

Planning Applications Report

Planning Committee
7th January 2021

**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

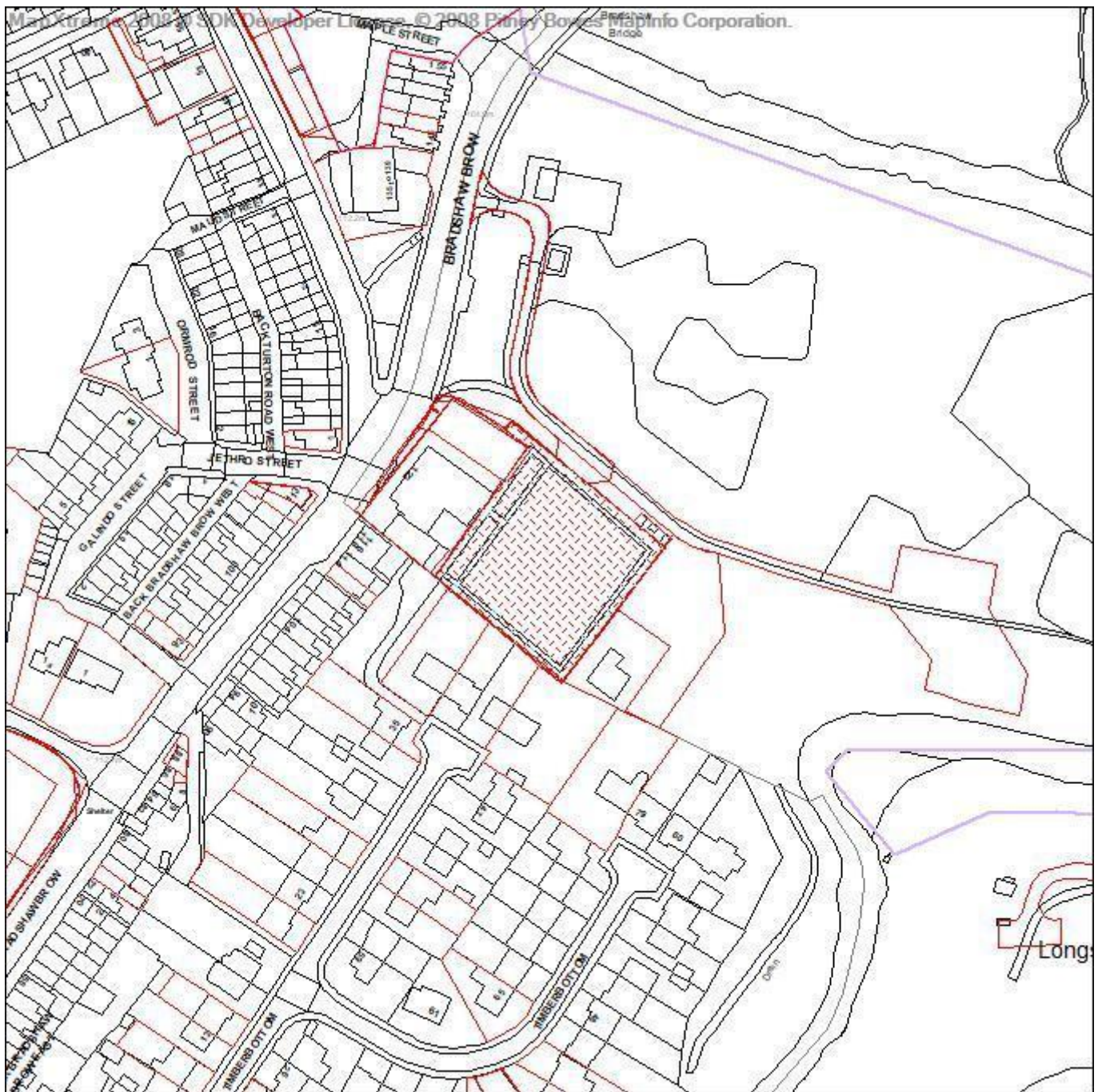
The background documents for this Report are the respective planning application documents which can be found at:-

www.bolton.gov.uk/planapps

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Application number
08141/20



Directorate of Place
Development Management Section

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**Bolton
Council**

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Date of Meeting: 07/01/2021

Application Reference: 08141/20

Type of Application: Full Planning Application
Registration Date: 07/04/2020
Decision Due By: 06/07/2020
Responsible Officer: Helen Williams

Location: LAND AT REAR OF ROKA RESTAURANT, 122 BRADSHAW BROW, BOLTON, BL2 3DD

Proposal: ERECTION OF 17NO. TWO BED APARTMENTS TOGETHER WITH OTHER ASSOCIATED WORKS INCLUDING LANDSCAPING AND 22NO. CAR PARKING SPACES

Ward: Bradshaw

Applicant: Avantgarde
Agent : Neil Pike Architects

Officers Report

Recommendation: Approve the application subject to conditions and authorise the Director of Place and Borough Solicitor to complete all the necessary legal formalities in consultation with the Chair of Planning Committee.

Executive Summary

- * This application is a resubmission of 06400/19, which was refused in 2019 under delegated powers for access, design, loss of trees and insufficient information reasons.
- * One fewer apartment is now applied for (17 apartments rather than 18) and these are now to be accommodated within one L-shaped "two and a half" storey building, rather than in two three storey buildings.
- * 9 dwellings have previously been approved on the application site (01824/17).
- * Access to the apartments was previously proposed via Back Bradshaw Brow East, along the currently cobbled unadopted road to the park and arboretum (which was proposed to be resurfaced and widened), then through the stone wall to the north eastern corner of the application site. Officers found that this proposed access was unacceptable, owing to the substandard width of the road, the lack of a passing bay, the lack of manoeuvrable space for refuse vehicles, and the encroachment of the proposed access road into the neighbouring Local Nature Reserve.
- * Access is now proposed via the adjacent restaurant car park, from the existing signal-controlled access onto Bradshaw Brow. This access arrangement has previously been approved under application 01824/17. Highways Engineers have raised no objection, subject to the applicant contributing £3,500 plus VAT towards modifying the staging the traffic lights. The applicant has agreed to pay this as part of their Section 106 Agreement.
- * The proposed apartment building would be located along the southern and western boundaries of the site, as opposed to along the southern and eastern boundaries, as the previously

proposed buildings were. This siting leads to the loss of fewer trees and helps screen the building from public view from Bradshaw Brow. The external appearance of the apartments has been amended and their scale reduced, and the stone boundary wall no longer needs to be breached.

- * Sufficient information has now been submitted regarding the proposed drainage of the development and how bats will be safeguarded.
- * The applicant has submitted a viability appraisal, which demonstrates that the development would not be viable if full contributions were to be sought. The applicant will however be contributing a total of £150,530 towards off-site affordable housing, education and public open space as part of the Section 106 Agreement, along with the required highways contribution.
- * Members are therefore recommended to delegate the decision to the Director, to secure the provision of the Section 106 Agreement.

Proposal

1. This planning application is a resubmission of planning application 06400/19, which was refused under delegated powers in November 2019 for the following five reasons (the full reasons for refusal are listed within the Planning History section of the annex to this report):
 - 1) Substandard vehicular access into the development.
 - 2) The scale, massing and design of the buildings, the large expanse of car parking, the loss of trees and the encroachment of the access into Longsight Park, would be detrimental to the character and appearance of the area.
 - 3) Unacceptable loss of trees.
 - 4) Insufficient information submitted with regards to drainage.
 - 5) Insufficient information submitted with regards to safeguarding bats.
2. Within planning application 06400/19 permission was sought for the erection of two three storey apartment buildings, comprising a total of 18 two bed apartments. Access into the development was proposed off Bradshaw Brow, via Back Bradshaw Brow East (the existing access to the guide hut ("the Stables") and the maintenance building for Longsight Park), along the currently cobbled unadopted road to the park and arboretum (which was proposed to be resurfaced and widened), then through the stone wall to the north eastern corner of the application site. The refused application attracted 56 letters of objection.
3. Permission is now sought for 17 two bed apartments within one L-shaped "two and a half" storey building (two storeys with dormer windows within the proposed roof). The building would be constructed from natural facing stone and would be located along the southern and western boundaries of the site. A car park/courtyard consisting of 22 spaces would be sited to the front of the building.
4. Vehicular access into the development is now proposed via the adjacent restaurant car park, from the existing signal-controlled access onto Bradshaw Brow. This access arrangement has previously been approved under application 01824/17, when permission was granted for 9 dwellings on the application site. The route of the proposed access would result in the restaurant car park losing 7 existing car parking spaces.

Site Characteristics

5. The application site comprises a former bowling green (to the former Royal Oak public house). The site is unallocated within Bolton's development plan.
6. The former bowling green has not been in use for at least over 10 years and is overgrown (including with Himalayan balsam and self-seeded trees). The trees along the northern, eastern

and southern boundaries of the site are protected under Tree Preservation Order Bolton (Bradshaw) 1976 (Ash, Lime, Horse Chestnut and Elm). The former bowling green site is surrounded by a stone wall.

7. To the north west of the application site is the former Royal Oak public house, now a restaurant ("Roka"). This building is elevated above the application site. The restaurant has a car park to its north east, which is also at a higher ground level than the former bowling green.
8. To the south west of the application site are the two storey semi-detached dwellings at 37 to 43 Timberbottom. These properties are at a similar ground level to the application site.
9. To the south east of the application site is an electricity substation.
10. To the immediate north and east of the former bowling green is Longsight Park. Longsight Park is located within the Green Belt, the Croal and Irwell Valley and the Wooded/Rural Valleys Landscape Character Area. On the other side of Back Bradshaw Brow East is Bolton Arboretum and Upper Bradshaw Valley Local Nature Reserve.

Policy

11. Development plan policies

- * Core Strategy policies: H1.2 Health contributions; A1.4 Education contributions; 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; OA5 North Bolton; IPC1 Infrastructure and Planning Contributions.
- * Allocations Plan policies: CG7AP Green Belt.

12. Other material considerations

- * National Planning Policy Framework (NPPF)
- * Supplementary Planning Documents (SPDs): General Design Principles; Accessibility, Transport and Road Safety; Affordable Housing; Infrastructure and Planning Contributions.
- * Draft Greater Manchester Spatial Framework (GMSF)

Analysis

13. 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.

14. The main impacts of the proposal are:-

- * principle of residential development and loss of the former bowling green
- * impact on the highway
- * impact on the character and appearance of the area
- * impact on trees

- * impact on biodiversity
- * impact on drainage and flood risk
- * impact on the amenity of neighbouring and future residents
- * impact on local infrastructure

Principle of Residential Development and Loss of the Former Bowling Green

15. Policy SC1 of the Core Strategy states [amongst other things] that at least 80% of housing development will be on previously developed land. Policy OA5 refers specifically to developments in North Bolton and states at OA5.1 that the Council will concentrate sites for new housing within the existing urban area.
16. At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development.
17. The application site was the bowling green to the former Royal Oak public house. The site is therefore a greenfield site (not previously developed). There are however no local development plan policies that prevent the development of greenfield sites, provided that they comply with all other relevant policies within the development plan and all other material planning considerations. The application site is located within the urban area of Bolton and is unallocated within the development plan.
18. As the application site was a former bowling green, paragraph 97 of the NPPF is relevant. This states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
 - a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) 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
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
19. The site is now overgrown and has not been in active use for in excess of ten years. During the determination of planning application 01824/17 (which was granted for nine dwellings) the applicant made the case that the bowling green use had been abandoned owing to the physical condition of the site, the length of time the site has not been use, the site had not been used for other purposes, and it was the owner's intention to redevelop the site for residential use (applying case law *SSETR v Hughes* (2000)). This position was accepted by officers during the determination of this application and the application for dwellings on the site was approved.
20. Planning permission 01824/17 is an extant permission for residential development on the bowling green site. The principle of residential development on the application site has therefore already been established and it is considered that this carries significant planning weight in the determination of this application.
21. In addition to this, it is considered that the application site is in a sustainable location, close to shops, schools, services and public transport.
22. It is therefore considered that the proposed residential development of the site complies with Policy OA5.1 of the Core Strategy.

Impact on the Highway

23. 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, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users, servicing arrangements and parking. Policy S1.2 states that the Council will promote road safety in the design of new development.

24. Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
25. Planning application 06400/19 for 18 apartments on the application site was refused in part owing to the proposed access arrangements. Access for that development was proposed off Bradshaw Brow, via Back Bradshaw Brow East (the existing access to the guide hut ("the Stables") and the maintenance building for Longsight Park), along the currently cobbled unadopted road to the park and arboretum (which was proposed to be resurfaced and widened), then through the stone wall to the north eastern corner of the application site. Officers found that this proposed access was unacceptable, owing to the substandard width of the road, the lack of a passing bay, the lack of manoeuvrable space for refuse vehicles, and the encroachment of the proposed access road into the neighbouring Local Nature Reserve.
26. Access into this latest proposed residential development is now proposed via the adjacent restaurant car park, from the existing signal-controlled access onto Bradshaw Brow. This access arrangement has previously been approved under application 01824/17, when permission was granted for 9 dwellings on the application site.
27. The Council's Highways Engineers have commented that the proposed development of 17 two bed apartments is a low density residential development which would generate negligible traffic volumes above what has previously been approved on the site (the 9 dwellings). They advise that the development could be accommodated with little additional detriment to the operational capacity of the surrounding highway network, and would pose a limited impact on road safety.
28. With regards to the development's impact on the signal controlled junction of the proposed access with Bradshaw Brow and Turton Road, the Council's Engineers have consulted Transport for Greater Manchester (TfGM). TfGM have commented that, as the traffic light signal for the existing car park access and Jethro Street (on the opposite side of Bradshaw Brow) go green in the same stage, the junction is somewhat confusing and is potentially a road safety risk. TfGM have therefore recommended that the applicant contributes £3,500 plus VAT towards an Eprom change to modify the staging the traffic lights and then the revalidation of the Microprocess Optimised Vehicle Actuation (MOVA) operation. The applicant has agreed to pay this, and this contribution is to be secured through the Section 106 Agreement. A condition is also suggested to ensure that the staging of the traffic lights are modified prior to first occupation of the apartments.
29. The Council's Highways Engineers have stated that the proposed access road into the development is sufficiently wide enough to accommodate two-way traffic, but would not be adopted by the Highways Authority (it would remain private, as existing). The applicant has submitted a swept path analysis for a refuse collection vehicle, which illustrates that such a vehicle is able to enter and leave the development in forward gear (made possible by the proposed turning head).
30. The route of the proposed access road would result in the car park to the restaurant ("Roka") losing seven of its existing parking spaces (the spaces along the northern boundary). Ten on-site spaces would however remain for the restaurant, three at the front and seven within the car

park. This parking arrangement for the restaurant was previously approved under application 06400/19, and this permission is still extant. It should also be noted the Council's Highways Engineers have not raised (and did not raise during the determination of application 01824/17) an objection to the loss of the restaurant parking.

31. 22 car parking spaces are proposed within the development for the 17 two bed apartments. A maximum of 34 spaces would be expected for the development applying the Council's maximum parking standards within appendix 3 of the Core Strategy. These parking standards are however maximum standards (not minimum) and therefore there is no policy conflict, unless it can be proven that the proposed number of spaces would jeopardise highway safety.
32. The Council's Highways Engineers note that the level of parking proposed for both the restaurant and the apartments fall below the maximum standards of Core Strategy appendix 3, but comment that the location is reasonably accessible to sustainable transport provision, which is an element of justification to a relaxation of the maximum parking standards in this instance.
33. It is considered for the reasons discussed above, and subject to the proposed modification of the staging of the traffic lights at the access junction, that the proposed development would not have an unacceptable impact on highway safety and the residual cumulative impacts on the road network would not be severe. It is therefore considered that the proposed development would comply with Policies P5 and S1.2 of the Core Strategy and paragraph 109 of the NPPF.

Impact on the Character and Appearance of the Area

34. Policy CG3 of the Core Strategy states that the Council will [amongst other things] conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, 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 maintain and respect the landscape character of the surrounding countryside and its distinctiveness. Policy OA5 relates specifically to developments in North Bolton and states that the Council will [amongst other things] conserve and enhance the character of the existing physical environment, require special attention to be given to the massing and materials used in new development, and ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.
35. Paragraph 127 of the NPPF states that planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

36. Planning application 06400/19 for erection of two three storey apartment buildings, comprising a total of 18 two bed apartments, was refused in part as it was considered that the scale, massing and design of the buildings, the large expanse of car parking proposed, the resultant loss of trees and the encroachment of the proposed access into Longsight Park, would be detrimental to the character and appearance of the area.
37. As discussed above, the proposed vehicular access into the development has been amended, so that it no longer encroaches into Longsight Park.
38. The layout of the apartment development has been amended so that the apartments are now contained within one L-shaped building (rather than two buildings) and would be located along the southern and western boundaries of the site (as opposed to along the southern and eastern boundaries). The proposed siting of the apartments, along with the proposed amended access, would lead to the loss of fewer trees than previously proposed. The proposed siting of the building within the south western part of the site also helps screen the building from public view from Bradshaw Brow.
39. In addition to the amended layout, the height of the building has been reduced, with the building now proposed to be two storeys with accommodation and dormer windows within the roof. It is considered that the height and scale of the building is now more in keeping with the surrounding built development, particularly as the site is at a significantly lower level than the restaurant.
40. The building is proposed to be constructed entirely from stone, whereas the previously proposed buildings were proposed to be natural stone at ground floor level with render on the upper two floors. The Council's Conservation and Design Officer had considered that the large amount of render would have made the development more conspicuous within its setting and draw attention to its scale. Natural stone is a locally distinctive material and it is considered that the sole use of stone would help the development better relate with the former Royal Oak public house building and the terraced properties on Bradshaw Brow.
41. Whilst the proposed car park would still be a dominant element of the development, additional space is now made for proposed tree and shrub planting and for the retention of the existing trees. The overall development therefore comprises less hardstanding and more 'softscaping', and is therefore more sympathetic to its parkland setting.
42. The existing, attractive stone wall around the application site would be retained.
43. For these reasons it considered that the height, scale, massing and layout of the proposed development would be compatible with the surrounding area, compliant with Policies CG3 and OA5 of the Core Strategy.

Impact on Trees

44. Policy CG1.2 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.
45. The previously proposed apartment scheme for the site (06400/19) was refused in part owing to an unacceptable loss of trees. That scheme would have resulted in the loss of large trees along the eastern boundary of the site, three of which are category B trees, and the siting of the largest of the two previously proposed buildings would have impacted on the root protection zones of two further trees. The access proposed for the refused scheme, that is the widening Back

Bradshaw Brow East (the road through Longsight Park), would have further impacted on Council owned trees within the park.

46. The proposed development has been amended so that the access is now not proposed through Longsight Park and the eastern boundary wall will no longer be breached by the proposed access. The apartments are also now proposed within one single building, which will be sited along the southern and western boundaries of the site, as opposed to along the southern and eastern boundaries, allowing for the retention of the better quality trees. The applicant has furthermore submitted a more comprehensive tree survey, arboricultural impact assessment, tree condition plan and tree protection plan with this application.
47. Nine trees and a group of mixed overgrown trees are to be lost to accommodate the development, however these have all been classed as Category U trees, meaning they are unsuitable for long term retention. One of the trees was found to be dead and another decaying. Eight trees are proposed to be retained, with four of these proposed to be pruned.
48. The Council's Tree Officer has reviewed the submitted information and has undertaken their own site visit. The Officer has raised no objection to the proposed loss of trees and finds the proposed pruning works acceptable. They however recommend that replacement trees be planted on site in mitigation of the loss. A proposed landscape scheme has been submitted with the application showing eight new trees to be planted, but Officers consider that additional replacement planting should take place. A condition requiring a revised landscaping scheme is therefore suggested.
49. The Tree Officer also recommends a condition requiring an arboricultural method statement for construction works close to the Lime tree (T6) and Red Oak (T10) that are proposed to be retained.
50. It is therefore considered, subject to the recommended conditions, that the proposed development would not result in the unacceptable loss of trees, compliant with Policy CG1.2 of the Core Strategy.

Impact on Biodiversity

51. Policy CG1.2 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.
52. The previous planning application for the site (06400/19) was refused in part as the proposed access through Longsight Park encroached into the neighbouring Local Nature Reserve and as insufficient information had been provided by the applicant with regards to safeguarding bats.

Upper Bradshaw Valley Local Nature Reserve

53. On the other side of Back Bradshaw Brow East from the application site is Bolton Arboretum and Upper Bradshaw Valley Local Nature Reserve. As the proposed access into the development is now proposed via the restaurant car park rather than along a widened Back Bradshaw Brow East the proposed development would not encroach into the Reserve. There is therefore no impact on the Local Nature Reserve.

Bats

54. The applicant has submitted an up-to-date ecological appraisal with this resubmitted application, as well as a dusk survey. Greater Manchester Ecology Unit (GMEU) has been consulted on the proposal and confirm that no evidence of bats has been found on the site, however they suggest, given potential residual risks, that the development be carried out in accordance with the

recommendations contained with the dusk survey.

Reptiles

55. GMEU recommend, should the application be approved, that a condition be attached to require an initial presence absence survey for reptiles, at an appropriate time of year, as recommended within the applicant's ecological appraisal.

Nesting birds

56. GMEU recommend that no works to any trees or shrubs occur during the bird nesting season. As this is covered by legislation separate from Planning, an informative notifying the applicant of this is suggested.

Himalayan balsam

57. The site is overgrown and contains Himalayan balsam. This would need to be treated prior to the commencement of any development. A condition should therefore be imposed should the application be approved.

58. It is therefore considered, subject to the recommended conditions, that the proposed development would safeguard biodiversity, compliant with Policy CG1.2 of the Core Strategy.

Impact on Drainage and Flood Risk

59. 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 the Council will ensure that all proposals for five or more residential units 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.

60. The previously proposed apartment scheme on the application site (06400/19) was refused in part owing to insufficient information being submitted by the applicant with regards to the proposed drainage details.

61. A flood risk assessment and a Sustainable Drainage (SuDS) report has been submitted with the application, which have been received by the Council's Drainage Officers. Drainage Officers raise no objection to the proposal and recommend that the Council's standard SuDS condition be imposed on any approval.

62. It is therefore considered that the proposed development complies with Policies CG1.5 and CG2.2 of the Core Strategy,

Impact on the Amenity of Neighbouring and Future Residents

63. 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 recommended minimum interface standards between dwellings.

64. The application site is at a similar ground level to the dwellings neighbouring the site to the south at 37 to 43 Timberbottom.

65. The proposed apartment buildings would be approximately 24 metres away from the rears of 37 to 43 Timberbottom, which is the minimum interface distance required between two and three

storey dwellings. It is also noted that the apartment buildings would be sited to the north of these properties, therefore reducing any potential reduction in light.

66. It is therefore considered that the proposed development would not unduly harm the amenity of the neighbouring residents.
67. The size of all the proposed apartments exceed the Nationally Described Space Standards. Whilst the apartments have little private amenity space within the proposed development, it should be noted that the site lies immediately adjacent Longsight Park and there is an existing access (gap in the stone wall) into the park from the site, which is proposed to be retained as part of the development.
68. It is therefore considered that the proposed development complies with Policy CG4 of the Core Strategy.

Impact on Local Infrastructure

69. 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. The appeal development proposes 17 dwellings and therefore exceeds this threshold for planning contributions.
70. SPD "Affordable Housing" (adopted February 2013) provides further detail to the policies in the Core Strategy that concern affordable housing, and deals specifically with the provision of affordable housing through Bolton's planning processes, with a focus on new supply. The SPD sets out the Council's policy on achieving affordable housing. SPD "Infrastructure and Planning Contributions" (adopted July 2016) provides further detail on policies in the Core Strategy that concern planning contributions. The SPD contains information on when planning obligations may be needed and covers matters including when contributions may be needed, the type and scale of contributions, the circumstances when financial rather than direct provision will be required, how financial contributions will be calculated, and the form and timing of legal agreements.
71. The following Section 106 Agreement contributions would be required for this development:
72. Affordable housing – 6 of the apartments (35% of the 17 as this is a greenfield site, 5 for social rent and 1 for shared ownership) - equivalent to £352,458
73. Education - £12,306.81 (£9,288.12 towards primary and £3,918.69 towards secondary);
- Open space/play space - £26,860
 - In addition to the above, Transport for Greater Manchester has requested a contribution of £3,500 plus VAT, to be spent on modifying the staging of the MOVA traffic signal at the access junction (as discussed above in the highways section).
 - Policy IPC1 however states that the policy is not applicable if it can be demonstrated by the applicant that the scheme would not be viable if all or some of the contributions are sought or offered.
74. The applicant has submitted a viability appraisal for the proposed development, which has been independently reviewed by the Council's viability consultee. The Council's consultee has run the

estimated costs through their own development appraisal and found that the development would generate a surplus of £150,530, allowing the developer a 15.7% GDV profit.

75. Whereas the applicant had initially asserted they could not afford any Section 106 contributions in addition to the £3,500 plus VAT towards the traffic signals, they have now agreed to pay the additional £150,530 as planning contributions. Officers are therefore suggesting that the money is divided proportionately as follows:

76. Affordable housing - £135,477

77. Education - £4,515.90

- Open space/play space - £10,537.10

- It is therefore considered, subject to the signing of the Section 106 Agreement, that the proposed development would comply with Policy IPC1 of the Core Strategy.

Other matters

- It is acknowledged that the Council is not able to demonstrate a 5-year supply of deliverable housing sites. This represents a housing shortfall. In this circumstance paragraph 11 of the NPPF indicates that the policies that are most important for determining the application should be regarded as out-of-date and that there is a 'tilted balance' in favour of granting permission. It is found in this case that there is no harm that would significantly and demonstrably outweigh the tilted balance in favour of granting permission.

Conclusion

78. For the reasons discussed above, it is considered that the proposed residential development of the site would not, subject to the proposed modification of the staging of the traffic lights at the access junction, jeopardise highway safety or have a detrimental impact on the road network. It is also considered that the proposed development would be compatible with the character and appearance of the area, would not result in the unacceptable loss of trees, would not unduly harm the amenity of neighbouring residents, and would safeguard the site's biodiversity. It is therefore considered that the proposed development complies fully with the Council's development plan policies.

79. Members are therefore recommended to delegate the decision to the Director to secure the provision of the Section 106 Agreement (£150,530 towards off-site affordable housing, education and open space, and £3,500 plus VAT towards the required modification of the staging of the traffic lights).

Representation and Consultation Annex

Representations

Letters:- 22 letters of objection have been received, which raise the following concerns:

80. The junction of Bradshaw Brow with Turton Road is already very busy. The development will add to traffic at this junction;
81. Increase in traffic congestion. There are already long queues/tailbacks;
- * The junction is already dangerous with visitors to the restaurant;
 - * The junction is dangerous for pedestrians crossing, especially school children. The development will exacerbate this;
 - * Insufficient on-site parking. Will lead to on-street parking on neighbouring roads and within the arboretum car park;
 - * Loss of parking for the restaurant;
 - * Public transport is poor and will deter future residents from using this instead of cars;
 - * There is insufficient space for refuse vehicles to enter and leave the site;
 - * The development (height) will be out of character with the area and a blight on the landscape;
 - * Overdevelopment of the site;
 - * Not enough room for the storage of bins (*Officer comment: a refuse store is proposed within the north eastern corner of the site, behind the existing stone walls*);
 - * Loss of privacy for neighbouring residents;
 - * Loss of trees;
 - * Loss of green space;
 - * Impact on wildlife and habitats - bats, birds, ducks, owls, foxes, hedgehogs, dragonflies, rabbits and deer;
 - * Increase in air pollution from additional traffic (*Officer comment: the proposed development would only lead to a negligible increase in traffic on the road network, therefore any increase in air pollution would also be negligible*);
 - * Noise disturbance from the apartments (*Officer comment: the proposed residential use of the site is considered to be compatible with the neighbouring residential uses. It is not considered that the proposed apartments would give rise to unacceptable noise disturbance as residential development is not considered to be a noise generating use*);
 - * Disruption during the construction period (*Officer comment: as some disturbance during the construction period of a development is inevitable, it is considered that this concern should only be given limited planning weight in this instance*);
 - * The Old School House is being converted into apartments, therefore is there a need for this development?; There are enough houses in the area (*Officer comment: the Council is currently not able to demonstrate a 5-year supply of deliverable housing sites*);
 - * There are many brownfield sites that could be built on instead (*Officer comment: although a greenfield site, the application site is not safeguarded against development: it is not Green Belt or Other Protected Open Land*);
 - * The proposed access will run over and replace the existing well used pedestrian access to the Upper Bradshaw Valley Local Nature Reserve and Arboretum. The development will encroach into the Arboretum; The Arboretum is a valuable and well used resource; A part of the Arboretum will be destroyed (*Officer comment: the access to the development through Longsight Park is no longer proposed for this (amended) development. These objections are therefore not relevant to this current proposal. Five of the objections received object to the proposal on these grounds*);
 - * The application should not be considered during lockdown (*Officer comment: the current Covid-19 situation has not resulted in interested parties not being able to comment on this application or for the local planning authority to not be able to fully consider the proposal*);
 - * The development will create a precedent for further such development. The proposed

development of the site has grown exponentially over the years (*Officer comment: each planning application must be assessed on its own, individual merits*).

