is considered appropriate in an allocated protected employment area. It is considered therefore that the principle of the development in this location is acceptable, subject to other considerations.

Impact on the Character and Appearance of the Area.

Policy CG3 of the Bolton Core Strategy states that the Council expects development proposals to contribute to good urban design, respect and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area.

There would be no new operational development required in order to facilitate the development. The proposal would however make provision for the retention of the bunded fuel tank, for the erection of an acoustic fence and the external storage of coaches/buses. Each element is now considered:

Bunded Fuel Tank

The bunded fuel tank is located on the northern area of the site and is relatively small in scale and has been powdercoated green. Given the size and siting of the tank it is not considered to have an unacceptable impact on the character and appearance of the immediate and wider surrounding area.

Acoustic Fence

As stated above the fence would be set in approximately 4m from northern boundary of the site. The fence would be 3.5 metres in height at his highest point and sited approximately 16.3 metres from the rear elevation of the closest residential properties to the application site. The fence also reduces to 2.5 metres in height towards the western side of the proposed fence. In addition to the fence, soft landscaping is proposed between the existing northern boundary treatment and the proposed acoustic fence. The properties on the western side of Conway Avenue are set on a slightly higher ground level than the proposed fence, in addition the properties along Conway Avenue are separated from the site by way of a rear access ginnel and also their rear boundary walls. It is considered that the siting of an acoustic fence in this location and of this size would not have a detrimental impact on the character of the immediate surrounding area and is wholly appropriate within this context.

Storage of Coaches and Bus

The site would accommodate a maximum of 51 coaches/buses which may be single or double decker. Whilst it is noted that the site is located within a predominantly commercial/industrial area, there are residential dwellings located to the north of the site along Conway Avenue which have views across the site.. The storage of vehicles on the site is considered appropriate in visual amenity terms, bearing in mind that the lawful use of the site (B8 Storage and Distribution) would allow the storage of a vast array of different materials and or vehicles. In addition the buses within Zone 1

would be located approximately 25m from northern boundary of the site and would be effectively screened by the proposed acoustic fence and planting. It is considered that the proposed fence and storage of buses in the proposed locations would not have a detrimental impact on the character of the immediate and wider surrounding area.

It is therefore considered that the proposal, subject to appropriate conditions, would not unduly affect the character and appearance of the immediate and wider surrounding area in accordance with policy CG3 of the adopted Core Strategy.

Impact on Residential Amenity

Policy CG4 of the Core Strategy states (amongst other things) that new development should be compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Development should not generate unacceptable nuisance, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.

Siting of Acoustic Fence

Given the size and siting of the fence and the interface distances in relation to the closest residential dwellings along Conway Avenue, it is not considered that the proposal would result in an unacceptable impact in terms of loss of light/overbearing.

Noise

Whilst the site is located within an industrial site and an allocated employment area, there is a row of terraced and semi-detached residential dwellings located approximately 13m from the northern boundary of the site along Conway Avenue.

Given the previous and lawful use of the site and the fact that the dwellings are located adjacent to an industrial estate, it is reasonable for the occupiers of these dwellings to expect that ambient noise levels would be higher than you would normally expect within a solely residential area, however this should still not be at an unacceptable level.

In support of the development the applicant has submitted a Supplementary Noise Assessment (dated 2nd December 2016) produced by PDA Acoustic Consultants (Ref: PK9459/2015/03) and a detailed Noise Management Plan (also prepared by PDS Acoustic Consultants) which outlines a suite of noise mitigation measures proposed by the applicant. The Noise Management Plan (NMP) proposes a number of measures to be implemented to reduce the likelihood of noise disturbances arising from the operation of the site.

The NMP is to be read in conjunction with the accompanying Operational Zoning Plan and submitted Assessment of Noise Emissions Report.

The applicants propose to operate on the site with the specific purpose of increasing the distance between the noise source and Noise Sensitive Receptors (NSRs) as far as practicable. This would be achieved through the implementation of zones and the utilisation of an existing on-site warehouse unit for vehicle storage, thereby allowing coordinated departures to take place as far as possible from the residential dwellings.

The site would essentially operate in three zones which are listed below:-

- Zone 1 is located furthest from the NSRs, to the south of the brick built office building.
- Zone 2 – External is located on the lower section of the site, set behind a retaining wall to the front of the office building.

- Zone 2 – Internal provides vehicle storage for morning departures within the far western warehouse building, also on the lower section of the site.
- Zone 3 is the 'top level' of the site, on a higher site level than Zones 1 and 2 and located closest to the NSRs.

The movement of the buses has been split into two, these being early morning and late evening.

Early Morning

In accordance with Tyrers indicative 'morning run-out' timetable, coaches are parked in a manner which requires coaches to depart in the following order between 07:00 and 08:10hrs;

- Zone 1 – 7 buses depart
- Zone 2 (external) – 12 buses depart
- Zone 2 (internal) – 8 buses depart
- Zone 3 – no activity at this time.

Late Evening

Tyrers Coaches currently have a contract with Bolton Wanderers Football Club (BWFC) where there are between 3 and 7 nights per year where up to 10 coaches return to the site late in the evening in the following manner;

- 2 coaches arrive before 23:00hrs and shall be parked straight into Zone 2
- 1 coach arrives between 23:00 and 23:15hrs and shall be parked straight into Zone 2
- 7 coaches arrive between 23:00 and 23:45hrs and shall be parked straight into Zone 1, with the latest vehicle parked into bay no. 1 within Zone 1. The last returning vehicle of that evening would be the first bus to leave the following day for the morning departures.

The submitted noise assessment concludes that *"measured levels have been used to inform a Soundplan model, used to assess the likely impact of bus movement and jet washing activities on nearby Noise Sensitive Receptors (NSRs). Modelling suggests that, without mitigation, the noise impact for all activities is rated at between existing typical background levels and 9dB below the same. Such rated noise levels are considered to have a low impact, depending on context.*

These statistics are based on a worst-case scenario of low background noise. The long term survey (12.5 days) measured typical day time backgrounds of 52-57dBA L90.

Whilst the activity from Tyrers may be audible on any given event the assessment method in BS4142:2014 states that any noise source should be averaged over the relevant reference period, in the case of daytime, 1 hour (night; 15 minutes). Consequently, a short noise event that may be audible, need not be necessarily registered statistically, when considered in the larger time frame of its corresponding reference period.

The current timetabling and choreography of bus movements represents the best solution given the available space.

The context of the sites current designation (B8) is that of a lawful industrial site with no restrictions on hours or vehicle movements.

It has been demonstrated over an almost two-week period to PDA that site can operate at an appropriate noise level, subject to mitigation and continued compliance with the accompanying Noise

Management Plan and Operational Zoning Plan. The proposed fence would only serve to improve this situation”.

The Council's Environmental Health (Pollution Control) have reviewed both the Supplementary Noise Assessment (dated 2nd December 2016) produced by PDA Acoustic Consultants (Ref: PK9459/2015/03) and the Noise Management Plan. In addition they have carried out noise monitoring at the residential properties at Conway Street on a number of occasions.

Pollution Control Officers have summarised their findings below:-

Morning 0700 – 1000

It is reported that in the morning each bus idles for one minute. In the report by Miller Goodall submitted by Tyrers for the previous planning application it was reported that each bus idles for five minutes in the mornings. There are reports from the complainants that on occasions the buses can idle for 10 to 12 minutes. There is therefore, a discrepancy on the information being provided to consultants acting on behalf of Tyrers. Operating the site using the zoning has reduced the degree of disturbance at this time of day. The buses that have been returning to the site at present do not always park on the southern part of zone 3.

Late Evening 18.00 – 23.45

The applicants have applied to have hours of operation as 0700 to 2300. Whilst as present there is only one bus per evening, there is potential for the intensification of the business given that Tyrers advertise theatre trips and other excursions. There is also the Bolton Wanderers contract where the buses return to the site up to 23.45 which is outside of the hours of operation for which the applicant has applied.

In respect of the jet washers the Council's Environmental Health team has received reports that the jet wash is being used to clean the buses in the early and late evening outside of the hours stated in the supporting planning statement.

Background Noise Levels

In respect of the background noise levels the Local Planning Authority do not agree that the background levels reported in the report by PDA are typical for the site. Environmental Health have visited the NSRs and carried out noise measurements on a number of occasions at different times of the year, the only occasions where high levels of background noise have been measured is where there have been damp road conditions. If the more appropriate background level to the BS4142 assessment carried out by PDA shows that noise from Tyrers would have an adverse impact on the residents. PDA appear not to have considered the road conditions on the A666 and the M61.

Noise Impact Assessment

The submitted report correctly states that there are a range of noise levels from the different buses. All of the buses that departed should have been measured and all of the data used to inform the computer model.

The idling sound power level used in the model is based on an average of 6 buses idling for 1 minute.

Pollution Control Officers are aware that 26 buses leave in a one hour period and that the buses usually idle for 5 minutes as stated in previous noise report by Miller Goodall.

The same can apply to the sound power level used for the buses departing. The submitted report has used an average of 12 buses departing when the assessment should be based on 26 buses

departing from the site. Each type of bus would have a different sound power level and all the different sources should be used to inform the model. Observations carried out by Environmental Health Officers of the Council identified that different buses have different characteristics.

A number of BS4142 assessments have been carried out by the Environmental Health from the nearest NSRs. These demonstrate that the noise generated from Tyrers operations would have a significant adverse impact on the residents. Also this shows that the predicted levels used in PDA's model do not accurately demonstrate current noise levels at the residential properties.

The applicants in their supporting information have proposed a number of noise mitigation measures. The report and associated plans indicate that the proposed fence would be anywhere between 2 – 4m from the northern boundary. In the opinion of the LPA this is not satisfactory. The exact position of the fence as used in the model needs to be detailed. It is not clear from report where the exact position of the fence would be. Figures 5, 7, and 9 show the fence in different locations. It is important that the exact location has been inputted into the model as this would affect the outcomes. There is an existing waney lap type boundary fence at the residential property on Conway Street, which is approximately 2m high. This could already be providing some mitigation from the noise from both Tyrers and the background sound levels. This could mean that the proposed acoustic fence does not provide the reduction in sound levels as reported by PDA.

There are also some noise matters that are not included in the PDA report, these include the squealing of brakes on the buses, pneumatic airline, banging and clanging when buses are being repaired, voices of staff, staff cars and car doors, and staff car radios.

In coming to its conclusion in respect of noise, Officers have been mindful of the lawful use of the site and the type of activities that would be associated with an authorised B8 use which is not subject to any restriction on the operational hours or the number of vehicle movements. However, it is considered that the proposal would, as a result of the existing and proposed activities on site, have an unacceptable impact in terms of noise and disturbance on the nearest neighbouring dwellings contrary to policy CG4 of the adopted Core Strategy.

Air Quality

The NPPF identifies 12 core planning principles one of which indicates that planning should "contribute to....reducing pollution." To prevent unacceptable risks from air pollution, planning decisions should ensure that new development is appropriate for its location. The NPPF states that the effects of pollution on health and the sensitivity of the area and the development should be taken into account.

The applicant has submitted an Air Quality Assessment (AQA) in support of the planning application. The site is located within the Greater Manchester Air Quality Management Area. The AQA provides an assessment of the effects associated with changes in traffic levels on local roads and the effects on future residents from emissions from the buses. The report concludes that in accordance with EPUK and IAQM guidance on air quality significance criteria, the local air quality impact of emissions from traffic associated with the proposed development on the road network surrounding the site is predicted to be negligible. The Council's Environmental Health Team have been consulted and have no objections to the proposal in respect of air quality and concur with the reports findings.

Impact on highway safety and parking provision

Policy P5 of Bolton's Core Strategy (CS) states that the Council will ensure that developments take into account, amongst other things, that parking provision that should be in accordance with the parking standards in Appendix 3. Given the sui generis use of the proposal no maximum parking standards are listed and therefore each case will be judged on its own merits.

In support of the application a Transport Statement has been supplied by PSA Design dated March 2016. The site currently operates between 30-35 buses and coaches with the potential for up to 51.

At present all the buses have their own parking space within the site and would leave and enter the site via Bankfield Lane only. The staff would enter and leave the site via Bloomfield Road and the submitted plans indicated that there would be 15 staff parking spaces and 30 coach/bus spaces (with an additional 7 standby spaces). These arrangements can be secured by way of conditions.

Given the sui generis use of the site there are no maximum car parking standards and therefore the proposal has to be considered on its own merits. As such, given the maximum number of buses on site and the number of employees it is considered that adequate parking provision is provided within the site.

In respect of highway safety, the Council Highway Engineers have been consulted and, subject to conditions, have advised that the continued use of the site would not result in a noticeable change in traffic in both the morning and evening peak periods compared with existing lawful use. Consequently, the LPA find no substantive evidence that the proposal would lead to a significant increase in on-street parking or have any consequential impact upon highway safety.

In respect of parking provision, it is considered there is enough space within the front forecourt area to accommodate the proposed vehicles and also communal staff and visitor parking in accordance with Policy P5 of the adopted Core Strategy.

Impact on Crime Reduction

The applicant has not submitted any supporting information to suggest that the development has taken into account the need to reduce crime and fear. The site is located in an industrial area. The site is secured by way approximately sized boundary treatment around the site which as well as offering a visual deterrent also improves the security of the site. In addition the site also has a number of other security measures including CCTV and lighting. GM Police have been consulted and subject to a number of recommendations which could be attached by way an informative have no objections to the proposal. Given the above the proposal is considered to be in accordance with Policy S1 of the adopted Core Strategy.

Impact on Land Contamination

The site is covered with concrete hardstanding and the proposed use of the site would not result in a sensitive end use. No new buildings are being constructed and therefore no ground breaking would occur. Therefore it is considered that the development would not result in any unacceptable land contamination.

Impact on Drainage

The use would not result in the creation of any further hardstanding or building and therefore it is considered that the proposal would not result in the risk of further surface water run off either on or elsewhere. The Council's Drainage Engineers have been consulted and have no objection to the proposal. However, given the proposed use on site a condition could be attached to ensure that all surface water shall be passed through an oil interceptor prior to its discharge into the mains system.

Impact on Trees

Northern Boundary

There are a number of Cypress tree (approx. 60 in total, of which a large number are generally dead or in decline circa 60-75%) situated on the northern boundary behind the properties 44-68 Conway

Street. There is also a strip of recently planted Laurel shrubs on the boundary behind the properties 30-44 Conway Street. These trees have been shown for retention despite their condition.

The acoustic fence is to be positioned approx. 4 metres south of the existing northern boundary with new landscape proposed to be planted in its place. This area is currently concrete hardstanding of an unknown depth. Care would be required when removing the concrete to ensure no damage takes place to those trees that are to be retained.

The new landscaping would require a certain amount of ground preparation that must also be undertaken without damage to those trees to be retained. The proposed fencing should only require posts at 2-3 metre intervals and therefore should not impact on tree root systems.

North Eastern Boundary

There are a number of Ash trees within the wooded area to the east of the proposed fence line. As stated above it is assumed that the fencing would only require posts at 2-3 metre intervals and therefore this should not impact on tree root systems.

The Tree and Woodland Officer has been consulted and, subject to a landscaping scheme has no objections to the continued use of the site of a coach depot.

Conclusion

The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should pro actively drive and support sustainable economic development to deliver the infrastructure, business and industrial units and thriving local places that the country needs. In the section "Building a Strong, Competitive Economy" it states that significant weight should be placed on the need to support economic growth through the planning system.

The Council has adopted the Sustainable Community Strategy which identifies two main aims - to narrow the gap between the most and the least well off and to ensure economic prosperity. The Core Strategy is consistent with this, seeking a prosperous Bolton by making sure that jobs are provided in accessible locations in a range of different sectors.

The economic benefits of having a business of this nature within the Borough and the employment it brings are noted and Officers are mindful that the refusal could result in jobs being lost and the business being relocated outside of Bolton. However, this has to be balanced with other considerations and in this case the economic benefits of the proposal are not considered to outweigh the harm identified in respect of living conditions of adjacent residential dwellings.

To conclude, Officers consider it necessary and reasonable to refuse the proposal for the reasons set out above. The continued use of the site would result in continuing harm to the living conditions of neighbouring occupiers in terms of noise and disturbance. As such, to grant planning permission for the continued use to a bus depot would conflict with the aims of Policy CG4 of Bolton's Local Development Framework Core Strategy Publication Document 2010, which amongst other matters seeks to ensure that unacceptable noise pollution is not generated. For the same reasons it would also not accord with paragraph 123 of the National Planning Policy Framework.

Representation and Consultation Annex

Representations

Letters:- 25 individual letters have been received in response to the planning application publicity which raise the following concerns:-

- loss of privacy
- impact on air quality
- noise
- hours of operation
- increase in traffic
- lack of detail of acoustic fence
- loss of outlook
- drainage
- landscaping
- loss of trees

It is considered that the issues above have been addressed in the appraisal. Other issues raised by local residents include:-

- The Land Registry plan is different to the submitted site plan. *Response.* Title plans are indicative only and as stated on the document itself, title plans show the general position of boundaries and are not exact. DCLG guidance (refer to Appendix 1) confirms that land ownership and rights of access are non-material planning considerations and are therefore not relevant to the determination of planning applications.
- The submitted existing site plans are not an accurate representation of the site prior to Tyrers occupation. Officer's comments - The survey of the site was undertaken on 11th November 2015, prior to the submission of the subject application. This shows all buildings, structures and boundary treatments on site at the date that the survey was undertaken, including the bunded fuel tank for which retrospective planning permission is being sought.
- Other uses within the site should form part of the planning application and have not been included. Officer's comments - The case officer has noted the uses within the site. Uses which occur within buildings on site are ancillary and subordinate to the use that is being applied for in this application. Their externalities have been considered as part of the planning application. The location of the proposed bus wash acoustic screen and therefore by definition, the location of the proposing bus washing activities are shown on the proposed site layout plan. Again, these fall to be considered as part of the application.
- Insufficient detail has been submitted with the application, such as detailed landscaping details. Officer's comments - Any relevant matters of detail can be controlled by way of condition, where the case officer considers that insufficient detail has been provided as part of the application. In response to the alleged lack of detail regarding landscaping, it is commonplace to reserve such details by condition.
- Where and can the acoustic fence be erected. Officer's comments - The case officer is satisfied that a combination of 2.5 and 3.5 metre high acoustic fencing can be erected within 2-4 metres of the northern boundary.

- The application has not been signed, why not? Officer's comments - the case owner has discussed land ownership issues with the applicants agent, as a result of further investigations it was found that a third party may own part of the application site. The applicant has therefore signed Certificate B of the application form and served notice No.1 on the third party. As stated above land ownership and rights of access are non-material planning considerations and are therefore not relevant to the determination of planning applications.
- The applicants have been on site for a long period of time and no enforcement action has been taken enforcement action has been taken. Officer's comments - The carrying out of building works or a change of use without the necessary planning permission is not a criminal act and, initially, not subject to penalties such as fines or imprisonment. Later in the process, if an enforcement notice has been served and not complied with, then court action and penalties such as fines can be imposed. However, planning enforcement is a discretionary power of a local authority that should only be used to put right any harm caused by a failure to comply with planning control. In this case the use has been the subject of planning applications which have been or are being considered by the Local Planning Authority.
- Other details such as the CCTV and flood should be included on the application. Officer's comments - The Local Planning Authority can only determine the planning application as submitted. In this case the erection of the CCTV and flood lighting has been investigated by the planning Enforcement Team and no breach of planning control has occurred.
- False statements within the supporting information. Officer's comments - The case officer can only assess the details submitted within the application. At present the activities on the site are unauthorised and are therefore not bound or controlled by way of a planning consent and/or conditions, therefore the LPA is aware that there may be times when the applicants have not adhered to what has been submitted in the current application. However, should consent be granted the site would be the subject of a number of planning conditions which would ensure the operations are carried out in accordance with the submitted plans and to the satisfaction of the LPA.
- CCTV overlooks adjacent dwellings - Officer's comments - Any potential issues in respect of the CCTV cameras positions is a civil matter and would not fall within the jurisdiction of the Local Planning Authority;
- Loss of property value – Officer's comments - the loss of property value is not a material planning consideration;
- Why isn't Tyrers alternative depot being used – Officer's comments - The applicant is under no obligation to operate from any alternative depot. This current application will be assessed on its own planning merits.
- Planning Law states that only one retrospective planning application can be submitted and three have already been submitted. Officer's comments - Section 73A of the Town and Country Planning Act states that on an application made to a local planning authority, the planning permission which may be granted includes planning permission for development carried out before the date of the application. It does not limit the amount the amount of applications that can be submitted. Section 70A of the Act does give allow the Local Planning Authority to decline to determine subsequent applications, where [amongst others] the Authority think there has been no significant change in the relevant considerations since the relevant event and the condition and that in the period of two years ending with the date on which the application mentioned is received the Secretary of State has refused a similar

application referred to him under section 76A or 77 of the Act. Whilst there could be deemed to have been no material changes in the proposal, neither the Local Planning Authority nor the Secretary of State have refused a previous application. However, this is a discretionary power available to the Local Planning Authority and not statutory.

- The applicants have not met the requirement of Bolton Local Validation Checklist. *Response.* Officers have reviewed the submitted information and is satisfied that the required level of information in order to determine the application has been submitted.

Petitions

None

Elected Members

No comments received.

Consultations

Advice was sought from the following consultees: Drainage and Bridge Maintenance, Environmental Health, Highways, Design for Security and Tree and Woodland Officer.

Planning History

16988/81 – Change of use of land and buildings from a builders storage yard to a trade builders timber merchants. Approved July 1981.

18238/81 – Erection of warehouse for the storage of building materials and plumbing equipment. Approved February 1982.

43629/93 – Erection of single storey extension at side of building. Approved October 1993.

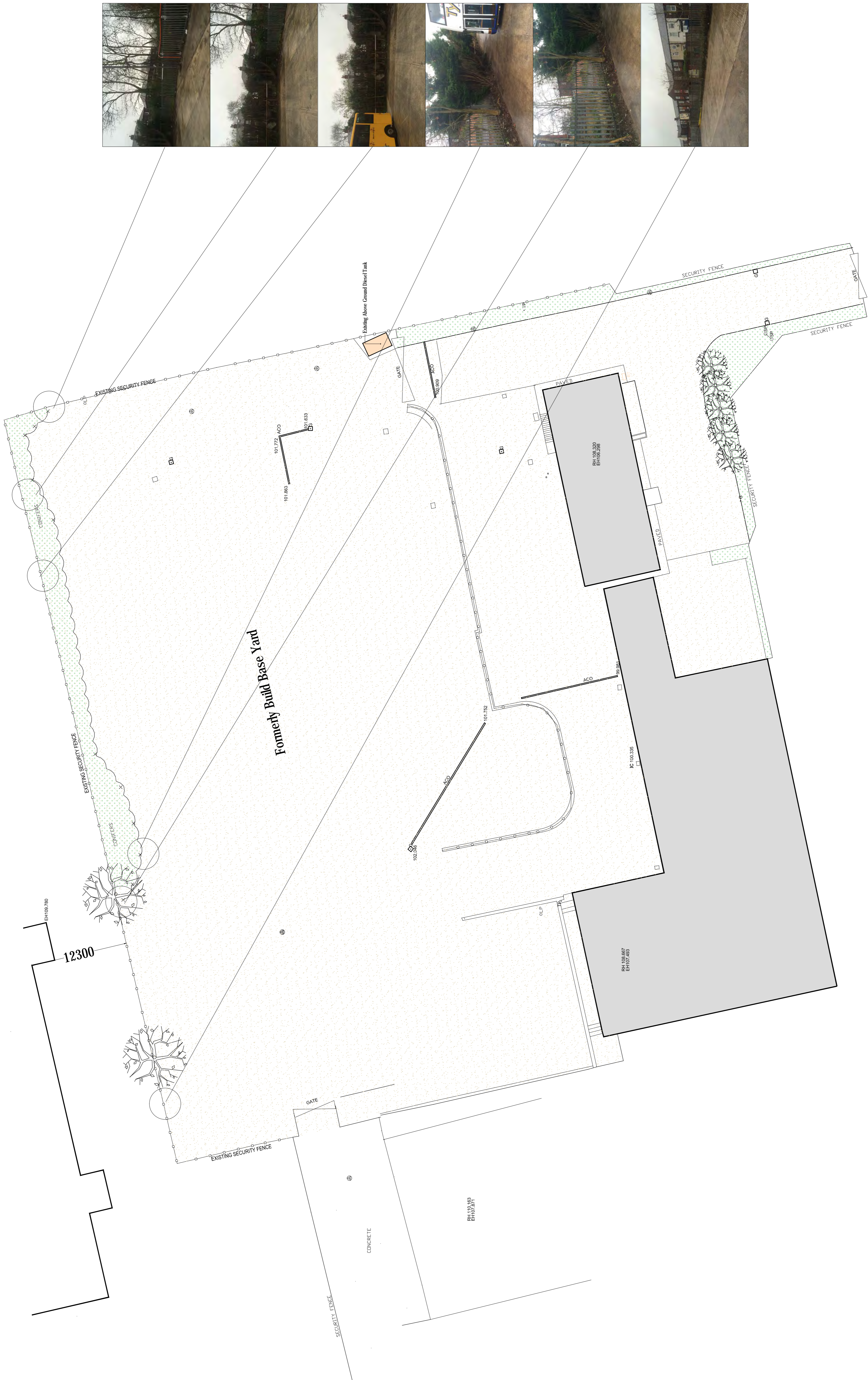
- 95785/16 – The retention of the use of the land as a coach hire storage depot, retention of a bunded fuel tank and the erection of an acoustic fence. Withdrawn. November 2016

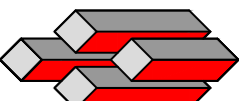
Recommendation: **Refuse**

Recommended Conditions and/or Reasons

1. The continued use of the site as a bus depot would result in continuing and unacceptable harm to the living conditions of neighbouring occupiers in terms of noise and disturbance, contrary to the aims of Policy CG4 of Bolton's Core Strategy and paragraph 123 of the National Planning Policy Framework.