Points raised above without specific officer comment are considered to have been addressed within the analysis of this report.

Consultations

Advice was sought from the following consultees: Highways Engineers, Conservation and Design Officer, Tree Officers, Landscape Officers, Greenspace Officers, Drainage Officers, Pollution Control Officers, Economic Strategy Officers, Strategic Development Unit, Education Officers, Strategic Housing, Corporate Property Officers, Housing and Public Health Unit, Transport for Greater Manchester, Greater Manchester Ecology Unit, Greater Manchester Police, NHS and United Utilities.

Planning History

06400/19 - Erection of 18no. two bedroom apartments within two buildings together with other associated works including new access road, landscaping and 27no. car parking spaces - refused in November 2019 for the following five reasons:

1. The access to the site is substandard by virtue of its substandard width, the lack of a passing bay, the lack of manoeuvrable space for refuse vehicles and the encroachment of the proposed access into the neighbouring Local Nature Reserve, contrary to Policies P5 and CG1.1 of Bolton's Core Strategy.

2. The proposed development, by virtue of the scale, massing and design of the buildings, the large expanse of car parking dominating the layout, the loss of trees and the encroachment of the access into Longsight Park, would be detrimental to the character and appearance of the area, contrary to Policies CG3 and OA5 of Bolton's Core Strategy.

3. The proposed development would be contrary to Policies CG1.1, CG1.2, CG3 and OA5 of Bolton's Core Strategy in that it would result in the unacceptable loss of trees from the site and adjacent the site, to the detriment of biodiversity and the character, appearance and amenity of the application site and the area in which it is set.

4. Insufficient information has been provided by the applicant with regard to the proposed drainage of the development to enable the proposal to be properly judged against Policies CG1.5 and CG2.2 of Bolton's Core Strategy.

5. Insufficient information has been provided by the applicant with regards to safeguarding bats to enable the proposal to be properly judged against Policy CG1.2 of Bolton's Core Strategy.

01824/17 - Erection of 6 2 bed maisonettes and 3 2 bed terraced dwellings together with other associated works including new access road, landscaping and parking - approved December 2017.

80908/08 - Extension following removal of pergola at the restaurant - approved November 2008.

78256/07 - Erection of raised decked area to rear with a pergola shelter over, together with installation of retractable awning adjacent to pergola - approved October 2007.

Pruning works to the protected trees within the site were approved under applications 28536/87 and 57054/00.

Recommendation: **Approve the application subject to conditions and authorise the Director of Place and Borough Solicitor to complete all the necessary legal formalities in consultation with the Chair of Planning Committee.**

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. **Tree protection fencing**

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

1. The trees within or overhanging the site which are to be retained have been surrounded by fences of a type shown at Appendix 3 of the Arboricultural Impact Assessment and Method Statement (by Rob Longley Tree Consultancy, ref. AIAAMSROKO140620) and in the location as shown on drawing C:\Users\Rob Longley\Documents\Reports\bradshaw brow 2020\roko bradshaw brow_tree protection.

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).

Reason

To protect the health and appearance of the tree(s) and in order to comply with Bolton's Core Strategy policies CG1 and CG3

Reason for Pre-Commencement Condition: Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the tree(s) during the construction phase.

3. **Arboricultural method statement**

Prior to the commencement of development of any works on site, the developer shall submit a method statement detailing how the following elements of the site will be constructed without causing harm or damage to the protected trees found on the site to the Local Planning Authority. The specified areas are:

- * T6 Lime tree - geosystem required for the road
- * T10 Red Oak tree - geosystem required for the parking bays and paths

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 and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

Reason for Pre-Commencement Condition: Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the tree(s) during the construction phase.

4. **Surface water drainage**

Prior to the commencement of any groundworks, full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out to investigate 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

The approved works shall be implemented in full prior to the occupation of the buildings hereby approved and those works as approved 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.

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

5. **Remediation scheme**

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.

Reason for Pre-Commencement Condition: Any works on site could affect contamination which may be present and hinder the effective remediation of any contamination causing a risk to the health of future occupiers and harm to the environment, hence the initial investigation must be carried out prior to the commencement of any works on site.

6. **Reptiles**

Prior to the commencement of development, a reptile survey shall be undertaken by an agreed expert to determine presence or absence of protected species. Details of appropriate mitigation measures and contingency plans should be submitted to and agreed in writing by the Local Planning Authority. Should reptiles be found, the appropriate mitigation measures and contingency plans shall be implemented in accordance with the approved details.

Reason

To safeguard the habitats of protected species and to comply with policy CG1 of Bolton's Core Strategy.

Reason for pre-commencement condition: Any works on site could harm protected species that crosses the site if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

7. **Himalayan balsam**

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.

Reason for pre-commencement condition: Scheme for the eradication of Himalayan balsam must be understood prior to works commencing on site as it could affect how works are planned and carried out.

8. **Construction management plan**

Prior to the commencement of development, including demolition, ground works or vegetation clearance a Construction Management Plan (CMP) shall be submitted to and approved in writing by the local planning authority. The CMP shall include the following details:

- a) Hours of construction and deliveries;
- b) Details of the precautions to guard against the deposit of mud and substances on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances prior to entering the highway;
- c) Dust suppression measures;
- d) Noise emission suppression measures;
- e) Construction routes in and around the site;
- f) Compound locations together with details of the storage facilities for any plant and materials including off-site consolidation if appropriate, the siting of any site huts and other temporary structures, including site hoardings and details of the proposed security arrangements for the site;
- g) Parking of vehicles associated with construction, deliveries, site personnel, operatives and visitors;
- h) Sheeting over of construction vehicles.

Development of each phase or plot shall be carried out in accordance with the approved CMP.

Reason

To ensure that adequate consideration is given to the need to minimise the impact on the road network and reduce pollution, and to protect the adjacent park and nature reserve, in accordance with Policies CG1.2, P5 and CG4 of Bolton's Core Strategy.

Reason for Pre-Commencement Condition: The site is close to residential properties and a nature reserve and therefore considered to be sensitive to potential disturbances during the construction process and these need to be kept to a minimum to minimise any impact on the sensitive neighbouring uses.

9. **External materials**

Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the building have

been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. 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.

10. **Doors and windows**

Prior to any doors or windows being installed, a detailed specification for all doors and windows shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the development is first occupied and retained thereafter.

Reason

To ensure the development reflects local distinctiveness in order to comply with policy CG3 of Bolton's Core Strategy.

11. Before the first occupation of the apartments 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 30 dB.

Reason

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

12. **Landscape scheme**

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 in order to comply with Core Strategy policies CG1 and CG3.

13. **Modified staging of traffic lights**

Prior to first occupation of the development hereby approved the proposed modification of the staging of the traffic lights at the junction of Bradshaw Brow/Turton Road/the access to the restaurant car park and the approved development/Jethro Street shall have been completed, unless otherwise agreed in writing by Transport for Greater Manchester.

Reason

In the interests of highway safety and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

14. **Access road**

No dwelling shall be occupied until the access road leading thereto have been constructed and completed in accordance with drawing ref: PL K882/01 Rev B.

Reason

In the interests of highway safety and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

15. **Junction markings**

Prior to first occupation of the commencement of development hereby approved full details of the highway works at Bradshaw Brow comprising junction markings and lining 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 in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

16. **Car parking**

Before the approved/permitted development is first brought into use no less than 22 car parking spaces for the apartments and 7 car parking spaces within the car park to the side of the restaurant shall be marked out and provided within the curtilage of the site, in accordance with the approved plan (drawing ref. PL K882/01). Such spaces shall be made available for the parking of cars at all times.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and in order to comply with Bolton's Core Strategy policies S1, P5 and Appendix 3.

17. **Soil testing methodology**

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 be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the site is safe for use and in order to comply with Core Strategy policy CG4.

18. **Bats**

The development hereby approved shall be carried out in accordance with the recommendations contained in section 8.0 of the submitted Dusk Survey Results in Relation to Bats, by Pennine Ecological, dated July 2020.

Reason

To safeguard bats and to comply with Policy CG1.2 of Bolton's Core Strategy.

19. **Removal of permitted development rights**

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 to the apartment building or any alterations to the roof shall be constructed.

Reason

To safeguard the character and appearance of the area, to protect the amenity of neighbouring residents, and to ensure that adequate car parking provision and outdoor amenity space is retained, and to comply with policies CG3 and CG4 of Bolton's Core Strategy.

20. **Approved plans**

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

Location Plan Scale - 1:1250; received 01 April 2020
PL K882/01 Rev B; "Proposed Site Plan"; revision dated 03.11.20
PL K882/02; "Proposed Ground and First Floor Plan"; dated 10/03/20
PL K882/03; "Proposed Second Floor & Roof Plan"; dated 10/03/20
PL K882/04; "Proposed Elevations A & B"; dated 10/03/20
PL K882/05; "Proposed Elevations C & D"; dated 10/03/20
PL K882/08 ; "Proposed Site Sections"; dated 05/08/20

Reason

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

PROPOSED SITE PLAN

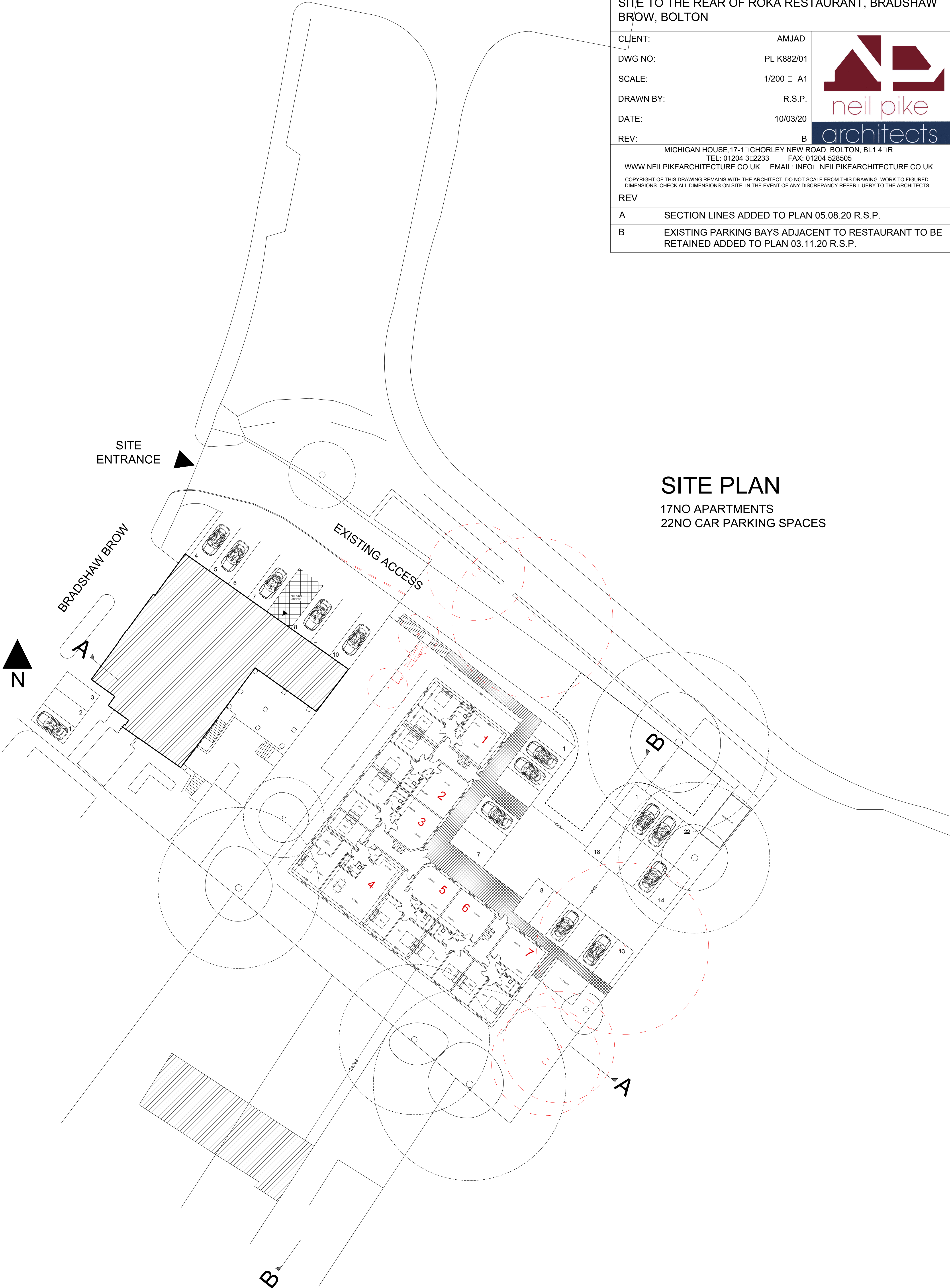
PROPOSED RESIDENTIAL DEVELOPMENT
SITE TO THE REAR OF ROKA RESTAURANT, BRADSHAW
BROW, BOLTON

CLIENT:	AMJAD
DWG NO:	PL K882/01
SCALE:	1/200 □ A1
DRAWN BY:	R.S.P.
DATE:	10/03/20
REV:	B

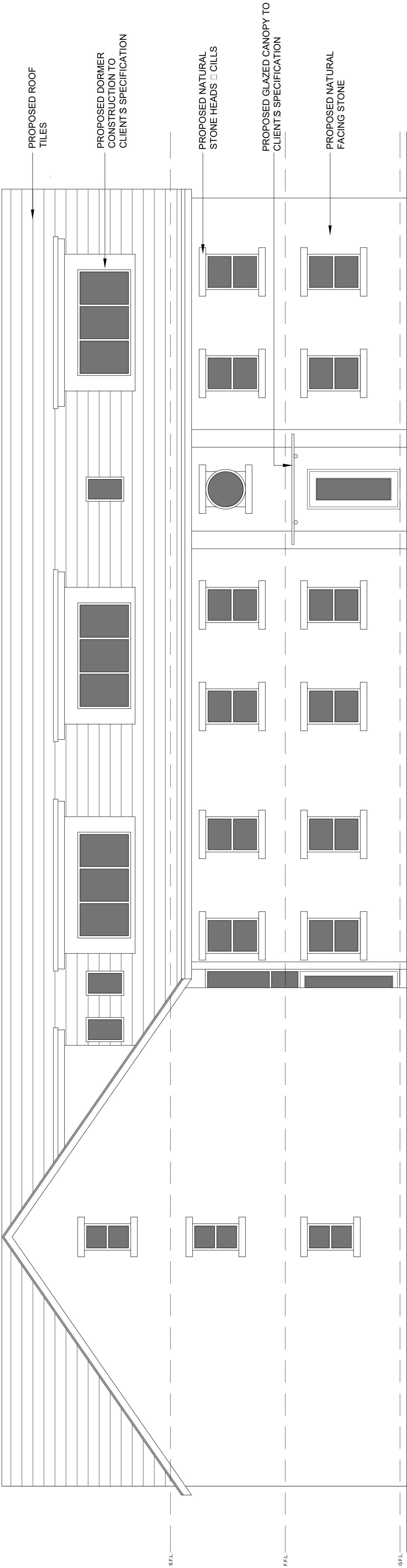


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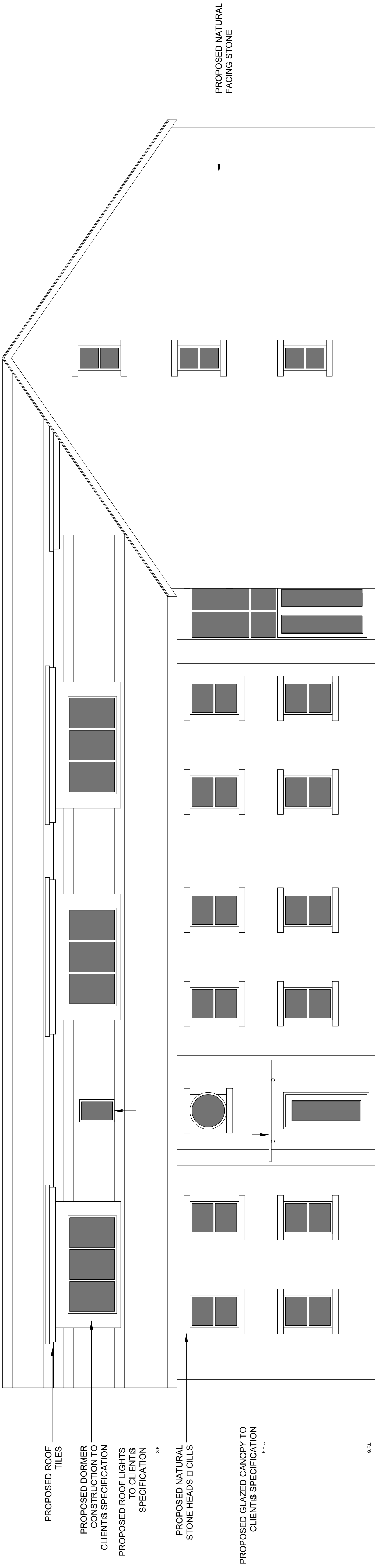
REV	
A	SECTION LINES ADDED TO PLAN 05.08.20 R.S.P.
B	EXISTING PARKING BAYS ADJACENT TO RESTAURANT TO BE RETAINED ADDED TO PLAN 03.11.20 R.S.P.



SITE PLAN
17NO APARTMENTS
22NO CAR PARKING SPACES



B



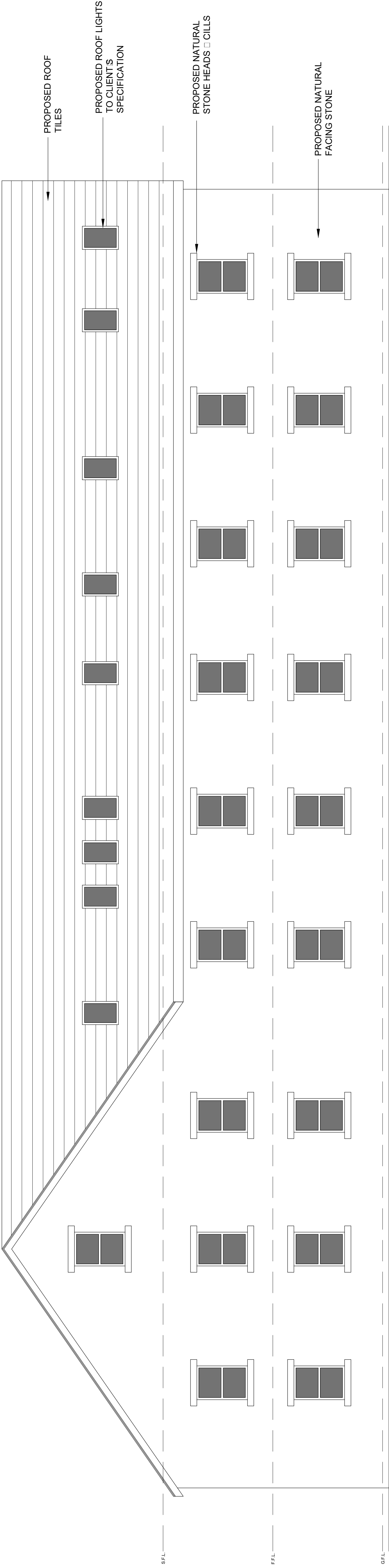
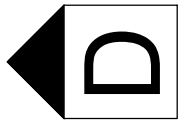
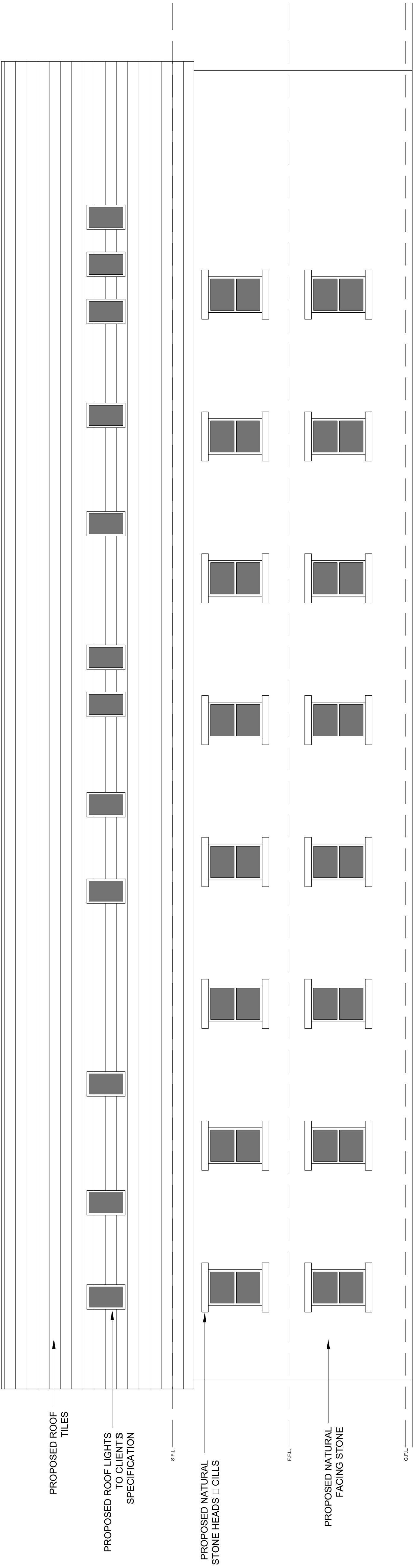
PROPOSED ELEVATIONS A B

PROPOSED RESIDENTIAL DEVELOPMENT
SITE TO THE REAR OF ROKA RESTAURANT, BRADSHAW
BROW, BOLTON

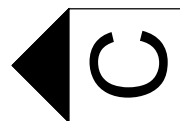
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DWG NO:	PL K882/04
SCALE:	1/50 A1
DRAWN BY:	R.S.P.
DATE:	10/03/20
REV:	

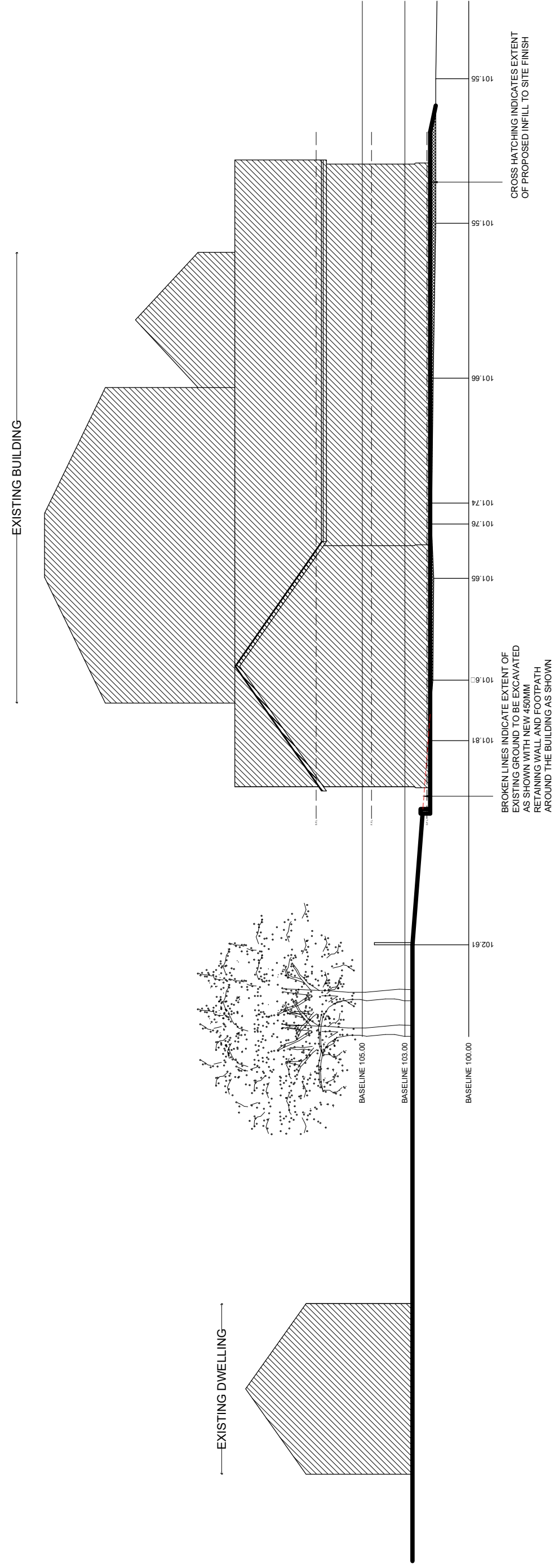
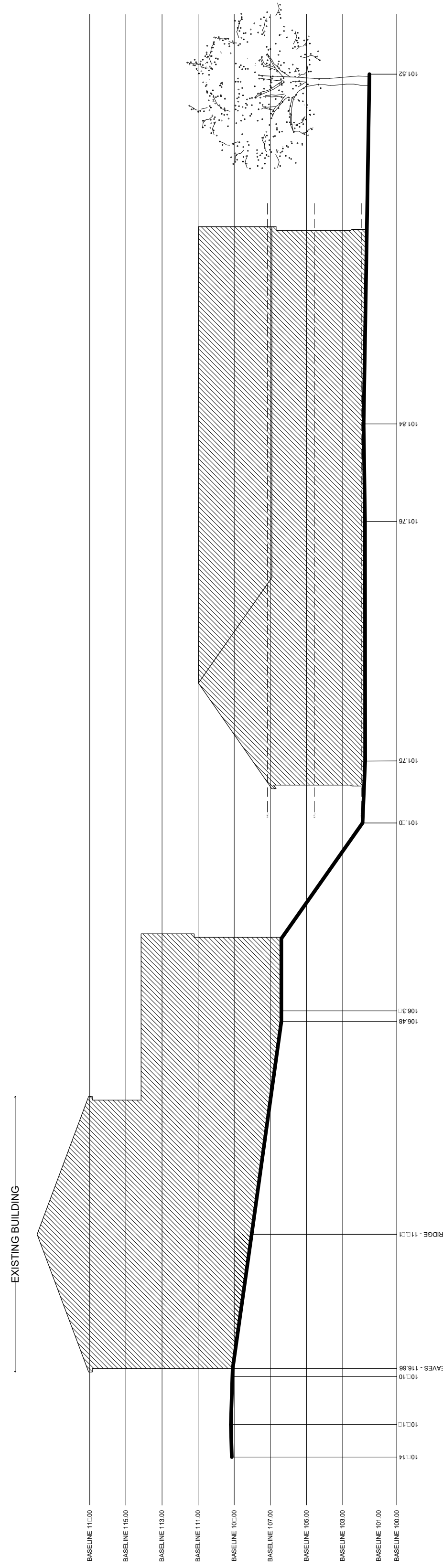


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PROPOSED ELEVATIONS C & D	
PROPOSED RESIDENTIAL DEVELOPMENT SITE TO THE REAR OF ROKA RESTAURANT, BRADSHAW BROW, BOLTON	
CLIENT:	AMJAD
DWG NO:	PL K882/05
SCALE:	1/50 & A1
DRAWN BY:	R.S.P.
DATE:	10/03/20
REV:	
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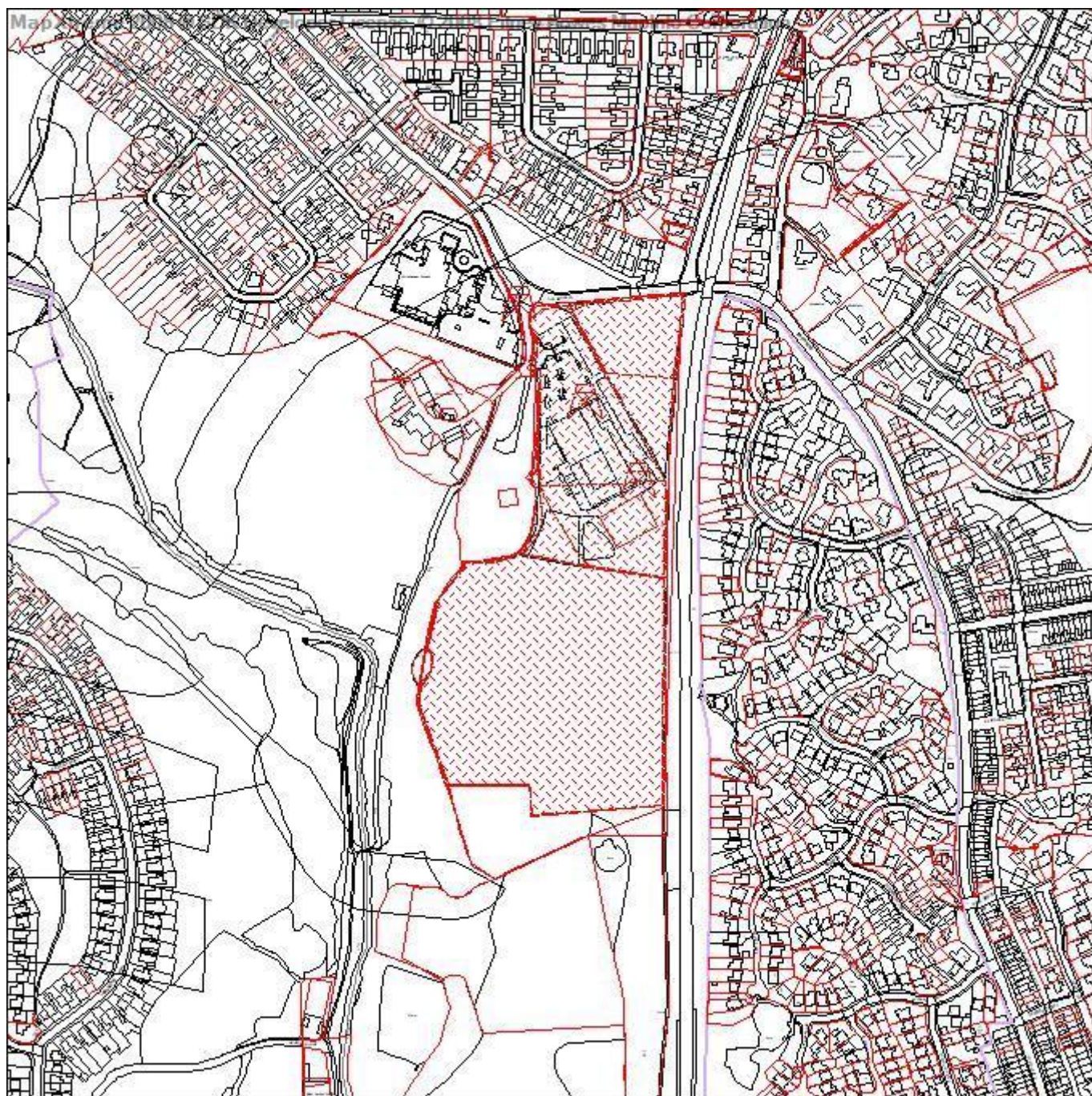
PROPOSED SITE SECTIONS