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R.S TYRER LTD CLIENT	BLOOMFIELD ROAD, FARNWORTH BOLTON PROJECT	EXISTING SITE PLAN TITLE	1665 -P-101 DRAWING NO.	1:250 SCALE@A1	SW DRAWN	 WALKER DESIGN UNIT B, FIRST FLOOR, LOSTOCK OFFICE PARK, LYNSTOCK WAY, BOLTON, BL6 4BG TELEPHONE: 01204 357822 EMAIL: INFO@WALKER-DESIGN.NET
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SCALE 1:250

SCALE 1:50

Typical Fence Section

Typical Fence Elevation

R.S TYRER LTD

CLIENT

BLOOMFIELD ROAD, FARNWORTH
BOLTON
PROJECT

PROPOSED SITE PLAN & ELEVATIONS
TITLE

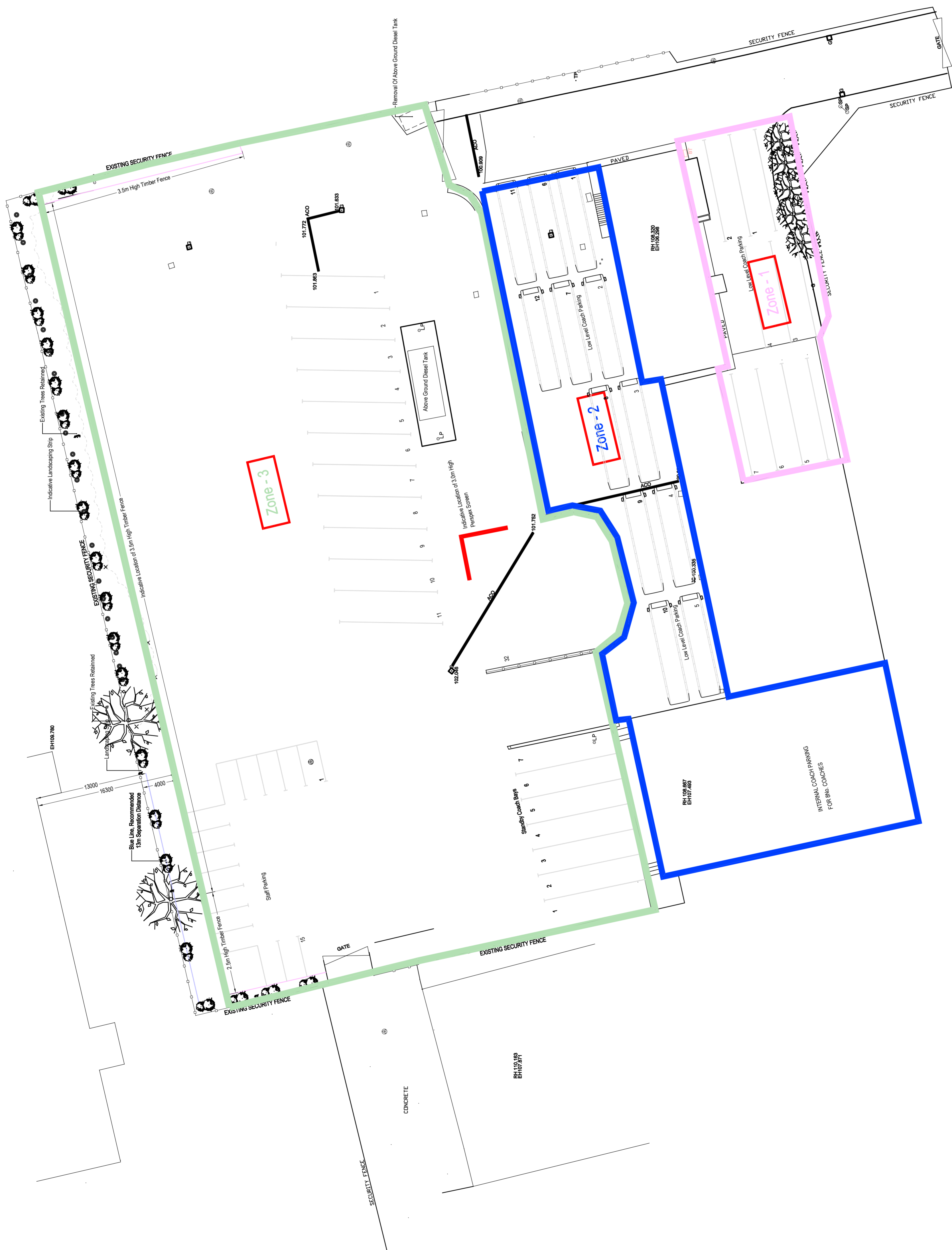
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NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTH AND SAFETY DRAWINGS AND INFORMATION.



SCALE 1:250

R.S TYRER LTD

CLIENT

BLOOMFIELD ROAD, FARNWORTH
BOLTON
PROJECT

TITLE	OPERATIONAL ZONING PLAN
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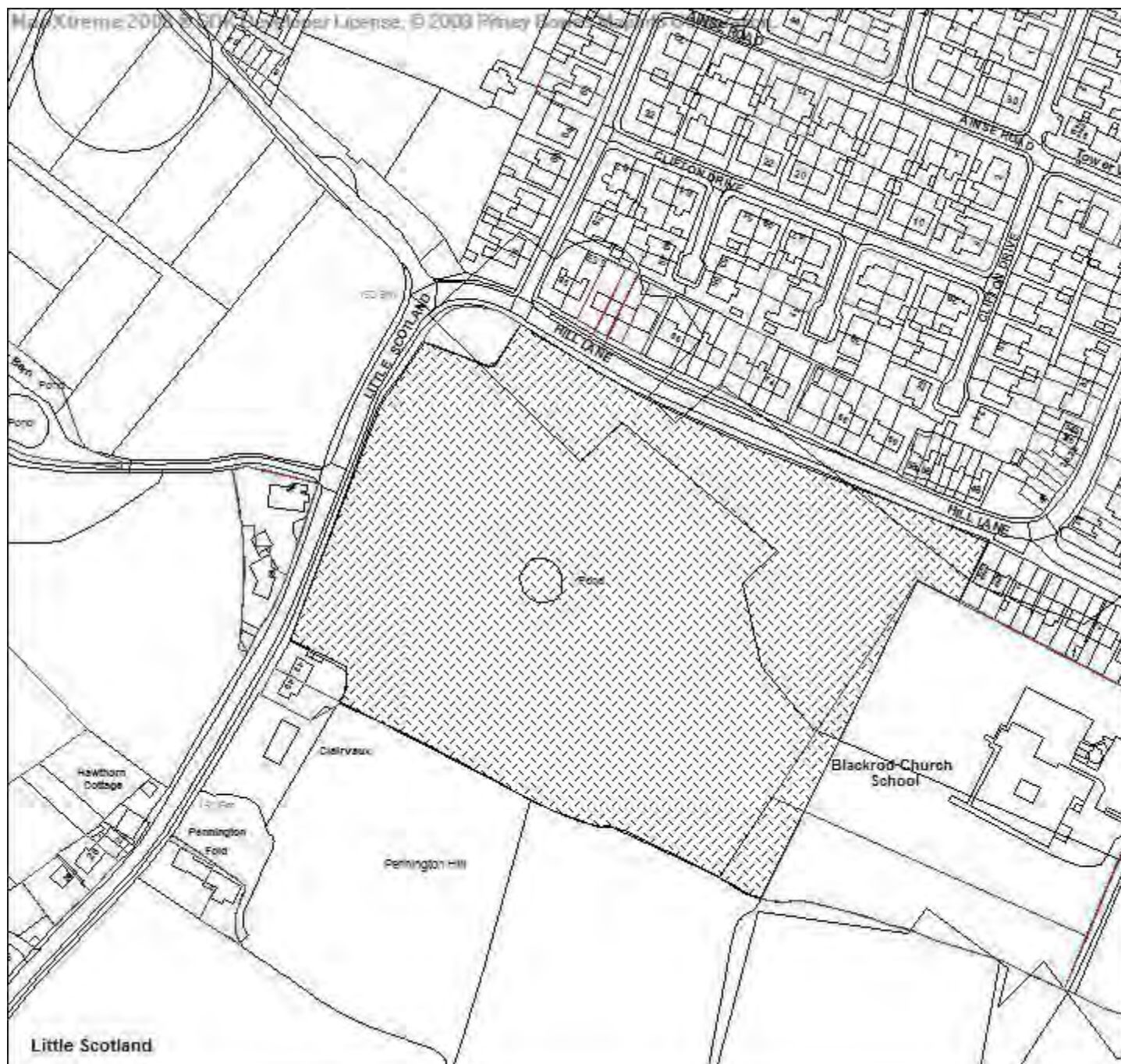
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Application number 98112/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton Council

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Date of Meeting: 09/03/2017

Application Reference: 98112/16

Type of Application: Reserved Matters
Registration Date: 19/12/2016
Decision Due By: 19/03/2017
Responsible Officer: Helen Williams

Location: LAND AT HILL LANE, BLACKROD, BOLTON BL6

Proposal: RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION 94656/15 - APPEARANCE, LANDSCAPING, LAYOUT AND SCALE DETAILS FOR 107 DWELLINGS TOGETHER WITH DETAILS OF PUBLIC ART, GROUND LEVELS, CROSS SECTIONS AND FLOOR LEVELS.

Ward: Horwich and Blackrod

Applicant: Rowland Homes
Agent : Sedgwick Associates

Officers Report

Recommendation: Approve subject to conditions

Proposal

Outline planning application 94656/15 for the erection of up to 110 dwellings on the site (access details only) was refused at Bolton's Planning Committee in September 2015 but was allowed at appeal (following a public inquiry) in April 2016 (appeal ref. APP/N4205/W/15/3136446).

The application site therefore has outline permission for the erection of up to 110 dwellings.

This latest application is seeking permission for the Reserved Matters of appearance, layout, landscaping and scale for the proposed residential development on the site. The matter of access has already been approved within the outline permission, which would be off Hill Lane (opposite 84 Hill Lane, which is relatively central to the north of the site).

Whilst the application site has permission (in principle) for up to 110 dwellings, the applicant is now only proposing 107 dwellings. A further planning application for the erection of two additional dwellings on land adjacent the application site (which was not included within the application site ('red edge') for the outline permission) has also been submitted and can be found elsewhere on this agenda (ref. 98113/16).

The houses are proposed to be a mix of detached (69 dwellings), semi-detached (18 dwellings) and terraced/town houses (20 dwellings). All dwellings are proposed at two storeys in height and would have front and rear gardens. 37 of the dwellings (17 two bedroom and 20 three bedroom semi-detached and terraced properties) are proposed to be affordable units (as secured by the Section 106 Agreement for the outline permission).

The dwellings are all proposed to be accessed off the internal roads, with private driveways serving a number of plots. The detached dwellings are proposed to have either an integral or a detached garage, and also driveway parking for an additional two vehicles. The semi-detached and terraced properties would have two parking spaces within nearby parking courtyards.

The existing pond within the site is to be retained and is to be incorporated within the proposed public open space. The applicant intends that the required public art would be sited within this area of open space.

Site Characteristics

The application site measures approximately 3.81 hectares and is greenfield land (the site has not been previously developed and remains a field).

The site is allocated within Bolton's Allocations Plan as 'Other Protected Open Land', countryside that is not within the Green Belt but is protected from inappropriate development. The site is also identified as being within the Agricultural Coal Measures Landscape Character Area.

The application site is an open field which rises in ground level to the south and south east. There is a pond central to the site. The site is bordered with hedgerows along its northern and western boundaries (adjoining Hill Lane and Little Scotland).

To the north of the site is Hill Lane, which comprises residential dwellings (terraced and semi-detached houses) on its northern side. The majority of houses on this stretch do not have off-street parking and therefore rely on on-street parking in front of their properties.

Hill Lane curves around the application site to its north western corner and becomes Little Scotland, which runs along the western boundary of the site. Dark Lane also forms a junction with Hill Lane and Little Scotland at the north western corner of the site. There are a couple of dwellings opposite the application site on Little Scotland and also to the south along Little Scotland.

To the east of the site are the row of houses on the southern side of Vicarage Road West, and to the south of these is Blackrod Church School (a primary school).

There are further fields to the south and south east of the application site, which are within the allocated Green Belt.

Policy

National Planning Policy Framework (NPPF)
Planning Practice Guidance

Greater Manchester Joint Minerals Plan

Core Strategy Policies: H1.2 Health Contributions; A1.4 Education Contributions; P4 Minerals; P5 Accessibility and Transport; S1 Safe Bolton; CG1 Cleaner and Greener Bolton; CG2 Sustainable Design and Construction; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA1 Horwich and Blackrod; IPC1 Infrastructure and Planning Contributions.

Allocations Plan Policies: CG6AP Other Protected Open Land.

SPD Accessibility, Transport and Safety; SPD Affordable Housing; SPD General Design Principles; SPD Infrastructure and Planning Contributions.

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * principle of residential development on the site
- * impact on the highway
- * impact on the character and appearance of the area
- * impact on the amenity of neighbouring residents
- * impact on biodiversity
- * impact on flooding and drainage
- * impact on local infrastructure
- * impact on Mineral Safeguarding Areas

Principle of Residential Development on the Site

Outline planning permission has been granted at appeal for the erection of up to 110 dwellings on the site (application ref. 94656/15 and appeal ref. APP/N4205/W/15/3136446). The principle of residential development on the site has therefore been established.

This Reserved Matters application (which seeks consent for the outstanding matters of appearance, layout and scale of the dwelling, as well as landscaping) now proposed three dwellings fewer than the outline permission.

Members will recall that the outline planning permission for the residential development of the site was refused at Bolton's Planning Committee in September 2015, but this refusal was overturned by the Planning Inspector in April 2016 (following a public inquiry). The application site is allocated within Bolton's Allocations Plan as 'Other Protected Open Land', which is defined within paragraph 5.12 of the Allocations Plan as countryside that is not within the Green Belt but is protected from inappropriate development.

Whilst the proposed residential development of the application site represents inappropriate development of 'Other Protected Open Land' (and is contrary to Allocations Plan Policy CG6AP), the Inspector for the appeal found that the Council was unable to demonstrate a five year supply of deliverable housing land in the borough "...by some considerable margin". Paragraph 49 of the National Planning Policy Framework (NPPF) states that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites. The Inspector therefore concluded that as Policy CG6AP of the Allocations Plan relates to housing development it must be considered to be out-of-date and therefore can only carry very limited weight in the assessment of planning applications for residential development. The Inspector determined that the proposed residential development of the application

site constituted sustainable development and that there were no harmful impacts associated with the proposals that would outweigh the benefits of providing housing on the site.

The outline permission for the site does not expire until April 2019.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking (in accordance with the parking standards set out in Appendix 3), and the requirement for a Transport Assessment and Travel Plan with major trip generating developments. Policy S1.2 states that the Council will promote road safety in the design of new development.

Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- * the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- * safe and suitable access to the site can be achieved for all people; and
- * improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Along with the principle of the residential development of the site for up to 100 dwelling, the details of the means of access into the development have already been approved (as the matter of access was included in the outline application).

The new vehicular access is proposed to be located off Hill Lane, in front of 84 Hill Lane, and has been approved at 5.5 metres wide with a footway of 2 metres in width on either side. The junction radii has been approved at 10 metres and visibility splays would measure at least 2.4 metres by 43 metres onto Hill Lane. A right-turn pocket on Hill Lane in front of the proposed access has also been approved.

A Transport Assessment was submitted with the outline application, which analysed the predicted traffic impact of the proposed development (and also looked at local accident data). The Transport Assessment concluded that the site access was forecast to operate well within capacity and that the proposed development would not result in a material impact on the local highway network. The Council's Highways Engineers agreed with this conclusion, considered that the assessment was robust and considered that the assessment substantiated the development from a transport and highways perspective.

The Planning Inspector for the outline appeal stated that, whilst she appreciated that any development which would be likely to result in a further increase in traffic on the local highway network would be a matter of concern for local residents, there was no substantive technical evidence before her to indicate that the proposal would cause material harm to pedestrian and/or highway safety or that the residual cumulative impacts of the development would be so severe (as required by paragraph 32 of the NPPF) such to warrant a refusal on transport grounds.

The Reserved Matters application before Members now illustrates the proposed internal roads within the site and the parking provision for each of the 107 dwellings.

The proposed internal roads have been widened to a 5.5 metre wide carriageway (with 2 metre wide footways) during the application process so that they meet the Council's criteria for adoption. The

end of each proposed cul-de-sac would contain a turning head, so that vehicles would be able to turn around safely.

At the time of writing this report, the Council was still awaiting confirmation from the Greater Manchester Fire and Rescue as to the acceptability, in terms of accessibility for emergency vehicles, of the single access point and the proposed length of culs-de-sac. This will be reported directly at the meeting.

Two car parking spaces are proposed (mainly within internal courtyards) for the proposed semi-detached and terraced dwellings. The proposed detached dwellings would have either a detached or integral garage as well as a driveway for the parking of two extra vehicles. This level of parking provision meets the Council's maximum parking standards for dwellings (contained within appendix 3 of the Core Strategy).

None of the houses will be accessed directly off Hill Lane or Little Scotland, but off either the internal road or a private driveway. The Council's Highways Engineers have raised concern that some of the housing proposed to front Hill Lane (plots 13 to 17 and plots 85 to 90) would have their parking to the rear, which could potentially lead to complaints about overspill parking on Hill Lane. It should however be noted that SPD Accessibility, Transport and Road Safety advises (in section 11) that vehicular access (such as driveways) on to key routes or classified roads should be avoided and should instead be taken from the lowest category of road (as reversing onto such roads is dangerous and could disrupt the free flow of traffic).

The proposed location of the parking spaces for the dwellings (along with the proposed internal driveways to the properties fronting the neighbouring highways) therefore avoids this potential conflict with traffic flows on Hill Lane and Little Scotland. The Council's Highways Engineers have recommended that the applicant funds the promotion of no-waiting restrictions along Hill Lane and Little Scotland in order to restrict the potential for occupiers and visitors to park on Hill Lane and Little Scotland. This is therefore suggested by condition.

The proposed singular vehicular access into the site has been approved under the outline permission. It is considered that the proposed internal road layout and parking provision are acceptable, subject to the suggested conditions.

It is therefore considered that the proposed development would not have a detrimental impact on the local highway network and would not jeopardise highway safety, compliant with Policies P5 and S1.2 of the Core Strategy.

Impact on the Character and Appearance of the Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, will require development to be compatible with the surrounding area in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment, and will maintain and respect the landscape character of the surrounding countryside and its distinctiveness. Policy OA1 refers specifically to developments in Horwich and Blackrod and states that the Council will conserve and enhance the character of the existing landscape and physical environment, ensure that development respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone, and ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.

The proposed residential development of the application site would inevitably change the character

and appearance of the site and the street scene along Hill Lane and Little Scotland in that it would result in an open field becoming a residential estate.

It is however considered that the proposed development would be respectful to the existing built form of the area, with houses being sited to front Hill Lane and Little Scotland and being compatible with the existing linear form of development along these roads. The informal nature of the internal roads would add character to the development, and the area of open space around the existing pond would provide an attractive focal feature within the centre of the development.

The majority of the hedgerow that bounds the site would be retained, with those sections that need to be removed (owing to the required visibility splays at the site access) being replaced with new native hedgerow in a more suitable location. It is suggested that the replanting of the hedgerow is conditioned.

10 different house types are proposed within the development, which would add variety to the Hill Lane and Little Scotland street scenes and within the development. The dwellings are to be constructed from red brick (three different types of red brick are proposed for the dwellings) and a mix of grey and red roof tiles (all dwellings fronting Hill Lane and Little Scotland will have grey roof tiles). Seven of the properties are proposed to have rendered features on their front elevations, which again would add interest to the development.

All dwellings are proposed at two storeys in height (which is in keeping with the scale of the dwellings neighbouring the site) and all will have ample rear gardens.

New tree planting with the development is proposed and this would be secured by a landscaping condition.

For these reasons it is considered that the proposed development would constitute good urban design, would be compatible with the character and appearance of the local area, and would comply with Policies CG3 and OA1 of Bolton's Core Strategy.

Impact on the Amenity of Neighbouring Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. SPD General Design Principles sets out the Council's minimum interface distance requirements between new dwellings and neighbouring dwellings.

The terraced dwellings proposed at plots 13 to 18 are approximately 21 metres away from the fronts of the houses at 48 to 58a Hill Lane. This distance meets the recommended interface distance between two storey dwellings within the SPD, which is 21 metres.

The dwellings proposed at plots 85 and 86 are approximately 22.5 metres away from the front of 98 Hill Lane, which exceeds the recommended interface distance of 21 metres.

The other houses proposed to front Hill Lane are sited further into the development site and therefore further away from the front elevations of the existing houses on Hill Lane.

The dwellings at plots 69 and 70 are over 28 metres away from 8 Little Scotland and the dwellings at plots 64 to 67 are over 27 metres away from 12 Little Scotland. These distances exceed the recommended standard of 21 metres within the SPD.

The dwelling proposed at plot 67 is proposed to be sited adjacent to the side of 43 Little Scotland.

The finished floor level of this proposed property would be at a higher ground level than 43 Little Scotland, however there are no main windows located in the side of no. 43 and the proposed dwelling would not infringe upon a 45 degree line taken from the nearest main window at the rear of no. 43. Furthermore, the proposed dwelling at plot 67 would be sited to the north of no. 43, and therefore would not unduly affect natural light to the rear garden.

The dwelling proposed at plot 13 would be sited adjacent the side elevation to 37 and 39 Hill Lane. There are no main windows in the side elevation to nos. 37 and 39.

Adequate interface distances are achieved within the development between the proposed dwellings. A 2.4 metre high acoustic fence is proposed along the eastern boundary of the site to protect future residents from noise generated from the adjoining Blackrod Church School, as was required within the outline permission for the development.

For these reasons it is considered that the proposed development would not unduly harm the amenity of any neighbouring resident, compliant with Policy CG4 of Bolton's Core Strategy.

Impact on Biodiversity

Policy CG1.1 of the Core Strategy states that the Council will safeguard and enhance the rural areas of the borough from development that would adversely affect its biodiversity including trees, woodland and hedgerows, geodiversity, landscape character, recreational or agricultural value.

An ecology survey and assessment and a tree survey report were submitted with the outline application. Greater Manchester Ecology Unit (GMEU) confirmed that the submitted surveys had been undertaken by suitably qualified consultants, had been undertaken to appropriate standards and were proportionate to the impacts of the scheme.

During the outline application process, GMEU confirmed that the application site is not designated for its nature conservation value and is not close to any designated sites. It is considered that the application site only has low potential to support specially protected or priority species. Officers stated that the site is dominated by species-poor grassland of generally low ecological value but commented there are some features of local nature conservation interest, particularly the pond and the boundary hedgerows. The applicant is proposing to retain the pond and the majority of the boundary hedgerows. Where the hedgerow is proposed to be removed (owing to the need for adequate visibility splays at the site access) it would be replaced with new native hedgerow in a more suitable location: this is suggested by condition.

The Council's Wildlife Officer welcomes the proposed retention of a significant section of the hedgerow and the retention of the pond, and the proposed wildflower meadow sowing and replacement hedgerow planting, which they state would minimise the impact upon biodiversity in the area.

The Council's Tree Officers confirmed during the outline application process that there are no significant trees on the development site.

Any further comments received from GMEU or the Council's Tree Officer specifically regarding the Reserved Matters application will be reported directly at the meeting.

Impact on Flooding and Drainage

Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk. Policy

CG2.2c states that all proposals for five or more residential units should demonstrate the sustainable management of surface water run-off from developments. On greenfield sites the rate of run-off should be no worse than the original conditions before development

When approving the outline planning permission for the proposed development, the Planning Inspector attached a condition requiring a drainage strategy (to include a sustainable drainage system (SuDS)) to be submitted prior to the commencement of development. The applicant has therefore not submitted any further drainage details with the Reserve Matters application, but intends to formally discharge the outline planning condition prior to commencement of development. This condition would therefore be attached to this latest decision, should the application be approved.

A foul sewer crosses the application site in a north west/eastern direction. The applicant has designed the layout of the development so that a 3 metre easement for this sewer is maintained, as required by United Utilities.

It is therefore considered, subject to the condition attached to the outline approval, that the proposed development would not increase the risk of flooding in the area, compliant with Policies CG1.5 and CG2.2c of the Core Strategy.

Impact on Local Infrastructure

Policy IPC1 of the Core Strategy states that the Council will seek to ensure that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or to mitigate the impact of that development. In doing so, the Council will ensure that a scheme is made acceptable in planning terms and achieves the objectives of sustainable development. In determining planning applications the Council will apply a threshold of 15 dwellings in assessing whether planning contributions will be required from proposed housing developments.

Policy H1 of the Core Strategy states that the Council will ensure that new developments contribute appropriately through planning contributions to meet the health needs that they generate. Policy A1 states that the Council will ensure that new developments contribute appropriately through planning contributions to meet the educational and training needs that they generate. Policy SC1 requires that on greenfield land (which the application site is) 35% of the total dwelling provision should be affordable.

The Council's SPD Infrastructure and Planning Contributions provides further guidance to support the delivery of infrastructure and the implementation of Core Strategy Policy IPC1. SPD Affordable Housing provides further guidance with regard to the provision of affordable housing and the implementation of Core Strategy Policies IPC1 and SC1.

A Section 106 Agreement for the proposed development has already been agreed and signed (approved at appeal/during the outline stage).

The applicant, during the outline application process, agreed to pay the required infrastructure contributions in full. These were/are as follows:

- * Affordable housing: 35% of units on site. 37 of the 107 dwellings proposed are to be affordable units (17 two bed dwellings and 20 three bed dwellings). 9 are to be rental units and 28 are to be discounted market units. The dwellings proposed to be the affordable housing units are proposed to be pepper potted within the scheme.
- * Education: £2,887.44 per dwelling, therefore £308,956.08, to be used for the provision of primary school places at Blackrod Primary School and Blackrod Church School.

- * Public Open Space: 20 sq. metres per unit to be provided within the development. 2,140 sq. metres of public open space is proposed within the development and is to be centred around the existing pond. This area would be maintained by a management company for the development.

A condition of the outline approval was that public art was also to be provided on site. The applicant proposes that this would be in the form of a sculpture and would be sited within the proposed open space, so that the art is central to the site and visible from the entrance onto Hill Lane. Further details of this public art is recommended by condition, with details to be submitted prior to the commencement of development.

The necessary infrastructure requirements continue to be met in full and therefore the proposed development is considered to comply with Policy IPC1 of the Core Strategy and the guidance contained within SPD Infrastructure and Planning Contributions.

Impact on Mineral Safeguarding Areas

The application site forms part of a Mineral Safeguarding Area for sandstone, surface coal, brick and clay.

Policy 8 of the Greater Manchester Joint Minerals Plan states that all non-mineral development proposals within the Mineral Safeguarding Area should extract any viable mineral resources present in advance of construction. Proposals for non-mineral development within the Mineral Safeguarding Areas that do not allow for the prior extraction of minerals will only be permitted where:

1. The need for the development outweighs the need to extract the mineral; or;
2. It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place; or
3. It can be clearly demonstrated that the mineral is either not present or of no economic value or too deep to extract in relation to the proposed development; or;
4. The development is limited or temporary and would not prevent minerals extraction taking place in the future.

Policy P4.3 of the Core Strategy states that the Council will safeguard known resources of minerals, and existing and planned infrastructure that supports mineral exploitation including facilities for manufacturing and the handling, processing and distribution of substitute recycled and secondary aggregate materials.

The applicant demonstrated through the appeal process for the outline application that the need for the proposed residential development outweighed the need to extract mineral from the appeal site and also that it would not be environmentally acceptable to work the site (owing to the proximity of neighbouring residents).

It is therefore considered that the proposed development complies with Policy 8 of Greater Manchester Joint Mineral Plan.

Local finance considerations

Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The following is considered to be a local financial consideration in this case:

New Homes Bonus for the 107 proposed dwellings – this is not a material planning consideration.

Conclusion

Outline planning permission has already been granted for the erection of up to 110 dwellings on the

application site. The matter of the proposed vehicular access into the development has also already been approved within the outline application approval. This Reserved Matters application seeks permission only for the appearance, layout, landscaping and scale of the 107 dwellings.

For the reasons discussed above it is considered that the proposed development would not jeopardise highway safety, provides for sufficient on-site parking, would not unduly harm the character and appearance of the area, would not unduly harm the amenity of neighbouring residents, would safeguard biodiversity on the site, and would not lead to an increase in flooding. A Section 106 Agreement for the development has already been secured at the outline planning stage.

Members are therefore recommended to approve this application subject to the suggested conditions.

Representation and Consultation Annex

Representations

Letters:- 15 letters of objection have been received, which raise the following concerns:

- * The local highway network is not suitable to accommodate an increase in traffic;
- * Hill Lane is already busy - there should be some road traffic calming in place;
- * Highway safety concerns - an increase in traffic will increase the risk of an accident. There is a blind bend at the junction of Hill Lane with Vicarage Road West which is further exacerbated by parked cars. Dark Lane is a very dangerous road;
- * Traffic will use Ainse Road as an alternative route which would present a road safety risk in the estate;
- * There needs to be sufficient parking within the development as there is no room to park on the road; The houses proposed to face Hill Lane only have limited parking and to their rears, so it is foreseeable that they will park on Hill Lane;
- * Dark Lane should be improved (speed controls and winter maintenance);
- * Loss of greenspace. The land should be protected and green areas retained;
- * The existing hedgerows should be retained owing to their wildlife value;
- * Loss of wildlife;
- * Drainage of the site and flooding on the bend between Hill Lane and Little Scotland; There is a lack of clarity regarding drainage within the submission;
- * Impact on local infrastructure - doctors, schools, buses, library;
- * The design of the development is not sympathetic to its rural setting. The use of white render is not in keeping with the area;
- * The proposed open space would not be safe or suitable for children to play on as the area includes a pond (officer comment: the Council's Greenspace Officers have raised no objection to the pond being incorporated within the public open space);
- * There is no protection of the pond containing newts. A proper newt survey should be done;
- * The outline plans proposed a wooded copse with an area of grass surrounding it (officer comment: the site layout plan submitted for the outline permission was only indicative (with the exception of the proposed access) and is not an approved plan);
- * The submitted plans have not adopted the recommendations in the ecology report submitted with the outline application;
- * How will the windflower, grassed areas, ponds and hedgerows be managed and protected? (officer comment: the signed Section 106 Agreement for the development requires a management company to have full responsibility for maintaining and managing the open space within the site);
- * Stability of the land as there is a history of mine shafts (officer comment: the site has only been identified as low risk by the Coal Authority);
- * The submitted plans do not appear to cover all the planning conditions in the appeal decision (officer comment: most of the conditions attached to the outline permission only need to be complied with prior to commencement, rather than addressed within this reserved matters application);
- * More than half of the development would be 4 bed plots which would be out of the reach of first time buyers and lower income families (officer comment: 37 of the 107 proposed dwellings are proposed as affordable housing units);
- * Would like the public art to reflect the history of Blackrod. Perhaps the Local History Society could be consulted;
- * Loss of views (officer comment: this is not a material planning consideration);
- * Why has an Environmental Impact Assessment not been done? (officer comment: an Environmental Impact Assessment (EIA) is not required. An EIA is usually only required where more than 1,000 dwellings are being proposed. The proposal does not exceed the threshold

within Schedule 2 of the EIA regulations (150 dwellings) and therefore a screening opinion is not even required);

- * Questioning the need for new houses as there are a lot of properties in Blackrod for sale (officer comment: Bolton has a recognised shortage of housing land supply).

Blackrod Town Council:- objected to the proposed development at their meeting of 9th January 2017 on the following grounds:

- * The area already has road traffic and parking issues which would be greatly increased by the building of another 107 houses;
- * The submitted plans do not mirror the outline permission (officer comment: the plans submitted with the outline application, with the exception of the proposed access, where indicative only, as only the matter of access was applied for within outline application);
- * The new plans appear to ignore the 'environment report' recommendations previously submitted including the protection of birds, hedgerows, replacement of native trees and shrubs, and the erection of the boundary wall would create limited movement of wildlife;
- * Health and safety concerns with the pond being proposed within the informal play area;
- * The plots which front Hill Lane would only further increase parking and traffic problems;
- * The plots identified within the south western area appear to be higher than those properties within the surrounding area, which would not be in keeping;
- * There are already parking problems in the local area;
- * Highway safety concerns on neighbouring streets;
- * Increase in traffic delays in the area;
- * There is no street lighting on Dark Lane, which is close to the proposed access.

Blackrod Town Council again (informally) discussed the plans at their meeting of 6th February 2017 and requested that consideration be given to the junction of Dark Lane, Hill Lane and Little Scotland and that a roundabout be considered for the area to ease the passage of vehicles and access in that area.

Elected Members:- Councillor Stephen Pickup has objected to the proposal. He raises the following concerns:

- * Additional traffic in the surrounding area of Blackrod as a result of the development;
- * A single access road into the new estate will only exacerbate the problem on and around Hill Lane;
- * Hill Lane is already a busy road with vehicles parking on the road;
- * There is likely to be a bottleneck at the Hill Lane, Vicarage Road West junction as vehicles will only be able to pass in one direction at a time as they have to negotiate parked cars;
- * The developer should look at introducing at least one other suitably positioned access road into and out of the new estate in order that traffic might be better managed;
- * The development of this open protected land will not serve the best interests of the local community.

Consultations

Advice was sought from the following consultees: Highways Engineers, Drainage Officers, Pollution Control Officers, Landscape Officers, Tree Officers, Wildlife Liaison Officers, Housing Strategy Officers, Greater Manchester Ecology Unit, Greater Manchester Police, Minerals and Waste Planning Unit and United Utilities.

Planning History

Outline planning application 94656/15 for the erection of up to 110 dwelling (access details only) was

refused by Bolton's Planning Committee in September 2015 for the following two reasons:

1. *"The proposed residential development of the site would represent inappropriate development of 'Other Protected Open Land' in that it would not fall within any of the categories listed within Bolton's Allocations Plan Policy CG6AP. The benefits associated with developing the site for housing would not outweigh the harm that would be caused to the Council's strategic objective of focusing new housing in the existing urban area, contrary to Strategic Objective 15 and Policy OA1.6 of Bolton's Core Strategy and Bolton's Allocations Plan Policy CG6AP."*

2. *"It has not been proven by the applicant that the need for the proposed residential development outweighs the need to extract mineral from the site, a site within the Mineral Safeguarding Area, contrary to Policy 8 of the Greater Manchester Joint Minerals Plan and Policy P4.3 of Bolton's Core Strategy."*

The Council's refusal was appealed by the applicant and was heard at a public inquiry in March 2016. The Planning Inspector allowed the appeal on 26th April 2016. The application site therefore has outline planning permission for up to 110 dwellings, along with the proposed access off Hill Lane.

Applications 33055/89 and 34098/89 for the erection of dwellings (means of access details only) were refused in March 1989 and August 1989 respectively.

Application 32980/89 for the erection of dwellings was refused by the Council in March 1989 and subsequently dismissed at appeal by the Planning Inspectorate in January 1990. The application was refused as it was not an allocated housing site and as it would result in the loss of an area of open land.

Application 13398/80 for the residential development of the site was refused in May 1980.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of development details of the public art to be provided within the development shall be submitted to and approved in writing by the local planning authority. The public art shall be installed in full accordance with the approved details, in a timeframe agreed with the local planning authority, and retained thereafter.

Reason

To comply with policy IPC1 of Bolton's Core Strategy and the guidance contained within SPD Infrastructure and Planning Contributions.

3. No development approved by this permission shall be commenced until a drainage strategy to include a Sustainable Drainage System (SuDS) has been submitted to and approved in writing by the local planning authority. The strategy should detail the pre-development discharge rate for the site, a plan demonstrating the impermeable areas/permeable areas of the site, a network drawing annotated clearly (manholes numbers, invert/cover levels, pipe sizes, pipe number) that can be referenced to

the model, network and manhole details and results for a 1 in 1, 1 in 30 and 1 in 100 year return periods, all durations (plus the appropriate allowance for climate change) both summer and winter storms (a summary of results for these storms is acceptable), the method employed to delay and control the surface water discharged from the site, storage requirements and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; as detailed in CIRIA SUDS manual (C697). The approved strategy shall be carried out in full accordance with the approved plans and it shall be retained thereafter.

Reason

To ensure the site provides satisfactory means of surface water drainage and to comply with policies CG1.5 and CG2.2 of Bolton's Core Strategy.

4. Prior to the commencement of development full details of the highway works at Hill Lane and Little Scotland comprising the resurfacing of the footway along the site frontages shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

5. Prior to the commencement of development hereby approved/permitted, all developer obligations shall be fulfilled to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult, advertise, promote and implement Traffic Regulation Orders to mitigate the likely impact of the development.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

6. No demolition, development or stripping of soil shall be started until:

1. The trees and hedgerows within or overhanging the site which are [to be retained/or are subject of a Tree Preservation Order (TPO)] [delete as appropriate] have been surrounded by fences of a type to be agreed in writing with the Local Planning Authority prior to such works commencing.
2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).
3. No development shall be started until a minimum of 14 days written notice has been given to the Local Planning Authority confirming the approved protective fencing has been erected.

Reason

To protect the health and appearance of the trees and hedgerows and to comply with policy CG1.1 of Bolton's Core Strategy.

7. Before the approved development is commenced details of the existing and proposed ground levels within the site and on adjoining land including spot heights, cross sections and finished floor levels of all buildings and structures shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and retained thereafter.

Reason

The submitted levels plan is referred to as "Preliminary". To safeguard the visual appearance and or character of the area, and to comply with policies CG3 and CG4 of Bolton's Core Strategy.

8. Prior to the development hereby approved/permitted being first occupied the means of vehicular access to the site from Hill Lane shall be constructed to a minimum width of 5.5 metres with 2no. 2 metre footways a right-turn pocket and running lane widths in accordance with the drawing ref R086/1 Rev A.

Reason

In the interests of highway safety and in order to comply with policies S1 and P5 of Bolton's Core Strategy.

9. Prior to the development hereby approved/permitted being first brought into use a visibility splay measuring 2.4 metres by 43 metres shall be provided at the junction of the site access with Hill Lane, and subsequently remain free of all obstructions between the height of 1.05 metres and 2 metres (as measured above carriageway level).

Reason

To ensure traffic leaving the site has adequate visibility onto the highway and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

10. Prior to the development hereby approved/permitted being first occupied or brought into use the existing vehicular access onto Little Scotland shall be closed to vehicles and the existing highway (kerbing and footway) made good to adoptable footway standards. There shall thereafter be no means of vehicular access to or from Little Scotland.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

11. Prior to the occupation of the dwelling houses hereby permitted provision shall be made for the parking or garaging of (a) motor vehicle(s) adjacent to each of the dwelling houses in the area identified for that purpose on the approved plan. The garage driveways shall be a minimum of 6.0 metres long. Those areas shall thereafter be retained at all times for that purpose. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order) other than (a) garage(s), no extensions, porches, outbuildings, sheds, greenhouses, oil tanks, wind turbines or satellite antennae shall be erected within that area.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

12. Prior to the development hereby approved being first occupied or brought into use, a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

13. No soil or soil forming materials shall be brought to the site until a testing methodology including testing schedules, sampling frequencies, allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information has been submitted to and approved in writing by the Local Planning Authority. The approved testing methodology shall be implemented in

full during the importation of soil or soil forming material.

Prior to the development being first brought into use or occupied a verification report including soil descriptions, laboratory certificates and photographs shall submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the site is safe for use and to comply with policy CG4 of Bolton's Core Strategy.

14. The replacement hedgerow shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any hedgerow that dies or is removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape and to comply with policies CG1.2 and CG3 of Bolton's Core Strategy.

15. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape and to comply with policies CG3 and OA1 of Bolton's Core Strategy.

16. No dwelling shall be occupied until the access roads, footways and footpath) leading thereto have been constructed and completed in accordance with the drawing ref: R086/1 Rev A.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

17. The garages hereby approved/permitted shall be made available at all times for the parking of motor vehicles.

Reason

The loss of garage spaces would be likely to lead to an increase in on-street parking to the general detriment of highway safety and in order to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

18. The development hereby permitted shall be constructed entirely of the materials details of which are shown on plan ref: R086/3.

Reason

For the avoidance of doubt as to what is permitted and to comply with policies CG3 and OA1 of

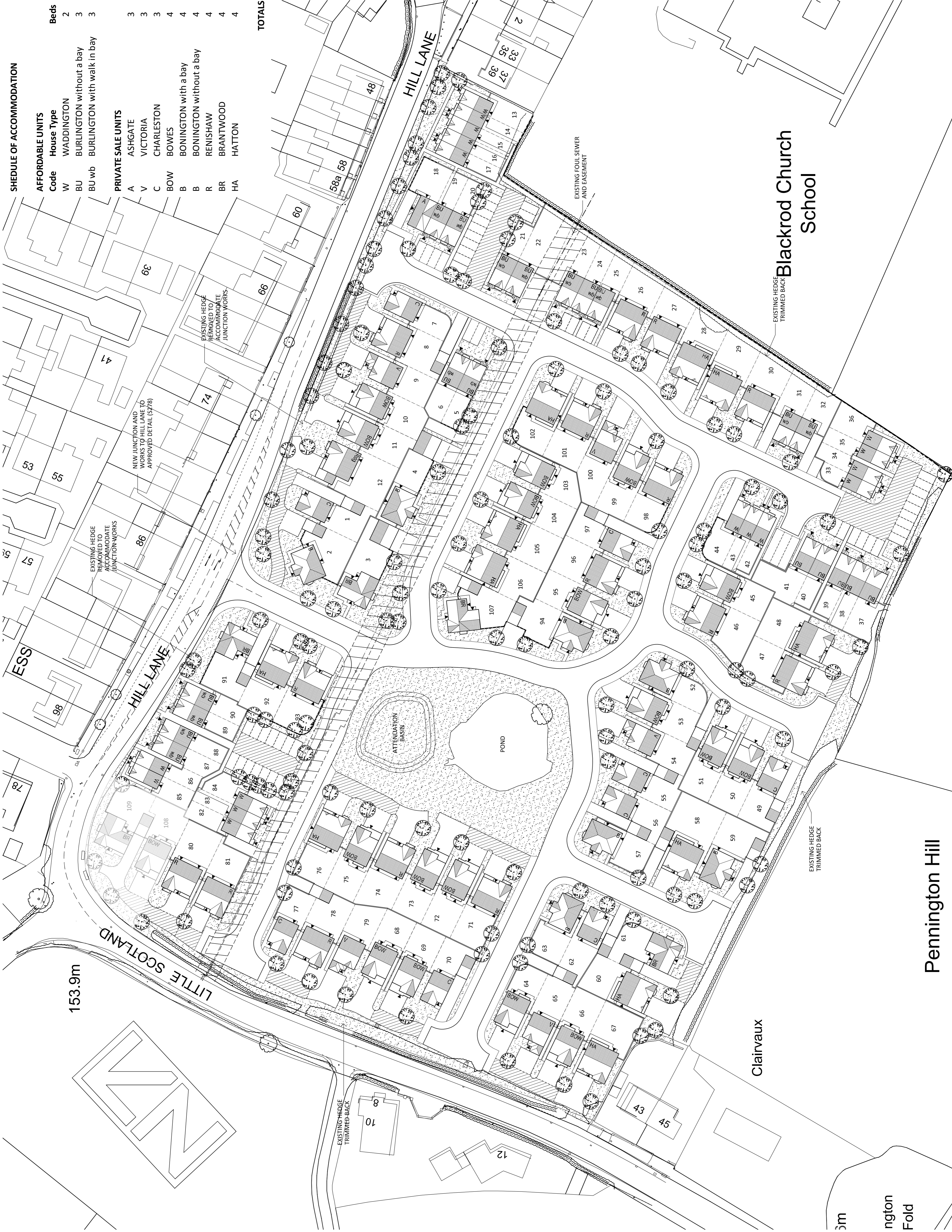
Bolton's Core Strategy.

19. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

R086/1 Rev A; "Planning Layout (109 Units)"; dated 26/01/17
R086/2; "Fencing Layout"; dated Dec 2016
R086/3; "Materials Schedule Plan"; dated Dev 2016
HT104/P/111 Rev B; "Bowes House Type"; dated 06.12.12
HT105/P/115; "Burlington walk in bay (open market); dated Sept '16
HT105(A)/P/116; "Burlington no bay (affordable); Sept '16
HT117(A)/P/115; "Waddington House Type"; dated Dec '15
HT132/P/111 Rev C; "Victoria House Type"; dated 07.04.14
HT138/P/111; "Ashgate House Type"; dated March '12
HT139/P/111 Rev C; "Hatton House Type"; dated 16.01.15
HT147/P/110-11; "Bonington House Type"; dated June 2012
HT147/P/111-2; "Bonington House Type"; dated Dec '12
HT147/P/111-11; "Bonington House Type"; dated Dec '12
HT147/P/112-11; "Bonington House Type"; dated June 2012
HT147/P/113; "Bonington (Planning Dwg)"; dated March '12
HT147/P/202-38; "Boonington"; dated March '12
HT149/P/201 Rev A; "Renishaw House Type"; dated 10.02.14
HT149/P/201-1 Rev A; "Renishaw House Type Double Garage"; dated 11.04.14
HT149/P/201-2 Rev A; "Renishaw House Type Double Garage"; dated 11.04.14
HT166 Rev B; "Charleston House Type"; dated 17.11.15
HT167/P/101 Rev B; "Brantwood House Type - with bay"; dated 28.10.16
P/DG/1; "Double Detached Garage"; dated Feb 2015
P/SG/1; "Single Detached Garage"; dated Feb 2015
SD.1 Rev A; "1.8m High Close Board Timber Fence"; dated 10.11.11
SD.21; "900 High Posts & Rail Fence Detail"; dated August '04
SD.23 Rev B; "Knee Rail Fence Detail"; dated 07.03.16
SD.46 Rev A; "1.8m High Screen Wall"; dated 11.06.10
SD.65; "2.4m High Acoustic Fence Detail"; dated June 2010

Reason

For the avoidance of doubt and in the interests of proper planning.



SCHEDULE OF ACCOMMODATION

AFFORDABLE UNITS

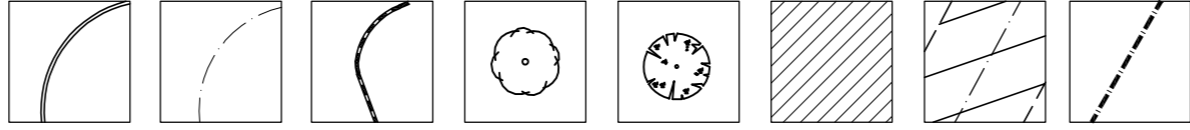
Code	House Type	Beds
W	WADDINGTON	2
BU	BURLINGTON without a bay	3
BU wb	BURLINGTON with walk in bay	3

PRIVATE SALE UNITS	House Type	Beds
A	ASHGATE	3
V	VICTORIA	3
C	CHARLESTON	3
BOW	BOWES	4
B	BONINGTON with a bay	4
B	BONINGTON without a bay	4
R	RENISHAW	4
BR	BRANTWOOD	4
HA	HATTON	4

TOTALS:

107 2 109

KEY



HILL LANE, BLACKROD

Pennington Hill

ngton
Fold

Clairvaux

Blackrod Church
School

Rowland

Rowland

Layout amended following comments from Local Authority Highways Officer.