PROPOSED RESIDENTIAL DEVELOPMENT
SITE TO THE REAR OF ROKA RESTAURANT, BRADSHAW
BROW, BOLTON

CLIENT:	AMJAD	 neil pike architects
DWG NO:	PL K882/08	
SCALE:	1/50 □ A1	
DRAWN BY:	R.S.P.	
DATE:	05/08/20	
REV:	MICHIGAN HOUSE, 17-1 □ CHORLEY NEW ROAD, BOLTON, BL1 4LR TEL: 01204 3 2233 FAX: 01204 528505 WWW.NEILPIKEARCHITECTURE.CO.UK EMAIL: INFO@NEILPIKEARCHITECTURE.CO.UK	

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Application number
07518/19



Directorate of Place
Development Management Section

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

Bolton
Council

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Date of Meeting: 07/01/2021

Application Reference: 07518/19

Type of Application: Full Planning Application
Registration Date: 09/01/2020
Decision Due By: 08/04/2020
Responsible Officer: Helen Williams

Location: LAND OFF DARWEN ROAD, BROMLEY CROSS, BOLTON, BL7

Proposal: DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF LIDL FOODSTORE (CLASS A1), 43NO. RETIREMENT APARTMENTS (CLASS C3), CREATION OF SPORT PITCHES AND LAYING OUT OF A PUBLIC COMMUTER CAR PARK

Ward: Bromley Cross

Applicant: Lidl Great Britain Limited
Agent : Rapleys LLP

Officers Report

Recommendation: Refer to Secretary of State

Executive Summary

- Permission is sought for a mixed-use development on the former Hollands Nurseries site, comprising a Lidl foodstore and an associated 125 space car park, a 91 space commuter car park for Bromley Cross Railway Station, a three storey apartment building comprising 43 retirement (over 55s) apartments, football pitches for Bromley Cross Football Club, a new access into the site and highways improvements on Darwen Road, and associated works to accommodate the development.
- The site is located within the Green Belt and encompasses both previously and not previously developed land (brownfield and greenfield land).
- Officers consider that the proposed development, as a whole, constitutes inappropriate development in the Green Belt, with the commuter car park and the apartment building not meeting any of the exception criteria within Green Belt policy.
- The proposed foodstore will be located in an out-of-centre location, however officers consider that there are no sequentially preferable sites for the proposed Lidl foodstore, and that the proposed development would not have a harmful impact on existing, committed or planned investment in any centre or on the vitality and viability of any allocated centre.
- The traffic impact from the proposed development will add to the existing traffic on Darwen Road and congestion issues in the peak hours, but it is considered that the level of additional trips predicted for the development should be accommodated with minimal additional detriment to the current operational capacity of the surrounding highway network.
- It is assumed that only 50% of the trips associated with the foodstore would be entirely new to the local highway network (50% would be 'secondary' trips as part of an existing journey) and that the trips associated with proposed commuter car park are already on the local highway network.

- It is noted that the decanting of on-street parking associated with the railway station into the proposed commuter car park would help to reduce congestion on the surrounding highways and would, additionally, improve the amenity of neighbouring residents.
- The proposed highways works include a new priority-controlled access into the site off Darwen Road, a mini-roundabout at the existing access to Birtenshaw School and Birtenshaw Farm, and an uncontrolled pedestrian crossing on Darwen Road.
- All the existing trees along the northern boundary of the site would be lost, but the applicant is proposing the planting of a native hedge along this boundary, the planting of four extra heavy standard trees at the north eastern corner of the site, and additional heavy standard planting within the development site. Officers however consider that the loss of the trees carry some harm in the planning balance.
- Officers find that the development would not harm neighbouring residential amenity, and would not have a harmful impact on biodiversity, flood risk or land contamination.
- The applicant has provided what they consider to be very special circumstances in this instance, and these comprise:
 - * The apartment building is essential as “enabling development”, to reduce the loss the applicant, Lidl, will make in delivering the commuter car park and the football pitches;
 - * The proposed commuter car park for Bromley Cross Railway Station is a much-needed facility;
 - * The development would help to deliver the playing pitches at the southern end of the site;
 - * The delivery of new purpose-built retirement living accommodation (43no. units) would provide new homes in Bromley Cross and would assist the Council in meeting their housing delivery targets;
 - * The development would redevelop a derelict, under-utilised brownfield site, which has suffered anti-social behaviour issues and impacts negatively on the surrounding area;
 - * Provision of a new discount foodstore will improve local shopping choice, allowing more residents to shop locally and sustainably;
 - * 40 new jobs for local people would be created;
 - * The development would result in a biodiversity net gain, with significant wildlife and ecological enhancements within the site
- For the reasons discussed within this report, Officers consider that the benefits associated with the development (the combination of the very special circumstances) clearly outweigh the harm that has been recognised (to the openness of the Green Belt and owing to the loss of the trees along the northern boundary).
- Members are recommended to delegate the decision to the Director, to enable the application to be referred to the Secretary of State and to secure the accompanying Section 106 Agreement.

Proposal

1. Planning permission is sought for:

i) A Lidl foodstore

2. The single storey foodstore (Use Class A1) is proposed to be located on the site of the former Hollands Nurseries building, occupying the western half of the northern part of the proposed development site. The store is proposed to have a net sales area of 1,256 sq. metres, of which 1,005 sq. metres (80% of the net floor space) would be for convenience good sales (therefore 20% would be for comparison goods).
3. Car parking, comprising a total of 125 spaces, would be located to the north and east of the proposed store. Cycle stands and motorcycles spaces are also proposed. A dedicated servicing area is proposed to the south of the foodstore.
4. The building would be constructed mainly from grey and white metal cladding but the front elevation (facing Darwen Road) and side entrance (visible from Darwen Road) would be

constructed from glazing and feature artificial stone walls.

5. The proposed standard hours of opening for the Lidl store is 08:00 to 22:00 Mondays to Saturdays and 10:00 to 16:00 Sundays and Bank Holidays.
6. The applicant has stated that 40 full-time staff would be employed.

ii) A public commuter car park for Bromley Cross Railway Station

7. The 'park and ride' facility would comprise 91 spaces and would be located at the north eastern corner of the site, fronting Darwen Road. It is anticipated that the provision of the car park would ease current on-street parking pressures in the area, which are associated with Bromley Cross Railway Station.

iii) An apartment building comprising 43 retirement apartments

8. An 'L'-shaped, three storey building (Use Class C3) comprising 26x 1 bed apartments, 17x 2 bed apartments, a shared residents lounge, storage rooms and an office is proposed to the east of the site in the northern part of the development site. The building proposed to be constructed from stone and white render, with a grey slate roof.
9. A 37 space car park for the apartments is proposed to the north of the building. A refuse collection area is proposed to the south.
10. The first and second floor apartments are to have balcony areas. A communal garden is proposed to the east of the apartment building.

iv) Football pitches

11. Permission is sought for natural grass football pitches on the southern part of the application site (the fields to the rear of the former Hollands Nurseries). The land proposed for the pitches (which has been subject to previous unauthorised material importation) is to be remodelled (through cut and fill earthworks) to create a 'pitch plateau'. Sandy loam topsoil will be imported onto the site and spread to a depth of 200mm over the plateau. This is the only additional material which will need to be imported onto the site. The 'pitch plateau' is to be constructed by Lidl (the landowners), with the end users being Bromley Cross Football Club. The football club would then be responsible for the maintenance of the pitches.
12. The layout of the pitches on the submitted plans is indicative, to allow Bromley Cross FC flexibility to revise the dimensions and configuration of the pitches when need arises. The plans illustrate that two full size football pitches and two half size (junior) pitches can be accommodated on the 'pitch plateau'.
13. A graveled area for car parking for the pitches is proposed between the proposed foodstore and the playing field area. The submitted plans show an area where a clubhouse/changing room facilities could be erected at a later date (this building is not applied for within this application).

v) New vehicular access and highway improvements to Darwen Road

14. A new priority-controlled access into the application site is proposed off Darwen Road, to the north of the site. The access would run down the centre of the development site and would be the sole vehicular access into the site. All the existing trees along the front/Darwen Road boundary of the site are proposed to be removed to accommodate the new access.
15. The access would have two exit lanes from the site and a right turn lane on Darwen Road into the site. An uncontrolled pedestrian crossing would be provided on Darwen Road, to the east of

the access, on the pedestrian desire-line between the site and Bromley Cross Railway Station. A further uncontrolled pedestrian crossing is also proposed within the access junction, to allow pedestrians using the southern footway on Darwen Road to cross over the access.

16. A mini-roundabout would be constructed on Darwen Road to the north west of the site, at the existing access for Birtenshaw School and Birtenshaw Farm. This is proposed to act as a traffic calming feature to help reduce traffic speeds on the approach to the railway bridge and the new vehicular access.

vi) Associated development

17. This includes three ponds (dual purpose of being surface water attenuation and ecological features) to the west of the proposed football pitches, a new substation within the car park to the north of the proposed foodstore, and the repositioning of the existing phone mast and associated equipment to the north of the proposed football pitches.
18. The applicant is also proposing to gift approximately 0.1 hectare of land (to the north west of the proposed pitches) to the adjacent Birtenshaw School.
19. Public Right of Way TBC014, which runs between the former Hollands Nurseries site and the triangular piece of undeveloped land, is proposed to be diverted within the development, to follow the line of the proposed internal road.

Site Characteristics

20. The application site measures around 10.9 hectares and comprises the site of the former Hollands Nurseries garden centre, a triangular piece of undeveloped land bounded by the garden centre, Darwen Road and the railway line, and grassland/fields to the south.
21. The whole of the application site is located within the Green Belt, within the Woodland/Rural Valley landscape character area and within Mineral Safeguarding Areas for brick and clay and surface coal.
22. The fire-damaged, single storey, main building at the former Nurseries remains on the site, as do the frames of the outdoor display area at the rear. The former temporary polytunnels to the rear of the Nurseries site have been removed. To the north of the building is the former 84 space car park for the garden centre, which is accessed from the private road adjacent the north western corner of the application site. To the south of the building is a manmade pond. The site has been derelict for about five years and is now subject to anti-social behaviour and fly-tipping.
23. The fields comprising the southern part of the application site were subject to the unauthorised importation of material in September 2014. This material remains on the site.
24. Two public rights of way run through the application site. TBC015 runs down the whole eastern side of the site, along the side of the railway line. TBC014 runs between the former Hollands Nurseries site and the triangular piece of undeveloped land and joins TBC015 at the south eastern corner of the former garden centre building. Both footpaths start at Darwen Road to the north of the site.
25. There are a number of protected trees within the site, which are protected by the Bolton (Birtenshaw Farm, Darwen Road, Bromley Cross) Tree Preservation Order. These are four Oak trees along the northern boundary with Darwen Road, an Oak tree to the south of the triangular piece of land and a group of Beech, Sycamore, Oak, Ash and Horse Chestnut within the southern field.

26. To the north of the application site is Darwen Road (B6472), which is the main road through Bromley Cross. The northern boundary of the application site comprises a stone wall, native hedgerow and mature trees. On the opposite side of the road to the application site are semi-detached houses on a residential road off the main Darwen Road. Chapeltown Road (B6391) has its junction with Darwen Road opposite the north eastern corner of the application site.
27. Approximately 250 metres up Chapeltown Road from the application site is Bromley Cross Railway Station. Darwen Road passes under a railway bridge immediately to east of the north eastern corner of the application site. The elevated railway line runs parallel with the application site to the east.
28. On the other side of the railway line to the application site is the residential estate Turton Heights, then further south, houses on Winterburn Avenue, Wrath Close and Hebble Close.
29. To the south of the application site is further land (fields) now owned by Lidl, then land and property owned by Great Oak Farm.
30. To the west of the southern part of the application site is the woodland of Bank Top Site of Biological Importance (SBI), which Eagley Brook runs through. To the west of the northern part of the application site is the site of the former Birtenshaw Hall, which had, hitherto its demolition, been used as Birtenshaw School. The School has extant planning consent to build a new school on the site. A stone wall forms the boundary with the school site.
31. Further to the west is Birtenshaw Farm, and to the north west are further school buildings for Birtenshaw School.

Policy

32. Development Plan Policies

Core Strategy Strategic Objectives: SO1 Healthy Bolton; SO5 Economy; SO6 Transport Infrastructure; SO9 Reduce Crime and the Fear of Crime; SO10 Climate Change; SO11 Bolton's Built Heritage and Landscapes; SO12 Biodiversity; SO13 Flooding; SO14 Housing to Meet the Needs of Everybody; SO15 Focus New Housing in the Existing Urban Area.

Core Strategy Policies: H1 Healthy Bolton; P2 Retail and Leisure; P3 Sustainable Waste Management; 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; SC2 Cultural and Community Facilities; OA5 North Bolton; IPC1 Infrastructure and Planning Contributions.

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

33. Other material considerations

National Planning Policy Framework (NPPF): 2. Achieving sustainable development; 4. Decision-making; 5. Delivering a sufficient supply of homes; 6. Building a strong, competitive economy; 7. Ensuring the vitality of town centres; 8. Promoting health and safe communities; 9. Promoting sustainable transport; 11. Making effective use of land; 12. Achieving well-designed places; 13. Protecting Green Belt land; 14. Meeting the challenge of climate change, flooding and coastal change; 15. Conserving and enhancing the natural environment.

Supplementary Planning Documents (SPDs): General Design Principles; Accessibility, Transport and Road Safety; Infrastructure and Planning Contributions; Affordable Housing

A Landscape Character Appraisal of Bolton (2001)

Manual for Streets

National Planning Practice Guidance

Draft Greater Manchester Spatial Framework (2019)

Analysis

34. 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.

35. The main impacts of the proposal are:-

36. impact of the proposed foodstore on the vitality of town, district and local town centres

- * impact on the purposes and openness of the Green Belt
- * impact on the highway
- * impact on the character and appearance of the area
- * impact on residential amenity
- * impact on biodiversity
- * impact on flood risk
- * impact on land contamination
- * impact on the public rights of way
- * whether the very special circumstances put forward by the applicant clearly outweigh the harm identified

Impact of the Proposed Foodstore on the Vitality of Town, District and Local Town Centres

- * Policy P2 of the Core Strategy concerns retail and leisure developments and Policy P2.3 states that the Council will plan for additional convenience goods floor space of up to 10,000 sq. metres in town, district and local centres where local communities have good access.

37. The proposed Lidl foodstore is to have a net sales area of 1,256 sq. metres, of which 1,005 sq. metres (80% of the net floor space) would be for convenience good sales, and 251 sq. metres (20%) would be for comparison goods. The application site is not located within a town, district or local centre. Bromley Cross Local Centre is approximately 500 metres away from the application site.

38. Paragraph 86 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Paragraph 87 states when considering edge of centre and out of centre proposals, preference should be

given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

39. The proposed foodstore is a main town centre use (as prescribed within the NPPF) and the application site is considered to be an out of centre site. The applicant has therefore submitted a sequential assessment with their planning submission. This assessment has considered sites with the closest centres, Bromley Cross and Harwood. Lidl already have a store within the Astley Bridge district centre, but they explain within their submission that their stores typically have a catchment area equating to a 0-5 minute drive-time. The assessment concludes that there are no suitable or available sequentially preferable sites to accommodate the proposed foodstore within the neighbouring centres, even with the application of appropriate flexibility to their site search parameters (which are listed within their assessment).
40. The Council's Strategic Development Officers have reviewed the sequential assessment and agree with its conclusions.
41. Owing to the scale of the foodstore proposed (less than the 2,500 sq. metre threshold of paragraph 89 of the NPPF) a full retail impact assessment is not required to justify the proposed retail part of the proposed development. The applicant has however submitted a retail impact assessment to consider the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal and the impact of the proposal on town centre vitality and viability. This assessment has considered the allocated centres at Bolton town centre, Astley Bridge, Bromley Cross, Brightmet, Chorley Old Road, Harwood, Halliwell Road, Tonge Moor Road and Tonge Fold.
42. The retail assessment estimates that a proportion of the proposed foodstore's turnover will be drawn from the existing Lidl on Crompton Way (Astley Bridge), Aldi on Higher Bridge Street, Morrisons at Harwood and Asda at Astley Bridge, however the likely level of trade diversion from these stores and the associated quantitative impact is not likely to be of a level which would constitute a significant adverse impact, given the small-scale nature of the proposed foodstore and its trading characteristics. The assessment concludes that the proposed foodstore would not have any significantly adverse impact on existing, committed and planned public and private investment in a neighbouring centre and there is ample capacity, in terms of available expenditure, to accommodate the proposed Lidl foodstore (which will also improve the range and choice of retail offer in the area being a discount retailer).
43. It is therefore considered that there are no sequentially preferable sites for the proposed Lidl foodstore, and that the proposed development would not have a harmful impact on existing, committed or planned investment in any centre or on the vitality and viability of any allocated centre, compliant with Policy P2 of Bolton's Core Strategy and Section 7 of the NPPF.

Impact on the Purposes and Openness of the Green Belt

44. Policy CG7AP of Bolton's Allocations Plan states that the Council will not permit inappropriate development in the Green Belt. Inappropriate development includes any development which does not maintain the openness of land or which conflicts with the purposes of including land within the Green Belt, and the erection of new buildings. The policy however lists six criteria where new building in the Green Belt may not be inappropriate development.
45. It is considered that Policy CG7AP is generally consistent with national Green Belt policy contained within Section 13 of the NPPF.

46. Paragraph 133 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 134 sets out the five purposes of Green Belt, which are a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling or derelict and other urban land.

47. The whole of the application site is located within Green Belt. Each of the four main elements of the proposed development are considered separately below:

i) The foodstore

48. The last 'exception' criterion within Allocations Plan Policy CG7AP, for new buildings within the Green Belt, is the limited infilling or the partial or complete redevelopment of previously developed sites, 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. Paragraph 145 g) of the NPPF is a similar criterion, but only refers to the new development not having a greater impact on the openness of the Green Belt than the existing development (that is, it does not mention the purposes of Green Belt).

49. The foodstore is proposed on the part of the application site where the former Hollands Nurseries buildings are located. This part of the application site is therefore previously developed, and it is therefore considered that the last criterion of Policy CG7AP and paragraph 145 g) of the NPPF are applicable.

50. The total footprint of the existing buildings on site (to be demolished) is 2,900 sq. metres and the height of the main part of the building is 3.5 metres to the eaves and approximately 5.5 metres to the ridge. The proposed foodstore would have a footprint of 2,676 sq. metres (224 sq. metres (8%) less than existing) and a height of 4.7 metres (approximately 0.8 metre less than the tallest part of the existing buildings on site). The proposed new foodstore building is therefore a similar scale to the existing buildings it is to replace.

51. The proposed foodstore building will not be sited directly on top of the footprint of the existing buildings but will be orientated closer to the boundary with the former Birtenshaw Hall/approved Birtenshaw School site, overlapping the front/main part of the existing built form and being approximately 30 metres closer to the northern/Darwen Road boundary of the site. It is considered that the proposed linear siting of the foodstore, adjacent the western boundary, would have less of an impact on the openness of the Green Belt than the existing buildings, given the existing buildings' more central and diagonal position.

52. The proposed main car parking area for the foodstore would be in a similar position to car park for the former garden centre, though closer to the main road. The other area of proposed car park would be to the side of the proposed foodstore building, within the part of the site currently occupied for the former garden centre use. It is considered that the laying out of the car park areas for the foodstore would not have a greater impact on the openness of the Green Belt than the existing development.

53. The existing buildings on site were previously used for a lawful A1 retail use (though with some restrictive conditions as to what goods could be sold). The proposed foodstore would also be an A1 use.

54. For these reasons, it is considered that the proposed foodstore element of the proposed development would not constitute inappropriate development in the Green Belt as it 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.

ii) The commuter car park

55. Paragraph 146 of the NPPF states that certain other forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These other forms of development include c) local transport infrastructure which can demonstrate a requirement for a Green Belt location. The applicant is contending that the proposed commuter car park meets this criteria.

56. Whilst it is acknowledged that there does not currently appear to be any other sites available in the local area to provide additional car parking for Bromley Cross Railway Station, officers do not consider that this necessarily means that a Green Belt location is required for the provision of the commuter car park. Officers also consider that the laying out of a 91 space car park on an area of previously undeveloped land (a field) would not preserve the openness of the Green Belt (as vehicles parked on the car park and associated infrastructure would harm openness).

57. Officers therefore consider that this element of the proposed development would constitute inappropriate development in the Green Belt.

iii) The apartments

58. The proposed three storey apartment building and its communal garden would be sited within the curtilage of the former Holland's Nurseries site and therefore is considered to be located within previously development land. The proposed 37 space car park for the apartments would be sited within the triangular piece of undeveloped (greenfield) land which is not part of the curtilage to the former garden centre. Whilst the last 'exception' criterion within Allocations Plan Policy CG7AP and paragraph 145 g) of the NPPF would be applicable to the proposed apartment building, it is considered that the proposed development would have a greater impact on the openness of the Green Belt than the existing development on site as:

59. the combination of the proposed foodstore building (the building proposed to replace the former Holland's Nurseries building) and the proposed apartment building would far exceed the footprint and volume of the existing buildings on the site;

60. the height of the building, at three storeys and with a tall pitched roof, would be over twice as tall as the existing buildings on site;

61. the apartment building would be sited on part of the former garden centre site that is currently open/free from development;

* the apartment building would be sited between the existing public footpath to the east (TBC015) and the proposed re-routed public footpath (TBC014) to the west, and therefore would be highly visible from public view.

* The proposed car park for the apartments, the refuse collection area and the proposed domestic garden would cause further harm to the openness and purposes of the Green Belt.

* It is therefore considered that the proposed apartment scheme element of the development would be inappropriate development in the Green Belt.

iv) The football pitches

* Criterion 2. of Allocations Plan Policy CG7AP and paragraph 145 b) of the NPPF allow for the

provision of appropriate facilities for outdoor sports and outdoor recreation in the Green Belt which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Paragraph 5.15 to Policy CG7AP also states that opportunities will be taken to provide for outdoor sport and recreation in the Green Belt. Paragraph 146 e) of the NPPF furthermore states that material changes in the use of land to use for outdoor sport or recreation is not inappropriate in the Green Belt provided that they preserve its openness and does not conflict with the purposes of including land within it.

62. It is considered that the proposed grass pitches to the south of the application site would not be inappropriate development in the Green Belt as they would be used for outdoor sport and would maintain the openness of the land owing to their open nature. The submitted plans show an area for an indicative clubhouse building, but this is not applied for within this current application. A clubhouse however has the potential to comply with Policy CG7AP criterion 2 and paragraph 145 b) of the NPPF.
63. To create the proposed 'pitch plateau' for the four grass pitches, the existing imported material on the southern field is to be remodelled (through a 'cut and fill' operation) and new topsoil is to be imported on site and spread to a depth of 200mm over the plateau area (to create playable pitches). It is considered that the remodelling of the land levels to create the pitch plateau would constitute engineering operations. Paragraph 146 b) of the NPPF states that engineering operations are not inappropriate development in the Green Belt provided that they preserve its openness and do not conflict with the purposes of including land within it. It is considered that the resultant change in land levels would not affect the openness of the fields to the south of the application site, as views across the site would not be interrupted by any built development.
64. It should also be noted that the fields that comprise the southern part of the application site have extant planning permission for playing pitches under application 77574/07.
65. It is therefore considered that the proposed football pitch development would not be inappropriate development in the Green Belt.
66. As the proposed commuter car park and apartment development are considered to be inappropriate development in the Green Belt, the whole proposal (the combination of all elements proposed) is therefore considered inappropriate development. Inappropriate development is, by definition, harmful to the Green Belt.
67. The applicant is aware that the apartment scheme makes the proposed development inappropriate development in the Green Belt but they contend that additional apartment development on the site is required to assist in the cost of delivering both the commuter car park and the football pitches. The applicant has submitted a viability appraisal to demonstrate this. This is considered in more detail later in this report.
68. Inappropriate development in the Green Belt should not be approved except in very special circumstances. Paragraph 144 of the NPPF advised 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 resulting from the proposal, is clearly outweighed by other considerations. Paragraph 5.17 of Allocations Plan Policy states that it is the responsibility of the applicant to prove that such circumstances exist.
69. This analysis will therefore next consider the other impacts of the proposed development and identify if there is any further harm. The analysis will conclude with the consideration of the very

special circumstances put forward by the applicant and these will be weighed against the harm identified, to assess whether the very special circumstances associated with the development clearly outweigh the harm to the Green Belt and any other harm identified.

Impact on the Highway

70. 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, prioritising pedestrians, cyclists, public transport users over other motorised vehicles users, servicing arrangements, parking (including parking for cycles and powered two-wheelers, in accordance with the parking standards set out in Appendix 3), the transport needs of people with disabilities, and the requirement for a Transport Assessment and Travel Plan with major trip generating developments. Core Strategy Policy S1.2 states that the Council will promote road safety in the design of new development.
71. Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
72. A Transport Assessment (TA), a Travel Plan and a Delivery, Servicing and Waste Management Plan have been submitted with the planning application, as has a further technical note specifically regarding the proposed pedestrian crossing on Darwen Road.

Traffic generation from the proposed development

73. The Council's Highways Engineers have confirmed that the submitted TA is robust in terms of its assessment of the potential traffic impact from the development on the highway network surrounding the application site. The TA has used industry standard software to demonstrate traffic generation from the quantum of development being proposed; that is the 1,256 sq. metre foodstore with 125 space car park, the 91 space commuter car park for Bromley Cross Railway Station, the 43 retirement apartments with a 37 space car park, and football pitches with a car parking area. The estimated traffic generation has been off-set against the traffic impact associated with the extant use of the application site (as recommended within national guidance) and the TA includes sensitivity testing for the level of traffic associated with committed development surrounding the site (the new school building on the former Birtenshaw Hall site, the 98 dwellings being built at The Last Drop, and the 64 bedroom care home approved at Egerton House).
74. The highway network fronting the application site (Darwen Road) suffers from congestion during the AM and PM operational peak periods. The peak hours were calculated in the TA based on the highest base flow from 2019 traffic surveys.
75. The proposed foodstore is predicted to generate 83 two-way vehicle trips in the weekday AM peak, 171 two-way vehicle trips in the weekday PM peak and 252 two-way trips in the Saturday peak. This equates to an average of between approximately one vehicle trip every minutes in the weekday AM peak to every half-minutes in the weekday PM peak on the surrounding highway network. The TA however asserts that not all of these trips will be new to the highway network, but will be 'secondary' trips as part of an existing journey (TRICS Research Report 14/1). In light of this research and given the scale of the proposed catchment area for the Lidl foodstore it is assumed that only 50% of the trips will be entirely new to the local highway network.
76. The proposed retirement living apartments are predicted to generate 5 two-way vehicle trips in the weekday AM and PM peaks and 9 two-way vehicle trips in the Saturday peak. This equates to a maximum of one additional vehicle every 6.5 minutes on the surrounding highway network.