26/01/17

REV

DESCRIPTION

DATE

Fairington House, Stanfield Business Park, Stanfield Lane,
Levelling, Lancashire PR25 4UA
Tel: 01772 621166 Fax: 01772 623552 www.rowland.co.uk

DRAWING
PLANNING LAYOUT (109 UNITS)

PROJECT
HILL LANE, BLACKROD

SCALE	1:500 @ A1	REV	A	DRAWING No.
DATE	OCT16			R086/1
DRAWN	TWENTY 10			

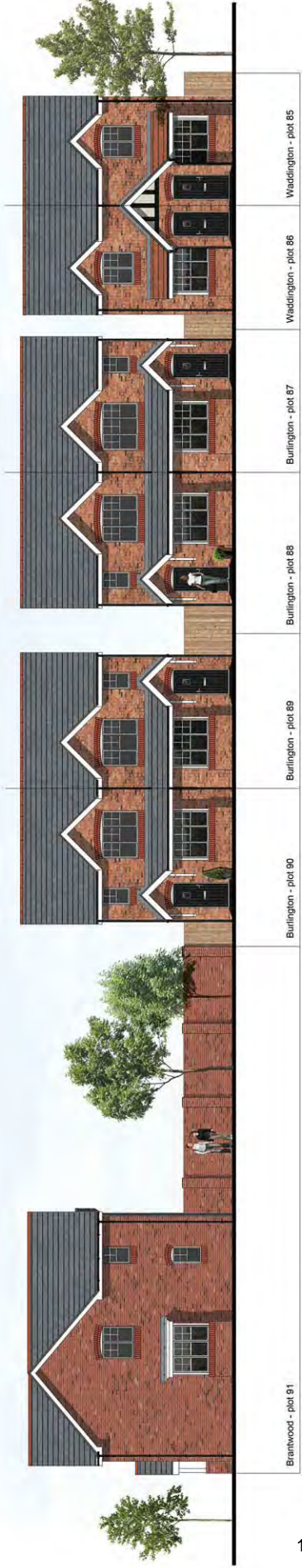
TWENTY10

DESIGN AND PLANNING

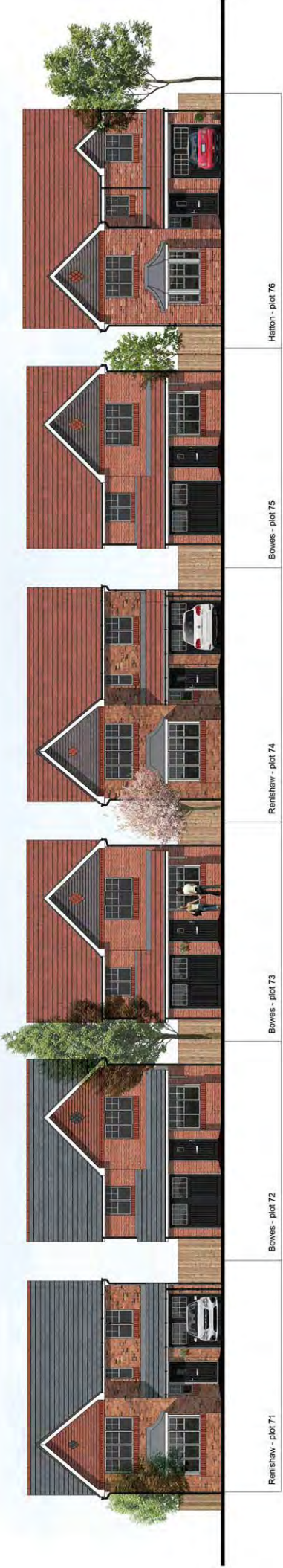
Twenty10 Management Limited, Chester Business & Technology Centre, East Tesco, Euxine, Cheshire, Lancashire, PR25 4UE
Tel: 01257 377 100 Email: info@twenty10.co.uk




STREET ELEVATION 1
(PLOTS 7-12 & 1-2)



STREET ELEVATION 2
(PLOTS 85-91)



STREET ELEVATION 3
(PLOTS 71-76)



Rowland

Rowland Homes Limited
Fairington House, Stonfield Business Park, Stonfield Lane,
Leyland, Lancashire PR25 4UA
Tel: 01772 621 166 Fax: 01772 623552 www.rowland.co.uk

DRAWING

STREET SCENE ELEVATIONS

PROJECT

HILL LANE, BLACKROD

SCALE	NTS	REV.	DRAWING NO.
DATE	DEC 2016		RO86/1001
DRAWN	TWENTY/10		

TWENTY 10

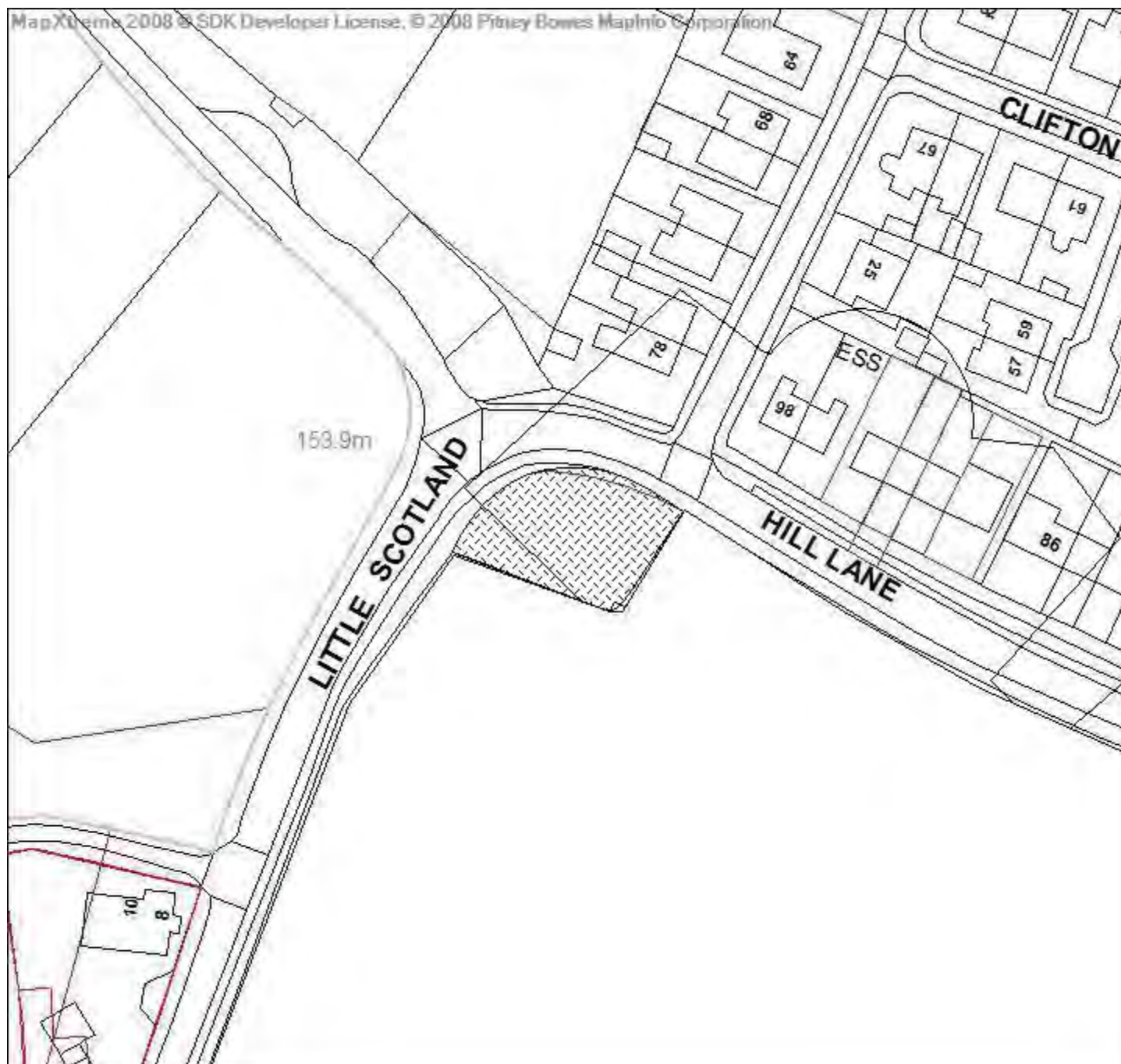
DESIGN AND PLANNING

Twenty10 Management Limited, Crompton Business & Technology Centre, East Town Road, Clonmel, Lancashire PR2 4EE
Tel: 01524 777116 Email: info@twenty10.co.uk Fax: 01524 777111

NOTES

HILL LANE, BLACKROD

Application number
98113/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

Bolton
Council

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Date of Meeting: 09/03/2017

Application Reference: 98113/16

Type of Application: Full Planning Application

Registration Date: 19/12/2016

Decision Due By: 12/02/2017

Responsible Officer: Helen Williams

Location: LAND AT HILL LANE AND LITTLE SCOTLAND, BLACKROD, BOLTON, BL6

Proposal: ERECTION OF TWO DWELLINGS

Ward: Horwich and Blackrod

Applicant: Rowland Homes

Agent : Sedgwick Associates

Officers Report

Recommendation: Approve subject to conditions

Proposal

Permission is sought for the erection of two, two storey, detached dwellings on land at the corner of the junction of Hill Lane and Little Scotland. Both properties are to contain four bedrooms. The proposed Bowes house type is proposed to have an integral garage and the proposed Brantwood house type is proposed to have a detached garage. Both houses are proposed to face Little Scotland and are to be accessed off a private driveway from the residential estate proposed in application 98112/16 (which can be found elsewhere on this agenda).

Site Characteristics

The application site is land at the corner of the junction of Hill Lane and Little Scotland. Whilst the site forms part of the same field as the development proposed within application 98112/16, it was not included in the outline permission for the site (94656/15) as it was in separate ownership at that time.

The application site is bounded by a hedgerow and a couple of trees.

The site is a greenfield site and is allocated within Bolton's Allocations Plan as 'Other Protected Open Land'.

To the north of the site is Hill Lane, which comprises residential dwellings (terraced and semi-detached houses) on its northern side. The majority of houses on this stretch do not have off-street parking and therefore rely on on-street parking in front of their properties.

Hill Lane curves around the application site to its north and becomes Little Scotland. Dark Lane also forms a junction with Hill Lane and Little Scotland at the north western corner of the site.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Accessibility and transport; S1 Safe Bolton; CG1 Cleaner and Greener Bolton; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA1 Horwich and Blackrod.

Allocations Plan Policies: CG6AP Other Protected Open Land.

SPD Accessibility, Transport and Safety; SPD General Design Principles.

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * principle of residential development on the site
- * impact on the highway
- * impact on the character and appearance of the area
- * impact on the amenity of neighbouring residents
- * impact on biodiversity

Principle of Residential Development on the Site

Outline planning permission was granted at appeal for the erection of up to 110 dwellings on the larger piece of land adjoining the application site application ref. 94656/15 and appeal ref. APP/N4205/W/15/3136446).

Reserved Matters application 98112/16 for the erection of 107 dwellings on this adjacent land can be found elsewhere on this Committee agenda.

This application for two dwellings seeks permission to build on a small piece of land at the corner of Hill Lane with Little Scotland. The proposed two dwellings would be part of the wider residential estate proposed under application 98112/12.

As with the site subject to Reserved Matters application 98112/12, the application site is allocated within Bolton's Allocations Plan as 'Other Protected Open Land', which is defined within paragraph 5.12 of the Allocations Plan as countryside that is not within the Green Belt but is protected from inappropriate development.

Allocations Plan Policy CG6AP states that the Council will permit development proposals within the defined areas of Protected Open Land shown on the Proposals Map provided that they fall within one or more of the following categories:

1. the development represents limited infilling within an established housing or industrial area, is in scale with it and would not adversely affect its character or surroundings; or
2. it forms part of, and is required for, the maintenance of an existing source of employment; or
3. the development requires a location outside the urban area, but is inappropriate within the Green Belt, and providing it maintains the character and appearance of the countryside; or
4. the development would be appropriate within the Green Belt.

Whilst the proposed residential development of the application site represents inappropriate development of 'Other Protected Open Land' (and is contrary to Allocations Plan Policy CG6AP), the Inspector for the appeal for the adjacent site found that the Council was unable to demonstrate a five year supply of deliverable housing land in the borough "...by some considerable margin". Paragraph 49 of the National Planning Policy Framework (NPPF) states that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites. The Inspector therefore concluded that as Policy CG6AP of the Allocations Plan relates to housing development it must be considered to be out-of-date and therefore can only carry very limited weight in the assessment of planning applications for residential development.

The latest assessments of which sites are deliverable within the five year period show that Bolton remains short of the five year requirement required by national planning policy. These sites have been re-examined against the deliverability tests in national policy, which are that sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the sites within five years and in particular that the development of the sites is viable.

Therefore whilst the proposed development of the application site conflicts with Policy CG6AP of Bolton's Allocations Plan, as Policy CG6AP is a relevant policy for the supply of housing (as its purpose in part is to restrict housing development on 'Other Protected Open Land') and as the Council is unable to demonstrate a five year supply of deliverable housing sites in the borough, paragraph 49 of the NPPF states that it must therefore be considered to be out-of-date and (as confirmed by the Planning Inspector in the appeal for the adjoining site) and can only carry very limited weight in the assessment of planning applications for residential development. This means that Paragraph 14 of the NPPF applies whereby permission should be granted unless adverse impacts outweigh the benefits.

Thus it is considered that in accordance with NPPF, as the relevant housing supply policies are out of date, there is a presumption in favour of approving the principle of developing the application site for housing unless the other impacts of the development are so harmful as to outweigh the benefits associated with the development. This material consideration is considered to outweigh the housing supply policies in the development plan.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking (in accordance with the parking standards set out in Appendix 3), and the requirement for a Transport Assessment and Travel Plan with major trip generating developments. Policy S1.2 states that the Council will promote road safety in the design of new development.

Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- * the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- * safe and suitable access to the site can be achieved for all people; and
- * improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The two proposed dwellings would be accessed off a private driveway off an internal road within the development proposed under Reserved Matters application 98112/16 (which can be found elsewhere on this agenda).

The Council's Highways Engineers have commented that the proposed siting of the northernmost proposed dwelling would affect the forward visibility of Hill Lane, based on the Manual for Street criteria (43 metres for a 30mph speed limit). Engineers have however advised that the proposed siting of the dwelling would be acceptable if the road was reduced to 20mph at this point (as the required forward visibility would be 25 metres, which could be accommodated within the footway width at this location). The Council's Highways Engineers therefore recommend that the applicant funds the extension of the existing 20mph speed limit on Hill Lane around the bend onto Little Scotland, along with entry features into the speed limit change. The applicant has informally agreed to this, and therefore Officers recommend that a condition is attached to any approval for a review of the Traffic Regulation Order in the area.

A garage and driveway parking is proposed for both dwellings, which would allow for the on-site parking of three vehicles. This meets the Council's maximum parking standards for four bedroom dwellings, contained within appendix 3 of the Core Strategy.

It is therefore considered, subject to the recommended conditions, that the proposed development would not jeopardise highway safety and would comply with Policies P5 and S1.2 of the Core Strategy.

Impact on the Character and Appearance of the Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, will require development to be compatible with the surrounding area in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment, and will maintain and respect the landscape character of the surrounding countryside and its distinctiveness. Policy OA1 refers specifically to developments in Horwich and Blackrod and states that the Council will conserve and enhance the character of the existing landscape and physical environment, ensure that development respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone, and ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.

The proposed two dwellings would constitute part of the wider residential estate proposed under Reserved Matters application 98112/16. The two house types proposed are to be provided elsewhere within the wider site, and therefore would be compatible in terms of their scale and appearance with the wider development. The dwellings are proposed to be two storeys in height and would be constructed from red brick and grey roof tiles, which is compatible with the surrounding residential development on neighbouring roads.

Both dwellings would have ample rear gardens and would front onto Little Scotland, therefore addressing the main road.

New tree planting is proposed around the boundary of the site, which is considered to compensate for the removal of the hedgerow in this location.

It is considered that the proposed development of two dwellings on the site would be compatible with the character and appearance of the local area and the neighbouring proposed residential estate, and would comply with Policies CG3 and OA1 of Bolton's Core Strategy.

Impact on the Amenity of Neighbouring Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. SPD General Design Principles sets out the Council's minimum interface distance requirements between new dwellings and neighbouring dwellings.

The proposed dwellings would not face onto any neighbouring dwellings. The northernmost dwelling would be side on to the side of 78 Ainse Road at a distance of approximately 22 metres.

The rear of the northernmost proposed dwelling would face the side of plot 85 (proposed within application 98112/16) and therefore no overlooking issues would be created.

It is therefore considered that the proposed dwellings would not unduly harm the amenity of any neighbouring resident, compliant with Policy CG4 of Bolton's Core Strategy.

Impact on Biodiversity

Policy CG1.1 of the Core Strategy states that the Council will safeguard and enhance the rural areas of the borough from development that would adversely affect its biodiversity including trees, woodland and hedgerows, geodiversity, landscape character, recreational or agricultural value.

At the time of writing this report the Council's Tree Officers and Wildlife Officer had not commented on the proposal. These comments will be reported directly at the meeting.

The Council's Greenspace Officers have recommended a condition for a landscape scheme for the site.

It is considered that the proposed development would not adversely affect the biodiversity of the application site, compliant with policy CG1.1 of the Core Strategy.

Local finance considerations

Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The following is considered to be a local financial consideration in this case:

New Homes Bonus for the two proposed dwellings – this is not a material planning consideration.

Conclusion

It is considered that the proposed development of the site for two dwellings constitutes sustainable development.

As discussed above, as the Council is unable to demonstrate a five year supply of deliverable housing sites in the borough, paragraph 49 of the NPPF states that planning policies for the supply of housing should be considered out-of-date. Bolton's Allocations Plan Policy CG6AP (protecting 'Other Protected Open Land' from residential development) must therefore be considered out-of-date and to carry

very limited weight in planning decisions for residential development.

Officers consider for the reasons discussed above that the proposed development would not harm highway safety, would not harm the character and appearance of the area, would not unduly harm the amenity of neighbouring residents and would not harm biodiversity. There are therefore no adverse impacts from the proposed development that would significantly and demonstrably outweigh the benefits of the proposal.

Members are therefore recommended to approve this application, subject to the suggested conditions.

Representation and Consultation Annex

Representations

Blackrod Town Council:- raised an objection to the proposal at their meeting of 9th January. They considered this application at the same time as application 98112/16, and objected to them both.

Consultations

Advice was sought from the following consultees: Highways Engineers, Pollution Control Officers, Landscape Officers, Wildlife Officer, Tree Officers and Greater Manchester Police.

Planning History

Outline planning application 94656/15 for the erection of up to 110 dwelling (access details only) on the adjoining land was refused by Bolton's Planning Committee in September 2015 for the following two reasons:

1. *"The proposed residential development of the site would represent inappropriate development of 'Other Protected Open Land' in that it would not fall within any of the categories listed within Bolton's Allocations Plan Policy CG6AP. The benefits associated with developing the site for housing would not outweigh the harm that would be caused to the Council's strategic objective of focusing new housing in the existing urban area, contrary to Strategic Objective 15 and Policy OA1.6 of Bolton's Core Strategy and Bolton's Allocations Plan Policy CG6AP."*
2. *"It has not been proven by the applicant that the need for the proposed residential development outweighs the need to extract mineral from the site, a site within the Mineral Safeguarding Area, contrary to Policy 8 of the Greater Manchester Joint Minerals Plan and Policy P4.3 of Bolton's Core Strategy."*

The Council's refusal was appealed by the applicant and was heard at a public inquiry in March 2016. The Planning Inspector allowed the appeal on 26th April 2016. The application site therefore has outline planning permission for up to 110 dwellings, along with the proposed access off Hill Lane.

Applications 33055/89 and 34098/89 for the erection of dwellings (means of access details only) were refused in March 1989 and August 1989 respectively.

Application 32980/89 for the erection of dwellings was refused by the Council in March 1989 and subsequently dismissed at appeal by the Planning Inspectorate in January 1990. The application was refused as it was not an allocated housing site and as it would result in the loss of an area of open land.

Application 13398/80 for the residential development of the site was refused in May 1980.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of development hereby approved/permitted, all developer obligations shall be fulfilled to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult , advertise, promote and implement Traffic Regulation Orders to extend the existing 20 mph speed limit to cover the bend at the junction of Dark Lane with Little Scotland.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

3. Prior to the commencement of development full details of the highway works at Hill Lane/Little Scotland comprising the relocation of terminal speed limit signage and implementation of dragons teeth entry features and roundels on the carriageway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

4. Prior to the commencement of the development:-

- A Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority. 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, property and/or the wider environment; and
- The details of any proposed remedial works shall be submitted to, and approved in writing by the Local Planning Authority. The approved remedial works shall be incorporated into the development during the course of construction and completed prior to occupation of the development or the development being first brought into use; and

Prior to first use/occupation of the development hereby approved:

- A Verification Report shall be submitted to, and approved in writing by, the Local Planning Authority. The Verification Report shall validate that all remedial works undertaken on site were completed in accordance with those agreed by the LPA.

Reason

To safeguard the amenity of the future occupants of the development and to comply with Core Strategy policy CG4.

5. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape and to comply with policies CG3 and OA1 of Bolton's Core Strategy.

6. Prior to the development hereby approved being first occupied or brought into use, a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided and to comply with policies P5 and S1.2 of Bolton's Core Strategy.

7. The garage(s) hereby approved/permitted shall be made available at all times for the parking of motor vehicles.

Reason

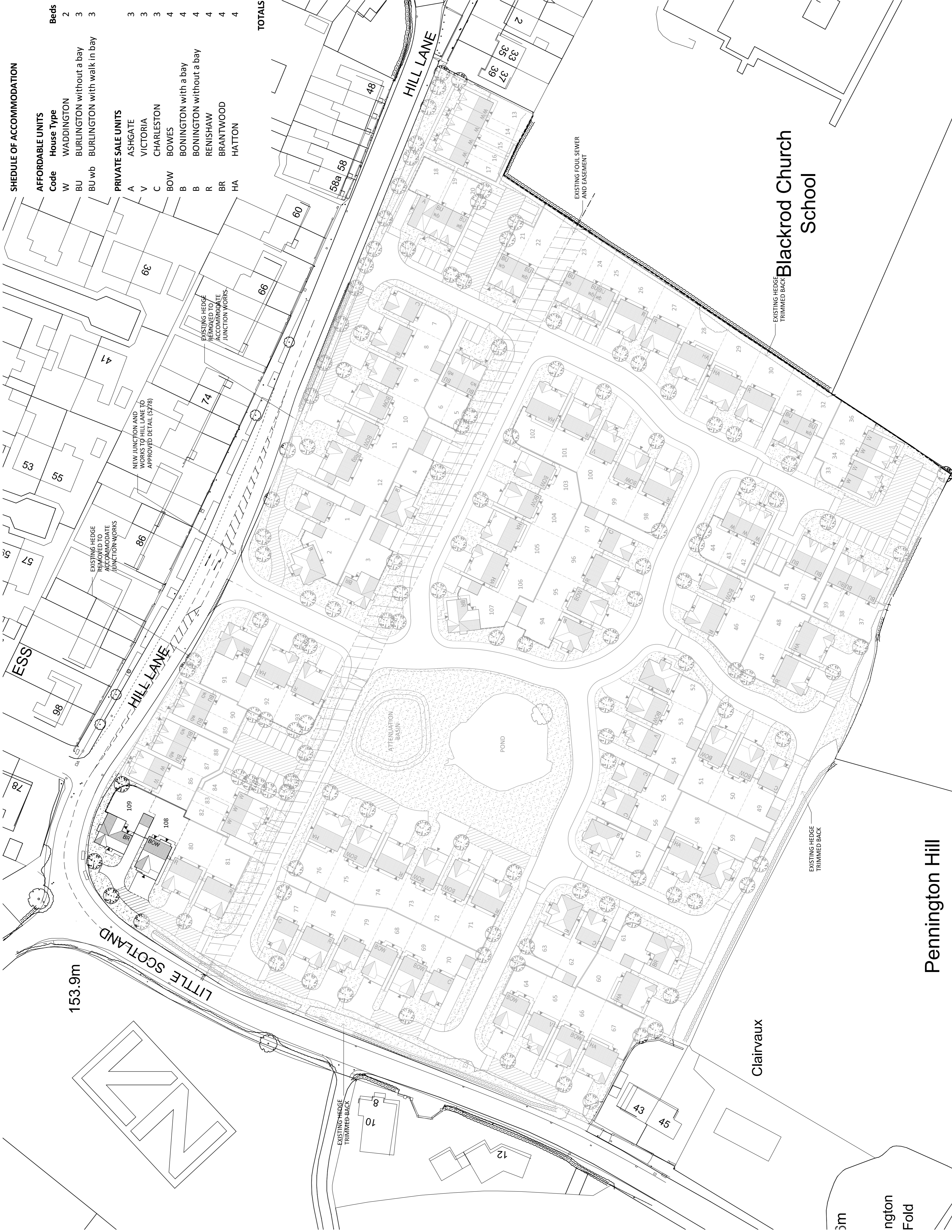
The loss of garage spaces would be likely to lead to an increase in on-street parking to the general detriment of highway safety and in order to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

8. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

R086/1; "Planning Layout"; dated Oct '16
HT104/P/111 Rev B; "Bowes House Type"; dated 06.12.12
HT167/P/101 Rev B; "Brantwood House Type - with bay"; dated 28.10.16
SD.1 Rev A; "1.8m High Close Board Timber Fence"; dated 10.11.11
SD.23 Rev B; "Knee Rail Fence Detail"; dated 07.03.16
SD.46 Rev A; "1.8m High Screen Wall"; dated 11.06.10

Reason

For the avoidance of doubt and in the interests of proper planning.