77. The proposed football pitches are not predicted to generate any traffic in the weekday AM and PM peaks, but 72 departures in the Saturday peak. Bromley Cross Football Club are currently playing matches at various locations such as John Street, St James School, High View and High Lawn, therefore the majority of trips are already on the local highway network. It is also unlikely that the four pitches would be in use at the same time, as teams will be playing away fixtures and there will be weekends with no fixtures.
78. The proposed commuter car park is proposed to serve Bromley Cross Railway Station and to help reduce the existing on-street car parking in the local area. The trips associated with this proposed car park are already on the local highway network and will simply be diverted from local roads to the proposed car park. It is assumed that 70% of the spaces will be occupied in the weekday AM peak and 70% of spaces will depart in the PM peak (based on the parking surveys undertaken for the on-street parking associated with the railway station). The use of the car park during the weekend is anticipated to be significantly reduced from that of a weekday.
79. The Council's Highways Engineers comment that the traffic impact from the proposed development will add to the existing traffic on Darwen Road and congestion issues in the peak hours, but that the level of additional trips should be accommodated with minimal additional detriment to the current operational capacity of the surrounding highway network. They also note that the decanting of on-street parking associated with the railway station into the proposed commuter car park would help to reduce congestion on the surrounding highways and would, additionally, improve the amenity of neighbouring residents.
80. Engineers therefore conclude that the residual cumulative traffic impact from the proposed development could not be considered as "severe" (the test within paragraph 109 of the NPPF). Engineers also note that the site is sustainably located in terms of pedestrian accessibility, cycling and public transport.

Proposed new access

81. A new priority-controlled access into the development is proposed off Darwen Road, to the north of the site. This would be the sole access for the foodstore, commuter car park, apartments and football pitches. The access would have two exit lanes from the site and a right turn lane on Darwen Road into the site.
82. The Council's Highways Engineers have confirmed that the access is sufficiently wide to accommodate the level of service vehicle movements from the highway network and that the visibility splays at the access junction meet the requirements within Manual for Streets for a 30mph speed limit. The proposed access has been modelled using industry standard software within the TA, and this demonstrates that the junction would accommodate the level of associated traffic impact with little detriment to highway safety.

Highway improvements on Darwen Road

83. A mini-roundabout is proposed to be constructed on Darwen Road to the north west of the site, at the existing access for Birtenshaw School and Birtenshaw Farm. This is proposed to act as a traffic calming feature to help reduce traffic speeds on the approach to the railway bridge and the new vehicular access.
84. An uncontrolled pedestrian crossing would be provided on Darwen Road, to the east of the access, on the pedestrian desire-line between the site and Bromley Cross Railway Station. An uncontrolled crossing is proposed rather than a controlled crossing as it is believed that a signal-controlled crossing would introduce additional delay, additional queues, and would impact

on the free flow of traffic on Darwen Road.

85. A further uncontrolled pedestrian crossing is also proposed within the access junction, to allow pedestrians using the southern footway on Darwen Road to cross over the access. Improvements to the footway provision across the site frontage (the southern footway) is also proposed.
86. The Council's Highways Engineers have confirmed that the principle of the proposed highways improvements appear optimal for the proposed development and that they have been scrutinised independently through a Road Safety Audit Type 1.

Delivery, servicing and waste management

87. The submitted Delivery, Servicing and Waste Management Plan proposes that HGVs/delivery vehicles for the proposed foodstore will route to and from the west of the proposed site access to avoid passing under the low railway bridge to the east. The foodstore would be serviced out of hours or during the store's quietest trading hours, therefore outside the AM and PM peaks.
88. Swept path assessments demonstrate that there is sufficient space within the development for HGVs to manoeuvre and for refuse vehicles to service the foodstore and apartments.

Parking

89. The Council's Highways Engineers have advised that the level of parking provision proposed for the four main elements of the proposal are in accordance with the Council's parking standards (Appendix 3 of the Core Strategy).
90. For the reasons discussed above, it is considered that the proposed development would not jeopardise highway safety and the residual cumulative impacts of the development on the local highway network would not be severe. It is therefore considered that the proposed development would comply with Policies P5 and S1.2 of Bolton's Core Strategy and Section 9 of the NPPF.

Impact on the Character and Appearance of the Area

91. Policy CG3 of the Core Strategy states [amongst other things] that the Council will conserve and enhance local distinctiveness, ensuring development has regard to 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 CG3.7 states that the Council will 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 OA5 specifically concerns development in North Bolton and states [amongst other things] that the Council will conserve and enhance the character of the existing physical environment, require special attention be given to the massing and materials used in new development, and ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.
92. Section 12 of the NPPF seeks to achieve well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
93. The application site is allocated Green Belt land and is within the Woodland/Rural Valley landscape character area. The north western portion of the site is previously developed land and comprises the fire-damaged, single storey buildings of the former Holland's Nurseries Garden

Centre and its 84 space car park. The site has been derelict for about five years and is now subject to anti-social behaviour and fly-tipping. This part of the site, in its current condition, is considered to have a negative impact on the character and appearance of the area. The triangular piece of land to the north east of the application site is an undeveloped field and there are extensive fields to the south. To the south west of the site is woodland (Bank Top).

94. To the north, north west and east of the application site is developed urban land, mostly residential in character. The triangular piece of the application site at the north east of the site is the only part of this stretch of Darwen Road that is undeveloped, with Birtenshaw School now occupying the former field to the west of this 'Green Belt gap' between the railway line and the housing development to the west.
95. A Design and Access Statement and a Landscape and Visual Appraisal (LVA) have been submitted with the application. The LVA assesses the landscape quality of the application site as 'medium' (though the former garden centre site on its own is classed as 'low') and the landscape sensitivity as 'medium', as the site is located in an area of restricted vistas, the site is in a built up suburban area and the majority of the footpaths with views towards the site are screened by intervening structures and vegetation. The site is mainly viewed from Darwen Road.
96. The proposed foodstore and apartment buildings would be clearly visible from Darwen Road, the public footpaths that run through the site and from the railway line. The combination of the proposed buildings and their associated developed curtilages would have a harmful impact on the openness of the site, as discussed within the Green Belt section of this analysis. The proposed commuter car park within the north eastern corner of the site and the proposed car park for the foodstore within the north western corner of the site (which would extend further northwards than the existing car park for the former garden centre) would result in built development across the full northern boundary of this piece of Green Belt land (which formerly served as a green break between the railway line and the houses to the west).
97. All the existing trees along the front boundary of the site, along Darwen Road, are proposed to be removed to accommodate the new access and visibility from this new access. The Council's Tree Officers have objected to this. The removal of these trees (including four Category A (high amenity) Oak trees and two Category B trees) will change the leafy character of this stretch of Darwen Road and make the redevelopment of the site more conspicuous. The existing stone wall is however to be retained (and rebuilt where it has collapsed) and the applicant has amended their plans to include a new native hedge along the northern boundary (whose height will not affect visibility from the new access) and the planting of four extra heavy standard trees at the north eastern corner of the site (opposite the junction with Chapeltown Road).
98. Other trees within the site (approximately 40) are proposed to be removed to accommodate the development, however these are of low quality and would be replaced with extra heavy standard and select standard tree planting within the development. The existing trees adjoining the eastern and western boundaries of the site are to be fully retained. A more detailed landscaping scheme is recommended by a planning condition.
99. The grass football pitches proposed within the southern portion of the application site, though not as natural and unkempt in appearance as the existing land, would retain the open character of the existing field. No floodlighting is proposed and any associated structures (should as goal posts and corner flags) would be moveable and not permanent structures. It is therefore considered that this part of the proposed development would be compatible with the character and appearance of the site.

100. The existing on-site telecommunications mast and its associated equipment is proposed to be relocated from the front of the former Holland's Nurseries building to the rear of the proposed foodstore, by the proposed car parking area for the football pitches. Whilst the mast would be more visible to the houses to the east (though it would still be some 90 metres away from these residential properties), it would be less noticeable from Darwen Road, sitting behind the proposed built development.
101. The proposed foodstore would be constructed mainly from grey and white metal cladding but the front elevation (facing Darwen Road) and side entrance (visible from Darwen Road) would be constructed from glazing and feature artificial stone walls. It is considered that the proposed artificial stone walls would have regard to the traditional materials of the area and would add interest to the building when it is viewed from Darwen Road. The single storey scale of the building would also help the building better assimilate with neighbouring development and would be comparable with the former garden centre building/s it is to replace.
102. The proposed three storey apartment building, although set back from the road frontage, would be highly visible within the development and from the public rights of way. Although the proposed materials (stone and white render, with a grey slate roof) are considered to be compatible with the character and appearance of the surrounding area, the scale of building is considered to be at odds with the low rise development in the area. The linear siting of the building does however reduce the building's impact when viewed from Darwen Road.
103. For the reasons discussed above, it is considered that harm will occur from the loss of the trees along the northern/main road frontage of the site and from the presence of a three storey building within the development site (harm to the character and appearance of the area).

Impact on Residential Amenity

104. 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 will not generate unacceptable nuisance, odours, fumes, noise or light pollution.
105. The proposed foodstore will be sited approximately 110 metres away from the houses on Darwen Road and 60 metres away from Birtenshaw Farm and the apartment building would be approximately 60 metres away from the nearest residential properties to the east, therefore these distances far exceeds the recommended minimum interface distances within SPD General Design Principles.
106. The proposed standard hours of opening for the Lidl store is 08:00 to 22:00 Mondays to Saturdays and 10:00 to 16:00 Sundays and Bank Holidays. The applicant has applied for later hours on their application form (an hour each side) to allow for any necessary changes to opening (such as the build up towards Christmas) without having to apply for additional planning permission. Deliveries will be made to the rear of the foodstore in a new delivery pod, which will allow for level access and therefore avoid having to use tail lifts to unload and eliminate the trolleying of goods into the store, therefore reducing any noise disturbance. The applicant has also stated that reversing beepers are turned off when the vehicles are delivering out of hours (as there is no one else on site) and that engines and refrigeration units are turned off during the entire time that the delivery vehicles are stationary. These assurances are listed within the applicant's Delivery Management Plan, which is to be conditioned should the application be approved. It is not considered, given the distance neighbouring residents are away from the foodstore and its car parking area, that the proposed foodstore element of the proposal would not unduly harm the amenity of neighbouring residents.

107. The proposed commuter car park will see increased comings and goings onto the application site. The submitted Transport Assessment anticipates that 70% of the parking spaces will be occupied in the weekday AM peak and 70% of spaces will depart in the PM peak (based on the parking surveys undertaken for the on-street parking associated with the railway station), therefore it is not considered that any disturbance during these times would unduly harm the amenity of neighbouring residents any further than existing traffic on Darwen Road. The use of the car park during the weekend is anticipated to be significantly reduced from that of a weekday and there is unlikely to be any comings and goings during the night time given the trains will stop running from Bromley Cross Station.
108. Conversely, the provision of the commuter car park on the application site should improve the amenity of the residents on the neighbouring streets where commuters currently park when the existing station car park is full (as commuters will be able to park within this dedicated car park).
109. The submitted plans do not show any details of the proposed lighting to the car park areas. A condition requiring details of any lighting proposed within these areas is therefore suggested, to ensure that it is designed to point away from neighbouring properties and be of a suitable lux.
110. The four proposed pitches will be used for training and mainly Saturday morning matches. No floodlights are proposed, therefore the applicant has stated that training will be limited to daylight hours (there will only be evening training during the summer). The nearest existing residential properties will be over 60 metres away to the east, on the opposite side of the raised railway line. There will be some noise and disturbance generated when the pitches are in use, from shouting and from the referee's whistle. The Council's Pollution Control Officers have not raised any concerns regarding the use of the land for pitches (and have not suggested any restrictive conditions) and it should be noted that the land has extant permission for pitches (77574/07). It is not considered that the proposed football pitches would have an undue impact on existing neighbouring amenity.
111. The proposed apartment building would be sited between the proposed foodstore to the west, the proposed commuter car park to the north, the railway line to the east and the proposed football pitches to the south. Whilst this is not an ideal location for a residential development, the future residents of the apartments would be aware of the neighbouring uses before they moved in. A suitably sized communal garden area is proposed to the rear of the building. The Council's Pollution Control Officers have not raised any objection to the proposed location of the apartment building, but recommend a planning condition be imposed for acoustically double glazed windows.
112. An Air Quality Assessment (AQA) has been submitted with the application, which has considered whether there would be a change in air quality during the construction phase of the development and during the life of the development in relation to the traffic generated by the development. With the implementation of the proposed mitigation measures within the AQA, it is considered that the dust impacts from the proposed construction would be in accordance with IAQM guidance. With regards to traffic generation, the annual and short-term concentrations of NO₂ and PM₁₀ are predicted to be below the respective air quality objectives for both 'without development' and 'with development' scenarios at all identified receptor locations. The AQA has therefore concluded that the local air quality impact would be negligible.
113. Cut and fill works are proposed on the land to the south of the application site to create the 'pitch plateau' for the football pitches. No further subsoil is required to be imported onto the site to produce the proposed land levels. Approximately 9,000 tonnes of topsoil would however need to be imported to create the 200mm depth of soil for the grass pitches. The applicant has

estimated that this would equate to around 300 HGV loads. It is anticipated that the cut and fill works would take three weeks and that the topsoil importation would take a further three weeks (20 HGV loads being delivered to the site per day for those last three weeks). To safeguard residential amenity, the applicant has agreed to a condition to restrict the hours of HGV movements to between 08:00 and 18:00 Monday to Saturday and between 08:00 and 13:00 on Sunday.

114. For the reasons discussed, it is considered that the proposed development would not unduly harm the amenity of existing neighbouring residents or future residents, compliant with Policy CG4 of the Core Strategy.

Impact on Biodiversity

115. 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; or its contribution to green infrastructure, reducing flood risk and combating climate change.
116. Section 15 of the NPPF concerns conserving and enhancing the natural environment. Paragraph 170 states that planning decisions should contribute to and enhance the natural and local environment by [amongst other things] protecting and enhancing sites of biodiversity value, minimising impact on and providing net gains for biodiversity, and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
117. An Ecological Impact Assessment, Arboricultural Report and Impact Assessment and Construction Environmental Management Plan have been submitted with the application. The Council's Tree and Greenspace Officers, Greater Manchester Ecology Unit (GMEU) and Natural England have been consulted on the proposals.

Trees

118. The submitted Arboricultural Report has identified 118 individual trees and 20 groups of trees on site. Four Oak trees along the northern boundary with Darwen Road, an Oak tree to the south of the triangular piece of land and a group of Beech, Sycamore, Oak, Ash and Horse Chestnut within the southern field are protected trees.
119. The proposed redevelopment of the application site would result in the loss of approximately 59 trees and groups of trees, as they are situated in the footprint of the proposed development or their retention and protection is not considered suitable. Whilst the majority of the trees proposed to be removed are of low value (Category C trees), the four protected Oak trees along the northern boundary are of high value (Category A trees) and another Oak tree along the northern boundary (not protected) is of moderate value (Category B).
120. The Council's Tree Officers have referred to the proposed tree removal as "substantial tree loss" and have objected to the proposed development. Officers are particularly concerned with the loss of all the existing trees and hedgerow along the northern/Darwen Road boundary of the site, which the applicant has stated is necessary to achieve the required visibility from the proposed new access junction. Whilst the Tree Officers note that the other trees within the site earmarked for removal are of low quality and can be replaced with new tree planting, the mitigation planting within the development will take a long time to mature and mitigate for the loss of the protected Oak trees.

121. The applicant is proposing new tree planting throughout the development to mitigate for the tree removals. The landscaping scheme for the development is to incorporate species-rich native hedgerow planting (at a greater length than what is being lost) and native tree planting. The tree planting includes extra heavy standard trees (with 14-16cm main stem girth) which will take less time to establish. It is recommended that a landscaping condition is imposed on any consent to approve further details.

122. Should this application be approved, conditions would be also be required for arboricultural method statements for specific parts of the development (construction works) close to the proposed retained trees and for protected fencing to be erected around the trees proposed to be retained within and adjacent the site.

Protection of Bank Top SBI

123. Immediately to the west of the southern part of the application site (where the football pitches are proposed) is the woodland of Bank Top Site of Biological Importance (SBI). GMEU has stated that they are satisfied that any risk to the SBI during the construction of the pitch plateau can be mitigated through specific measures within a Construction Management Plan. This plan has now been submitted by the applicant and can be conditioned.

124. The proposed surface water drainage scheme for the proposed pitches has not yet been agreed. Should surface water discharge be directed from the pitches towards the SBI, GMEU require a condition to ensure that mitigation measures are agreed to prevent any negative impacts on the SBI (such as through increased flows or fertilizers to be used on the pitches).

Great crested newts

125. A low population of great crested newts has been discovered on the site spread across three ponds, two of which are proposed to be lost as a result of the football pitch development. The applicant is proposing three compensation ponds to the west of the proposed football pitches and have stated that they will be getting a license from Natural England to authorise the proposed works prior to commencement. GMEU have recommended a condition to ensure that either a license from Natural England is obtained or that, if it is not required, a statement from the relevant licensing body to confirm this. Should a license be required, Natural England may request the creation of additional ponds within the land owned by the applicant; therefore it is proposed that the landscape condition is worded to make reference to further details being required for the proposed habitat creation on site.

Bats

126. The buildings and trees on site were assessed for bat roosting potential. All buildings were assessed as having negligible bat roosting potential and the trees proposed to be removed have been assessed as having low bat roosting opportunity. The applicant is proposing the installation of five bat boxes on site, which are to be conditioned.

127. No lighting is proposed for the football pitches, which reduces potential risk to foraging and commuting within the woodland to the west of the site.

Nesting birds, badgers and invasive species

128. Bird nesting habitat is to be lost, as trees are proposed to be felled. The applicant is therefore proposing a number of bird boxes within the development to provide for alternative on-site accommodate in addition to the new tree planting. An informative note would be attached to any approval, to make the applicant aware that tree works should not normally occur within the bird nesting season.

129. No evidence of badgers was identified on the application site but badgers are assumed to be within the wider landscape. GMEU therefore recommend that precautionary badger sett surveys are undertaken prior to development; this is to be conditioned.

130. A number of invasive species have been recorded on the site (including Himalayan balsam, Japanese knotweed and mobretia). A condition for their eradication is therefore suggested.

Biodiversity net gain

131. As already detailed, the proposed development will result in the loss of trees, scrub and two ponds with ecological value, as well as a large area of low ecological value grassland (where the football pitches are proposed). The applicant is however proposing mitigation through substantial new tree, shrub and hedgerow planting, three new ponds, wildflower areas and new alternative habitats. The development was been calculated (using the biodiversity metric 2.0 calculation tool) as having a biodiversity net gain of over 10%.

132. It is therefore considered that the proposed development of the site would, subject to the recommended conditions, safeguards and enhances the biodiversity of the site, compliant with Policy CG1.1 of the Core Strategy.

Impact on Flood Risk

133. 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 requires all proposals for 5 or more residential units or 500 sq. metres or greater non-residential units to demonstrate the sustainable management of surface water run-off from developments. On brownfield sites, such as where the foodstore and apartment building are proposed, the rate of run-off should be 50% less than conditions before development. On greenfield sites, such as the southern part of the site and where the commuter car park is proposed, the rate of run-off should be no worse than the original conditions before development.

134. The applicant has submitted a Flood Risk Assessment and Drainage Strategy for the proposed development. The application site is located within Flood Zone 1, therefore it has less than 0.1% risk of fluvial flooding (lowest risk of flooding).

135. The applicant is proposing three separate drainage schemes for the development, one for the foodstore, commuter car and access road, one for the apartment development and one for the football pitches. This is so that the different parts of the site can be developed separately and at different times (as it is envisaged that the foodstore and commuter car park would be developed first).

136. It is currently proposed that the surface water at the foodstore, car park, access road and apartments would be discharge into the existing United Utilities surface water public sewer and that attenuation tanks (for additional volumes generated during periods of intense rainfall) be provided within the car parking areas for these parts of the development. A standard drainage condition is suggested for these parts of the development, to finalise the proposals and to agree the future maintenance and management of any on-site attenuation features.

137. It is currently proposed that surface water drainage for the football pitches be discharged into the proposed ponds to the west of the site (SuDS features). Further details regarding this is required, therefore planning conditions specifically relating to this proposed scheme and any required mitigation measures for the SBI are recommended to be imposed on an approval.

138. It is considered, subject to the suggested conditions, that the proposed development would not increase the risk of flooding in the area, compliant with Policies CG1.5 and CG2.2 of the Core Strategy.

Impact on Land Contamination

139. Policy CG4.3 of the Core Strategy states that development proposals on land that is (or is suspected to be) affected by contamination or ground instability must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where land is, or is made, suitable for the proposed use.

140. A contaminated land assessment has been submitted with the application. The Council's Pollution Control Officers have reviewed and approved this report. A standard condition is therefore recommended, requiring a verification report before the development is first brought into use.

141. As previously discussed, approximately 25,500 cubic metres of inert material has previously been imported onto the southern part of the application site (for the football pitches). A site investigation report for this imported material was submitted with application 94461/15, which was reviewed by the Council's Pollution Control Officers at that time. Officers agreed with the findings of that report, that no remedial actions were warranted. No additional subsoil is proposed to be brought onto the site.

142. Approximately 9,000 tonnes of topsoil is proposed be imported onto the site to create the 200mm depth of soil for the grass pitches. Pollution Control Officers recommend a standard condition for a verification report to be provided for this material, to ensure the pitches' safe end use.

143. It is considered that the land is suitable for the proposed mixed-use development, compliant with Policy CG4.3 of the Core Strategy.

Impact on the Public Rights of Way

144. 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.

145. Two public rights of way run through the application site. TBC015 runs down the whole eastern side of the site, along the side of the railway line. TBC014 runs between the former Hollands Nurseries site and the triangular piece of undeveloped land and joins TBC015 at the south eastern corner of the former garden centre building. Both footpaths start at Darwen Road to the north of the site.

146. The applicant is proposing to divert TBC014 to accommodate the proposed re-development of the site. The Council's Public Rights of Way Officer has not objected to this but advises that the applicant is required to arrange for the making of legal order for this diversion before commencement of development

147. The proposed development does not affect the integrity of TBC015 and it is not considered that the proposed development would create a tunnelled effect to this footpath.

148. It is therefore considered, subject to a condition ensuring the diversion of public right of way TBC014, that the proposal would comply with Policy P8AP of the Allocations Plan.

Whether the Very Special Circumstances Put Forward by the Applicant Clearly Outweigh the Harm Identified

149. Officers have identified the following harm in relation to the proposed development:

150. Substantial harm to the Green Belt:

151. The proposed redevelopment of the application site constitutes inappropriate development in the Green Belt. Whilst the foodstore and football pitch elements would not be inappropriate if they were considered in isolation, the combination of these with the inappropriate developments of the commuter car park and the three storey apartment building makes the whole development inappropriate. Inappropriate development is, by definition, harmful to the Green Belt and substantial weight should be given to any harm to the Green Belt;
- * The scale and siting of the proposed three storey apartment building would to be at odds with the low rise development in the area and would harm the openness and purposes of the Green Belt.
 - The proposal would result in built development across the full northern boundary of this piece of Green Belt land, losing the green gap that previously existed between the railway line and the built development to the west.
- *Some harm owing to the loss of all the trees along the northern boundary of the site:*
- As the applicant is proposing the planting of a native hedge along the northern boundary and the planting of four extra heavy standard trees at the north eastern corner of the site in mitigation, as well as additional heavy standard planting within the development site, it is considered that this harm should carry some weight.
- * Inappropriate development should not be approved except in very special circumstances. 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 resulting from the proposal, is clearly outweighed by other considerations. Policy CG7AP of Bolton's Allocations Plan states that it is the responsibility of the applicant to prove that such circumstances exist.
- The applicant has put forward the following as very special circumstances in relation to the proposed development:

152. The apartment building is essential as "enabling development", to reduce the loss the applicant, Lidl, will make in delivering the commuter car park and the football pitches

Officers consider that the apartment/retirement living part of the overall development is the element that results in the most planning harm in terms of its impact on the openness of the Green Belt. Officers however consider that the applicant has sufficiently justified within their submission that the apartments are necessary to enable them to deliver the whole development (importantly, including the community facilities of the car park and playing pitches). The applicant has submitted a viability report and an accompanying costs plan, which clearly illustrate that the proposed development of the foodstore, commuter car park and playing pitches are unviable, even with the proposed apartments. The applicant stands to make a loss of some £2.5 million, even with the sale of the apartments. The provision of the apartment building would however help to reduce the overall loss the applicant would make providing the community facilities along with their foodstore. The information submitted in relation to the viability of the development has been reviewed by the Council's viability consultants, who have agreed with the findings.

153. The proposed commuter car park for Bromley Cross Railway Station is a much-needed

facility

It is anticipated that the provision of the 91 space 'park and ride' car park would ease current on-street parking pressures in the area. The existing car park at Bromley Cross Station is not large enough to accommodate the number of daily passenger vehicles and the surrounding residential streets have, for many years, been used for parking throughout the day, to the detriment of the amenity of residents neighbouring the station. There have been no other sites available in the local area that could provide the much-needed additional car parking for the station. The application site is the nearest vacant site to the railway station and within a short walking distance (approximately a 5 minute walk). Highway Engineers have also commented that the resultant decanting of on-street parking associated with the railway station into the proposed commuter car park would help to reduce congestion on the surrounding highways.

* *The development would help to deliver the playing pitches at the southern end of the site*

The southern part of the application site has extant planning permission for playing pitches under application 77574/07, however the pitches have never been constructed. The land was instead subject to the unauthorised importation of approximately 25,000 cubic metres of inert material in September 2014 and this material remains on the site. The cost of remodelling the land and importing the needed topsoil to create the proposed pitch plateau has been estimated at approximately £850,000. The applicant will be delivering this pitch plateau as part of their development especially for Bromley Cross FC. The pitches would allow the local football club to expand their offering, to the benefit of the local community and to meet their local need for additional football pitches.

* *The delivery of new purpose-built retirement living accommodation (43no. units) would provide new homes in Bromley Cross and would assist the Council in meeting their housing delivery targets*

The Council cannot currently demonstrate a 5-year supply of deliverable housing sites. Bolton's projected 5-year supply is currently 3,601, which is 74% of the requirement. This indicates that Bolton currently has a 3.7 year supply between 2020-2025. The Council's Housing Delivery Test Action Plan (August 2020) also recognises that there will be a significant increase in the number of people of retirement age and above over the next 10-15 years and that the Supported Housing Strategy for Older People 2019 identifies a number of issues for older people's housing requirements including insufficient higher end properties for those wanting to downsize, a distinct lack of owner-occupied accommodation on offer (design and built for older people in mind), a lack of choice for people seeking to live independently, and a lack of purpose-built extra-care. The proposed 43 units would help contribute towards the housing supply, and towards older people's housing within the borough, and this is considered to carry significant planning weight.

* *The development would redevelop a derelict, under-utilised brownfield site, which has suffered anti-social behaviour issues and impacts negatively on the surrounding area*

* *Provision of a new discount foodstore will improve local shopping choice, allowing more residents to shop locally and sustainably*

* *40 new jobs for local people would be created*

* *The development would result in a biodiversity net gain, with significant wildlife and ecological enhancements within the site*

* Officers consider that the combination of benefits associated with the proposed development

constitute very special circumstances. Weighing the very special circumstances put forward by the applicant against the harm identified by Officers, Officers consider that these circumstances clearly outweigh the harm.

Other Matters

The Birtenshaw Covenant

- * The application site is subject to an agreement of 12th July 1934 made between Arthur H Ashworth and the Urban District Council of Turton, known as the Birtenshaw Covenant. This agreement restricts development which can take place on the land and states, "...that the said and the user thereof shall be permanently restricted so as to preserve the land as and for a private open space but subject also to Clause 4 thereof." Clause 4 requires all existing buildings and premises to be preserved and maintained, that no buildings other than structures for agricultural purposes to be erected, that no street, roads or footpaths shall be made, and that there shall be no restriction of the user of the land for agricultural purposes or any other purposes which will preserve it as private open space.

154. Covenants are not material planning considerations/they do not affect the granting of a planning permission.

155. Bolton Council succeeds the Urban District Council of Turton and is therefore the "custodian" of the Birtenshaw Covenant. The proposed development would be a breach of the covenant. A decision in relation to the covenant would need to be made separately by the Council's Cabinet.

Section 106 Agreement

156. The applicant will be entering a Section 106 Agreement with the Council. A summary of what is to be contained within this Agreement will be reported to Members at the meeting.

Funding for the commuter car park

157. The Council will be producing a business case to Transport for Greater Manchester for Growth Deal funding (capital funding) for the commuter car park, should planning permission be granted. Confirmation of planning approval is required prior to the submission of the business case.

Conclusion

158. For the reasons discussed above it is considered that the proposed development would not harm the vitality of any town, district or local centre, would not jeopardise highway safety, would not have a severe residual cumulative impact on the local highway network, would not unduly harm the amenity of neighbouring residents, would not increase the risk of flooding, and would safeguard and enhance biodiversity.

159. It has however been recognised by Officers that the proposed development would be inappropriate development in the Green Belt and that there would be some harm to the character and appearance of the area owing to the loss of the trees along the northern/Darwen Road boundary of the site. Officers however consider that the very special circumstances put forward by the applicant clearly outweigh the recognised harm.

160. Members are therefore recommended to delegate the decision to the Director to secure the signing of the accompanying Section 106 Agreement and also to enable the decision to be referred to the Secretary of State. The decision would need to be first referred to the Secretary of State, as the development comprises inappropriate development on land located as Green Belt and includes the provision of buildings with over 1,000 square metres of floorspace (required under section 77 of the Town and Country Planning Act 1990 and the Town and Country Planning (Consultation) (England) Direction 2009).

Representation and Consultation Annex

Representations

Letters:- 11 letters of objection have been received (8 of which are from local residents, 2 are from other supermarkets and 1 is from the RSPB). These raise the following concerns:

Green Belt

161. The proposal is contrary to Green Belt policy as it constitutes inappropriate development;

162. The retirement living apartments are harmful to the Green Belt;

- * The applicant's approach to assessing the proposal against Green Belt policy is incorrect;
- * Green Belt land should be protected;
- * The 'benefits' of the development listed by the applicant are merely a list of requests which the Council has asked to be delivered through the development, not very special circumstances;
- * There is a lack of evidence to support the claimed very special circumstances;
- * The football pitches would be private facilities and therefore not openly accessible to the public;
- * The circumstances put forward by the applicant do not justify inappropriate development/outweigh the harm to Green Belt
- * If the Council thinks the application site is not meeting the five purposes of Green Belt set out in the NPPF then a proper review through the development plan preparation should be undertaken;
- * The GMSF carries little weight in the decision making process;
(Officer comment: it is considered that the impact on the Green Belt is fully assessed within the analysis);

Retail impact

- * There is insufficient information for the Council to make an informed assessment of the impact. The assessments are not robust enough;
- * A full retail impact assessment should be undertaken and without this it is not possible to understand the impact on designated centres;
- * The foodstore could be occupied by another retailer, not a 'discount' one which the submitted retail assessment relies on;
- * The applicant has not taken into account the added effect that store closures during the Covid-19 lockdown will have on the health of local centres;
(Officer comment: as the proposed foodstore is less than the 2,500 sq. metre threshold of paragraph 89 of the NPPF a full retail impact assessment is not required to justify the proposed retail part of the proposed development);
- * It is unclear from the sequential test why certain sites were discounted and the assessment does not consider other potential out-of-centre sites that may be more accessible than the application site *(Officer comment: there is no requirement to identify and analyse sites which are clearly completely unsuitable for the development proposed);*
- * There are already two other supermarkets in close proximity *(Officer comment: the proposed foodstore is a discount supermarket, therefore providing a different offer than the two existing supermarkets in Bromley Cross. The applicant has submitted a sequential assessment and a retail impact assessment to justify the proposal);*

Neighbour amenity

- * Visual impact for those houses that face the site;
- * Impact on the character of the area;
- * Noise impact on neighbouring residents;
(Officer comment: the above concerns are considered within the analysis)
- * Screening is needed around the car park to reduce intrusion on neighbours (light and noise from vehicles) *(Officer comment: the existing stone wall along the northern boundary is to be retained)*

and a native hedge along the frontage is also proposed);

- * Lighting proposal for the car park and entrance is unclear (*Officer comment: no lighting is currently proposed; details are therefore required via conditions*)
- * No information has been provided about the signage (*Officer comment: separate advertisement consent has been sought for the signage for the proposed foodstore*)
- * Noise and disturbance from the proposed clubhouse (*Officer comment: a clubhouse is not proposed within this application; it is only shown as being indicative on the proposed plans. A further planning application would need to be submitted for a clubhouse*)

Highways

- * Increase in traffic and congestion. The road is already gridlocked during rush hours;
- * Increase in accidents on Darwen Road. The new access point is dangerous;
- * Right turning traffic into the site would cause an increase in traffic hold-ups;
- * Bad visibility round the corner under the railway bridge;
- * The pedestrian crossing will hold up traffic;
(*Officer comment: the above concerns have been addressed within the analysis and/or are considered within the submitted TA*)
- * The existing access should be used as this would improve traffic flows and would be safer
(*Officer comment: the existing access falls outside land under the control of the applicant (is a private road). The documentation submitted with the application demonstrates that the proposed access is safe and would not have a detrimental effect on the traffic flows on Darwen Road*).

Biodiversity

- * Loss of mature trees along the boundary of the site;
- * The access road should be relocated to avoid the need to remove the trees;
- * There is insufficient information with regards to the protection of the nearby Bank Top SBI;
- * Environmental damage;
- * Replacing mature trees with new trees does not replace habitat;
(*Officer comment: the above concerns have been addressed within the analysis*)
- * A construction management plan and landscape and ecological management plan should be provided to ensure sustainability and biodiversity net gain (*Officer comment: these have been submitted with the application*)

Other concerns

- * The foodstore should be built in stone, the same way Sainsburys was (*Officer comment: the front elevation facing Darwen Road and the side entrance also visible from Darwen Road are proposed to be constructed from artificial stone*);
- * Concerns that the car park areas will increase anti-social behaviour in the area and encourage Travellers (*Officer comment: a Crime Impact Assessment has been submitted with the application which recommends a height restriction barrier to the commuter car park and a barrier to the foodstore car park. The car park areas will be overlooked by properties on Darwen Road (natural surveillance) and the foodstore will be operating CCTV*);
- * Concerns about trespassing onto neighbouring land (*Officer comment: this would be a private or Police matter*);
- * The site is not a quiet location retirement apartments (*Officer comment: the amenity of future residents is considered within the analysis*);
- * The site is protected by the Ashworth Covenant (*Officer comment: addressed within the analysis, but not a material planning consideration*);
- * The public footpaths must not be affected; Resident has suggested an alternative route for the public footpaths (*Officer comment: the Council's Public Rights of Way Officer has not objected to the proposed diversion*);
- * Insufficient information with regards to the management of flood risk. Concerns about flowing

onto neighbouring land (*Officer comment: the impact on flood risk is addressed within the analysis*);

- * The sports pitches are surplus to demand (*Officer comment: there is no evidence presented to support this statement*);
- * The application site includes land outside the applicant's ownership (*Officer comment: the applicant has amended the blue-edge of the application site (showing their ownership) to correct this*).

Consultations

Prior to the submission of the application Lidl undertook consultation with the local community. This consultation comprised the delivery of 4,036 leaflets to surrounding addresses inviting people to attend a public exhibition and providing a response card where people could share their thoughts on the proposal, a web page providing further details of the proposal and which invited feedback, and a public exhibition which was held on Tuesday 5th November 2019 at Turton Sixth Form, Bromley Cross Road from 3pm to 8pm. The applicant took into account the comments raised within this pre-application consultation before submitting the planning application.

During the determination of this planning application advice was sought from the following consultees: Highways Engineers, Pollution Control Officers, Tree Officers, Landscape Officers, Greenspace Officers, Drainage Officers, Public Rights of Way Officer, Strategic Housing Officers, Economic Strategy Officers, Strategic Development Unit, Housing and Public Health, Corporate Property, Natural England, Greater Manchester Ecology Unit, Sport England, Peak and Northern Footpaths Society, Ramblers Association Bolton, Greater Manchester Police, Primary Care NHS Bolton, Network Rail, Open Space Society.

Planning History

08250/20 – Siting of an internally illuminated free standing flagpole (for Lidl) – approved July 2020

08252/20 – Siting of internally and externally illuminates fascia, wall mounted billboards, poster display units and car park directional signs – approved July 2020.

94461/15 – Change to finished levels for sports pitches previously approved under application 77574/07 – the applicant has been requested to withdraw this application

92605/14 – Erection of monolith totem (3m x 0.9m) with illumination of 4no. placard signs – refused January 2015

86778/11 - Retention of polytunnels at the rear of the nursery - refused at Planning Committee in October 2011.

83196/09 - Retention of a statue and pond, the change of use of part of the premises to a café and the retention of the polytunnels for a temporary period – approved at Planning Committee in December 2010

83194/09 - Retention of the replacement nursery building and change of use to a garden centre - approved at Planning Committee in November 2010

77574/07- Erection of a replacement nursery building with car parking and the change of use of the land to the rear to playing fields, together with the erection of changing rooms, associated car parking and a temporary growing/storage building – approved at Planning Committee in October 2007

75599/06 - Erection of a replacement nursery building with car parking and the change of use of the land to the rear to playing fields, together with the erection of changing rooms, associated car parking and a temporary growing/storage building - refused in May 2007

71687/05 - Change of use of land to provide a sports facility, erection of changing rooms and nursery building, 190 parking spaces and a temporary polycarbonate growing area - withdrawn by the applicant in October 2005

70318/05 - Use of land to provide sports facilities, clubhouse facilities and 180 parking spaces, together with the relocation of the nursery to provide a nursery, garden centre and car park (90 spaces) - withdrawn by the applicant in April 2005

33460/89 - Glass houses and a storage building to form horticultural nurseries - approved in June 1989

16801/81 - Erection of 85 houses - refused in 1981.

Recommendation: Refer to Secretary of State

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. **Surface water drainage scheme for the foodstore, commuter car park and access road**
Prior to the commencement of any groundworks in association with the approved foodstore, commuter car park and access/spine road, full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out to investigate 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

The approved works shall be implemented in full prior to the occupation of the buildings hereby approved and those works as approved 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.

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

3. **Surface water drainage scheme for the apartments**

Prior to the commencement of any groundworks in association with the approved apartment developmet, full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out to investigate 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

The approved works shall be implemented in full prior to the occupation of the buildings hereby approved and those works as approved 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.

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

4. **Surface water drainage scheme for the football pitches**

Prior to the commencement of any groundworks in association with the approved football pitches (pitch plateau) and the car parking area for the pitches , full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out to investigate 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

The approved works shall be implemented in full prior to the occupation of the buildings hereby approved and those works as approved 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.

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

5. **Drainage of football pitches/protection of SBI**

Should the proposed surface water drainage works for the approved football pitches and associated car parking area (as required within condition 4) include discharge directed towards the adjacent Bank Top Site of Biological Importance (SBI), full details of all measures to prevent any negative impacts on the SBI (such as from increased flows or nutrification from fertilizers applied to the football pitches) shall be submitted to and approved by the local planning authority prior to the commencement of any earthworks in association with the approved football pitches and their car parking area.

Reason

To protect the adjacent SBI and to comply with policy CG1.1 of Bolton's Core Strategy.

Reason for pre-commencement condition: Details of mitigation measures are required before any surface water drainage scheme is designed and approved, to ensure the SBI and Eagley Brook is protected.

6. **Diversion of public right of way**

Prior to the commencement of development the diversion of public right of way TBC014 is to be formally made under section 257 of the Town and Country Planning Act 1990. The public right of way is to be diverted and new signage erected in compliance with details which are to be submitted to and approved in writing by the local planning authority, within the agreed timeframe. The diverted public right of way is to remain available to the public at all times thereafter and must not be closed, diverted or altered in any way.

Reason

Public right of way TBC014 crosses the application site and in order to comply with Bolton's Allocations Plan policy P8AP.

Reason for pre-commencement condition: The diversion of the public right way must be agreed before its integrity is affected.

7. **Tree protection fencing**

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

1. The trees and hedgerows within or overhanging that particular part of the site which are to be retained 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 part of the development they relate to 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).

Reason

To protect the health and appearance of the tree(s) and in order to comply with Bolton's Core Strategy policies CG1 and CG3

Reason for Pre-Commencement Condition: Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the retained trees during the construction phase.

8. **Invasive species**

Development (including any earthworks) shall not commence until a scheme for the eradication of, control of and/or avoidance measures for Japanese knotweed, Himalayan balsam, rhododendron, monbretia and Cotoneaster 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.

Reason for pre-commencement condition: A scheme for the eradication of invasive species must be understood prior to works commencing on site as it could affect how works are planned and carried out.

9. **Badger survey**

Prior to commencement of development and any earthworks, a survey for badgers should be undertaken to ensure that no new setts are present on the site or within 30 metres of the boundaries of the site. The findings of the survey and any additional mitigation measures proposed shall be submitted to and approved in writing by the Local Planning Authority. The appropriate mitigation measures and contingency plans shall be implemented in accordance with the approved details.

Reason

To identify and ensure the survival and protection of badgers, and to comply with policy CG1.1 of Bolton's Core Strategy.

Reason for pre-commencement condition: Any works on site could harm protected species that crosses the site if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

10. **CEMP mitigation measures for the construction of the football pitches**

No development, site clearance or earth moving in relation to the construction of the pitch plateau/football pitches shall commence unless and until the mitigation measures referred to in section 6 of the Construction Environmental Management Plan (MAN.1230.013.EC.R.004 rev A) by Enzygo, dated 23 June 2020 have been implemented in full. The measures shall be maintained for the duration of the construction period for the pitches in accordance with the approved details.

Reason

To protect Bank Top SBI and Eagle Brook during construction works, and to comply with Bolton's Core Strategy Policy CG1.1 and paragraph 170 of the NPPF.

Reason for pre-commencement condition: Mitigation measures need to be in place before works commence to ensure the SBI and Eagley Brook is protected from run-off, dust and debris from the construction works.

11. **Great crested newts**

No development, site clearance or earth moving in relation to the construction of the pitch plateau/football pitches shall commence unless and until the local planning authority has been provided with either:

- a) a mitigation license or district level license issued by Natural England pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead; or
- b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specific activity/development requires a license.

Reason

To safeguard great crested newts on site, which are a protected species, and to comply with Policy CG1.1 of Bolton's Core Strategy.

Reason for pre-commencement condition: Any works on site could harm a protected species if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

12. **Football pitch specification (Sport England requirement)**

Prior to commencement of the football pitches a Pitch Specification and Scheme shall be submitted to

and approved by the Local Planning Authority after consultation with Sport England. The Scheme shall be based on the recommendations set out in the Agronomy Report "A Report for the Proposed Construction of Natural Grass Football Pitches at Former Holland's Nursery Site" dated 22 June 2020. The Specification and Scheme shall include mitigation for any constraints identified in the Agronomy Report, a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation. The approved Specification and Scheme shall be carried out in full and in accordance with the approved programme of implementation. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason

To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with policies SC2 and CG4 and paragraphs 91 and 127 of the NPPF.

Reason for pre-commencement condition: Sport England approval for the specification of the pitches is required before the pitches are developed.

13. Arboricultural method statement for the ponds

Prior to any works in association with the formation of the ponds to the west of the approved sport pitches, the developer shall submit a method statement detailing how the ponds will be constructed without causing harm or damage to the trees found on and adjacent the site to the Local Planning Authority. 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 and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

Reason for Pre-Commencement Condition: Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the trees during the construction phase.

14. Arboricultural method statement for the apartments

Prior to the commencement of any works on site for the apartment development, the developer shall submit a method statement detailing how the following elements of the site will be constructed without causing harm or damage to the trees to be retained on and adjacent the site to the Local Planning Authority. The specified areas are:

- * Turning circle for the car park, around T48 Oak tree
- * Construction works adjacent trees T95, T96 and T98
- * Drainage and service details

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 and in order to comply with Bolton's Core Strategy policies CG1 and CG3

Reason for Pre-Commencement Condition: Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the retained trees during the construction phase.

15. Vehicular access

Prior to the development hereby approved/permitted being first occupied or brought into use the means of vehicular access to the site from Darwen Road shall be constructed in accordance with the drawing ref. SCP/190045/ATR02 Rev B.

Reason

In the interests of highway safety and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

16. **Highways improvements at Darwen Road**

Prior to the first use/occupation of the development hereby approved the highway works at Darwen Road comprising:

- * The mini roundabout at the access to Birtenshaw School and Birtenshaw Farm;
- * Road widening to accommodate the right-turn pocket into the development site;
- * Footway implementation and improvements;
- * Pedestrian refuges and associated crossing facilities;
- * Appropriate road lining and signage

shall be implemented in full, in accordance with approved plan SCP/190045/ATR02 Rev B, and retained thereafter.

Reason

In the interests of highway safety and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

17. **Roads, footways and footpaths**

No part of the development hereby approved shall be occupied/first brought into use until the access road(s), footway(s) and footpath(s) leading thereto have been constructed and completed in accordance with drawing ref. P400 Rev M; "Proposed Masterplan"; revision dated 29.06.20.

Reason

In the interests of highway safety and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

18. **Vehicular areas**

Prior to any part of the development hereby approved being first occupied or brought into use, a scheme detailing how that part of the site, to be used by vehicles, is 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 order to comply with Core Strategy policies S1 and P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

19. **Parking**

Before any part of the development hereby approved is first occupied/ brought into use the associated parking provision for that part shall be provided in accordance with details within drawing ref. P400 Rev M; "Proposed Masterplan"; revision dated 29.06.20. Such spaces shall be made available for the parking of cars at all times.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and in order to comply with Bolton's Core Strategy policies S1, P5 and Appendix 3.

20. **Landscaping scheme**

Trees, shrubs and 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 any part of the development being first brought into use. The landscape scheme shall include the proposed habitat creation/compensation referred to in the submitted Ecological Impact Assessment, with an updated biodiversity off-set calculation, to achieve a habitat compensation value of no less than 10% net gain. The approved scheme shall be implemented in full and carried out 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, to achieve a biodiversity net gain of no less than 10% and in order to comply with Core Strategy policies CG1 and CG3.

21. **Habitat Management Plan (HMP)**

Prior to the first use/occupation of any development hereby permitted, a Habitat Management Plan (HMP) shall be submitted to and approved in writing by the Local Planning Authority. Within the HMP the following information shall be provided:

- i) Descriptions and mapping of all habitats to be created included exact areas, target condition and time to reaching target condition;
- ii) Details of both species composition and abundance where planting is to occur;
- ii) Proposed management prescriptions for all habitats for a period of no less than 25 years;
- iv) Assurances of achievability;
- v) A timetable of delivery for all habitats
- vi) A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feedback mechanism by which the management prescriptions can be amended should the monitoring deem it necessary. All ecological monitoring and all recommendations for the maintenance/amendment of future management shall be submitted.
- vii) Details of the organisation(s) responsible for implementation, management and monitoring.

The development shall be undertaken and thereafter maintained in accordance with the approved HMP.

Reason

To safeguard the existing and proposed habitat on site, and to comply with policy CG1.1 of Bolton's Core Strategy.

22. **Alternative on-site accommodation for bats and birds**

Prior to the first use of the foodstore hereby approved, the bat and bird boxes as shown on drawing MAN.1230.013.EC.D.006 (within the CEMP) shall be installed along the northern boundary of the site and on Oak tree T48.

Bat and bird boxes are to be incorporated within the fabric of the approved apartment building as shown on drawing MAN.1230.013.EC.D.006.

On completion of the pitch plateau/football pitches hereby approved bat and bird boxes and hibernacula shall be installed in accordance with drawing MAN.1230.013.EC.D.006.

The approved scheme shall be retained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason

To safeguard bats and nesting birds, and to comply with policy CG1.1 of Bolton's Core Strategy.

23. **Land contamination**

The development hereby approved shall be carried out in full accordance with the approved site investigation "Geo-Environmental Assessment Report"; ref. JM/c4138/8329 Rev B; by Brownfield Solutions; dated September 2019.

Where necessary, a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.

During the period of construction, should any unforeseen contamination be found on site that has not been previously identified, no further works shall be undertaken in the affected area. Prior to further works being carried out in the affected area, the contamination shall be reported to the Local

Planning Authority with a maximum of 5 days from the discovery, a further contamination land assessment shall be carried out, appropriate remediation identified and agreed in writing by the Local Planning Authority. The development shall be undertaken in accordance with the agreed remediation measures.

Prior to first use/occupation of the foodstore and apartments 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 Local Planning Authority.

Reason

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

24. Soil or soil forming materials

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 football pitches being first brought into use 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 in order to comply with Core Strategy policy CG4.

25. Lighting for the foodstore car parks

Before the car parking area for the foodstore hereby approved are first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting. The lighting shall be designed to an illumination value of below 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. 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 Bolton's Core Strategy policies CG3 and CG4.

26. Lighting for the commuter car park

Before the commuter car park hereby approved is first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for any proposed external lighting. The lighting shall be designed to an illumination value of below 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. 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 Bolton's Core Strategy policies CG3 and CG4.

27. Football pitches car park

Prior to the first use of the football pitches hereby approved, the car park for the pitches shall be

constructed in accordance with approved drawing P440 Rev A; "Proposed Football Pitches GA Site Plan"; revision dated 17.06.20 and retained thereafter.

Reason

To ensure the car park accessible for all users and to comply with policies CG3 and P5 of Bolton's Core Strategy and paragraph 91 and 127 of the NPPF.

28. **Materials for the apartment building**

Notwithstanding any description of materials in the application no above ground construction works for the approved apartment building shall take place until samples or full details of materials to be used externally on the building (including windows, external doors and balconies) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. 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.

29. **Acoustic double glazing for the apartments**

Before the first occupation of the apartments hereby approved, the windows in the elevation facing the approved foodstore and the railway line 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 in order to comply with Bolton's Core Strategy policy CG4.

30. **Foodstore hours of opening**

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

07:00 - 23:00 Mondays to Saturdays

09:00 - 17:00 Sundays and 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 and in order to comply with Bolton's Core Strategy policies CG3 and CG4.

31. **Foodstore deliveries and servicing**

Deliveries to and servicing for the foodstore hereby approved/permitted shall be carried out in full accordance with the approved Delivery, Servicing and Waste Management Plan (SCP, issue date 03.03.2020) unless otherwise agreed in writing by the Local Planning Authority.

Reason

To safeguard the highway safety and the amenity of neighbouring residents, and to comply with Policies P5, S1.2 and CG4 of Bolton's Core Strategy.

32. **Travel plan**

The foodstore shall be operated and managed in accordance with the approved Travel Plan (ref. SCP/190045/TP/0, by SCP, dated November 2019).

Reason

The site is within an area of restraint requiring a greater degree of control over access and exit to reduce highways congestion. Sustainable travel and reduced dependence on the car should also be encouraged, having regard to Bolton's Core Strategy Policy P5 and the National Planning Policy Framework.

33. **Approved materials for the foodstore**

The foodstore hereby permitted shall be constructed entirely of the materials as detailed within P200 Rev D; "Eco Elevations"; revision dated 08.06.20

Reason

For the avoidance of doubt as to what is permitted and in order to comply with Bolton's Core Strategy policy CG3.

34. **Air quality mitigation measures**

The mitigation measures detailed within appendix E of the Air Quality Assessment, dated 13th March 2020, by Miller Goodall, shall be implemented during the construction of the development hereby approved.

Reason

To reduce the dust impacts from the construction phase of the development and to safeguard neighbouring residential amenity, and to comply with Policy CG4 of Bolton's Core Strategy.

35. **Delivery of topsoil for the football pitches**

No topsoil for the football pitches/the pitch plateau hereby approved shall be delivered to the site outside the following hours:-

08:00 - 18:00 Monday to Saturday

08:00 - 13:00 Sunday

Reason

To safeguard the living conditions of residents with regard to noise and/or disturbance and in order to comply with Bolton's Core Strategy policy CG4.

36. 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, dormers or any other alterations to the roof shall be constructed on the apartment building.

Reason

To safeguard the character and appearance of the area and to comply with policies CG3 and OA5 of Bolton's Core Strategy.

37. **Approved plans**

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

P400 Rev M; "Proposed Masterplan"; revision dated 29.06.20

P401 Rev G; "Proposed Masterplan - Full Site"; revision dated 29.06.20

0100 Rev J; "Proposed Levels"; revision dated 15.06.20

P100 Rev A; "Ground Floor Plan"; revision dated 08.06.20

P101 Rev A; "Roof Plan"; revision dated 08.06.20

P102 Rev A; "Ground Floor Areas Plan"; revision dated 08.06.20

P200 Rev D; "Eco Elevations"; revision dated 08.06.20

P410 Rev A; "Proposed Lidl GA Site Plan"; revision dated 16.06.20

P411 Rev B; "Proposed Lidl Boundary Treatments Plan"; revision dated 22.06.20

P412 Rev A; "Proposed Lidl Surface Treatments Plan"; revision dated 16.06.20

P110 Rev B; "Retirement Living Floor Plans"; revision dated 21.11.19

P111 Rev B; "Retirement Living Roof Plan"; revision dated 10.12.19

P210 Rev A; "Retirement Living Elevations"; revision dated 29.11.19

P440 Rev A; "Proposed Football Pitches GA Site Plan"; revision dated 17.06.20

P441 Rev A; "Proposed Football Pitches Boundary Treatments Plan"; revision dated

17.06.20

**P442 Rev A; "Proposed Football Pitches Surface Treatments Plan"; revision dated
17.06.20**

Reason

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

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IN LINE WITH TECHNICS TOPOGRAPHICAL SURVEY 4324-0619-01F

LEVELS AND FALLS BASED ON TOPPING ENGINEERS DRAWING 19414-DR-C-0100 PROPOSED LEVELS REV. J DATED 15.06.20

TO BE READ IN CONJUNCTION WITH ECOLOGIST INFORMATION

TO BE READ IN CONJUNCTION WITH SOFT LANDSCAPING SCHEME

TO BE READ IN CONJUNCTION WITH TREE CONSULTANTS INFORMATION



NEW SUBSTATION
WITH ASSOCIATED
SERVICING/ PARKING
SPACE

COMMUNITY CAR PARK
(SEE HTC DRAWING P420)

POST MOUNTED ANPR

124 LIDL CAR PARKING SPACES.
INCLUDING 8 DISABLED AND 9 P&C

TROLLEY BAY TO LIDL
SPECIFICATION

EXISTING PHONE MAST AND
ASSOCIATED EQUIPMENT TO
BE REPOSITIONED. SEE HTC
DRAWING P400 FOR NEW
LOCATION INFORMATION.

RETIREMENT LIVING
SCHEME (SEE HTC
DRAWING P430)

EXISTING BUILDING
DEMOLISHED

BUILDING MOUNTED ANPR

LIDL SITE AREA
(INC. ADDITIONAL
LAND) 4.206 ac

LIDL ECO SPEC STORE -
SEE HTC DRAWING
P100 FOR DETAILS.