SCHEDULE OF ACCOMMODATION

AFFORDABLE UNITS		
Code	House Type	Beds
W	WADDINGTON	2
BU	BURLINGTON without a bay	3
BU wb	BURLINGTON with walk in bay	3
PRIVATE SALE UNITS		
A	ASHGATE	3
V	VICTORIA	3
C	CHARLESTON	3
BOW	BOWES	4
B	BONINGTON with a bay	4
B	BONINGTON without a bay	4
R	RENISHAW	4
BR	BRANTWOOD	4
HA	HATTON	4

Reserved Matters Application	Full Application for 2 Dwellings	Overall Total
17		17
5		5
15		15
	1	1
		5
		9
	1	18
		1
		6
	1	16
		5
		11
	2	109

TOTALS:

107

KEY	1.8m HIGH TIMBER SCREEN FENCE TO SEPARATE DETAIL - S.D.1	900mm POST & RAIL FENCE TO SEPARATE DETAIL - S.D.21	1.8m HIGH SCREEN WALL TO SEPARATE DETAIL - S.D.46	EXISTING TREES TO BE RETAINED	INDICATIVE TREE PLANTING	SHARED DRIVES	SEWER EASEMENT	2.4m HIGH ACOUSTIC TIMBER SCREEN FENCE TO SEPARATE DETAIL

REV

DESCRIPTION

DATE

Rowland

Fairington House, Stanfield Business Park, Stanfield Lane,
Levland, Lancashire PR25 4UA
Tel: 01772 621166 Fax: 01772 623552 www.rowland.co.uk

DRAWING

PLANNING LAYOUT (109 UNITS)

PROJECT

HILL LANE, BLACKROD

SCALE	1:500 @ A1	REV.	DRAWING No.
DATE	OCT'16		R086/1
DRAWN	TWENTY 10		

TWENTY 10

DESIGN AND PLANNING
Twenty10 Management Limited, Cheshire Business & Technology Centre, East Tesco, Euxine, Cheshire, Lancashire, PR9 8TE
Tel: 01925 737100 Email: info@twenty10.co.uk

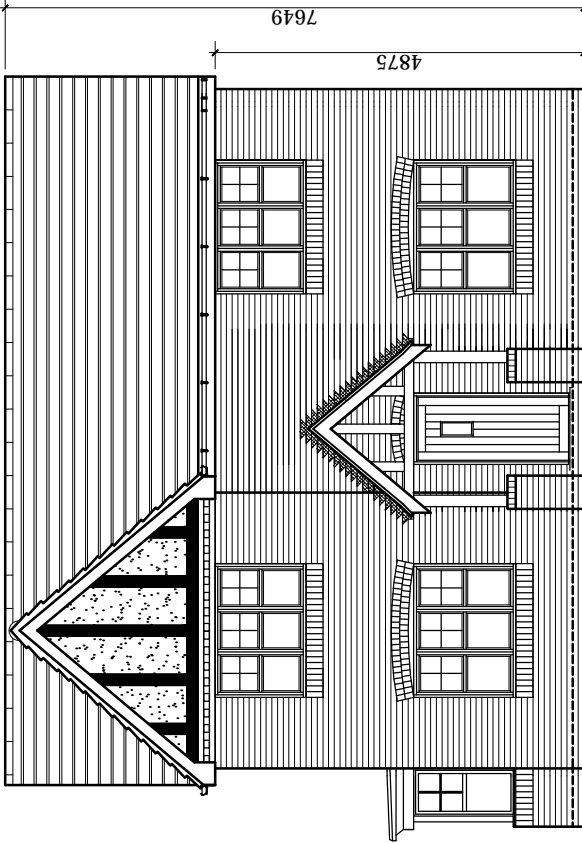
Pennington Hill

Clairvaux

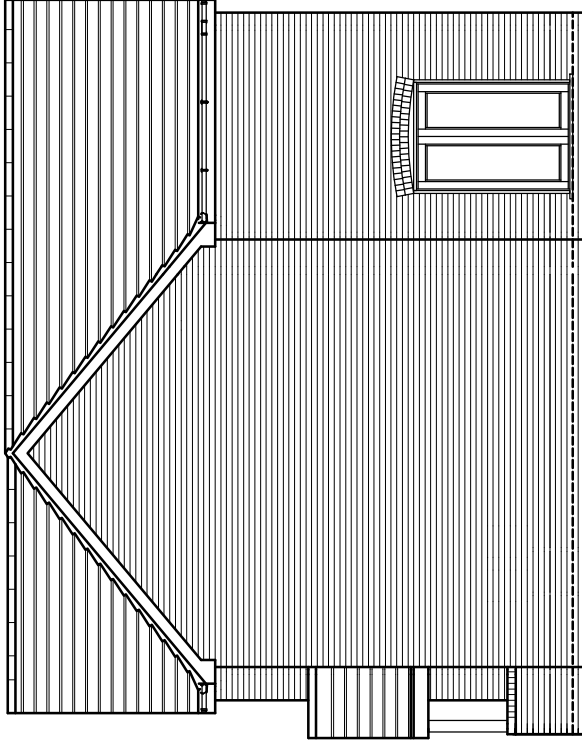
Blackrod Church
School

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Fold

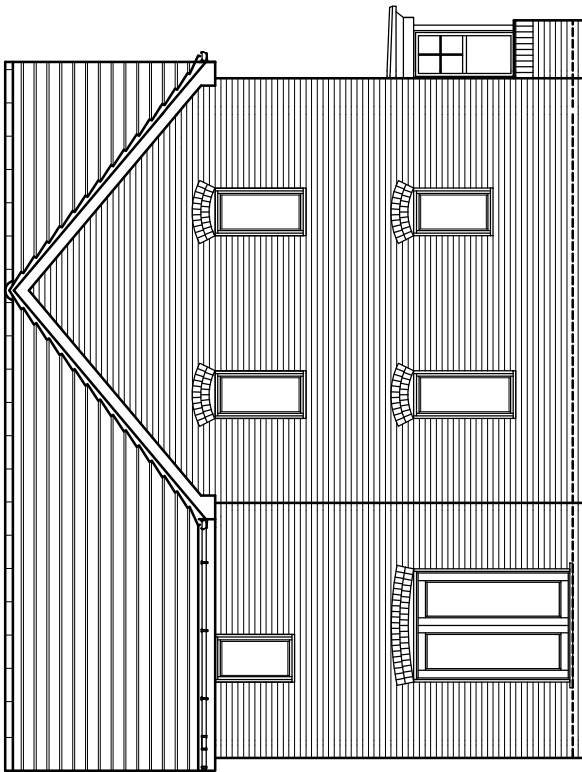
HILL LANE, BLACKROD



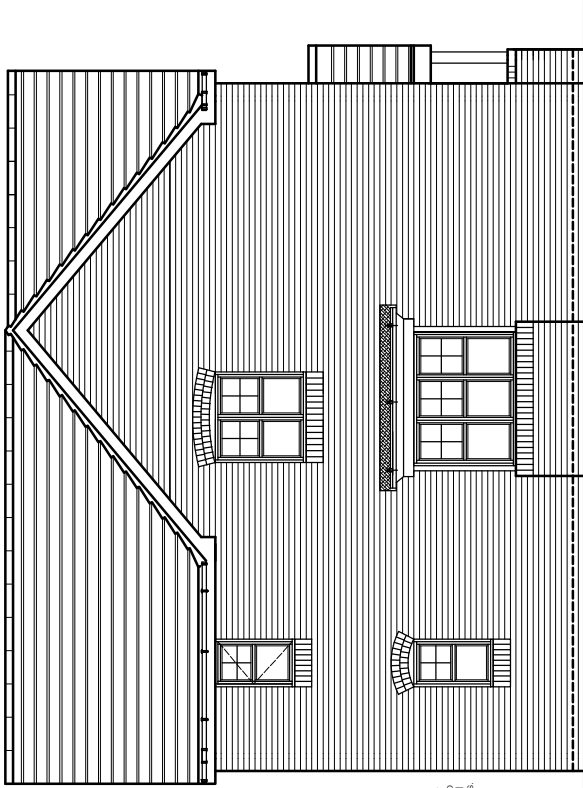
FRONT ELEVATION



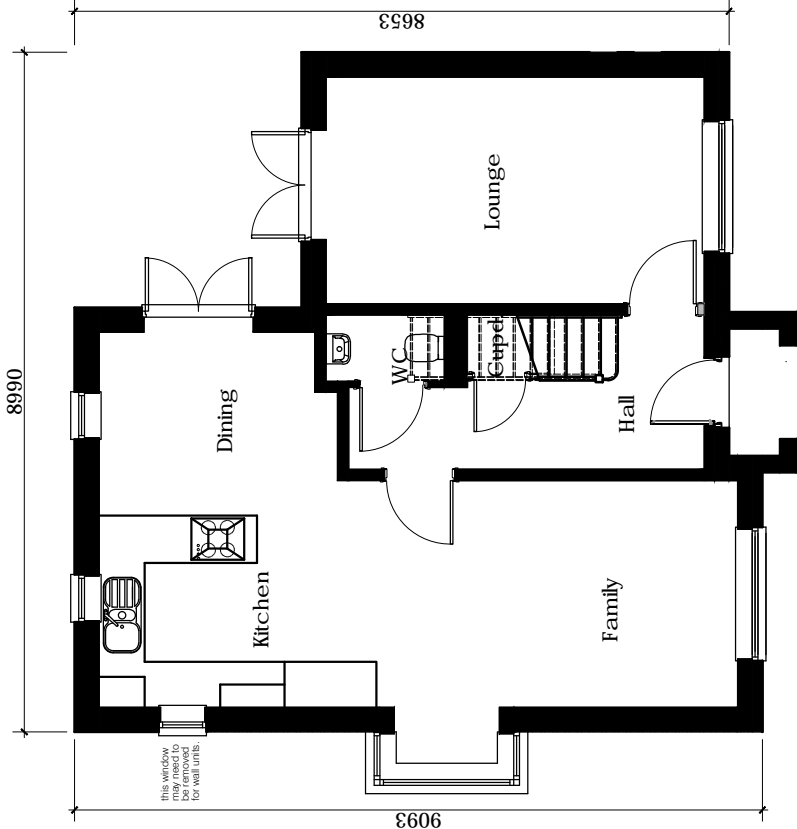
SIDE ELEVATION



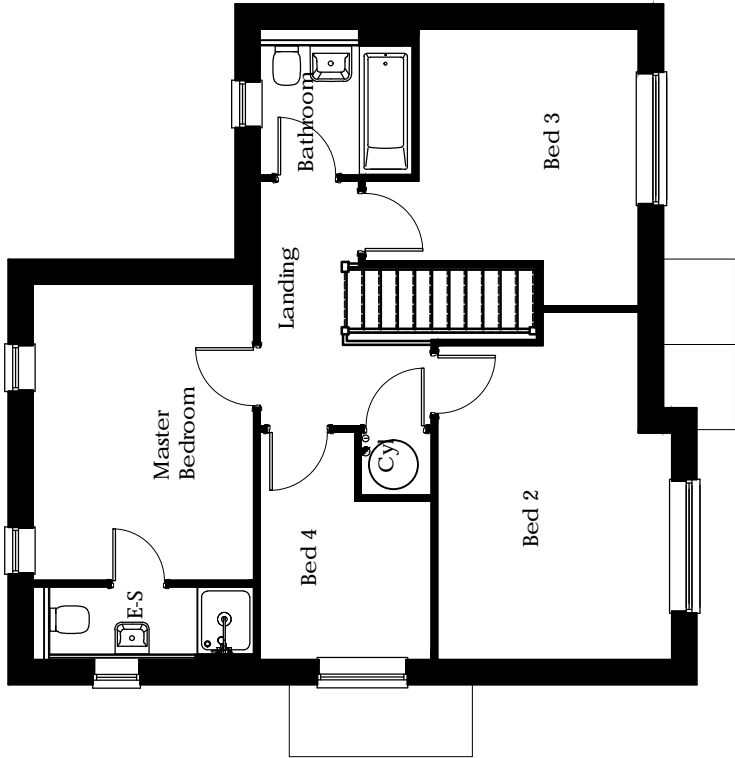
REAR ELEVATION



SIDE ELEVATION

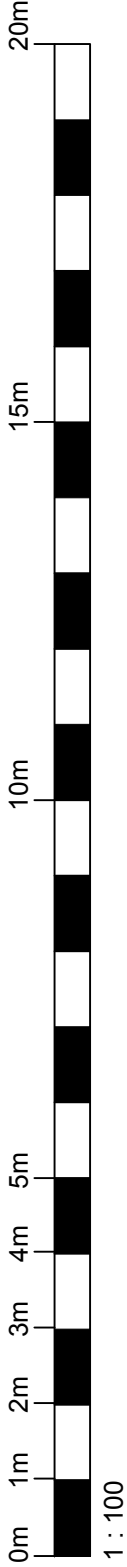


GROUND FLOOR PLAN



FIRST FLOOR PLAN

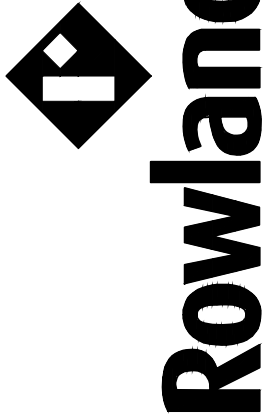
Floor Area - 118.67sqm/1277sqft



1 : 100

B Window repositioned in dining area & master bedroom. 28.10.16 Dining area internal wall repositioned.	
A Bay updated.	09.06.15

REV	DESCRIPTION	DATE
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Rowland Homes Limited
Fatmington House, Stanfield Business Park, Stanfield Lane,
Leyland, Lancashire PR25 4UA
Tel: 01772 621166 Fax: 01772 623552 www.rowland.co.uk

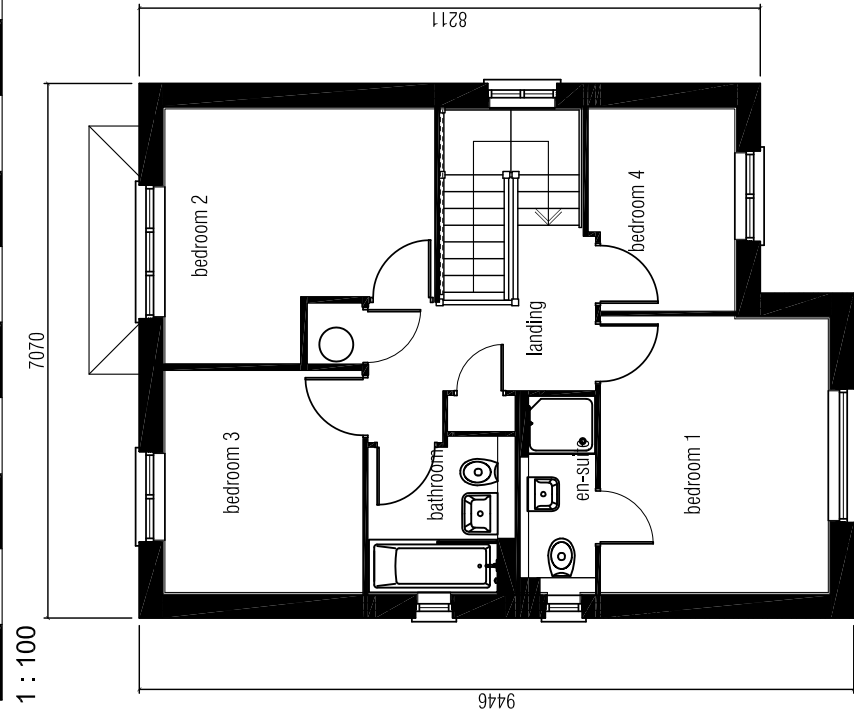
DRAWING

BRANTWOOD HOUSE TYPE - with bay

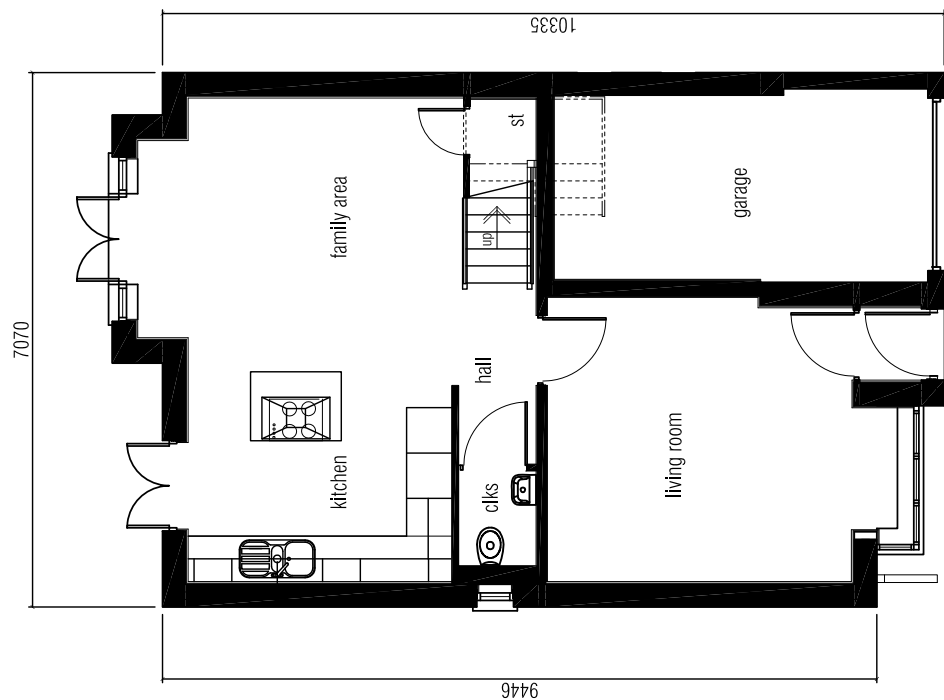
PROJECT

PLANNING DRAWING - CHESHIRE

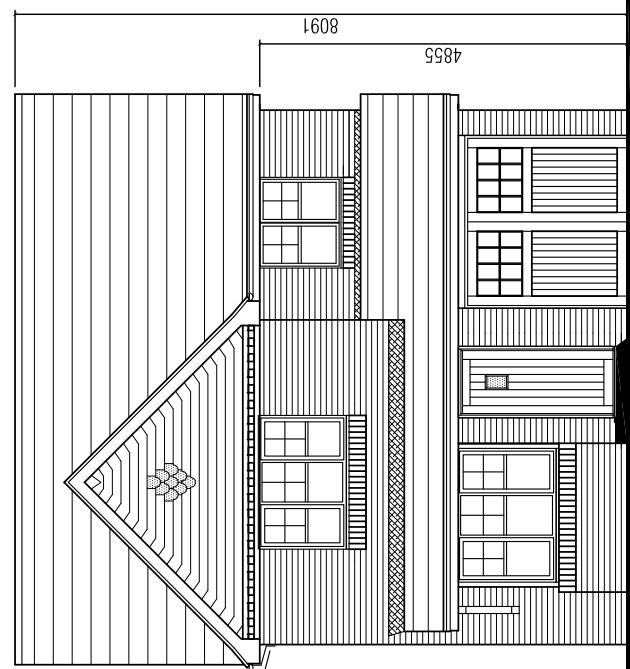
SCALE	1:100 @A3	REV.	B	DRAWING No.	
DATE	MAY 2015				
DRAWN	PHL				HT167/P/101



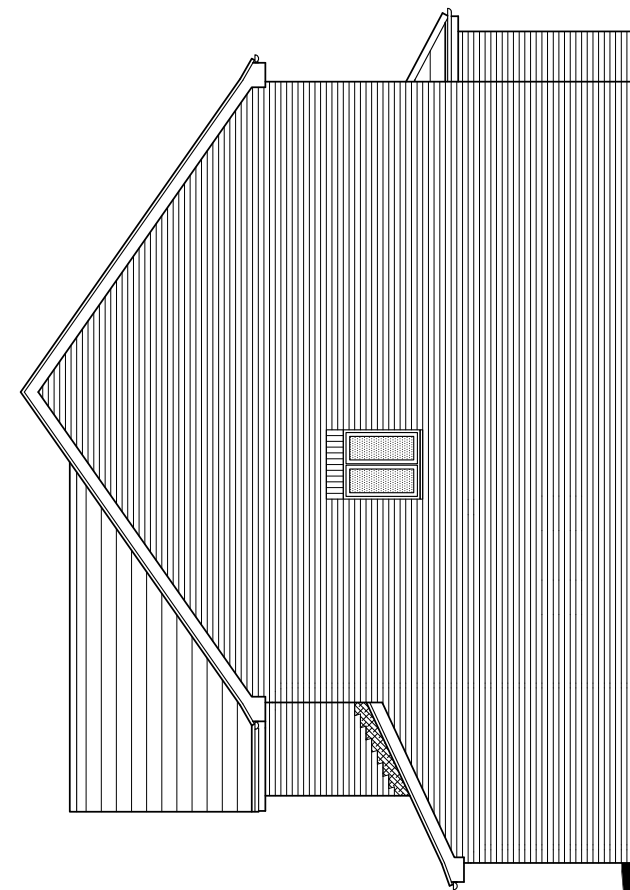
FIRST FLOOR PLAN



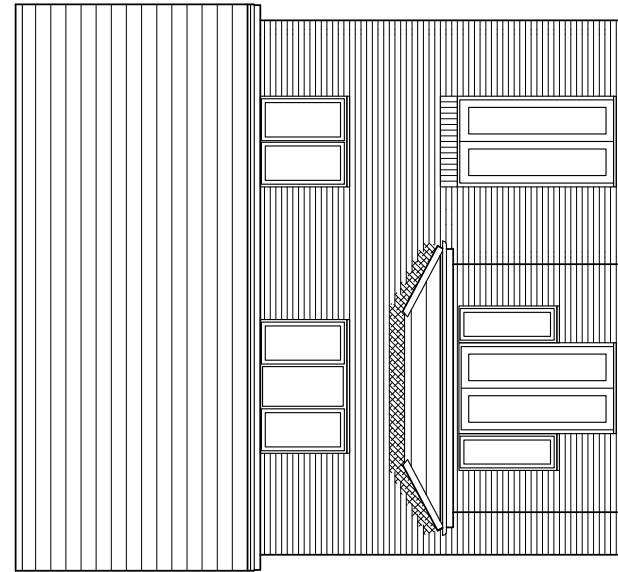
GROUND FLOOR PLAN



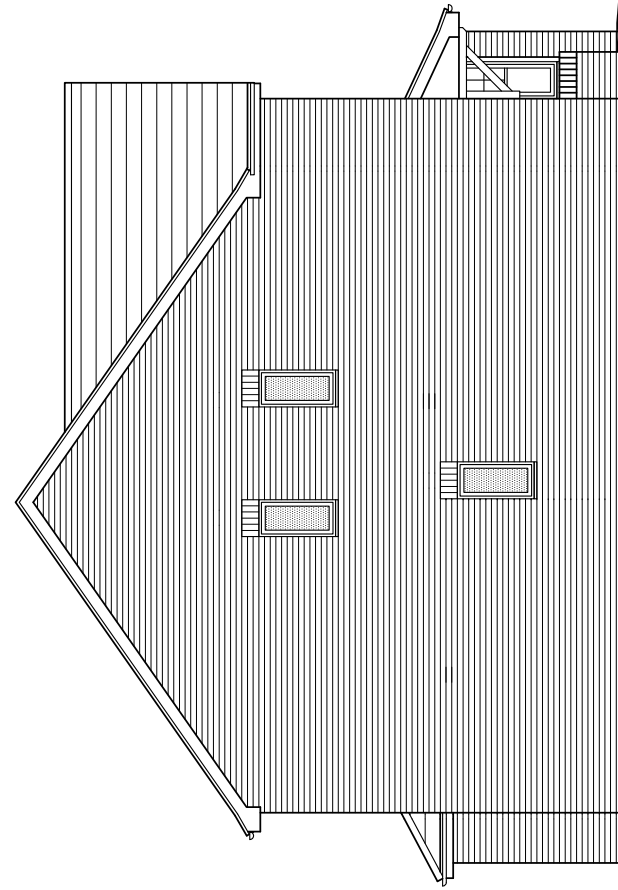
FRONT ELEVATION



SIDE ELEVATION

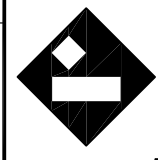


REAR ELEVATION



SIDE ELEVATION

B	Bitck corbels removed from sides of Bed 1 and Bed 4 windows.	06.12.12
A	Re-named from 'Dean' to 'Bowes'	16.05.12
REV	DESCRIPTION	DATE



Rowland

Rowland Homes Limited
Farrington House, Stanfield Business Park, Stanfield Lane,
Leyland, Lancashire PR25 4UA
Tel: 017772 621166 Fax: 017772 623552 www.rowland.co.uk

DRAWING

POWERHOUSE TYPE

BOWEN HOUSE TYPE

K
O
U
C
A

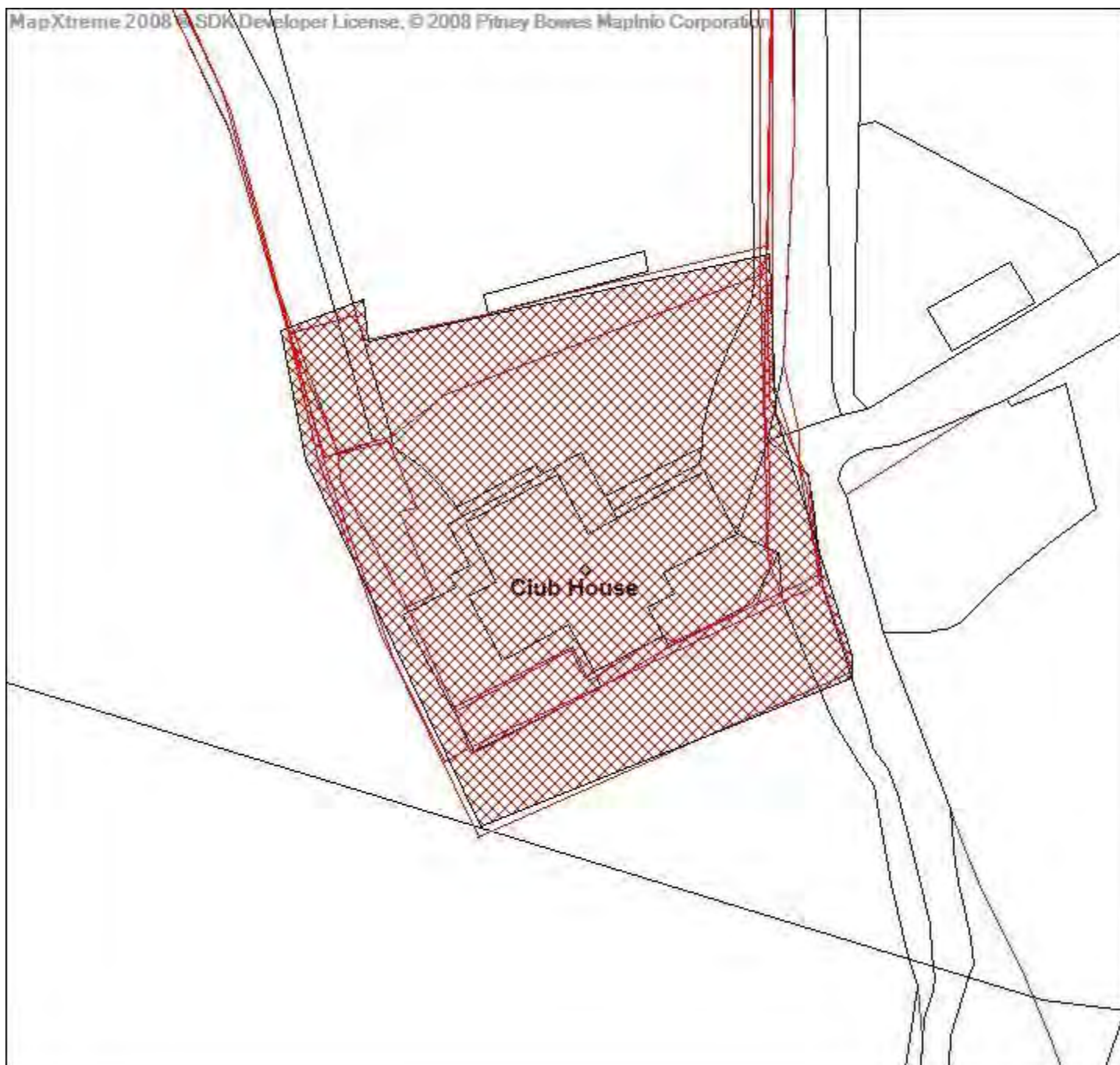
PROJECT PLANNING DRAWING

PLANNING DRAWING

SCALE	1:100	REV.	B	DRAWING No. HT104/P/111
	DATE	march '12		
DRAWN	DSH			

Area Excluding Garage: 103.70m² / 1,116ft²

**Application number
98115/16**



**Development & Regeneration Dept
Development Management Section**

Town Hall, Bolton, Lancashire, BL1 1RU
Telephone (01204) 333 333

**Bolton
Council**

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Date of Meeting: 09/03/2017

Application Reference: 98115/16

Type of Application: Full Planning Application
Registration Date: 06/01/2017
Decision Due By: 02/03/2017
Responsible Officer: Kara Hamer

Location: BOLTON OPEN GOLF CLUB, LONGSIGHT LANE, BOLTON, BL2 4JX

Proposal: RE-DEVELOPMENT AND EXTENSION TO FORMER CLUB HOUSE TO CREATE 6NO. RESIDENTIAL DWELLINGS, TOGETHER WITH NEW ACCESS ROAD, PROVISION OF 12 PARKING SPACES, BOUNDARY FENCING AND DIVERSION OF PUBLIC FOOTPATH

Ward: Bradshaw

Applicant: Bolton Open Golf & Leisure Ltd
Agent : Sedgwick Associates

Officers Report

Recommendation: Approve subject to conditions

Proposal

Members may recall that a planning application which proposed the conversion of the clubhouse to six dwellings, together with other related development was refused by the Council in May 2011 (85729/11) and an appeal against the refusal of this application was allowed by the Planning Inspectorate (Ref: APP/N4205/A/11/2154668).