LIDL ADDITIONAL
LAND 0.4 ac

FOOTBALL PITCHES (SEE
HTC DRAWING P440)

ACCESS TO REAR
OF SITE

A	16.06.20	Updated in line with HTC drawing P480J.	RT
Rev.	Date	Description	Drawn

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client
Lidl GB Ltd.



project
**Bromley Cross
Bolton**

drawing title
Proposed Lidl GA Site Plan

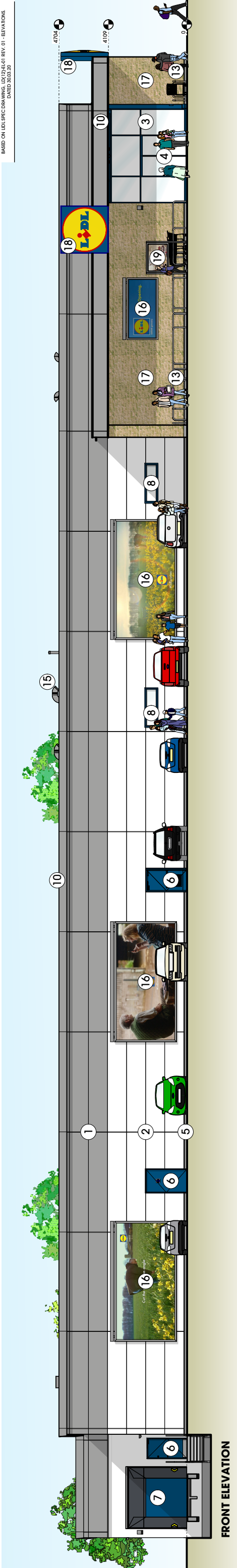
date **November 2019**

status **Planning**

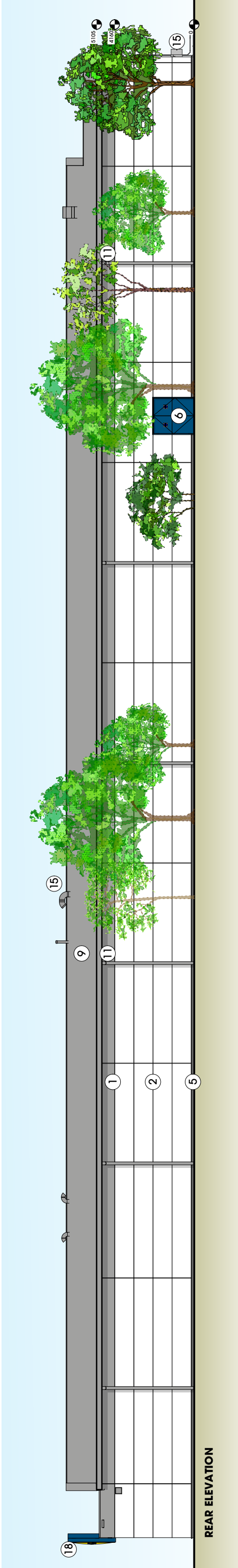
scale **1:500 @ A3**

drawn **RT** checked **MH**

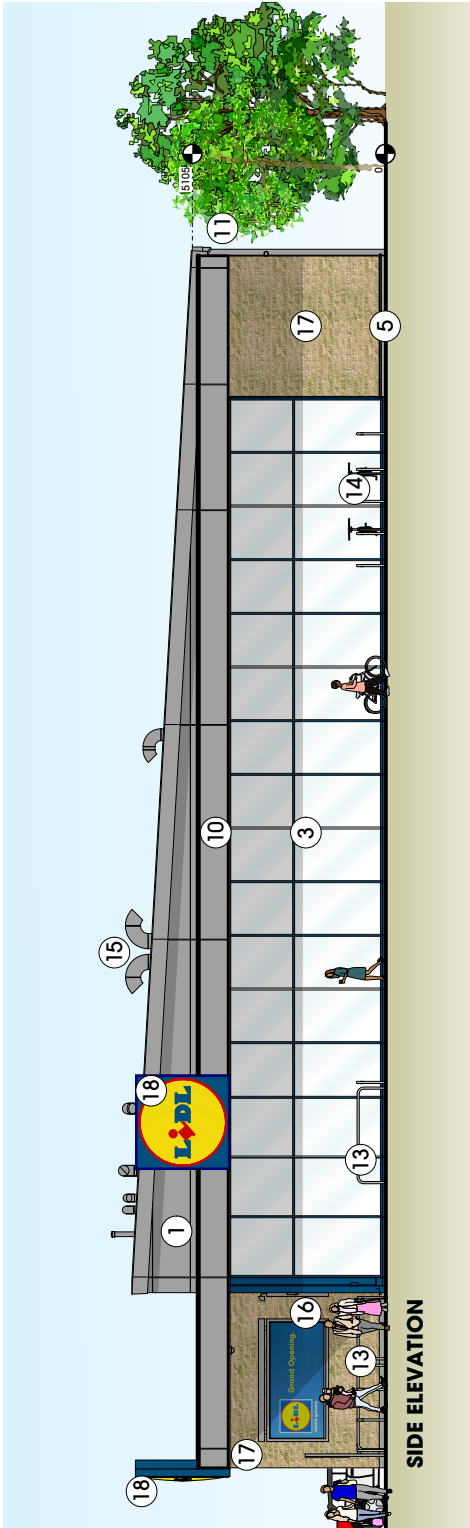
job no. **2300** dwg no. **P410** rev. **A**



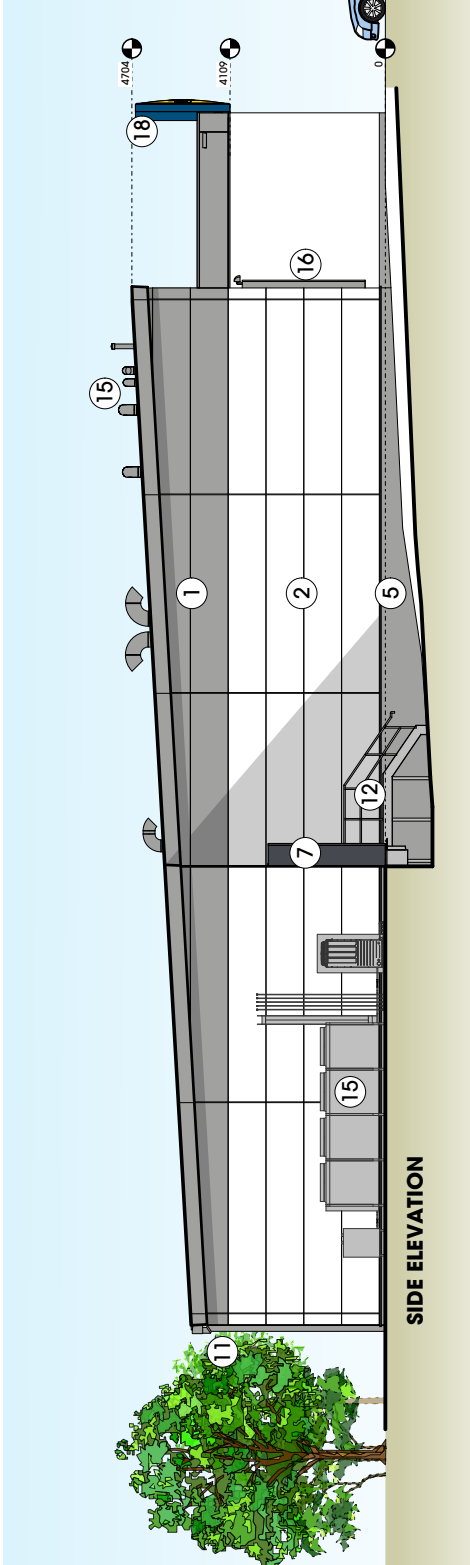
FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

MATERIALS KEY

- 1

INSULATED METAL CLADDING PANELS - COLOUR: GREY (RAL 9006)
- 2

INSULATED METAL CLADDING PANELS - COLOUR: WHITE (RAL 9010)
- 3

CURTAIN WALLING - DOUBLE GLAZED UNITS - COLOUR: BLUE (RAL 5010)
- 4

ENTRANCE DOORS - DOUBLE GLAZED UNITS - COLOUR: BLUE (RAL 5010)
- 5

LOW LEVEL RENDER - COLOUR: GREY (RAL 9006) TO MATCH CLADDING
- 6

POWDER COATED STEEL DOORS - COLOUR: BLUE (RAL 5010)
- 7

SECTIONAL DOOR - COLOUR: BLUE (RAL 5010)
- 8

NON OPENABLE WINDOWS - COLOUR: BLUE (RAL 5010)
- 9

METAL COMPOSITE INSULATED ROOF PANELS - COLOUR: GREY (RAL 9006)
- 10

STEEL COPING FLASHING TO ROOF PERIMETER - COLOUR: GREY (RAL 9006) TO MATCH CLADDING
- 11

ALUMINIUM GUTTERS AND RAIN WATER PIPES - COLOUR: GREY (RAL 9006) TO MATCH CLADDING.
- 12

GALVANISED METAL DRIVERS STEPS, STAIRCASE AND BALLUSTERS WITH HANDRAILS.
- 13

STAINLESS STEEL TUBULAR TROLLEY GUIDES SPACES FOR WHEELCHAIR SHOPPING TROLLEYS AND TROLLEYS WITH BABY SEATS.
- 14

STAINLESS STEEL CYCLE STANDS. 750mm HIGH.
- 15

M&E ITEMS, SIZE AND LOCATIONS ARE INDICATIVE ONLY.
- 16

ADVERTISING SIGNAGE INDICATIVE ONLY - FRAME TO BE POWDER COATED ALUMINIUM - COLOUR: GREY (RAL 9006)
- 17

FEATURE FULL HEIGHT ARTIFICIAL PITCH-FACED STONE
- 18

LIDL LOGO SIGN
- 19

POSTER DISPLAY UNIT TO RECEIVE POWER FOR LIGHTING AND HEATING

Rev	Date	Description	Drawn
D	08.05.20	Colour coding to blue and location of blue standards altered in line with 2020.1 eco spec. Blue cover shown to rear of bubble sign as per correspondence with Lidl. PDU number changed	RT
C	21.04.20	Updated in line with 2020.1 spec. Windows and doors changed to blue RAL 5010, all grey	RT
B	15.04.20	Revised to include signage and lighting services area.	RT
A	17.10.19	Revised to include signage and lighting services area.	RT

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project
Bromley Cross
Bolton

date
September 2019

drawing title
Eco Elevations

status
Planning

scale
1:200 @ A3

drawn
RT

checked
MH

job no.
2300

rev.
D

dwg no.
P200

SURFACE TREATMENTS

- TWO BITUMINOUS LAYER TARMAC WITH 30mm THICK STONE MASTIC ASPHALT (SMA) SURFACE COURSE
- THREE BITUMINOUS LAYER TARMAC WITH 40mm THICK STONE MASTIC ASPHALT (SMA) SURFACE COURSE: HGV ROUTES AND HEAVILY TRAFFICKED AREAS
- STONE MASTIC ASPHALT (SMA) WITH 20mm THICK SURFACE COURSE
- BLOCK PAVING - 200mm X 100mm DARK GREY/ ANTHRACITE BLOCK PAVING IN STRETCHER BOND
- BUFF TACTILE PAVING TO BOTH SIDES OF ALL CROSSING POINTS
- 175mm CONCRETE WITH BRUSHED FINISH PERPENDICULAR TO DIRECTION OF TRAVEL (ON DELIVERY RAMP)
- CAR PARKING SPACES AND ZEBRA CROSSINGS, TO BE THERMOPLASTIC PAINT COLOUR AS SHOWN ON PLAN
- SOFT LANDSCAPING - REFER TO LANDSCAPING ARCHITECTS DRAWINGS AND DETAILS

- NOTES:
- BLOCK PAVING SAMPLES TO BE PROVIDED ON SITE AND APPROVED PRIOR TO INSTALLATION
 - ALL FINISHES AS PER LIDL SPECIFICATION



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	BOUNDARY BASED ON OFFICIAL COPY (TILE PLAN) - GMS/21/03 - HIGHWAYS BASED ON SCP - 100851 - 0000 - 001 - A - GENERAL ARRANGEMENT - RECEIVED 11.06.20.
IN LINE WITH TECHINCS TOPOGRAPHICAL SURVEY 432404/19-01F LEVELS AND FALLS BASED ON TOPPING ENGINEERS DRAWING 19414-DR-C-01/06 PROPOSED LEVELS REV. J, DATED 15.06.20 TO BE READ IN CONJUNCTION WITH ECOLOGIST INFORMATION TO BE READ IN CONJUNCTION WITH SOFT LANDSCAPING SCHEME TO BE READ IN CONJUNCTION WITH TREE CONSULTANTS INFORMATION	

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70	
Rev	Description
A	16.06.20 Updated in line with HTA drawing P420U.
Rev	Date
Rev	Description

RETIREMENT LIVING TO BE
CONSTRUCTED BY OTHERS



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LEVELS AND FALLS BASED ON TOPPING ENGINEERS DRAWING 19414-DR-C-0100 PROPOSED LEVELS REV. J DATED 15.06.20

TO BE READ IN CONJUNCTION WITH ECOLOGIST INFORMATION

TO BE READ IN CONJUNCTION WITH SOFT LANDSCAPING SCHEME

TO BE READ IN CONJUNCTION WITH TREE CONSULTANTS INFORMATION

SITE
ENTRANCE

COMMUNITY CAR PARK
(SEE HTC DRAWING P420)

LIDL SCHEME (SEE HTC
DRAWING P410)

ROAD GOES OVER ROOT
PROTECTION AREA, SUITABLE
CONSTRUCTION NEEDED.

EXISTING TREE TO REMAIN

37 RETIREMENT LIVING
CAR PARKING SPACES

LANDSCAPED GARDENS

REFUSE COLLECTION
AREA

RETIREMENT LIVING
CONSTRUCTED BY
OTHERS
SITE AREA = 1.527 ac

15x10m AREA FOR
NEW LOCATION OF
TELEPHONE MAST

FOOTBALL PITCHES (SEE
HTC DRAWING P440)

Rev	Date	Description	Drawn
C	16.06.20	Updated in line with HTC drawing P400J. Updated in line with latest floor plan (P110B). Building made more regular, refuse collection area moved, notes updated.	RT
B	28.11.19	Updated in line with latest floor plan (P110A). west side of building moved further away from	RT
A	14.11.19	Lidl store.	RT

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client
Lidl GB Ltd.



project
**Bromley Cross
Bolton**

drawing title
**Proposed Retirement Living
GA Site Plan**

date **October 2019**

status **Planning**

scale **1:500 @ A3**

drawn **RT** checked **MH**

job no. **2300** dwg no. **P430** rev. **C**

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BASED ON B/CX ARCHITECTS DRAWING: NE-6000-01-AC-(01)-503 - R104 - REVISED RVT C, DATED 01.05.19

BASED ON B/CX ARCHITECTS DRAWING: NE-6000-01-AC-(01)-504 - R101 - REVISED RVT C, DATED 01.05.19

BASED ON B/CX ARCHITECTS DRAWING: NE-6000-01-AC-(01)-505 - R104 - REVISED RVT C, DATED 01.05.19

BASED ON B/CX ARCHITECTS DRAWING: NE-6000-01-AC-(01)-507 - R104 - REVISED RVT C, DATED 01.05.19

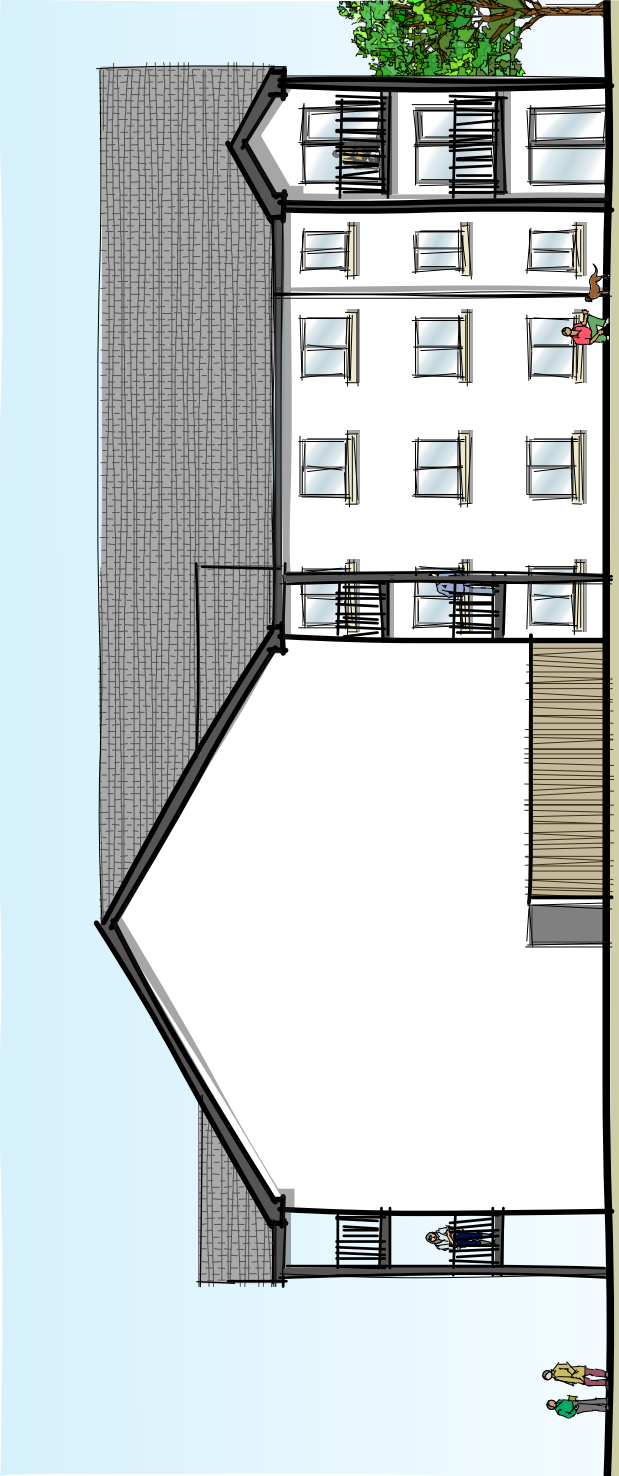
NOT TO SCALE UNIT RVT C, DATED 01.05.19.



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

A - 29/11/2019 (Updated in line with latest floor plan)		RT
Rev.	Date	Description

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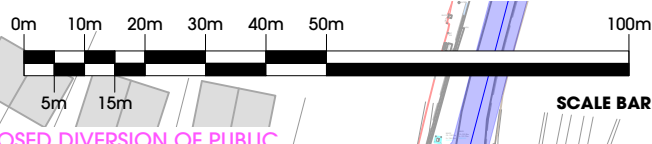
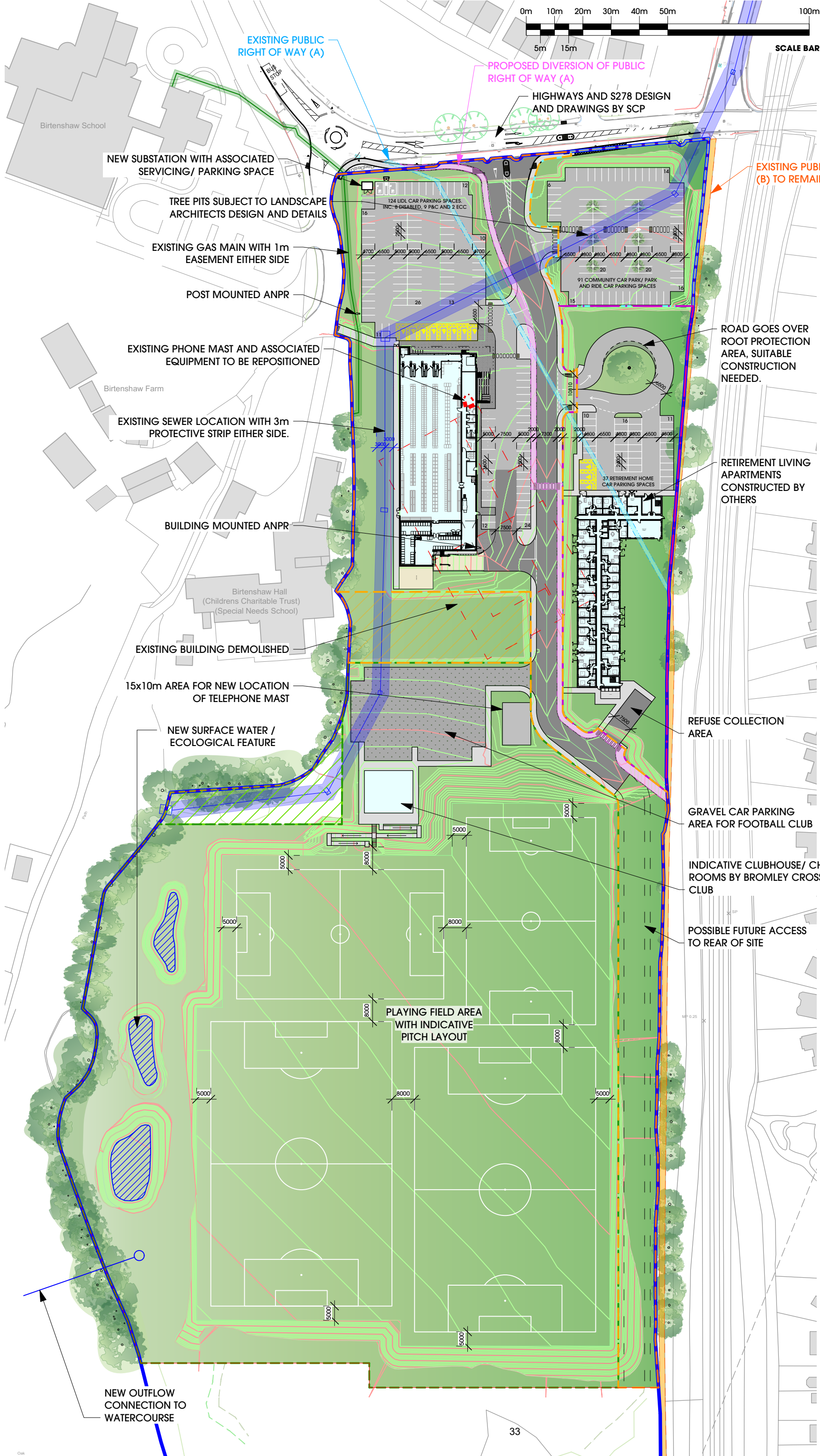


client
Lidl GB Ltd.

project
**Bromley Cross
Bolton**

drawing title
Retirement Living Elevations

date	November2019
status	Planning
scale	1:200 @ A3
drawn	RT checked MH
job no.	2300 dwg no. P210 rev. A



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IN LINE WITH TECHINICS TOPOGRAPHICAL SURVEY 4324-0619-01F

LEVELS AND FALLS BASED ON TOPPING ENGINEERS DRAWING 19414-DR-C-0100 PROPOSED LEVELS REV. J DATED 15.06.20

TO BE READ IN CONJUNCTION WITH ECOLOGIST INFORMATION

TO BE READ IN CONJUNCTION WITH SOFT LANDSCAPING SCHEME

TO BE READ IN CONJUNCTION WITH TREE CONSULTANTS INFORMATION

BOUNDARIES KEY

- LIDL SITE AREA (INC. ADDITIONAL LAND) 4.206 ac
- LIDL ADDITIONAL LAND 0.400 ac
- COMMUNITY CAR PARK SITE AREA 0.761 ac
- CARE HOME SITE AREA 1.527 ac
- FOOTBALL PITCHES SITE AREA 9.945 ac
- GIFTED LAND 0.242 ac
- EXTENT OF LIDL OWNERSHIP 21.143 ac
- DEVELOPMENT BOUNDARY
- NEW ECOLOGICAL FEATURE/ POND

TREES KEY

- EXISTING TO REMAIN
- PROPOSED TREE PIT

Rev	Date	Description	Drawn
M	29.06.20	Public right of way diversion altered in line with SCPs comments.	RT
L	26.06.20	Public right of way altered in line with comments.	RT
K	18.06.20	Highways design by SCP note added, gate to Lidl fire escape foot path shown. Latest Topping contour map added, pond locations altered in line with Topping's levels	RT
J	15.06.20	design.	RT

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client	Lidl GB Ltd.
project	Bromley Cross Bolton
drawing title	Proposed Masterplan
date	September 2019
status	Planning
scale	1:1250 @ A3
drawn	RT
checked	MH
job no.	2300
dwg no.	P400
rev.	M



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BASED ON LIDL 2020.1 ECO SPEC DRAWING, LD(12)-GF-01 - GROUND FLOOR - SETTING OUT PLAN, REV 01, DATED 30.03.20.

BOUNDARY BASED ON OFFICIAL COPY (TITLE PLAN) - GMS72103

HIGHWAYS BASED ON SCP - 190851 - 0000 - 001 - A - GENERAL ARRANGEMENT, RECEIVED 11.06.20.

IN LINE WITH TECHINCS TOPOGRAPHICAL SURVEY 4324-0619-01F

LEVELS AND FALLS BASED ON TOPPING ENGINEERS DRAWING 19414-DR-C-0100 PROPOSED LEVELS REV. J DATED 15.06.20

TO BE READ IN CONJUNCTION WITH ECOLOGIST INFORMATION

TO BE READ IN CONJUNCTION WITH SOFT LANDSCAPING SCHEME

TO BE READ IN CONJUNCTION WITH TREE CONSULTANTS INFORMATION



15x10m AREA FOR NEW LOCATION OF TELEPHONE MAST

STEPPED AND RAMPED ACCESS FROM CAR PARK AND CLUB HOUSE TO PITCHES


POSSIBLE FUTURE ACCESS TO REAR OF SITE

A 17.06.20 Updated in line with HTC drawing P480J.				RT
Rev	Date	Description		Drawn

htcarchitects

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8 Britannia Street
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client
Lidl GB Ltd.

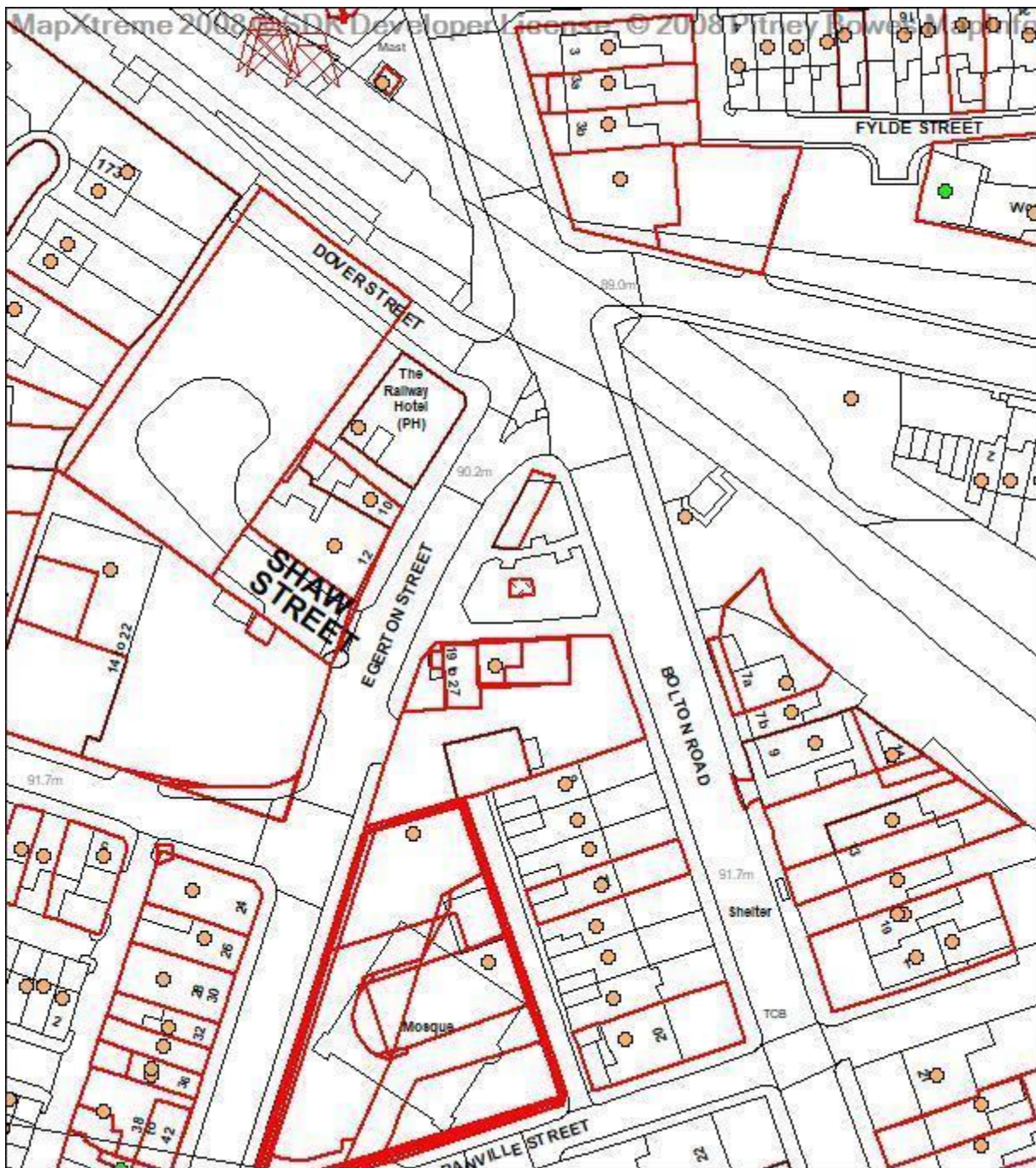


project
**Bromley Cross
Bolton**

drawing title
**Proposed Football Pitches
GA Site Plan**

date **November 2019**
status **Planning**
scale **1:1000 @ A3**
drawn **RT** checked **MH**
job no. **2300** dwg no. **P440** rev. **A**

Application number 09179/20



Directorate of Place
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
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Bolton Council

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Date of Meeting: 07/01/2021

Application Reference: 09179/20

Type of Application: Full Planning Application

Registration Date: 24/08/2020

Decision Due By: 18/10/2020

Responsible Officer: Franc Genley

Location: LAND AT MOSES GATE TRIANGLE, BOLTON ROAD, FARNWORTH, BOLTON

Proposal: ERECTION OF A COMMEMORATIVE MONUMENT

Ward: Farnworth

Applicant: Mr Clarke

Agent : Mr Flitcroft

Officers Report

Recommendation: Approve subject to conditions

Exec Summary

- A new war Memorial is proposed on land at Moses Gate, Farnworth.
- The 2m structure will be constructed of stone, with a 1.2m high metal statue of a soldier above.
- Three existing plaques will be located from storage to the monument with a fourth, commemorating Alice Thomasson, the only female from the local area to die on active service, added.
- It is proposed that the monument become the host location for future Remembrance Services in November and other nationally recognised days of commemoration.
- The applicants have no affiliation with the Council, but the application site comprises land in the public realm, owned and managed by the Local Authority. An objection has been received from a neighbouring land owner and so this case is presented to committee for determination in the public interest.

Proposal

1. Permission is sought for the erection of a new Commemorative Monument on the Moses Gate Triangle, to commemorate the fallen people of World Wars I and II who came from the local area.
2. The monument will be positioned back from the junction on the section of grass south of the footpath that already intersects the lawns. The existing 2.5m wide, 2.5m deep paved area will be lengthened to approx. 8m and the memorial positioned approximately 6m back into it. Any damage to the lawns from construction will be repaired.
3. The monument will be constructed of stone set upon a 1cu.m concrete foundation slab.

Seven identically shaped stone blocks will be erected on top of each other, with each block having dimensions of 0.7m (d), 0.6m (w) and 0.3m (h). The blocks will start 0.1m below ground level and connected to the ground by fastenings embedded in the concrete. The blocks will be mortared in a vertical stack to a total height above ground level of 2m. On top of the monument will sit a 1.2m high decorative statue of a WWI soldier. The overall height of the monument and statue will be approximately 3.2m above ground level.

4. Three sides of the monument will display commemorative plaques previously located in All Saints Church, Devon Street, Moses Gate until the Church was closed in 2000. Prior to its closure, All Saints Church had been the location that the people of Moses Gate would use to commemorate remembrance Sunday and other recognised dates of commemoration.
5. The fourth side of the monument will house a plaque that is being commissioned to commemorate Alice Thomasson, a resident of Moses Gate who in 1917 stated that "she wanted to do her bit" for the war effort. She died in Abbeville, France only three days after enlisting when a bomb fell on the Hospital where she was working. Ms Thomasson was the only female resident of Bolton Metropolitan Borough to die on active service in World War One. The application is submitted by the 'Friends of Moses Gate', a collective of current and former residents of the local area.

Site Characteristics

6. The site comprises a small grassed triangle of land at the junction of the arterial Bolton Road and Egerton Street, incorporating an area of approximately 340sqm. The site faces oncoming traffic from Bolton and also faces Moses Gate Railway Station which is 50 metres away. The triangular piece of land is lawned apart from a paved footpath which dissects the area. Three community benches and a community bin are placed in the footpath area. The site is maintained by the Friends of Moses Gate Group. The site sits outside of any conservation area and is not in an area with a known risk of flooding.

Policies

7. Core Strategy Policies SO2 Access to Education, SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO10 Climate Change, SO11 Built Heritage, SO12 Biodiversity, SO16 Community Cohesion and Access, A1 Primary Education, P5 Transport, S1 Crime and Road Safety, CG3 Design and the Built Environment, CG4 Compatible Uses, SC2 Cultural and Community Facilities, RA2 Farnworth.
8. Supplementary Planning Documents General Design Principles, Building Bolton, Sustainable Design and Construction, Accessibility, Transport and Road Safety.
9. National Planning Policy Framework (June 2019) Promoting healthy and safe communities, promoting sustainable transport, making effective use of land, achieving well-designed places.

Analysis

10. 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.

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

12. The main impacts of the proposal are:-

- * Impact on the character and appearance of the area
- * Impact on neighbouring amenity
- * Impact on highway safety

Impact on Character and Appearance of Area

13. Bolton Core Strategy Policy CG3 seeks to require development to be compatible with the surrounding area. Policy SC2 sets out how the provision of cultural and community facilities is an integral and essential part of the built and socio-economic environment of the Borough. Area policy RA2.3 seeks to support the improvement of gateways, transport corridors and pedestrian routes in and around Farnworth town centre. RA2.14 seeks to conserve and enhance the distinctive character of the existing physical and natural environment. The General Design SPD requires development to make use of high quality materials.

14. The proposed monument will enhance the identity and status of the lawned space at this important junction. The proposed structure will complement the existing benches and planting and further embed the purpose of the space for public use and meeting. The erection of the monument, statue and plaques will positively affect the amenity of the local townscape, adding visual interest, purpose and local history to the site. Subject to a condition securing samples of the stone to be used, and further details in respect of the statue's appearance, the proposal has the capacity to satisfy the aims of Core Strategy policies CG3, RA2, SC2 and the General Design Principles SPD.

Impact on Neighbouring Amenity

15. Core Strategy Policy CG4 seeks to ensure that development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security.

16. The new memorial will be used in a low key and infrequent manner in much the same way as most other such monuments. The area is already furnished with benches, planting and refuse bins, offering local residents a chance to pause, sit or meet in public. The memorial will provide a new home for the local plaques currently without a home, and a community focus for future memorial services. The junction is busy with traffic and pedestrians crossing as they frequent nearby business, the railway station and pass the site. The proposed monument will not have a detrimental impact on the amenity of surrounding homes or viability of local businesses. The above policy has been satisfied.

Impact on Highway Safety

17. Paragraph 102 of the NPPF states that planning 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.

18. 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 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 application site comprises land in the public realm, owned and managed by the Local Authority

19. Highways Officers considered that although the monument will be located on 'public Highway', requiring either a license or stopping-up order to facilitate its installation, the proposals raised no objections on highway grounds. The proposal is set far enough back from the junction and pedestrian crossings so that it would have no impact on highways safety for any road users.

Other matters

20. The GMP Crime Prevention Design Officer expressed concerns that the memorial plaques and new statue may be at risk from metal theft unless securely fitted to the structure, or substituted by imitation panels made from non- precious material. This is a matter for the applicant to consider and not a material planning consideration.

Conclusion

21. The erection of the proposed war memorial would serve the local community, adding visual interest in the streetscape. Subject to conditions to ensure the finished materials and appearance of the statue are given further consideration before installation, the proposal will not adversely affect the amenity of any nearby uses, the site or wider the local area, nor will it prejudice highway safety. For this reason, it is considered that the proposal complies with Bolton's Development Plan and that planning permission should be granted.

Representation and Consultation Annex

Representations

Letters: An adjacent property owner has objected to the proposal, stating that monuments are also often designed to convey historical or political information and that it's appearance is unlike all recent developments in the area that have otherwise 'made it into a modern area'. Concerns that the monument 'may also develop an active social-political potency, attracting teenagers and other crowds' that would be a 'nuisance to residents and operation of existing businesses'.

NB: The submitted objection claims to be on behalf of the land owners' tenants, comprising businesses and residential units. However, no signatures or independent objections have been received from the claimed addresses, nor has any corroborating evidence been submitted to demonstrate that the implicated residents or businesses have actually raised any comments either way.

Petitions - none received

Elected Members - _Ward Councillor P.Sanders requested information about the progress of the application but made no formal comments.

Consultations

Advice was sought from the following consultees:
Highways Engineers raised no objection.
Crime Prevention Officer

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. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the monument hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the stonework and images and/or scale drawings of the proposed sculpture, including colour finish. 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.

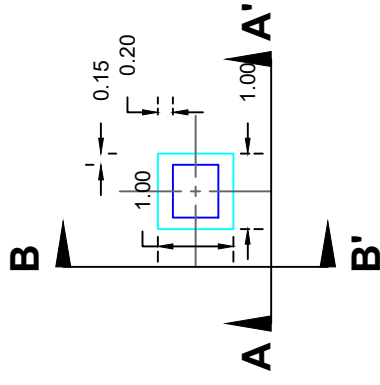
3. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Planning Statement and Drawing nos MGM001 & MGM003

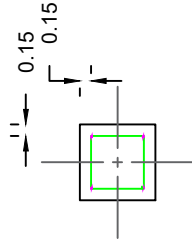
Reason

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

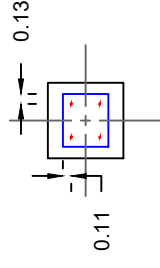
Plan View



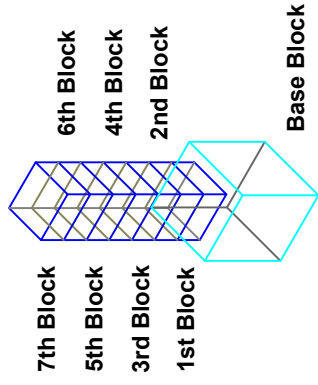
Base Block Reinforcement Plan View



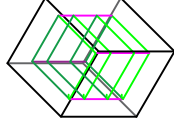
Construction Detail Plan View Screwing the 1st Block



Isometric View

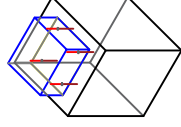


Base Block Reinforcement Drawing

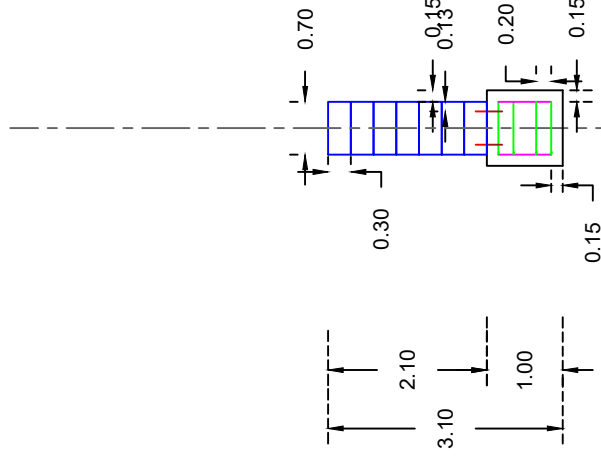


Construction Detail

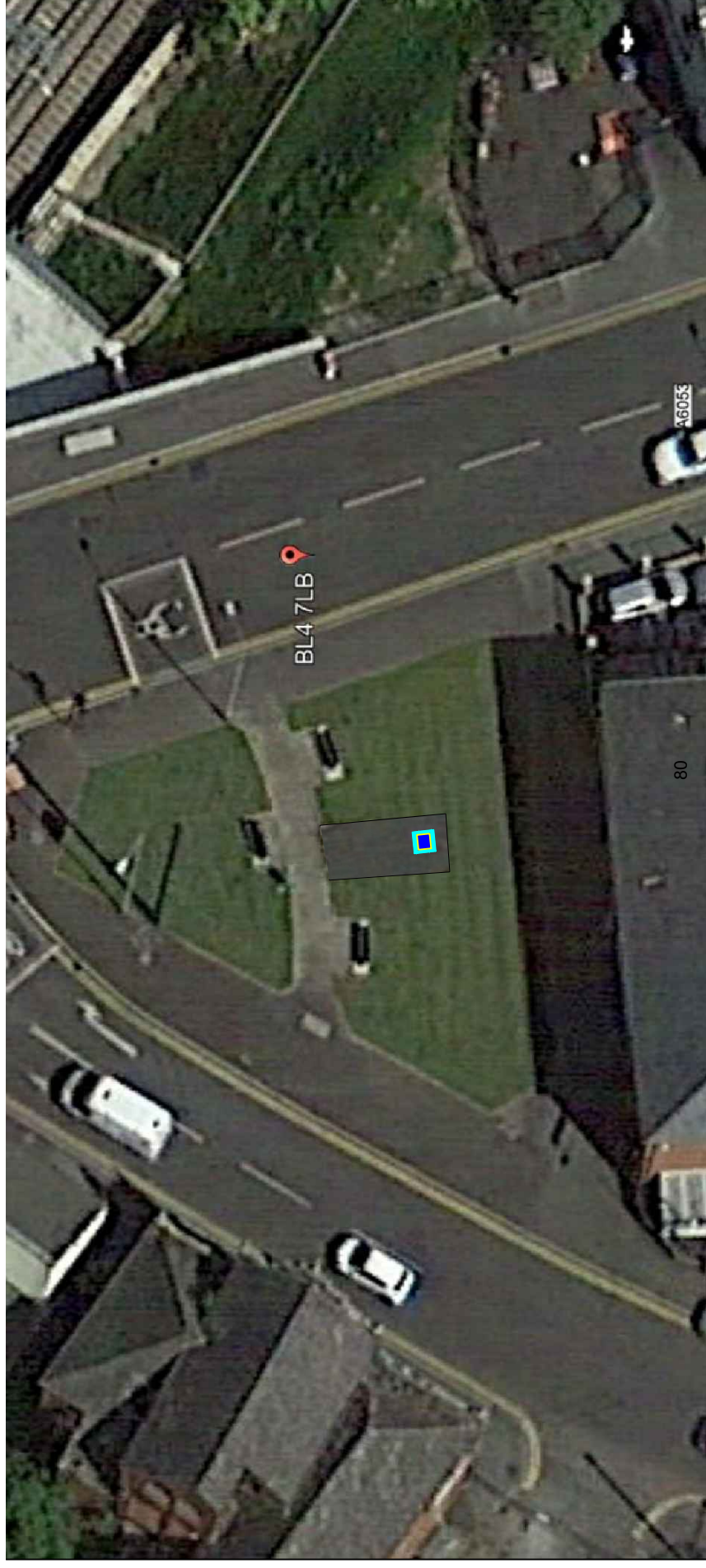
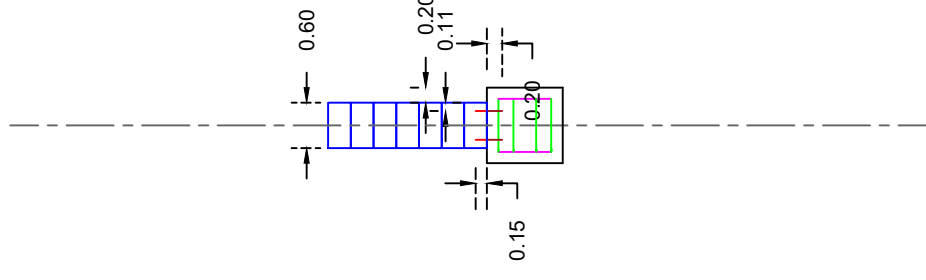
Screwing the 1st Block



Section View A-A'



Section View B-B'



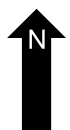
DWG No MGM 001
Moses Gate
Commemorative
Monument

Site Plan
Construction Detail
Plan and Cross
Sections
Friends of Moses
Gate Group

MGM 003 Moses Gate Commemorative Monument Location Plan



0 50
Metres



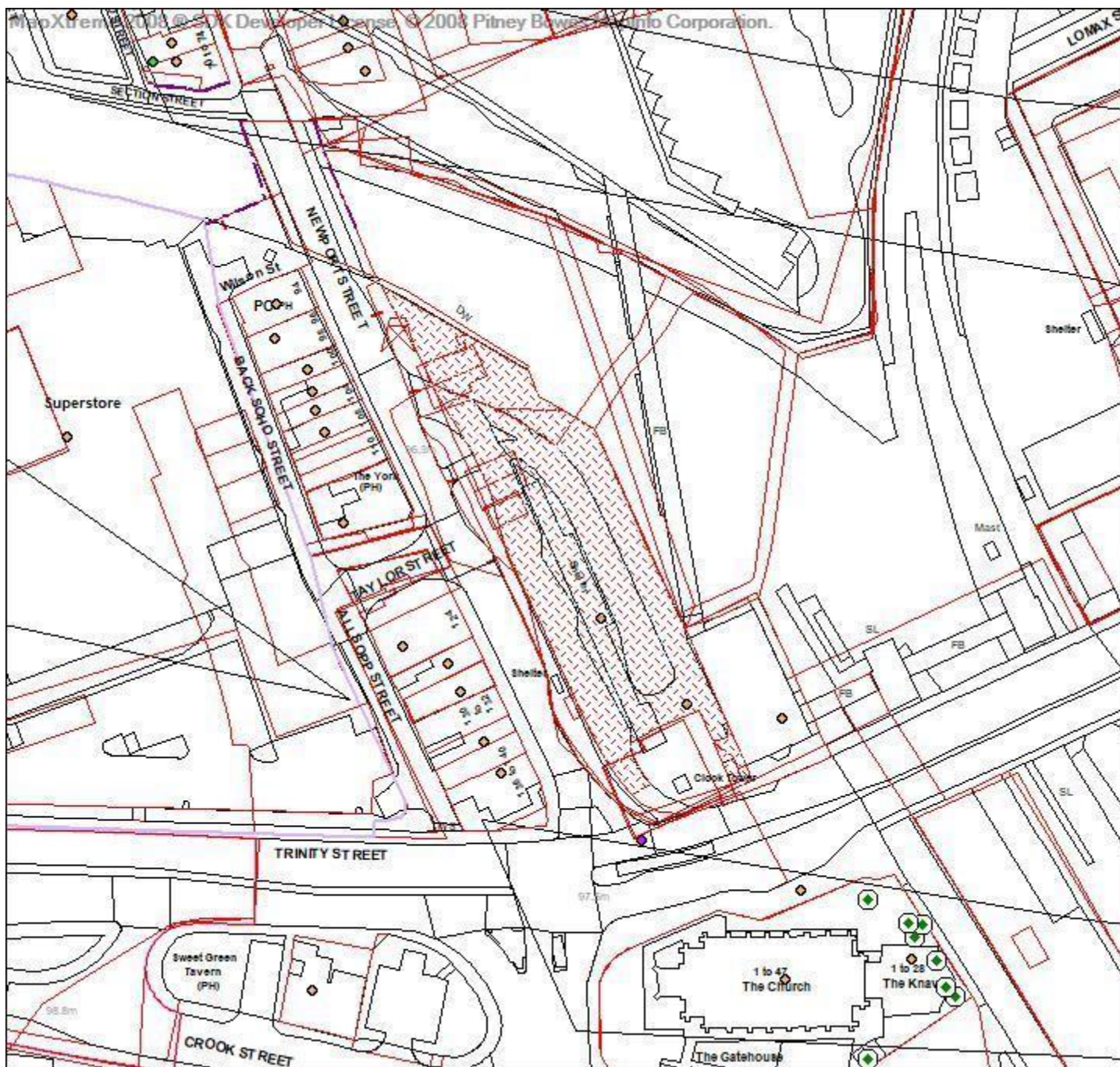
Plan Produced for: Friends of Moses Gate Group

Date Produced: 23 Aug 2020

Plan Reference Number: TQRQM20236162056671

Scale: 1:1250 @ A4

Application number 09252/20



Directorate of Place
Development Management Section

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Bolton Council

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Date of Meeting: 07/01/2021

Application Reference: 09252/20

Type of Application: Full Planning Application

Registration Date: 15/09/2020

Decision Due By: 09/11/2020

Responsible Officer: Beth Bradburn

Location: BOLTON INTERCHANGE GMPTE, TRINITY STREET, BOLTON, BL2 1BE

Proposal: REDEVELOPMENT OF REDUNDANT RAIL / BUS INTERCHANGE INCORPORATING DEMOLITION OF BUS STATION CONCOURSE BUILDING AND CONSTRUCTION OF NEW CARRIAGEWAY INCLUDING TAXI RANK, TWO-WAY CYCLE WAY AND RELOCATION OF VEHICLE DROP OFF AND LOADING BAY FROM TRINITY STREET TOGETHER WITH ERECTION OF BOLLARDS AND 8M HIGH LIGHTING COLUMNS.

Ward: Great Lever

Applicant: Transport for Greater Manchester

Agent : Bolton Council

Officers Report

Recommendation: Approve subject to conditions

Background

The application was deferred for further information regarding highways issues on 12th November 2020. The Council's Highways Department have provided answers to these queries which are included as an appendix at the end of this report.

Furthermore, in order to address some of these concerns, the proposed plans have been amended to incorporate additional pick up/drop off spaces, these alterations are set out below:

Existing Situation

Pick up / drop off spaces – 12 spaces on Trinity St; 0 in existing interchange facility

Taxi Spaces – approx 11

Plan at 12th November Committee

Pick up / drop off spaces – 14 spaces in pick off / drop off facility; all spaces on Trinity St to be removed as part of a future highway scheme

Taxi Spaces – Approx 10

Latest Plan

Pick up / drop off spaces – 18 spaces in pick off / drop off facility

Taxi Spaces – Approx 13

The Council's Environmental Health Department were also consulted with regards to the proposals impact on air quality and have noted that whilst there will be emissions associated with the development, but there will have been emissions associated with the former use as a bus interchange. The wider picture is that the development would encourage public transport use and make rail and cycle use more attractive, which should reduce emissions overall. It would also be beneficial if the opportunity could be taken to incorporate electric vehicle charging points, particularly for taxis and private hire vehicles into the scheme. This would fit in with the proposals in the Clean Air Plan and the proposed Minimum Licensing Standards – which will require all taxis and private hire vehicles to be Zero Emission Compliant.

This was put forward to the Council's Highways Engineers and it was confirmed that there is a TfGM initiative to provide electric vehicle charging points for taxis and provision has been provided for electrical supply for this as part of the design. The chargers would be supplied as part of a GM contract which may come to fruition during the construction and so be installed as part of this. There's nothing currently planned for the pick up / drop off spaces but there could be points installed in the future.

Planning Officers consider that as this is a Council highway scheme, the provision of electric vehicles charging points can be reasonably left to Highways colleagues to address as funding becomes available rather than imposing it as a condition on this development.

Executive Summary

- The land is not owned by the Council; however the project is being delivered by Bolton Council in partnership with Transport for Greater Manchester.
- The Application seeks permission for the redevelopment of the redundant rail/bus interchange incorporating the demolition of the bus station concourse building and construction of new carriageway including taxi rank, two-way cycle way and relocation of vehicle drop-off and loading bay from Trinity Street.
- One statement of support and one general comment from Councillor Howarth has been received.
- There are no objections from any Statutory Consultees subject to conditions.

Proposal

1. The application seeks permission for the redevelopment of the redundant rail/bus interchange at the junction of Newport Street and Trinity Street incorporating the demolition of the bus station concourse building and construction of a new carriageway including taxi rank, two-way cycle way and relocation of vehicle drop-off and loading bay from Trinity Street. Five 8 metre lighting masts and twelve black illuminated bollards are also proposed. The application site measures 0.45 hectares.
2. These works would form part of the Salford Bolton Network Improvements Programme (SBNI). This is a programme being delivered by Bolton Council, Salford City Council and Transport for Greater Manchester (TfGM) and is aimed principally at improving journey times and reliability for buses and general motorists along a strategic corridor linking Bolton and Salford with the Regional Centre.
3. The scheme also aims to improve on existing facilities for cyclists and pedestrians. As part of this scheme (though not the subject of this application) the junctions at Newport Street / Trinity Street and Manchester Road / Trinity Street in Bolton will be upgraded to include enhanced cycle facilities with CYCLOPS (Cycle Optimised Protected Signals) layouts. The upgrade to these

junctions has given rise to an opportunity for a cycle route from Manchester Road along Trinity Street then down Newport Street through the redundant interchange site to the cycle hub at the new interchange and Bolton town centre beyond. Newport Street has always been a barrier to gaining cycle access from the south of Bolton to the town centre as it is a one way street travelling south.

4. The area will be developed as a drop-off for the rail station for both private vehicles and taxis. This will enable the often misused drop off area on Trinity Street to be removed and a two way cycle track put in its place between the junctions, improving traffic flow along Trinity Street. This cycle track will then go through the newly developed interchange site and along Newport Street towards the town centre.
5. The existing concourse building will be removed and no other buildings are proposed with the site as it would be used as a dedicated highway, illuminated by way of streetlights and illuminated bollards to highway standards.
6. The application site is not council-owned however, the Council's Constitution currently requires that development involving the Council be presented to Planning Committee (the development is being delivered by Bolton Council and TfGM).

Site Characteristics

7. The site was used as a transport interchange until 3rd September 2017 when the new interchange opened nearby. After this, only the taxi rank remained in permanent use with the bus station concourse building and stands only being used for occasional rail replacement services.
8. The application site is sited within the town centre sub-areas Trinity Gateway and the Knowledge Quarter on the Council's allocation map.

Policy

The Development Plan

9. Core Strategy Objectives: SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety
10. Core Strategy Policies: CG3 The Built Environment; CG4 Compatible Uses; RA1 Great Lever; S1 Safe Bolton; P5 Transport and Accessibility; P2 Retail and Leisure; CG1 Cleaner and Greener Bolton; H1 Healthy Bolton; CG2 Sustainable Design and Construction.
11. Bolton Allocations Plan: Bolton Innovation Zone TC4 Trinity Gateway, TC6 Knowledge Quarter, P7AP Strategic Route Network.

Other Material Considerations

12. Supplementary Planning Documents: SPD General Design Principles; SPD Accessibility, Transport and Safety, National Design Guide
13. National Planning Policy Framework - Building a strong and competitive economy, Ensuring the vitality of town centres, Promoting sustainable transport, Promoting healthy communities.

Analysis

14. 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.

15. The main impacts of the proposal are:-

- impact on the character and appearance of the area
- impact on the amenity of neighbouring residents
- impact on the highway and highway safety
- land contamination
- drainage/flood risk
- ecology

Impact on the Character and Appearance of the Area

16. Policy CG3 of the Core Strategy states that the Council will expect development proposals to contribute to good urban design, conserve and enhance local distinctiveness and be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment.
17. Policy T4 relates to Trinity Gateway and TC6 specifically relates to the Knowledge Quarter. The Core Strategy states that the Council should improve pedestrian access between this area, the Civic and Retail Core and the rest of the town centre.
18. The current area comprises a bus station concourse building on Newport Street which adds little value to the character and appearance of the area.
19. The new footway would be constructed to match the existing Marshall Perfecta paving and diamond sawn sandstone paving, the new carriageway would also be constructed in materials to match the existing. The segregated cycle way would be finished with green coloured tarmac.
20. With regards to any potential for landscaping, it is not possible to plant trees into the ground at this location due to the unregulated historic complexity of underground services, utilities, fill material and voids. At present there are four poor tree specimens in meagre planting containers, mostly used as litter bin receptacles.
21. The intention is to retain the four trees but in unknown locations at present.
22. The Council's Landscape Team has been consulted and has recommended planting more and larger trees in larger containers. This is due to the fact that the space will become more open following removal of the bus shelters and because trees can break up the large open space, reduce the micro-climate winds that funnel through the area, provide points of reference and gain environmental improvement increasing the well-being aesthetic 'feel' of the area.
23. These comments were taken on board by the Applicant, however as it is not certain where the most suitable locations for the planting would be at this stage, it will be conditioned for a landscaping scheme to be submitted prior to the first use of the site.
24. Further to the above assessment and recommended conditions, the redevelopment of the site would positively contribute to the character and appearance of the area in accordance with Policy CG3 of Bolton's Core Strategy.

Impact on the Amenity of Neighbouring Residents

25. 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.
26. The upgrading of the highway network and enhanced cycle facilities will have no additional impact onto the amenity of surrounding uses and residents.
27. It is noted that the proposed lighting scheme will slightly exceed 5 LUX levels to the properties along Newport Street; however given the location of the existing column lighting currently present at the application site, the background luminance levels of Bolton town centre and that the proposed lighting columns will be finished to highways standards, in this instance the proposed lighting scheme is considered to be acceptable.
28. Further to the above assessment, the proposal would accord with policy CG4 of Bolton's Core Strategy.

Impact on the Highway and Highway Safety

29. 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.
30. Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, improve 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.
31. The National Design Guide states that successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. A well-designed movement network defines a clear pattern of streets that are, safe and accessible for all; functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes, limits the impacts of car use by prioritising and encouraging walking, cycling and public transport.
32. The application is aimed principally at improving journey times and reliability for buses and general motorists along a strategic corridor linking Bolton and Salford with the Regional Centre. The scheme also aims to improve on existing facilities for cyclists and pedestrians. As part of this scheme, the junctions at Newport Street / Trinity Street and Manchester Road / Trinity Street will be upgraded to include enhanced cycle facilities with CYCLOPS (Cycle Optimised Protected Signals) layouts. The upgrade to these junctions has given rise to an opportunity for a cycle route from Manchester Road along Trinity Street then down Newport Street though the redundant interchange site to the cycle hub at the new interchange and town centre beyond.

33. The illuminated bollards and street lighting will ensure the site will be safe and accessible for pedestrian and cyclists.
34. It is therefore considered, that the proposal would promote highway safety and improve accessibility through removing a barrier for cyclists to access the town centre from the south and will improve congestion issues on Trinity Street caused by the existing limited waiting / drop-off area and improving traffic flow in accordance with Policies P5 and S1.2 of Bolton's Core Strategy.

Land Contamination

35. Policy CG4.3 of the Core Strategy, in line with the NPPF, requires all new development to ensure any risk of contamination is identified and adequately managed. Paragraphs 178 to 179 of the NPPF state that to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location and that adequate site investigation information, prepared by a competent person, is presented with applications.
36. The Council's Environmental Health department has been consulted and recommended that a watching brief should be undertaken by a suitably qualified person and that if during construction and prior to completion of the development hereby approved, contamination is found or suspected, the developer shall contact the Local Planning Authority immediately and submit proposals for investigation and remediation of the contamination within seven days from the date that it is found or suspected to the Local Planning Authority for approval in writing. However, as the proposal is not a sensitive use, and that the applicant is responsible for the safe development of the site, an advisory note will be attached to the decision warning the applicant of these risks and the necessary action required should contaminants be discovered.
37. It is therefore considered, subject to the recommended advice, that the proposal would be compliant with Policy CG4 of the Core Strategy.

Impact on Land Drainage and Flood Risk

38. Policy CG1 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 relates to sustainable design and construction.
39. The proposed site lies within a Flood Risk Buffer Zone. The Council's Drainage and Flood Risk department were consulted and noted that the application is designated as a brownfield site requiring a 50% reduction in surface water run-off as per Bolton Council's Local Development Framework - Core Strategy - Policy CG2.2. The updated Flood Map for Surface Water (uFMfSW) maps produced by the EA predicts that surface water flooding during a 1 in 100 year event just encroaches into the site via flooding from Newport Street. However, the Environment Agency note that advice should be sought from the EA if the site lies in flood zone 1 or a critical surface water flood area which this site is not.
40. Furthermore, United Utilities were also consulted and recommended that in accordance with national guidance, a surface water drainage scheme shall be submitted and must include an investigation of the hierarchy of drainage options. This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water, an agreed restricted rate of discharge of surface water and a timetable for its implementation.
41. Subject to the necessary surface water drainage scheme, the proposal is considered to be in accordance with both Policy CG1 and CG2.2 of the Core Strategy and the National Planning

Policy Framework.