Since then an application for the erection of 7 dwellings following demolition of the clubhouse (94721/15) was refused by the Council on 22 October 2015 and the subsequent appeal was dismissed on 17 March 2016. Furthermore, an application for the erection of 8 dwellings following demolition of the clubhouse (91968/14) was refused by the Council on 3 September 2014 and the subsequent appeal was dismissed on 4 June 2014.

Planning permission is now sought for the demolition of the existing golf club house and driving range canopy and the re-development and extension of the former club house site to create 6 no. residential dwellings together with a new access road, 12 parking spaces, boundary fencing and the diversion of public footpath.

The proposal would provide two 3 bed, three 4 bed and one 5 bed dwelling. Four of the dwellings would be contained within the footprint of the club house building extended to the south, utilising the roof space for living accommodation. Two of the dwellings would be contained within a proposed two storey extended area at the front of the development.

The applicant proposes to create a new vehicular access into the application site off Longsight Lane

and divert an existing public footpath to the rear of the clubhouse site further south to better accommodate the proposed development.

Each dwelling would have its own enclosed rear garden and two car parking spaces within the courtyard to the front of the L-shaped development. The dwellings would share a bin store.

Site Characteristics

The application site is at the end of that section of Longsight Lane capable of being negotiated by motor vehicles, approaching 100 metres south of the nearest existing dwellings. Much of the 0.26 hectare site is a hard-surfaced car park. There is a 2 storey former extended golf clubhouse at the southern edge of the site, now boarded up and in a state of disrepair. A driving range canopy occupies much of the western side of the site, though this has been very largely reduced to a skeletal timber framework without cladding.

The site is on the edge of the Green Belt that takes in open land along the valley of Bradshaw Brook, which enters the urban area from open countryside to the north and is also allocated within a Wooded/Rural Valley Landscape Character Area. The application site is surrounded by open Green Belt on three sides and by protected open land to the east.

A public footpath runs to the south of the club house (Turton Bradshaw South 043).

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Accessibility and Transport; S1 Safe Bolton; CG1.1 Biodiversity in Rural Areas; CG1.5 Reduce Risk of Flooding; CG2 Sustainable Design and Construction; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA5 North Bolton.

Allocations Plan Policies: CG7AP Green Belt

SPD Accessibility, Transport and Safety; SPD General Design Principles

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the National Planning Policy, Development Plan and then take account of other material considerations.

It is considered that the main issue in the determination of the application is:-

- * impact on the Green Belt
- * impact on the character and appearance of the building and surrounding area
- * impact on highways
- * impact on the public right of way

* impact on bats

Impact on the Green Belt

Section 9 of the NPPF states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 80 states that Green Belt serves five purposes, which include assisting in safeguarding the countryside from encroachment and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.

Paragraph 87 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 89 continues that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, but exceptions to this include [amongst other things] limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development. Allocations Plan Policy CG7AP reflects the NPPF's guidance on Green Belt.

At the previous appeals, the Council, the Applicant and the Planning Inspectorate were all in agreement that the application site is considered to be a previously developed site within the Green Belt that is no longer in use. The redevelopment of the site is considered acceptable in principle, which was recognised by the Planning Inspectorate on granting planning permission to convert and extend the former clubhouse to create 6 dwellings in December 2011.

This current proposal (as with the previously approved scheme) would take up more of the site than the existing built development. The Planning Inspector found that the 'main body of the building would be extended, single storey, to accommodate four houses whilst the two other houses would be in a new two storey extension at the front. Two existing extensions, single storey at the front and two storey at the rear, would be demolished. The Council calculate that currently the building has a footprint that measures about 329m². In comparison the converted and extended building would measure about 392m², about 19% larger. A part of the covered canopy at the adjoining golf driving range, amounting to about 67m², would be removed. Overall, the reconfiguration to accommodate the six houses would be roughly neutral in terms of built form on the site and in this respect the development would not materially affect the openness of the Green Belt'.

It is therefore considered that the redevelopment of the clubhouse site would not be inappropriate development in the Green Belt, the site is previously developed and its redevelopment would have no significant impact on the openness of the Green Belt. The proposal complies with Allocations Plan Policy CG7AP and is in line with the NPPF.

Impact on the Character and Appearance of the Building and the Surrounding Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Policy OA5 of the Core Strategy relates specifically to development in North Bolton and states that the Council will conserve and enhance the character of the existing physical environment and will require special attention to be given to the massing and materials used in new development.

The proposed houses would form a two sided open courtyard at the front with an area for turning and parking cars. The courtyard would be bordered on the open sides by landscaping. The Planning

Inspector found that 'this area is already the club house car park. Behind the houses gardens would be laid out on land currently part hard-surfaced and part grassed. The function of this area, currently part of the setting for the clubhouse, would essentially remain unchanged when used as the gardens of the houses'.

The submitted plan shows that both the gardens and the courtyard would be enclosed by a 2.1m high close boarded fence. The Planning Inspector found that 'such a fence enclosing the whole development would be prominent and detract from the openness of the Green Belt. However, a less intrusive boundary treatment could be designed. This could be achieved by a condition requiring prior approval of the detail. Subject to this proviso, and in the context of the previous use and the surroundings of the building, the new houses and their grounds would not conflict with the openness of the Green Belt'.

The Planning Inspector found that the clubhouse exhibits 'minimal evidence of its agricultural origins and has an unsightly extension at the rear. Views of the open land beyond the clubhouse from Longsight Lane would not be significantly changed and overall, the form, bulk and design of the converted and extended building would respect its surroundings and form a more attractive feature in the local landscape than the club house. This is subject to the proviso that the facing materials to be used on the whole of the building should be stone, rather than brick and render as shown on the submitted plan. This could be achieved by a condition requiring prior approval of the detail'.

The proposal would remove the derelict club house and driving range which are visually unattractive and currently detract from the appearance of the site and wider surrounding area. It is acknowledged that the redevelopment of the site would offer significant improvements in terms of the appearance of the site and views southwards along Longsight Lane. Officers recommend the removal of permitted development rights in order to protect the character and appearance of the development and the surrounding area. It is considered that subject to the recommended conditions, the proposal complies with policy CG3 and OA5 of the Core Strategy.

Impact on Highways

Core Strategy Policies P5 and S1 seek to ensure developments which would not have an adverse impact upon the road network and which make appropriate provision for parking, the needs of pedestrians and vehicle manoeuvring.

Longsight Lane serves a number of residential properties and the former golf clubhouse. The Council's Highway Engineers have been consulted and note that Longsight Lane is not maintained to vehicular standards and the proposed highway/access layout does not comply with the Council's standards for adoption. Longsight Lane would therefore remain unadopted under the maintenance liability of the street managers. Highway Engineers consider that given the low number of units proposed (6 dwellings), the volume of traffic using Longsight Lane would be less than the former golf clubhouse use. The proposed highway/access layout has been tracked for a refuse vehicle and adequate parking is provided for each dwelling.

It is therefore considered that subject to recommended conditions, the proposal complies with Core Strategy policies S1 and P5.

Impact on the Public Right of Way

Public Rights of Way TBS043 and TBS041 run through the application site. The Council's Public Rights of Way Officer has stated that access to the site is proposed along public footpath Turton Bradshaw South 041. Safe passage for walkers is of paramount importance and the applicant must ensure that a safe passing width is kept available to allow for both walkers and the anticipated increase in the number of motor vehicles. The Officer advises that a legal order would need to be

made and advertised to make changes to its current legal line before commencement of this development. The Officer advises that the footpaths must not be damaged, altered or obstructed either during or as a result of the development. An advisory note would be appended to any approving Decision Notice.

Impact on Bats

Greater Manchester Ecology Unit have confirmed that the existing buildings on site are unlikely to be significant roosting sites, but recommend that further surveys for bats be conducted prior to any demolition works.

Other Matters

The Planning Inspector concluded their findings by stating that 'to ensure that the development sits comfortably in its setting and is satisfactorily implemented I have imposed conditions that require the approval and implementation of details of the materials, windows and doors, roof lights, rain water goods, bin storage, landscaping, drainage and boundary treatment that are part of the development. Conditions are also needed to prevent future extensions, because of the Green Belt location, to ensure that the footpath is properly diverted and to carry out a survey of bats.

The site is not located within a flood risk area or critical drainage area. The Council's Drainage Team have requested that a condition be included in any approving decision notice for surface water drainage works to be approved with the LPA and implemented prior to commencement of development, before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework.

The Council's Landscape Development and Design Team have advised that details of a landscape scheme be approved by the LPA, details to include boundary treatments of fencing (suggested heights of 1.8m to perimeter and 1.6m between garden plots) softened with hedging, the communal bin store, planting/softworks and proposed gating arrangement. Landscape Officers advise revising the allocated parking bays (numbering) so that residents park to the front of their dwellings, at present the parking allocation is random.

The Council's Greenspace Management have noted that the site has the potential to support breeding birds and have requested that a condition be included in any approving decision notice to protect nesting birds by restricting demolition and site clearance to outside the months March to August inclusive. Himalayan Balsam is reported to be present on the development site, a condition would be included in any approving decision notice for an eradication scheme to be approved by the LPA prior or commencement of development.

The Council's Pollution Control Team have advised a number of conditions prior to commencement of development for details to be approved by the LPA including; a site investigation and risk assessment, a soil testing methodology, a pre-demolition asbestos survey, sound insulation, acoustic double glazed windows and external lighting. The Planning Inspector found that 'there is no suggestion that the site is contaminated and in view of its present use and in the absence of any explanation from the Council regarding the possible need for remediation measures a condition/s regarding such matters is not justified'. The applicant has submitted a Preliminary Risk Assessment (Desk Top Study/Walk Over Inspection) in support of the application prepared by PSA Design Report No G1259-R-01RevA 15 March 2011. The PRA adequately assesses the historical, environmental and geological information on site. The report concludes that no further work in terms of contamination assessment is required. It is considered therefore that the proposed development is acceptable in terms of land contamination.

The Coal Authority have been consulted and state that the application site 'does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted'.

Local finance considerations

Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The following is considered to be a local financial consideration in this case:

New Homes Bonus for the 6 no. proposed dwellings – this is not a material planning consideration.

Conclusion

It is considered, for the reasons discussed above and subject to conditions, that the proposed residential redevelopment and extension of the former clubhouse building would not adversely effect the openness of the Green Belt, would not harm the character and appearance of the area, would not jeopardise highway safety, would not effect the integrity of the adjoining public right of way and would not threaten bat habitats. Members are therefore recommended to approve the application.

Representation and Consultation Annex

Representations

Letters:- 20 letters of objection from 13 different households have been received from local residents.

These letters raise the following concerns:

- * The site is within Green Belt;
- * Residential development is contrary to Green Belt policy;
- * Greater Manchester Spatial Framework is not yet finalised;
- * There is no need for additional housing in the vicinity of Longsight Lane;
- * Shortage of primary school places;
- * Increased traffic and traffic congestion;
- * The country lane will be lost to serve only 6 houses;
- * Impact on wildlife and the natural environment will have a detrimental impact on the health and wellbeing of the community;
- * Shortage of NHS Dentists and pressure on local GP surgeries;
- * The Planning Inspectorate has recently dismissed an appeal for housing on this site (94721/15);
- * This current proposal is not materially the same as what was previously approved on appeal (85729/11) as the current proposal extends beyond the footprint of the former Club House;
- * The former approval on appeal was to be built in stone and the current proposal is for a combination of stone, art stone and brick;
- * The Club House should be demolished and no development should be allowed on site.

1 letter of general comments has been received from a local resident.

This letter raises the following concern:

- * Presence of Japanese Knotweed along Asphalt Lane and along the Public Footpath to the rear of the former club house.

Elected Members:- None.

Consultations

Advice was sought from the following consultees: The Council's Highway Engineers, Economic Strategy, Strategic Development Unit, Pollution Control, Public Rights of Way, Landscape, Drainage and Bridge Maintenance, Greenspace Management, The Coal Authority, Design for Security GM Police, Greater Manchester Ecology Unit, Ramblers Association, Open Spaces Society and Peak and Northern Footpaths Society.

Planning History

An application 94721/15 for the erection of 7 dwellings following demolition of the clubhouse was refused by the Council on 22 October 2015 and the subsequent appeal was dismissed on 17 March 2016.

An application 91968/14 for the erection of 8 dwellings following demolition of the clubhouse was refused by the Council on 3 September 2014 and the subsequent appeal was dismissed on 4 June 2014.

A planning application which proposed the conversion of the clubhouse to six dwellings, together with extensions, a new access road, provision of 12 car parking spaces, boundary fencing and

diversion of a public footpath, was refused by Bolton Council in May 2011 (Ref: 85729/11). An appeal against the refusal of application 85729/11 was allowed by the Planning Inspectorate (Ref: APP/N4205/A/11/2154668).

An outline planning application for the erection of 8 dwellings with 16 car parking spaces together with conversion and extension of the clubhouse into 5 dwellings with 10 car parking spaces, and the construction of a new golf club course reception with 55 car parking spaces was refused by Bolton Council in July 2010 (Ref: 84326/10) .

An outline application for the demolition of the club house followed by the erection of 16 dwellings and 6 apartments together with 26 additional car parking spaces was withdrawn in March 2010 (Ref: 83274/09).

The use of agricultural land and farm buildings as a golf course with club house, new driving range, maintenance building and car parking was approved by Bolton Council in June 1993 (43117/93).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of any groundworks surface water drainage works should be implemented in full in accordance with details that have been submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:

- 1) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.
- 2) Include a timetable for its implementation, and
- 3) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime

Reason

To ensure the site provides satisfactory means of surface water drainage and to comply with policies CG1.5 and CG2.2 of Bolton's Core Strategy.

3. No development shall take place until Public Footpath Turton Bradshaw South 43 has been diverted and new signage erected in compliance with Drawing Ref: **G1259/FP01**

Reason

In the interest of highway safety.

4. No development shall take place until full details of highway improvements indicated on the drawing ref; **Proposed Improvements to Longsight Lane and Site Access (scanned to file 20/02/17)** comprising improved footway provision, surfacing and traffic calming features have been submitted to and approved in writing by the local planning authority. This section of Longsight Lane will remain as unadopted highway to be maintained at the street managers expense. All highway improvements indicated will need to agreed/approved by the street managers in question. The works shall be completed before the houses are occupied in accordance with the approved details.

Reason

In the interests of highway safety.

5. No development shall take place until there has been submitted to and approved in writing by the local planning authority detailed specification of all external doors, windows and roof lights. The windows shall be recessed by a minimum of 0.07m behind the external face of the elevation, all mullions, cills and heads to the windows and external doors shall be natural reclaimed stone and all roof lights shall be fitted flush with the plane of the roof. The development shall be carried out in accordance with the approved details.

Reason

To ensure the development reflects local distinctiveness and to comply with policy CG3 of Bolton's Core Strategy.

6. Prior to the commencement of development the details (samples if required) of the type and colour of materials to be used for the external walls and roof to be agreed with the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

To ensure the development reflects local distinctiveness and to comply with policy CG3 of Bolton's Core Strategy.

7. Before the development hereby approved is commenced/first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting/floodlighting. The lighting shall be designed to an illumination value of 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept to avoid any light pollution. Spill shields should also be fitted. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution and in order to comply with policy CG4 of Bolton's Core Strategy.

8. The building envelope (floors, ceilings and walls) of the proposed dwelling shall be constructed so as to provide good sound attenuation as laid down in BS 8233:1999, with windows shut and other means of ventilation provided. Details of the acoustic insulation shall be submitted to and approved in writing by the Local Planning Authority prior to development first commencing.

Reason

To safeguard the living conditions of occupiers from noise pollution.

9. Development shall not commence until a scheme for the eradication of Himalayan Balsam has been submitted to and approved in writing by the Local Planning Authority. This shall include a timetable for implementation. Should there be a delay of more than one year between the approval of the scheme and its implementation or the commencement of development then a new site survey and, if necessary, further remedial measures shall be submitted for the further approval of the Local Planning Authority. The scheme shall be carried out as approved and retained thereafter.

Reason

To ensure the safe development of the site and eradication of an invasive species and to comply with policy CG1 of Bolton's Core Strategy.

10. Prior to the commencement of development, including demolition, the applicant shall survey the site for evidence of bats. A report shall be submitted to and approved in writing by the Local Planning Authority containing appropriate mitigation measures. (if required) The approved mitigation measures should be implemented in full and retained thereafter.

Reason

To safeguard the habitats of protected species and to comply with policy CG1 of Bolton's Core Strategy.

11. Prior to the development being first occupied or brought into use, details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full within 21 days of the Local Authorities approval, unless otherwise agreed in writing with the Local Planning Authority and retained thereafter.

Reason

To ensure adequate standards of privacy and amenity are obtained and the development reflects the landscape and townscape character of the area and in order to comply with policies CG3 and CG4 of Bolton's Core Strategy.

12. Prior to the development hereby approved being first occupied, a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided.

13. Prior to the development hereby approved being first occupied a scheme shall be submitted to and approved in writing by the Local Planning Authority for the turning area for refuse vehicles as indicated on the drawing ref; **Proposed Improvements to Longsight Lane and Site Access (scanned to file 20/02/17)**. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter and not to be used for any purpose except the turning of vehicles.

Reason

In the interests of highway safety.

14. Before the approved development is first brought into use no less than 12 car parking spaces with minimum dimensions of 2.5 metres by 5.0 metres shall be marked out and provided within the curtilage of the site, in accordance with Drawing Ref: **G1259/PL02** details to be submitted to and

approved by the Local Planning Authority. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

15. Before the first occupation of the dwelling hereby approved, all windows in habitable rooms shall be acoustically double glazed and ventilated in accordance with the 'good' standard laid down in BS8233:1999 of LAeq/T living rooms 30dB and bedrooms 30dB.

Reason

To minimise the impact of noise on residential amenity.

16. No soil or soil forming materials shall be brought to the site until a testing methodology including testing schedules, sampling frequencies, allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information has been submitted to and approved in writing by the Local Planning Authority. The approved testing methodology shall be implemented in full during the importation of soil or soil forming material.

Prior to the development being first brought into use or occupied a verification report including soil descriptions, laboratory certificates and photographs shall submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the site is safe for use.

17. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape.

18. Before the development is first brought into use a detailed scheme shall be submitted to and approved by the Local Planning Authority showing the design, location and size of a facility to store refuse and waste materials. The approved scheme shall be implemented in full within 21 days of the Local Planning Authority approving the scheme in writing and retained thereafter.

Reason

To ensure satisfactory provision is made for the storage of waste materials.

19. No vegetation clearance or demolition of buildings should take place between the months of March and August inclusive.

Reason

The site has the potential to support breeding birds. It is an offence under the Wildlife and

Countryside Act 1981 (as amended) to disturb birds whilst they are breeding.

20. Notwithstanding details shown on Plan Ref **G1259/PL04**, facing materials to be used on the whole of the building, including the west elevation shall be natural stone.

Reason

To ensure the development safeguards the visual appearance of the building.

21. No dwelling shall be occupied until the access road(s), footway(s) and footpath(s) leading thereto have been constructed and completed in accordance with the Drawing Ref: **G1259/PL02**.

Reason

In the interests of highway safety.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order) no extensions, porches, garages, outbuildings, sheds, decking, raised platforms, greenhouses, oil tanks, hardstandings, fences, gates, walls, dormers or any other alterations to the roof other than those expressly authorised by this permission shall be constructed.

Reason

To safeguard the character and appearance of the dwelling and to comply with policy CG3 of Bolton's Core Strategy.

23. All rainwater goods to the building shall be coloured black before the houses are occupied and shall be kept so coloured.

Reason

To ensure the development safeguards the visual appearance of the building.

24. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Proposed Site Layout, G1259/PL02, November 2010 (scanned to file 19/12/16)

Proposed Plans, G1259/PL03, November 2010 (scanned to file 19/12/16)

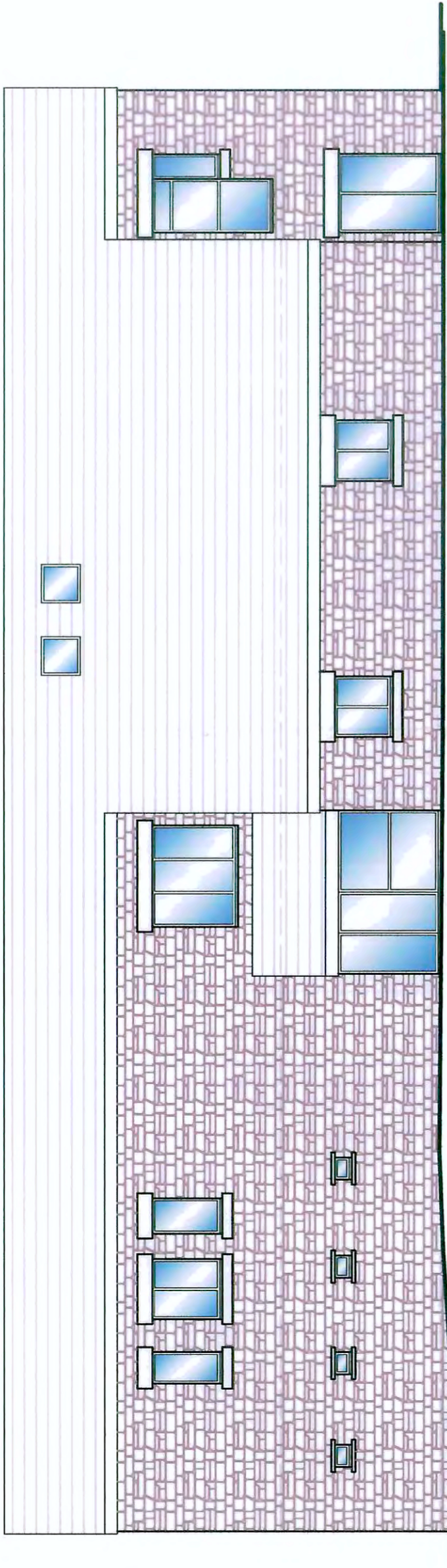
Proposed Elevations, G1259/PL04, November 2010 (scanned to file 19/12/16)

Proposed Footpath Diversion Plan, G1259/FP01, 21 March 2011 (scanned to file 19/12/16)

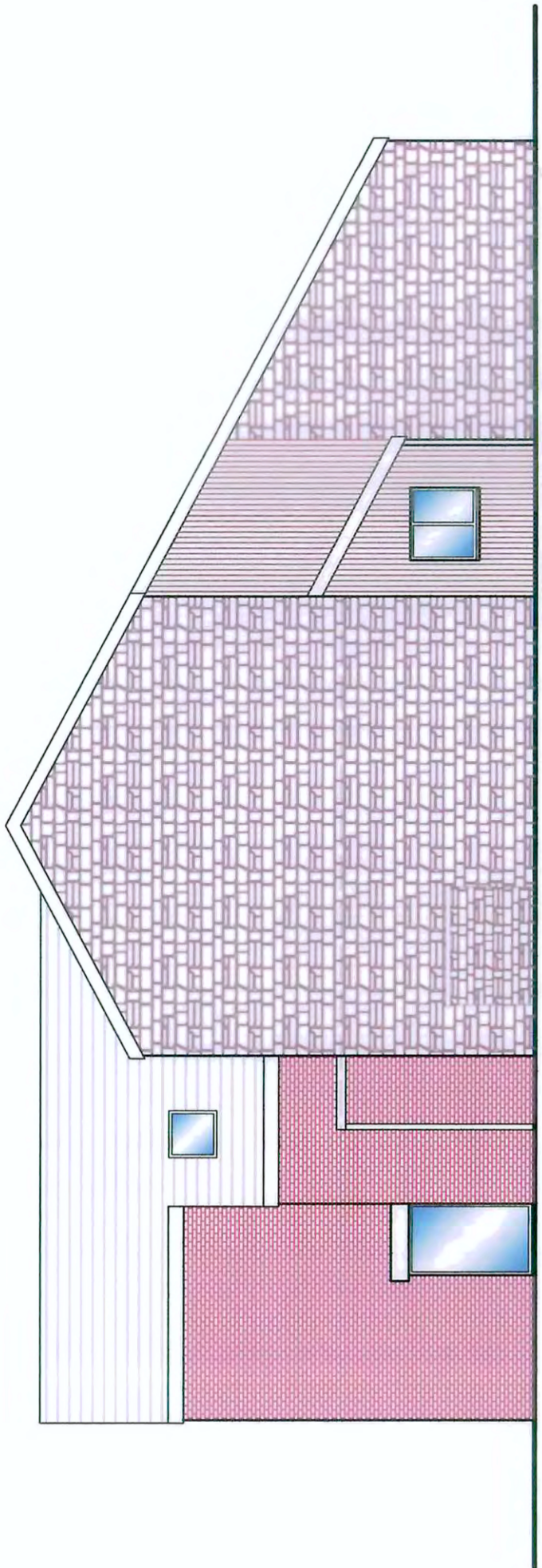
Proposed Improvements to Longsight Lane and Site Access (scanned to file 20/02/17)

Reason

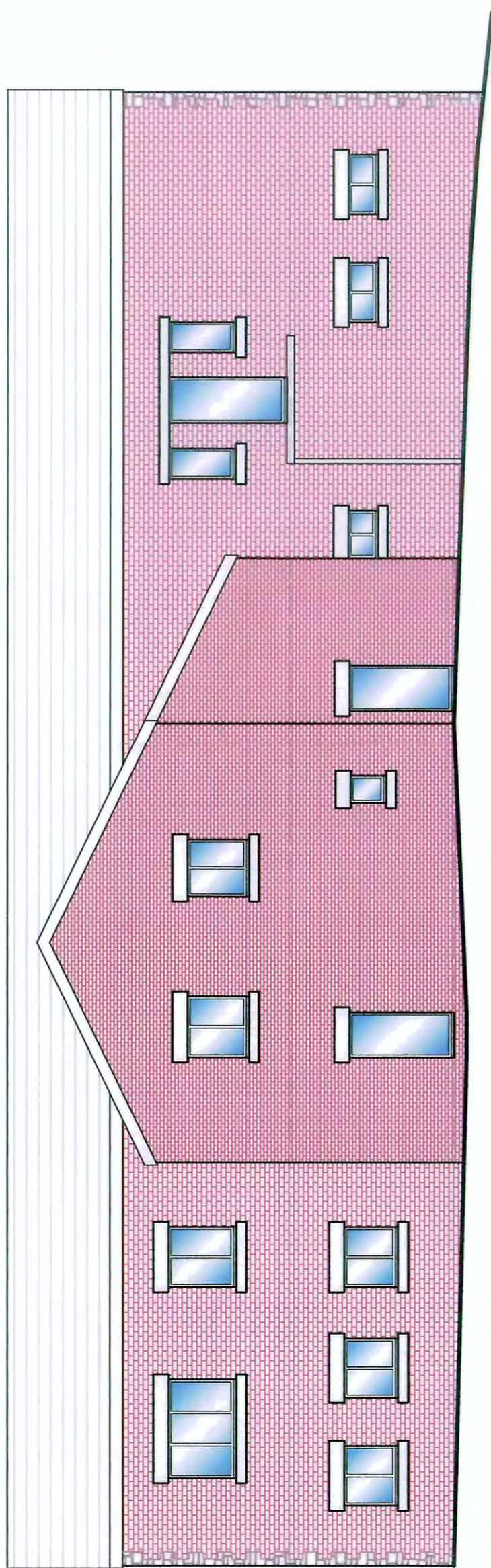
For the avoidance of doubt and in the interests of proper planning.



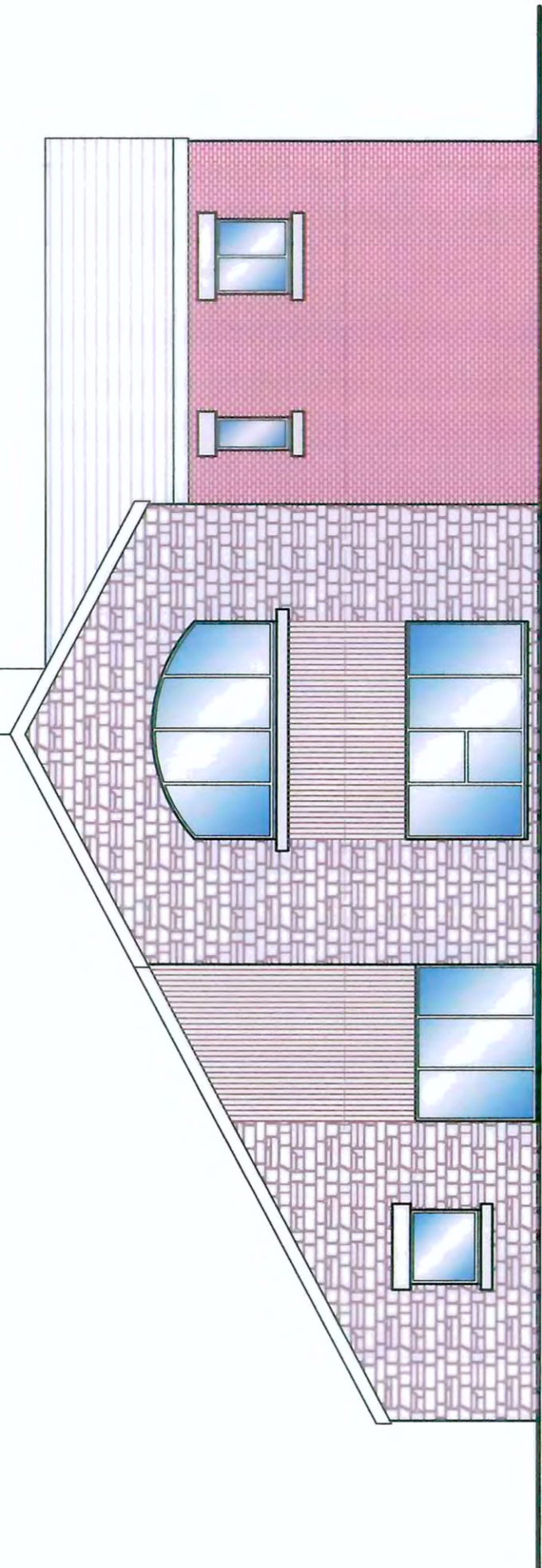
FRONT ELEVATION (NORTH)



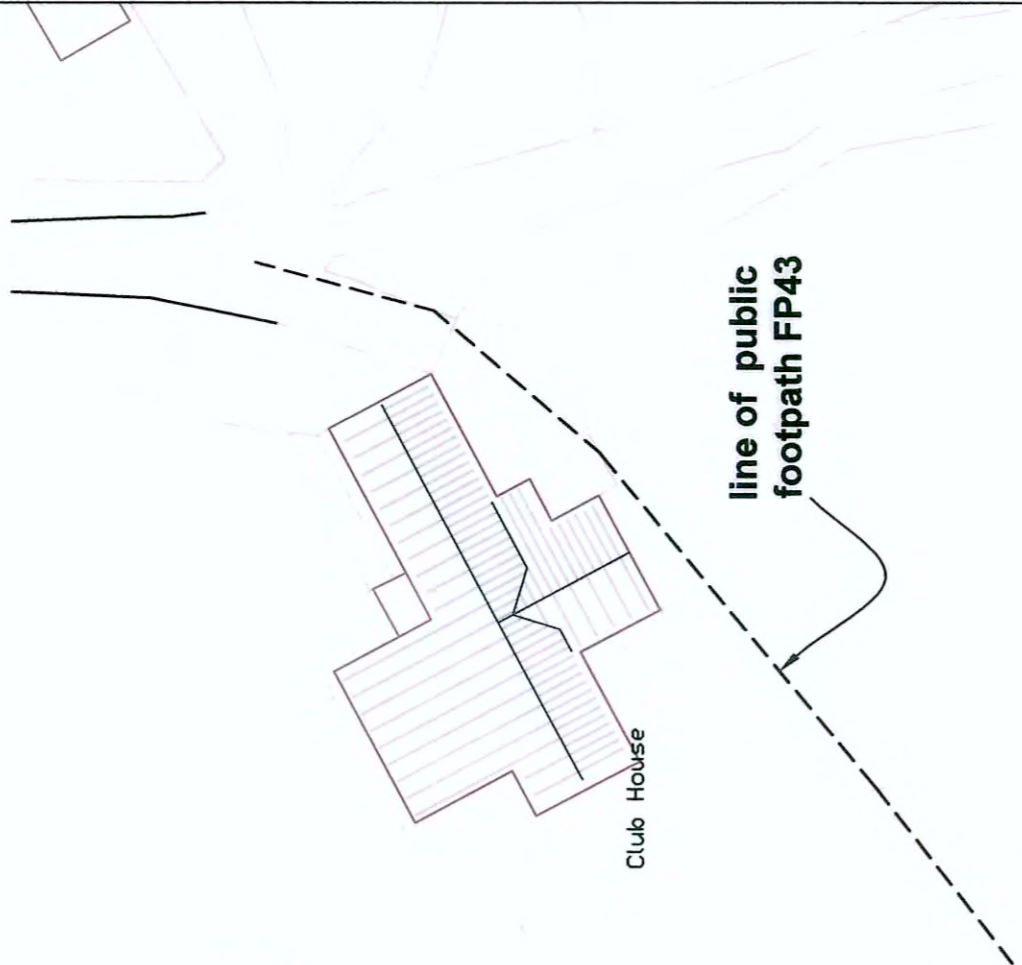
SIDE ELEVATION (EAST)



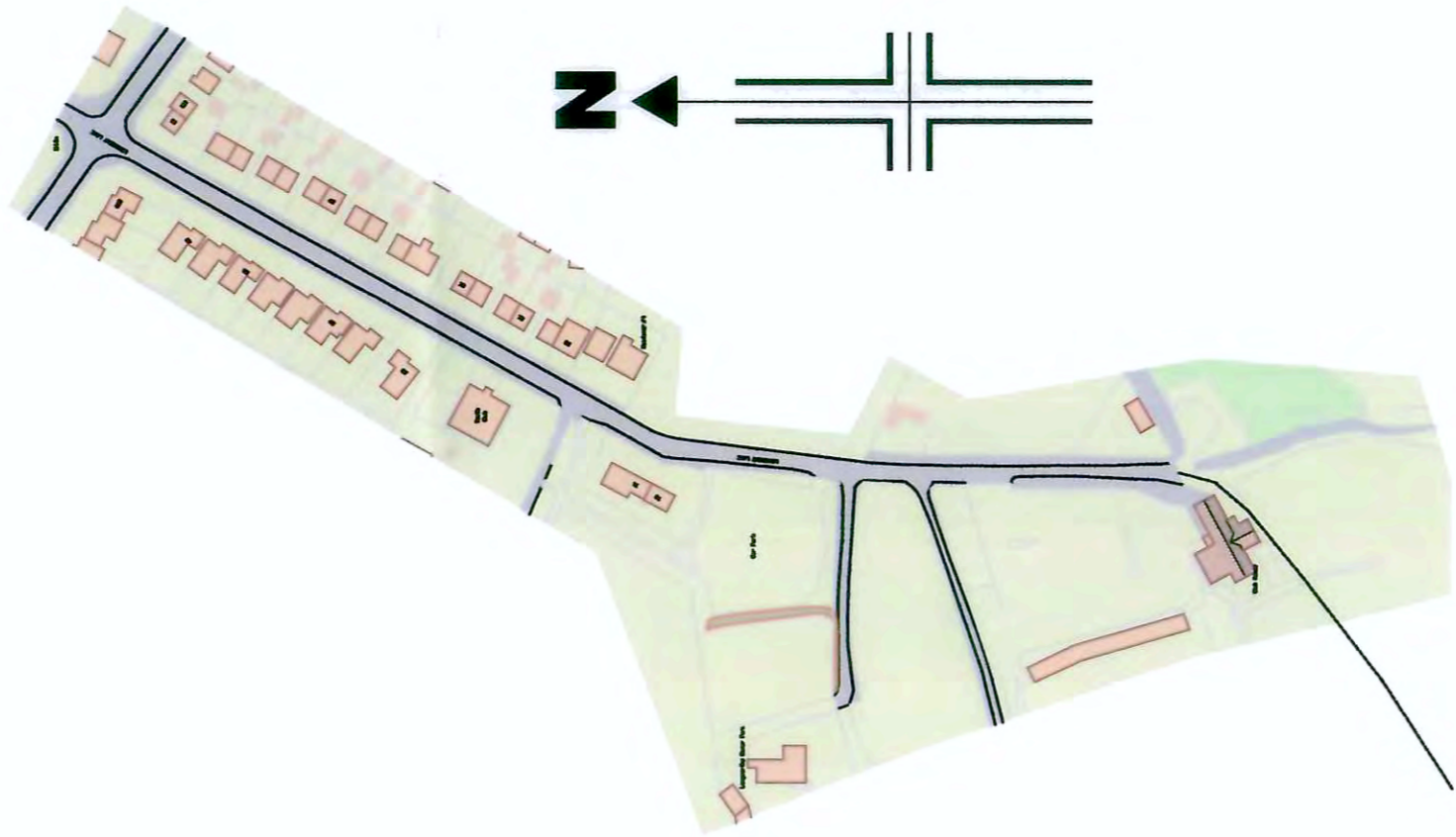
REAR ELEVATION (SOUTH)



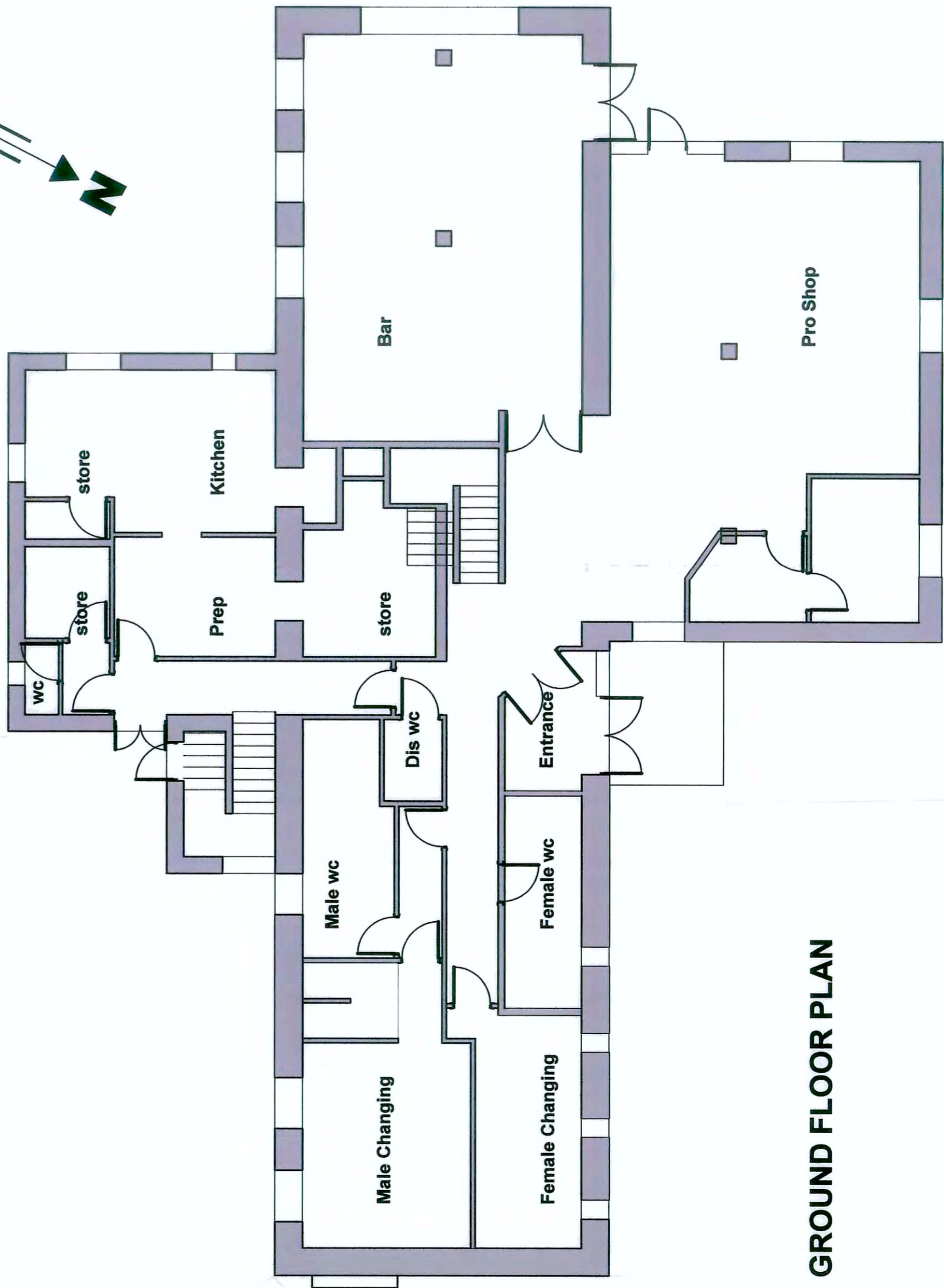
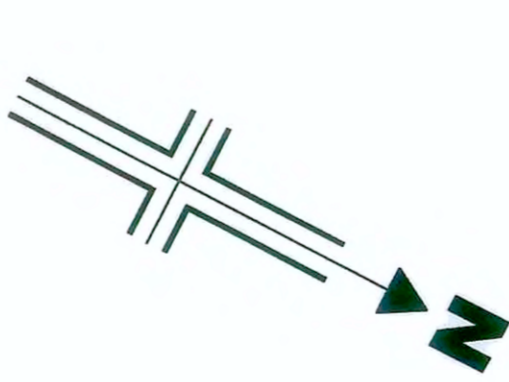
SIDE ELEVATION (WEST)



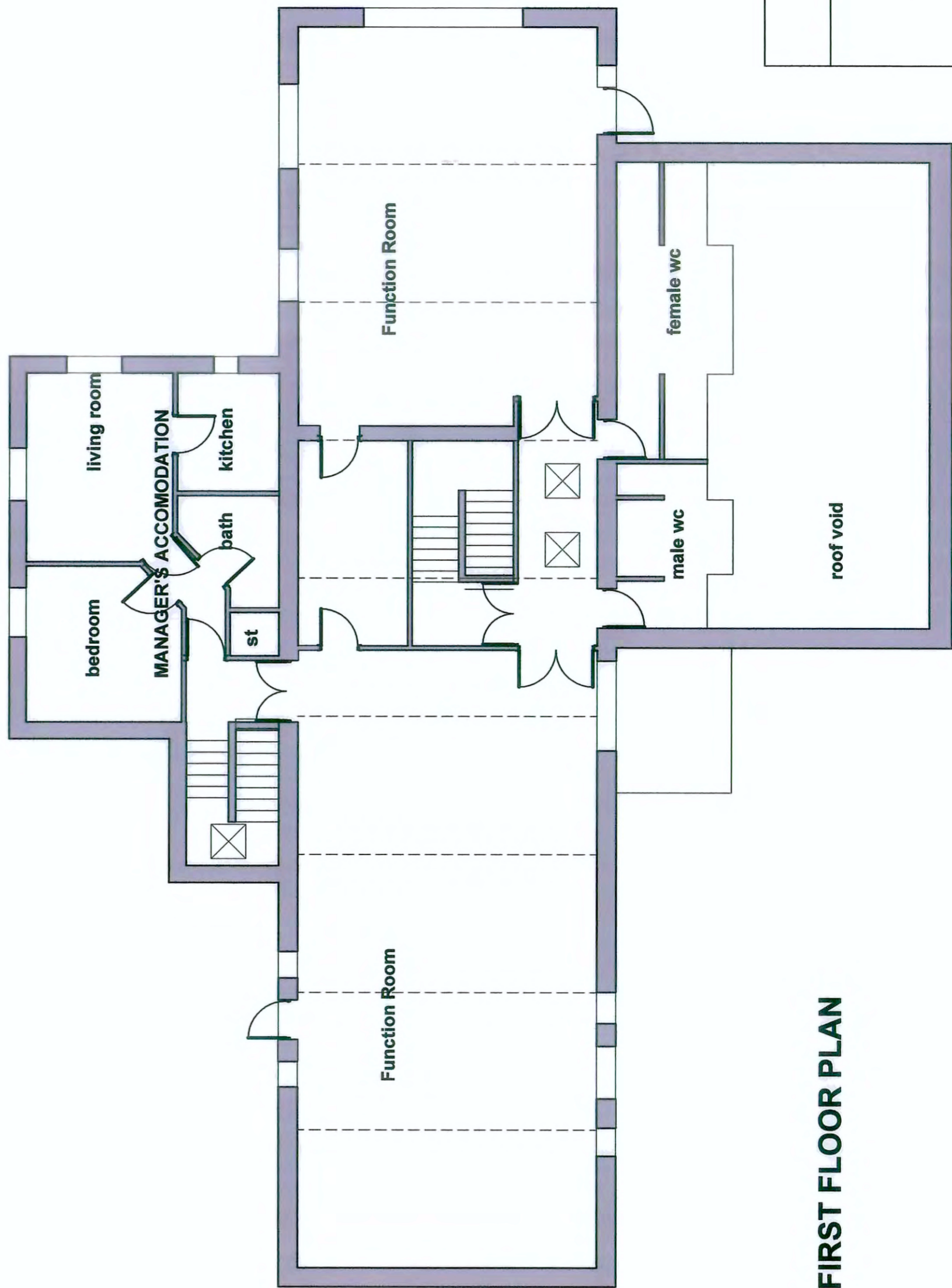
SITE LAYOUT PLAN
scale 1:500



SITE LOCATION PLAN
scale 1:2500



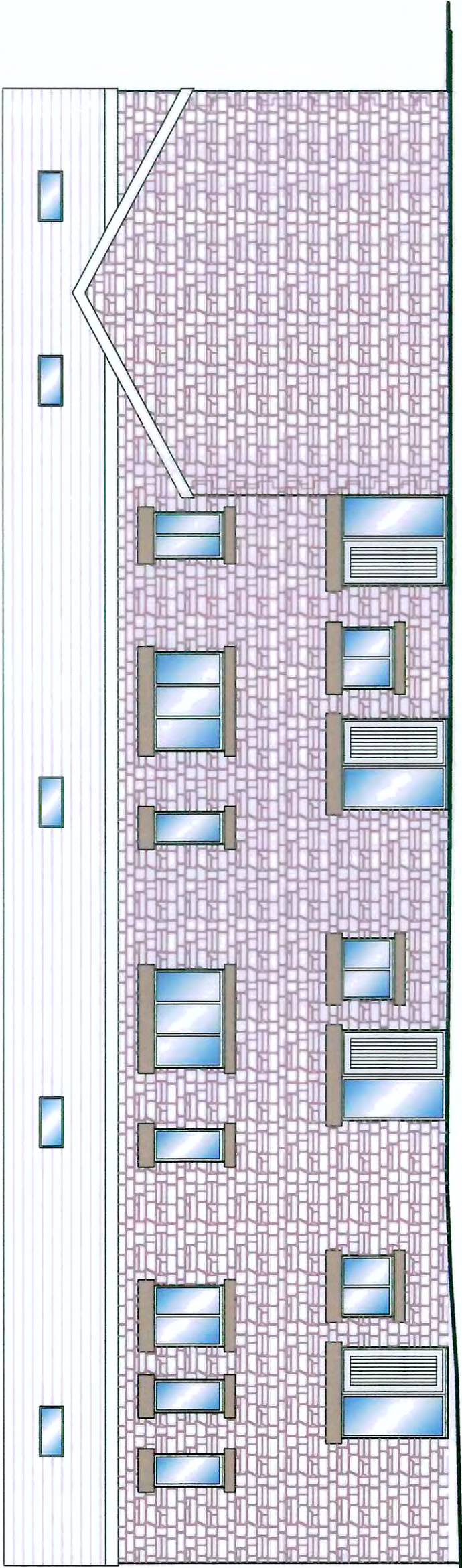
GROUND FLOOR PLAN



FIRST FLOOR PLAN

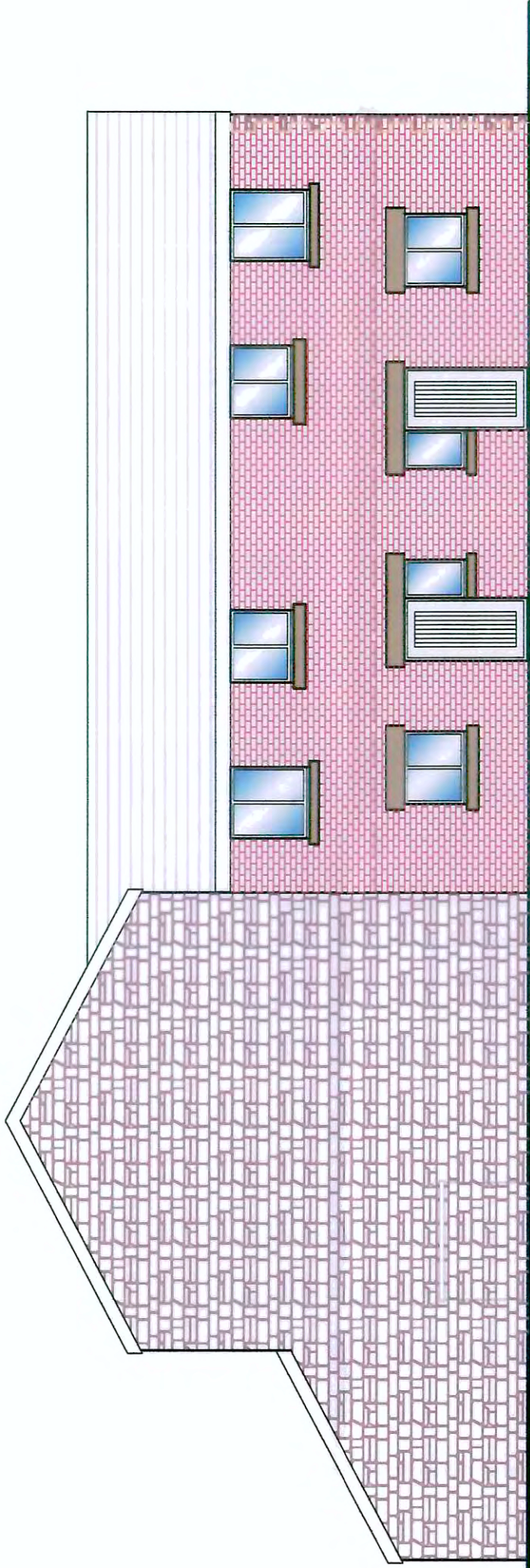
Open Golf and Leisure Ltd		Scale		1:100	
Bolton Open Golf Club Longsight Lane, Bolton Clubhouse Plans and Elevations as Existing		Drawn	Checked	Approved	
PSA Design The Old Bank House 6 Berry Lane, Longsight Manchester M13 9JL Tel: 01772 786098 Fax: 01772 786265		DWG No	G1259 / PL01		
www.psa.co.uk info@psa.co.uk		Date	Nov 2010		
Civil Structural, Mechanical, Electrical		Rev.			

18 FEB 2011
18 FEB 2011
18 FEB 2011

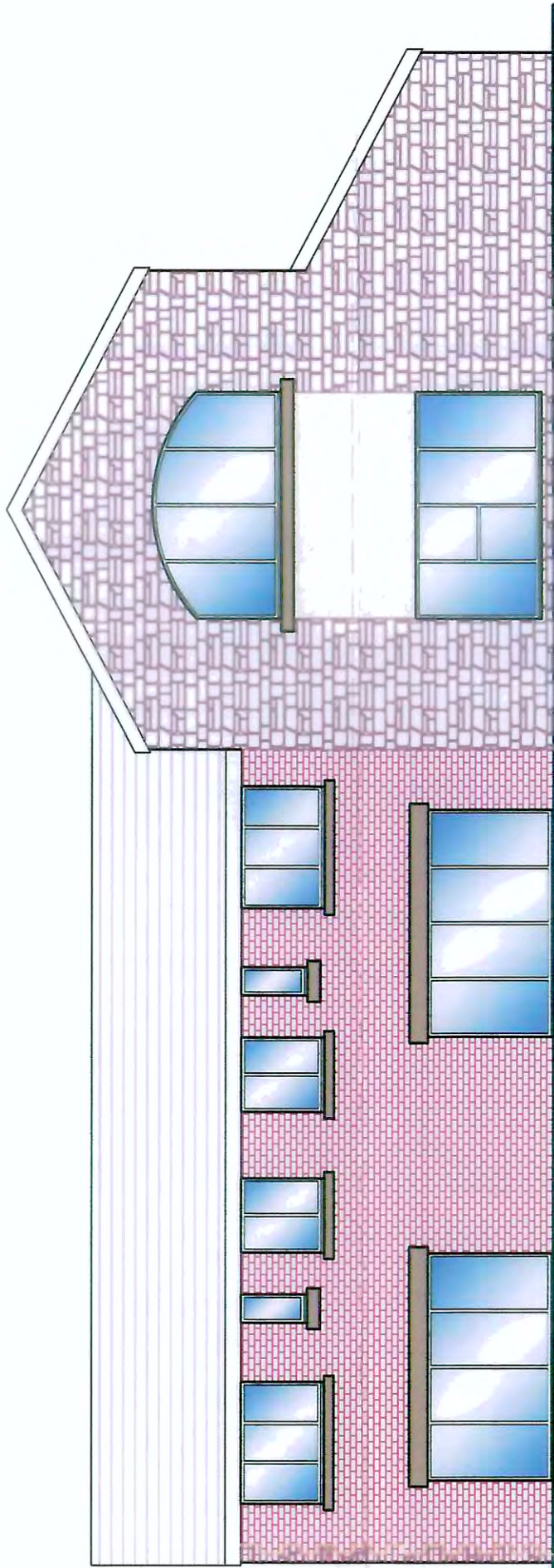


FRONT ELEVATION (NORTH)

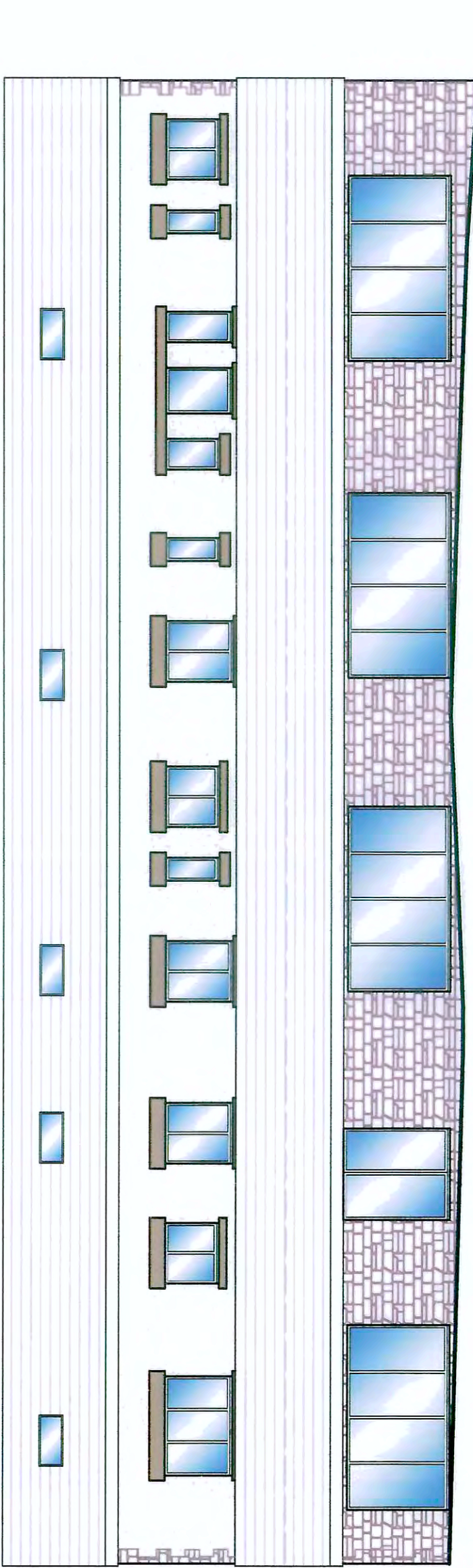
Slate Roofs Throughout
Main Building Retained Stone with
Rear Elevation Rendered
New Wing to be Brickwork with
Stone Gable
New Rear Extension to be Stone
Stone Detail to Door & Window
Heads and Cills



SIDE ELEVATION (EAST)



SIDE ELEVATION (WEST)



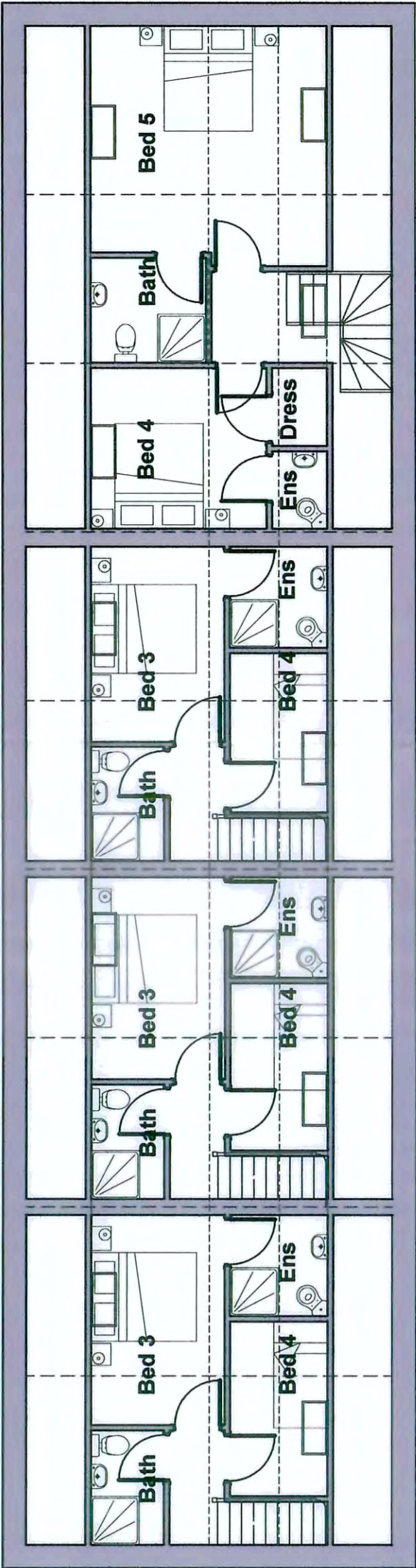
REAR ELEVATION (SOUTH)

BOLTON OPEN GOLF CLUB
DEVELOPMENT & REGENERATION
PLAN 1259-02
18 FEB 2011

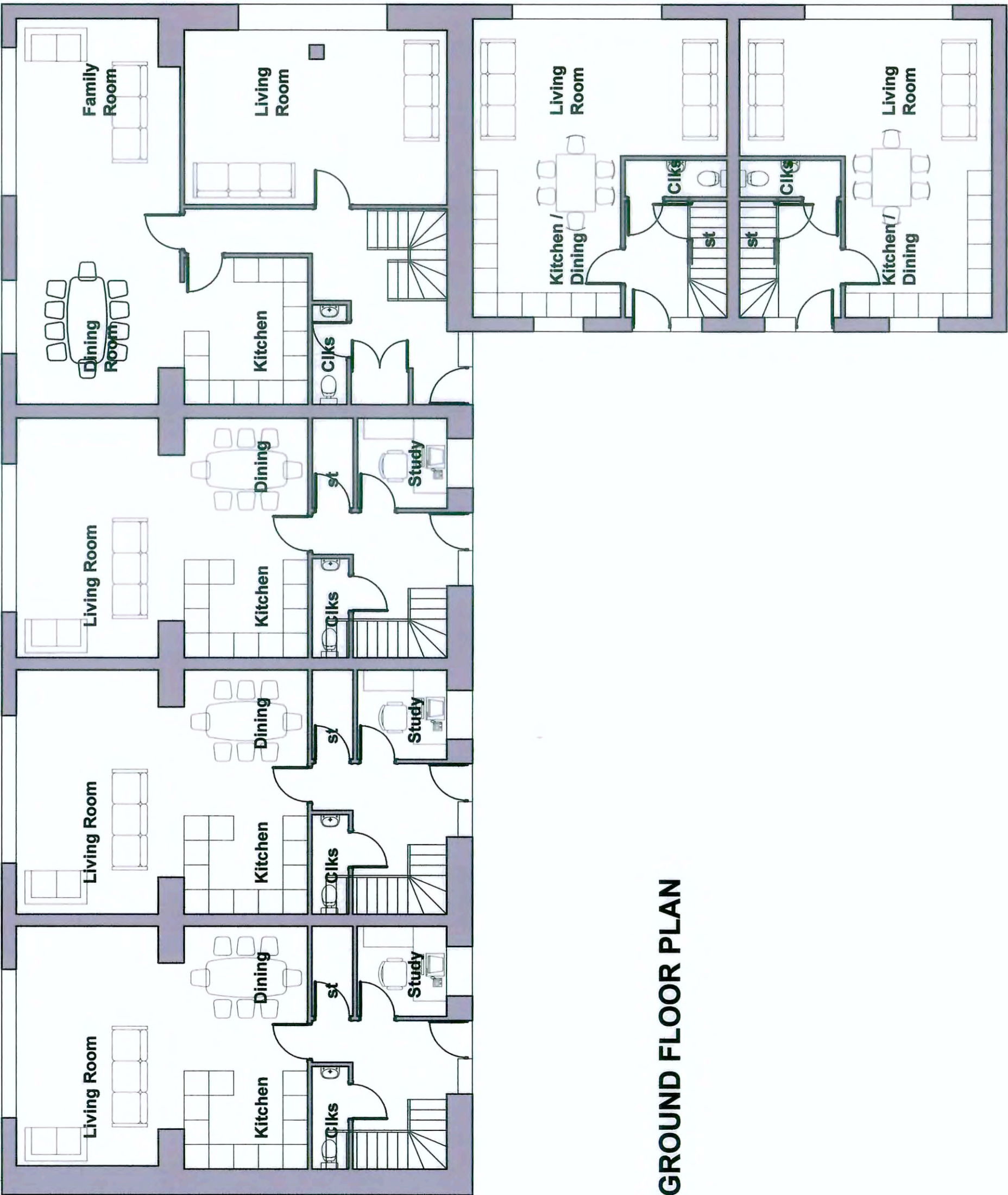
Open Golf and Leisure Ltd			
Bolton Open Golf Club Longsight Lane, Bolton Proposed Elevations		Scale 1:100	
		Drawn DME	Checked Approved
		Drwg No. G1259 / PL04	
		Date Nov 2010	
		Rev.	
PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 Fax. 01772 786265			
www.psadesign.co.uk mail@psadesign.co.uk			
PSA DESIGN engineering your environment CIVIL STRUCTURAL GEOTECHNICAL TRANSPORT			



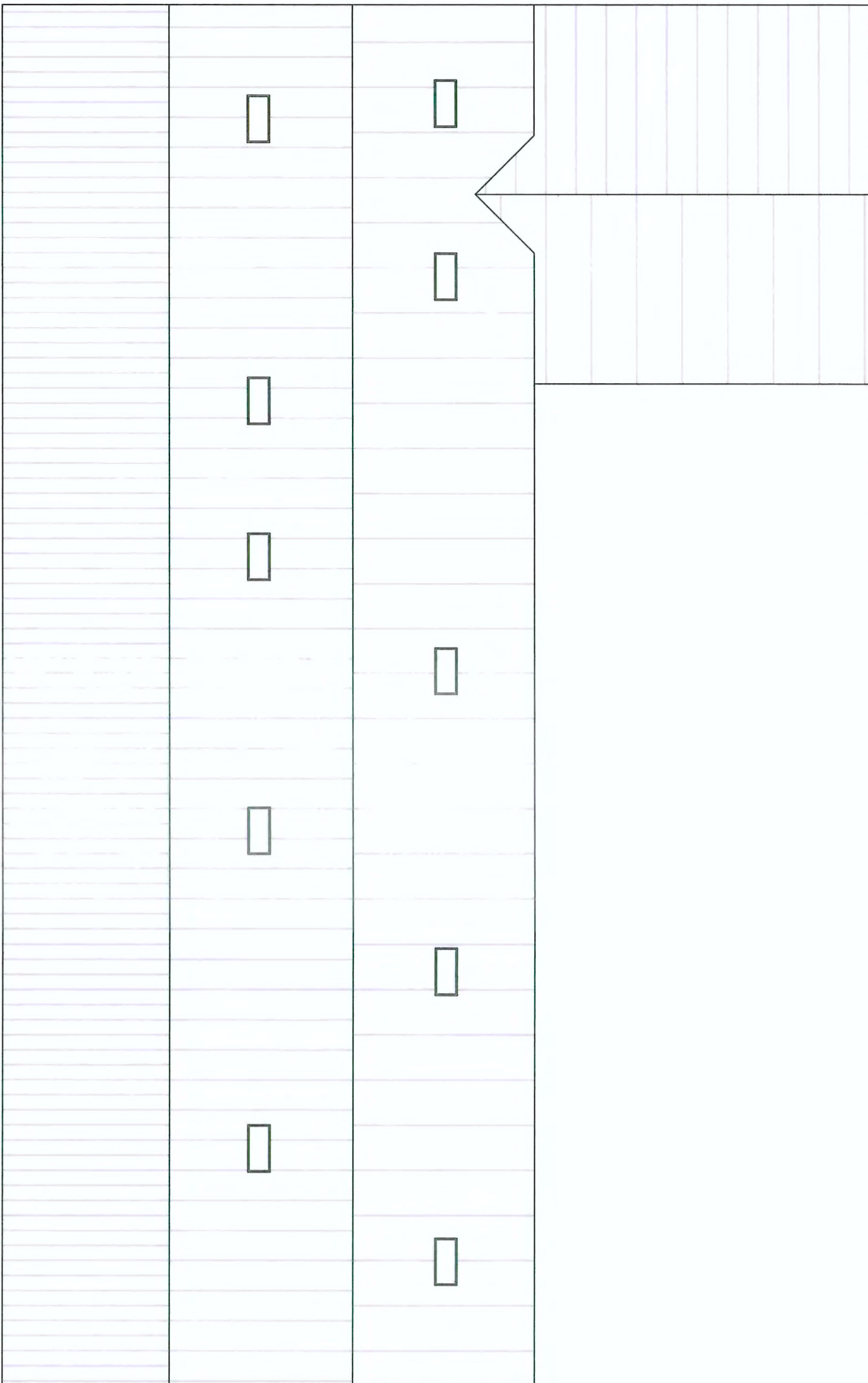
FIRST FLOOR PLAN



SECOND FLOOR PLAN

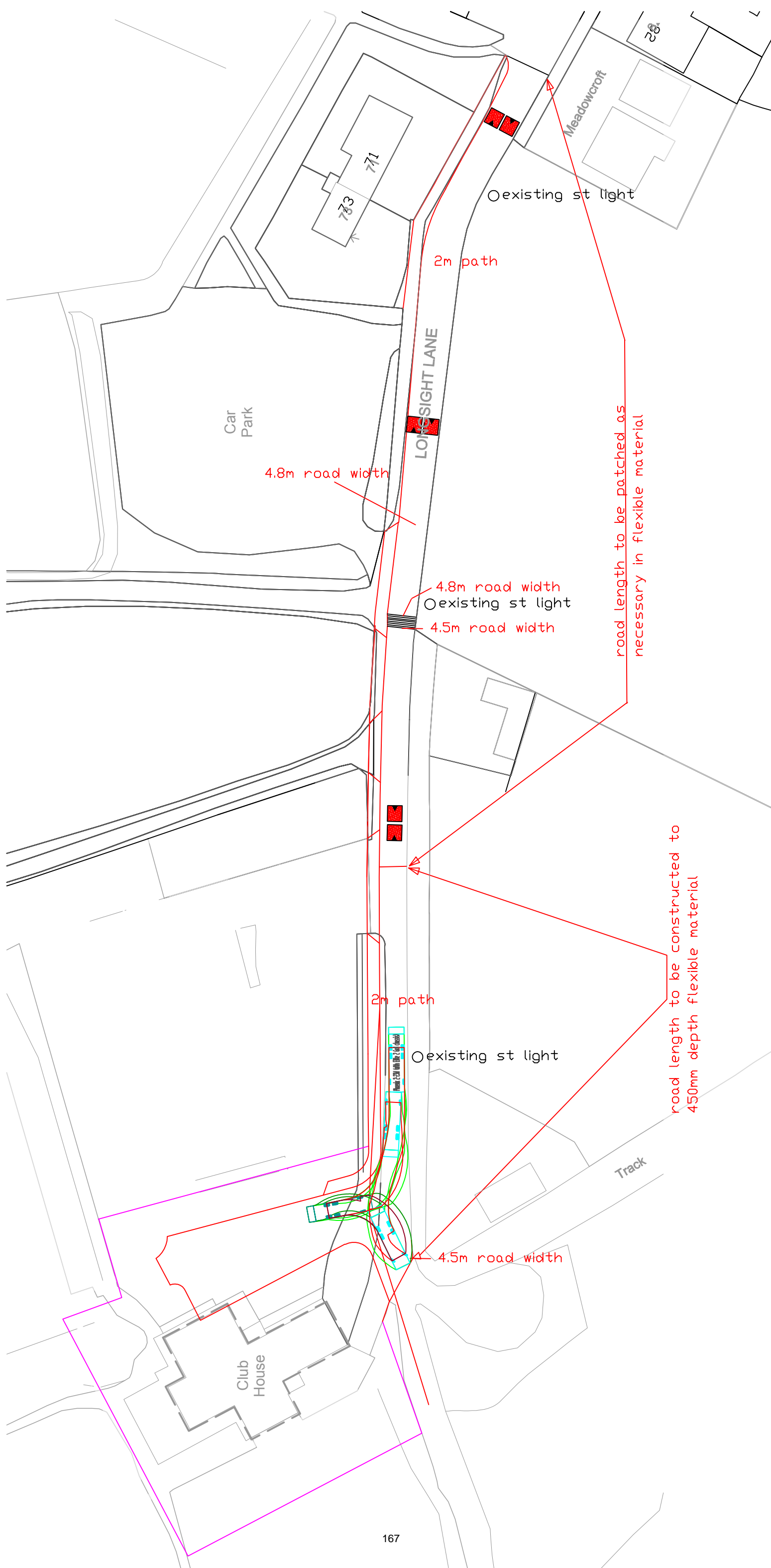


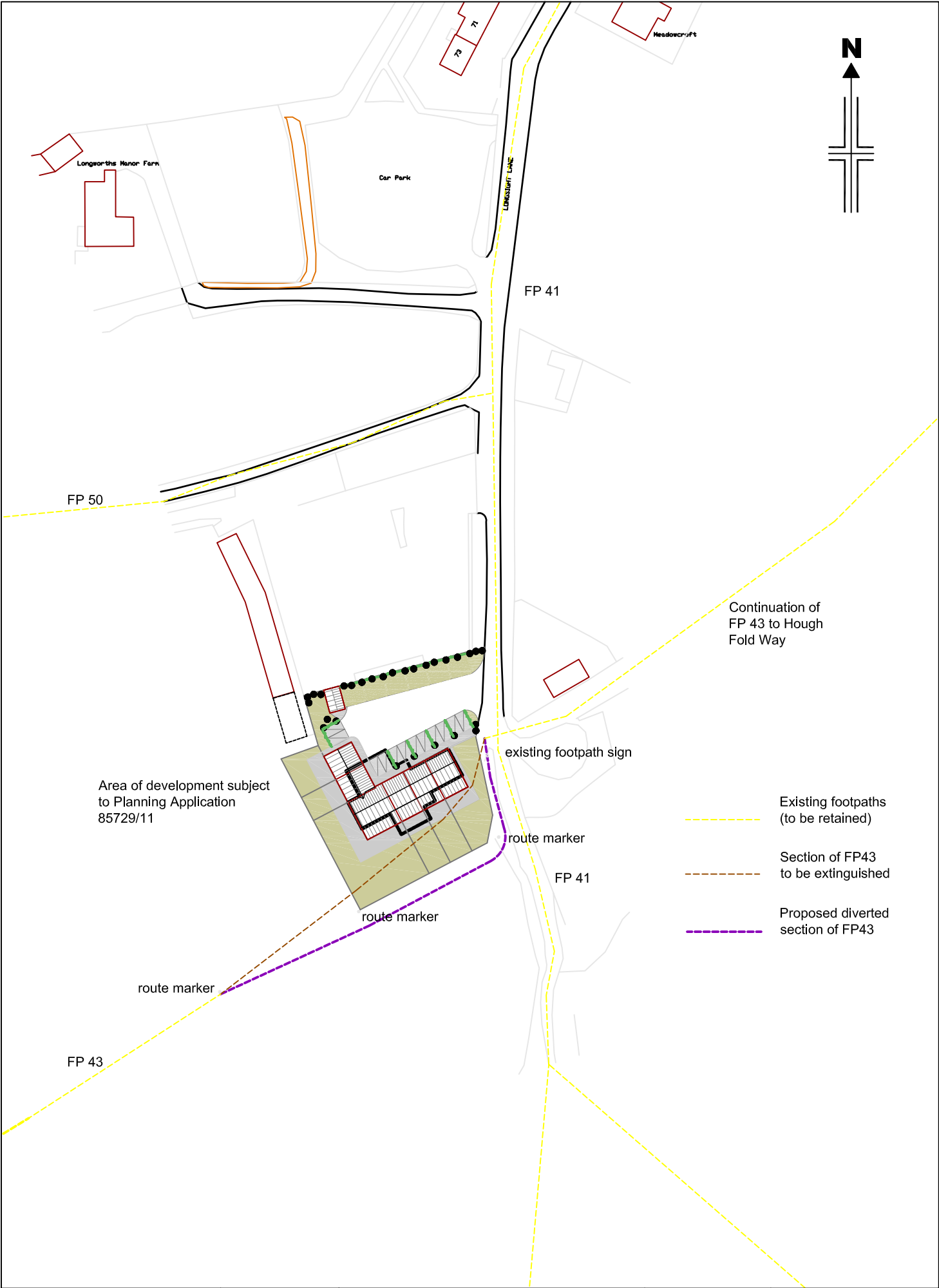
GROUND FLOOR PLAN




Open Golf and Leisure Ltd		Scale	Drawn	Checked	Date	Rev
Bolton Open Golf Club Longsight Lane, Bolton		1:100	DME	Approved	Nov 2010	
Clubhouse Plans as Proposed						

18 FEB 2011
DEVELOPMENT & EXHIBITION
NOT FOR CONSTRUCTION

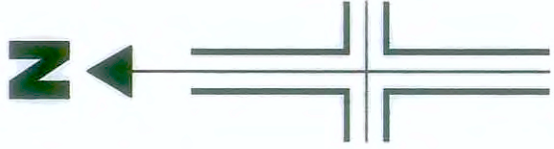




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		Job Bolton Open Golf Club			Drawn	Check	Appr	Date 21-03-2011				
		Title Proposed Footpath Diversion						Rev.				

ACCOMMODATION SCHEDULE

Plots 1, 2, & 3 to be 4 Bed @ 130 sq m (1400 sq ft)
Plot 4 to be 5 Bed @ 202 sq m (2170 sq ft)
Plots 5 & 6 to be 3 Bed @ 86 sq m (930 sq ft)



SITE LOCATION PLAN
scale 1:2500

Open Golf and Leisure Ltd

Bolton Open Golf Club
Longsight Lane, Bolton
Proposed Site Layout

Scale
1:200

Drawn
DME

Checked
Approved

PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel. 01772 786066
Fax. 01772 786265

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Drwg No.
G1259 / PL02

Date
Nov 2010

Rev.



1.8m high close
boarded timber
panel fence
between each plot

2.1m high close
boarded timber
panel fence to
garden extent

existing line of
public footpath FP43

proposed line of
diverted public
footpath FP43

1.8m high close
boarded timber
panel fence
between each plot

2.1m high close
boarded timber
panel fence to
garden extent

tarmac to entrance
and manoeuvring
area, parking bays
to be block paved
with low planting
between

soft landscaped
area, planting to
be no more than
1m tall

2.1m high close
boarded timber
panel fence to
panel fence to
define domestic
development

communal
bin store

plot 6
parking

plot 5
parking

plot 4
parking

plot 3
parking

plot 2
parking

plot 1
parking

PLOT 1

PLOT 2

PLOT 3

PLOT 4

PLOT 5

PLOT 6

line of existing
footprint shown
dashed