Impact on Ecology

42. Strategic Policy CG1.2 notes that the planning system should contribute to and enhance the natural and local environment by: Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures states that the planning system should contribute to and enhance the natural and local environment.
43. The proposal involves the demolition of the bus depot, therefore GMEU was consulted and have provided the following comments:
44. *The existing bus station appears to have fairly limited potential to support roosting bats. The sides of the building are made predominantly of glass and are open to the weather, and the roof is flat and made from pre-fabricated materials. Coupled with the location in a highly urbanised environment surrounded by hard standing/roads, I would consider it to be sub-optimal for roosting bats, and I would not consider it reasonable to require a bat survey to be submitted to support the submitted application.*
45. *However, bats and other protected species can turn up in unexpected places. An informative should therefore be used so that the applicant is aware of the legal protection that certain species receive and that the granting of planning permission does not negate the need to abide by the laws that are in place to protect biodiversity.*
46. The above advice will be communicated on the decision via an informative.

Conclusion

47. For the reasons discussed above it is considered that the proposed redevelopment would not harm the character and appearance of the area, would not result in adverse environmental impacts, would not unduly impact on the amenity of neighbouring residents and would not increase the risk of flooding. The proposal would also improve the highway network and highway safety and therefore accords with policies S1, P5, CG4, CG3, CG1, CG2 and TC4 and TC6 of Bolton's Core Strategy and the guidance contained within the Accessibility, Transport and Road Safety SPD, the National Design Guidance and the NPPF.
48. Members are therefore recommended to approve this application subject to conditions.

Representation and Consultation Annex

Representations

Letters:- 1 letter of support and 1 general comment have been received from Councillor Howarth noting the following:

- There will be 14 vehicle spaces for pick up and drop off that replaces the spaces on Trinity Street. Many people drop off and pick up members of their family at the rail station, some on a daily basis such as students going to colleges and universities outside of Bolton and workers travelling daily to central Manchester and further afield into Cheshire, Stockport and the Airport jobs including Airport City.
- There is a reduction of 2 taxi spaces planned from 12 to 10. This is currently a black cab rank. The population of Bolton is growing with a growth in the working age population.
- Whilst the loss of 2 spaces is small, its decrease it is notable. An objection will be raised if anything changes and the 10 taxi spaces get reduced.

Officer's Comments: The above comments are noted, however the proposal would principally aim at improving journey times and reliability for buses and general motorists along a strategic corridor linking Bolton and Salford with the Regional Centre. For cyclists it is removing a barrier to access the town centre from the south. For Trinity Street it is removing congestion issues caused by misuse of the existing limited waiting drop off area and improving traffic flow. Despite the removal of the two drop off/taxi spaces, the scheme would improve movement and accessibility for both private vehicles whilst encouraging sustainable modes of transport and fully accords with policy P5 and S1.2 of Bolton's Core Strategy.

- Statement from the Bolton Active Travel Forum Technical Review and in general support of the application.

Elected Members:- One comment from elected member Councillor Howarth as detailed above.

Consultations

Advice was sought from the following consultees: The Council's Highways Engineers, Landscape Officers, Pollution Control Officers, United Utilities, Flood Risk and the Environment Agency.

Planning History

87438/12 Part a - demolition of unity centre, new bus station and ancillary facilities, pedestrian bridge to the rail station, 2 detached operators buildings, cycle centre, public realm, landscaping, highway works and amendments to the Bolton interchange on Newport Street. Part b - future commercial development approved under outline application 83971/10 which will be the subject of a future reserved matters planning application. Decision: Approved with conditions

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, full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out to investigate 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

The approved works shall be implemented in full prior to the occupation of the buildings hereby approved and those works as approved 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.

Reason for pre-commencement condition:

The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

3. 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 in order to comply with Core Strategy policies CG1 and CG3.

4. Recharge points for electric vehicles shall be provided within the development of which the details shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be provided in accordance with the approved scheme and shall be maintained for the life of the approved development.

Reason:

To safeguard the amenity of the occupiers of the proposed development in respect of atmospheric pollution in compliance with policy CG4 of Bolton Core Strategy.

5. The development hereby permitted shall be constructed entirely of the materials details of which are

shown on plan ref: Proposed Block Plan, Drawing no. 933066/06, Street Lighting, Drawing no. 933066/02/SL.

Reason

For the avoidance of doubt as to what is permitted and in order to comply with Bolton's Core Strategy policy CG3

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

Site Plan, Drawing no. 933066/03
Proposed Block Plan, Drawing no. 933066/06 Revision B
Street Lighting, Drawing no. 933066/02/SL
Trinity Corridor Schemes, Drawing no. 933066/07

Reason

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

Planning reference 09252/20

Location: Bolton Interchange, Trinity St, Bolton

Proposal: REDEVELOPMENT OF REDUNDANT RAIL / BUS INTERCHANGE INCORPORATING DEMOLITION OF BUS STATION CONCOURSE BUILDING AND CONSTRUCTION OF NEW CARRIAGEWAY INCLUDING TAXI RANK, TWO-WAY CYCLE WAY AND RELOCATION OF VEHICLE DROP OFF AND LOADING BAY FROM TRINITY STREET TOGETHER WITH ERECTION OF BOLLARDS AND 8M HIGH LIGHTING COLUMNS.

Supplementary Information in response to Planning Committee comments

Introduction

- 1 The following supplementary note provides additional information to Planning Committee Members in response to the decision to defer this application. The note expands on issues and concerns raised by Members and highlights changes made to the design in response to those concerns.

Background

- 2 Traditional off road and on road cycle routes such as the East Bolton Cycle Route and the Royal Bolton Hospital Cycle Route merge to the south of Bolton Town Centre outer highway box but there is no provision to support cyclists into the town centre and to the cycle parking hub at the junction of Great Moor Street and Newport Street on the bus station concourse.
- 3 When the PSPO was introduced banning cyclists from some of the pedestrian areas within the town centre it was recommended that provision was made for cyclists on alternative routes enabling cyclists to navigate around the pedestrian areas. Whilst the town centre has recently been subject to a consultation on potential cycle routes, the scheme subject to this application is a fundamental connection within that network.
- 4 The existing rail pick-up and drop-off layby on Trinity Street both causes congestion through inappropriate double parking and has an attributable accident record that needs addressing. There has been a reluctance to deal with this whilst no alternative has been available

Policy

- 5 Central Government's commitment to Active Travel has been clearly set out in Gear Change a Cycling and Walking Plan for England and supported by Local Transport

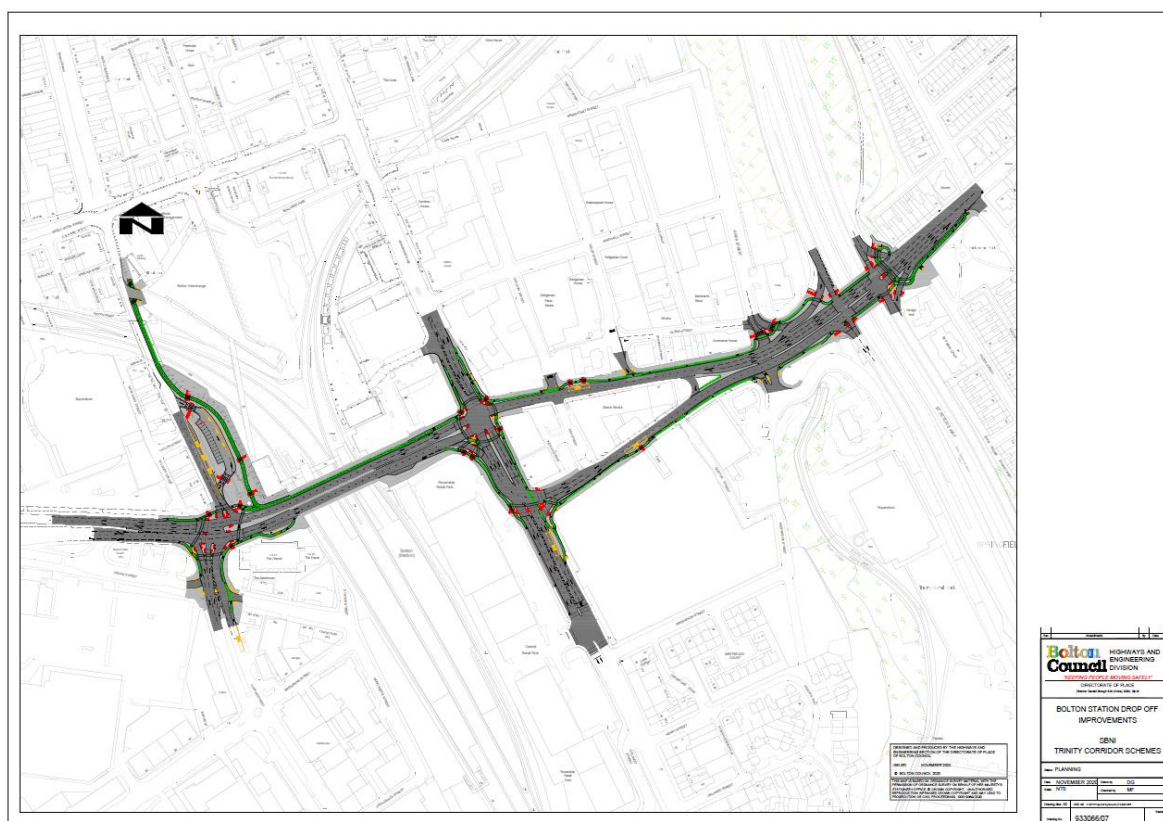
Note (LTN) 1/20 providing guidance to local authorities on designing high quality, safe cycling infrastructure.

- 6 National Planning Policy Framework paragraph 108 recommends “when considering applications for development appropriate opportunities to promote sustainable transport modes have been taken up” and paragraph 110 recommends “applications for development should give priority first to pedestrians and cycle movement” and goes on to say creating “places that are safe, minimising the scope for conflict between pedestrians, cyclists and vehicles”.
- 7 The Greater Manchester 2040 Transport Strategy in the context of meeting our Climate Change, Carbon and Air Quality targets refers to the ‘Right Mix’ of transport modes. That is by 2040 50% of trips to be made by sustainable modes and no net increase in motor-vehicle traffic. Investment in walking and cycling networks and public transport is key to achieve these targets.
- 8 Bolton Core Strategy Policy P5 proposes the prioritisation of pedestrians, cyclists and public transport users.

Funding

- 9 Funding for the scheme is part of the Salford Bolton Network Improvement (SBNI) improvement programme derived from the City Region Growth Deal. The focus of the funding is to improve journey times on routes between Bolton, Salford and on to Manchester as well as to provide better pedestrian and cycling facilities, particularly at junctions. A number of junctions have been improved since the programme began in 2015 and currently works are taking place at Trinity St / Newport St, with works starting next year on junctions at St Peters Way / Bradford St and Manchester Rd / Trinity St. These junctions form a comprehensive SBNI funded cycling and walking network as highlighted in Plan One below and a larger plan contained in Appendix Two. The identified network is benefiting from in the region of £7m from the SBNI fund and the rail station concourse and Newport Street works are costed individually at £820k.
- 10 The Trinity Street, Bridgeman Street and Bradford Street junction improvement schemes have all been traffic modelled through the Council’s Town Centre AIMSUM model to demonstrate that each junction maintains or increases capacity to accommodate future town centre growth aspirations whilst improving safety for pedestrians and cyclists.
- 11 The Council has secured agreement with TfGM that the Newport Street rail station concourse scheme can benefit from SBNI funding through the provision of high-quality cycling and walking improvements, providing the scheme is committed prior to the end of March 2021.

Plan One – SBNI funded network



Key Issues Raised by Members

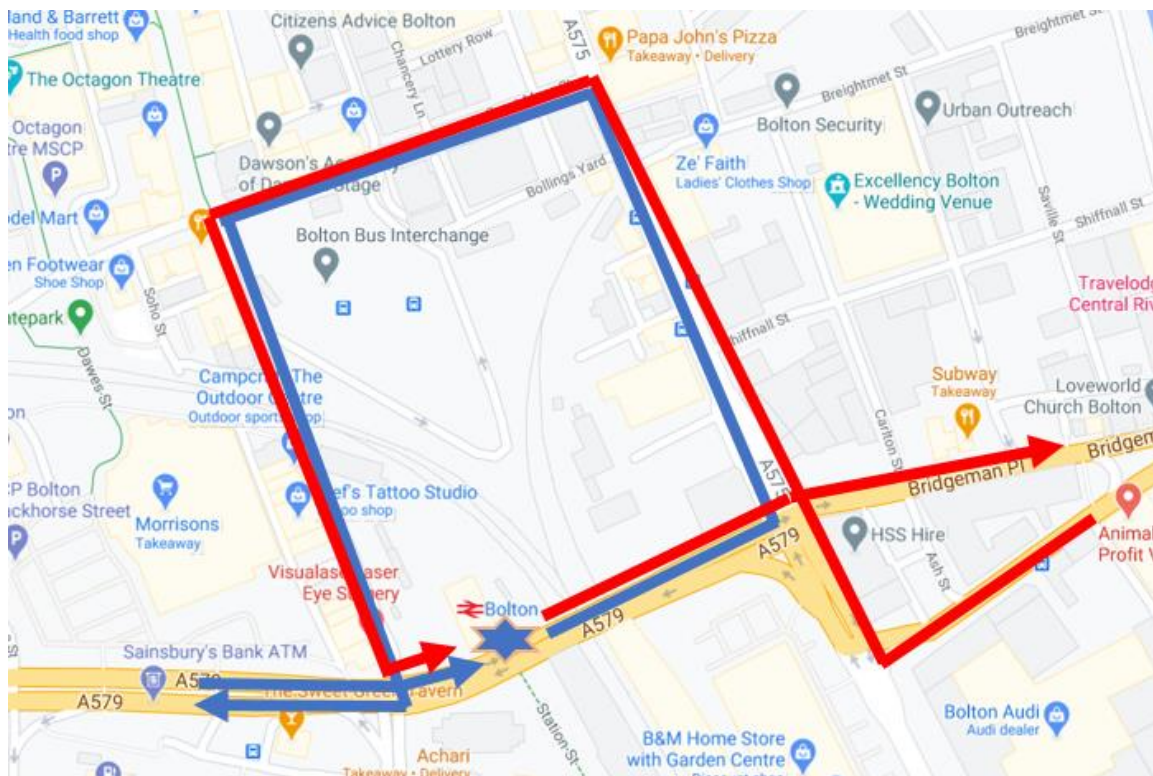
- 12 Concern was expressed about the removal of the existing rail pick-up and drop-off layby on Trinity Street. The existing facility is regularly abused by users preferring to double park as close to the rail station entrance rather than utilising available spaces further along the layby. Picture One below is an image from Google Satellite showing the red vehicle with doors open dropping off in the traffic lane rather than pulling into several spaces available in the layby. Whilst this picture does not reflect peak time traffic conditions, it has been witnessed on many occasions double parking resulting in undue capacity constraints and network performance issues and more importantly safety concerns for pedestrians exiting vehicles into moving traffic lanes.

Picture One – Bolton Interchange Layby Double Parking

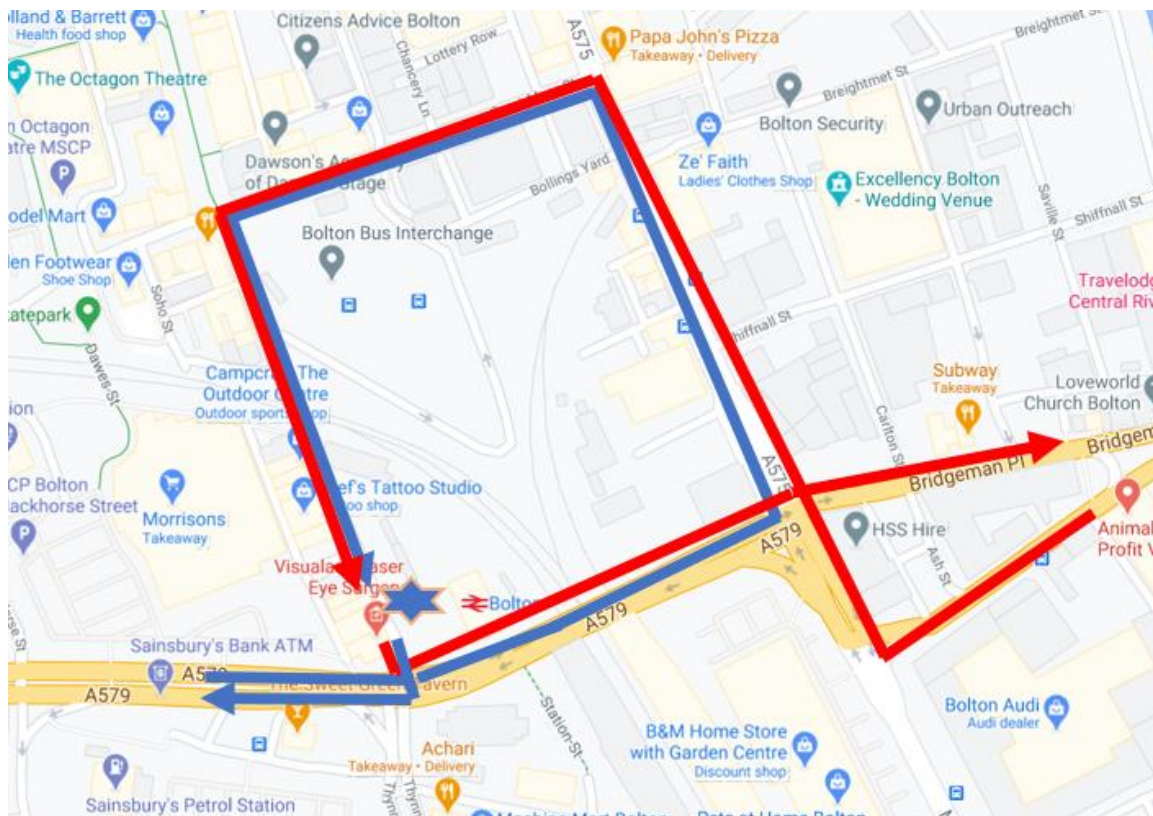


- 13 Within the last 5 years there has been 8 slight accidents and 2 serious accidents in the vicinity of the junction of Newport Street/Trinity Street and the existing layby. The causation factor in several of these reported accidents was vehicles unexpectedly braking and in one accident the police report noted a motorbike was following a car through Newport Street/Trinity Street junction in an easterly direction when the car indicated left to pull into the layby. The car then stopped in the running lane resulting in the motorbike to swerve losing control. The provision of the facility proposed in this application will allow the physical removal of the layby on Trinity Street and further misuse of this area could be enforced by the creation of 'red route' waiting restrictions removing the inconvenience caused to motorists and safety concerns to pedestrians.
- 14 Concern was also expressed for inconvenience to motorists in getting to the new drop off facility. Picture two and three below notes no difference in the distance travelled when accessing either facility from the west and east if a vehicle is travelling back to its starting point. Whilst it is accepted that vehicles from the west have options in terms of travelling back, Trinity Street junctions do not allow for U-turn manoeuvres. Similarly, for vehicles travelling from the north or south, they could enter the small gyratory of Trinity Street, Bradshawgate, Great Moor Street and Newport Street at any point and complete their journey. It is Highway Officers recommendation that addressing the serious safety concerns and network performance issues of the existing layby outweighs the inconvenience that some drivers may experience using the new facility.

Picture Two identifies routes to and from the Trinity Street Layby from the West and East



Picture Three identifies routes to and from the Newport Street facility from the West and East



- 15 Concern was expressed that the relocation of the drop off and pickup facility would create congestion on Newport Street. Transport for Greater Manchester as part of the SBNI junction improvements has modelled the traffic impacts of the reconfigured junctions and relocation of the drop off and pickup facility within the Town Centre AIMSUM model. The model forecast a negligible impact on network performance associated with the relocation of the drop off and pickup facility and improvements to the Trinity Street/Newport Street junction did not result in traffic queues forming that would impact on the access to the proposed facility or bus station. It was also noted that Morrison's wagons use Newport Street to gain access to the goods yard off Taylor Street. It is Highways understanding that most of these deliveries are at night, however of those that are during the day, there will only be limited disruption as Taylor Street is sufficiently wide with kerb radii that is sufficient to accommodate the swept path for HGV movement.
- 16 The question of waiting restrictions and enforcement was raised within the new facility. The operational area of the new facility will become adopted highway and can therefore be enforced by the Council's parking enforcement partner NCP. It should be noted that similar combined facilities operate at other rail stations and the design of this facility is based on the Manchester Piccadilly example.

Changes in response to Members concerns

- 17 The scheme has been changed in response to Members concerns as contained in Appendix One. 18 pickup and drop off spaces are proposed, 4 additional to the previous plan submitted to committee and now 8 more spaces than what is currently available in the existing layby. The existing taxi rank will be retained and extended to create space for 13 taxi's. The proposed loading bay will be relocated and positioned outside the planning red edge boundary, likely in part of the bus layby reserved for rail replacement services.

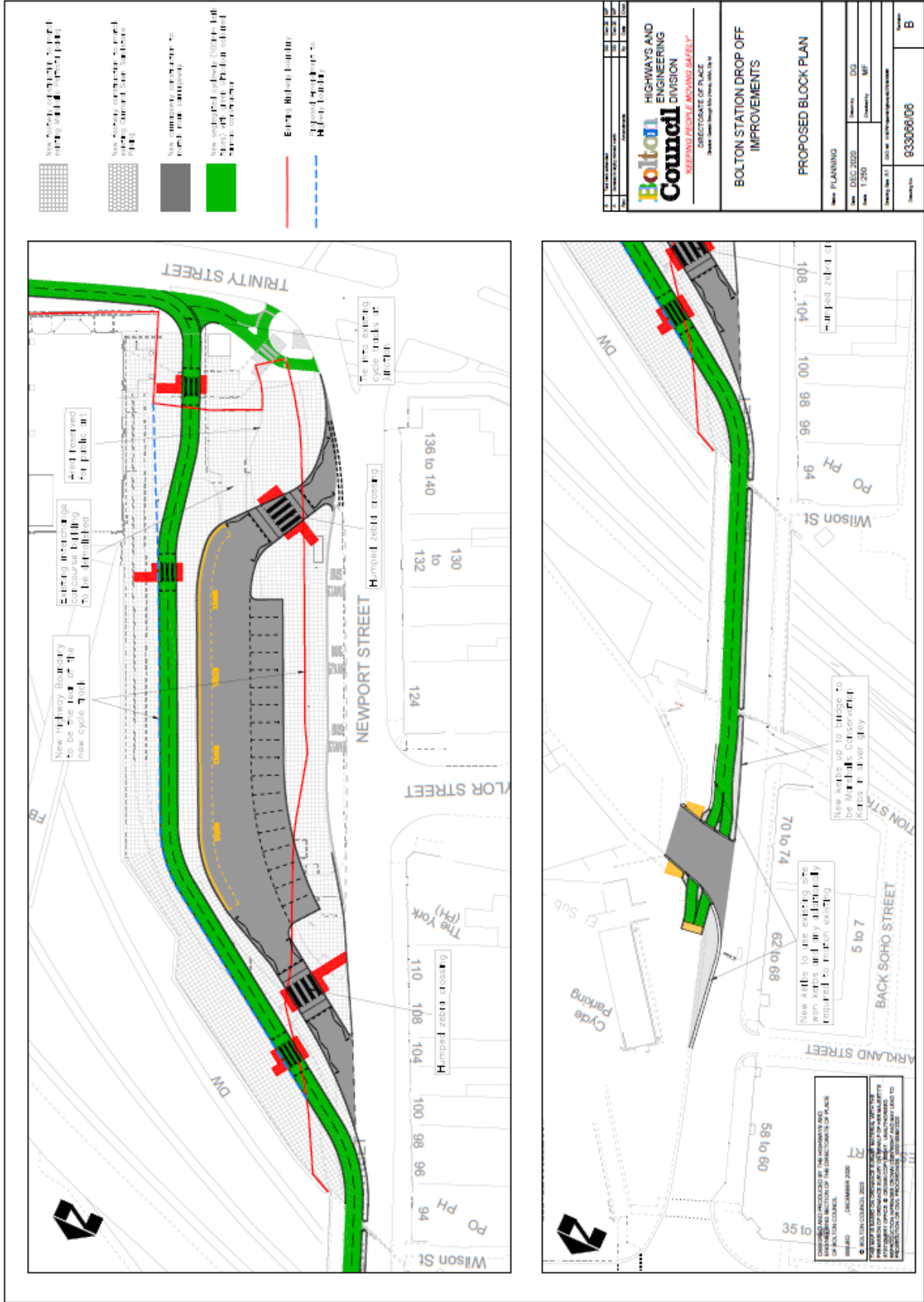
Bolton Rail Community Partnership

- 18 Consultation has been undertaken with the Bolton Rail Community Partnership who are progressing their own active travel initiative and are working with Northern Rail to install 60 sheltered cycle parking spaces and a cycle repair stand within the station area. The Bolton Rail Community Partnership support this application.
- 19 Consultation has also been undertaken with taxi associations and Guide Dog for the Blind who do not object to this application. The Executive Member for Highways and Transport has received this design through informal briefing and raised no objections.

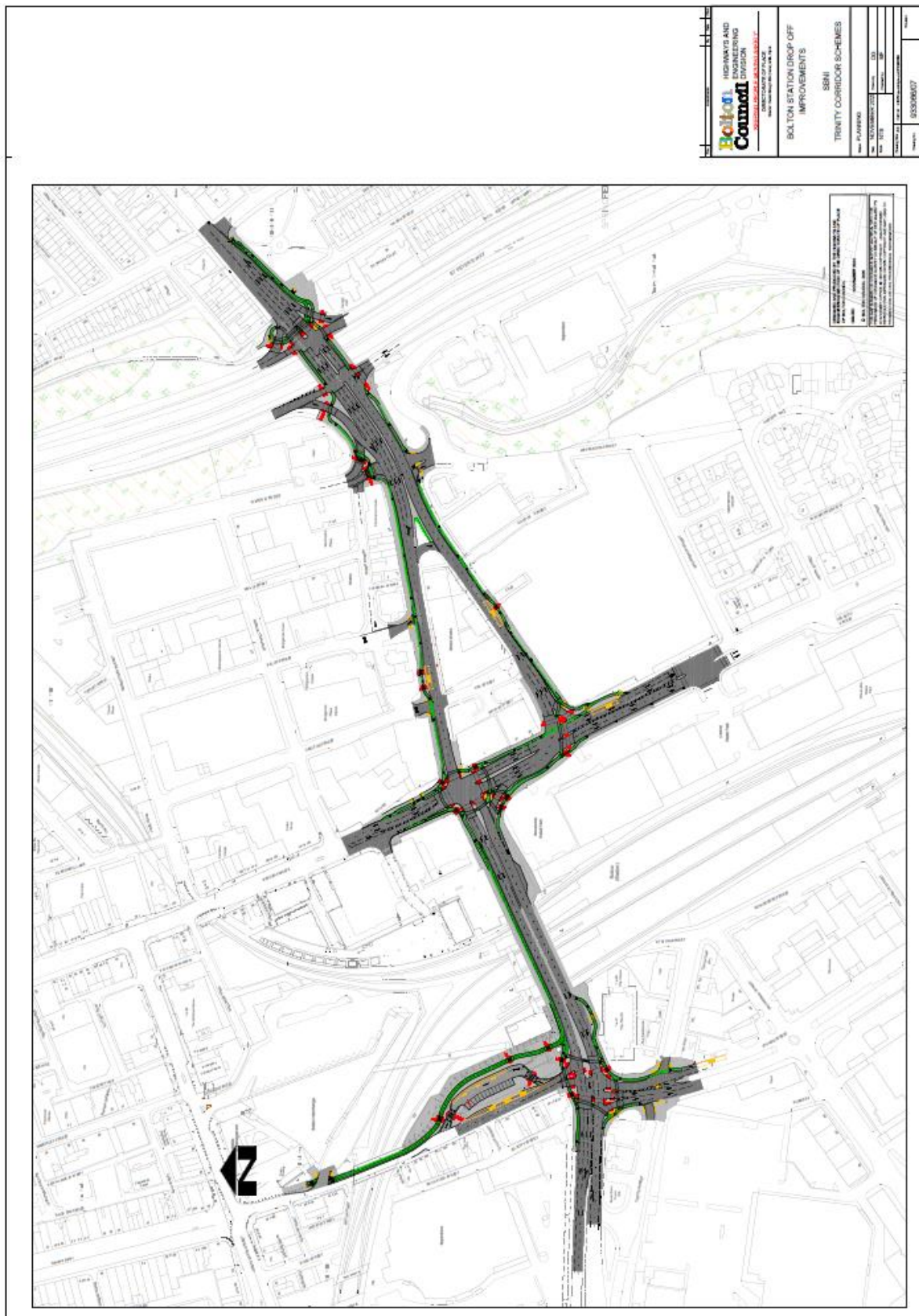
Conclusion

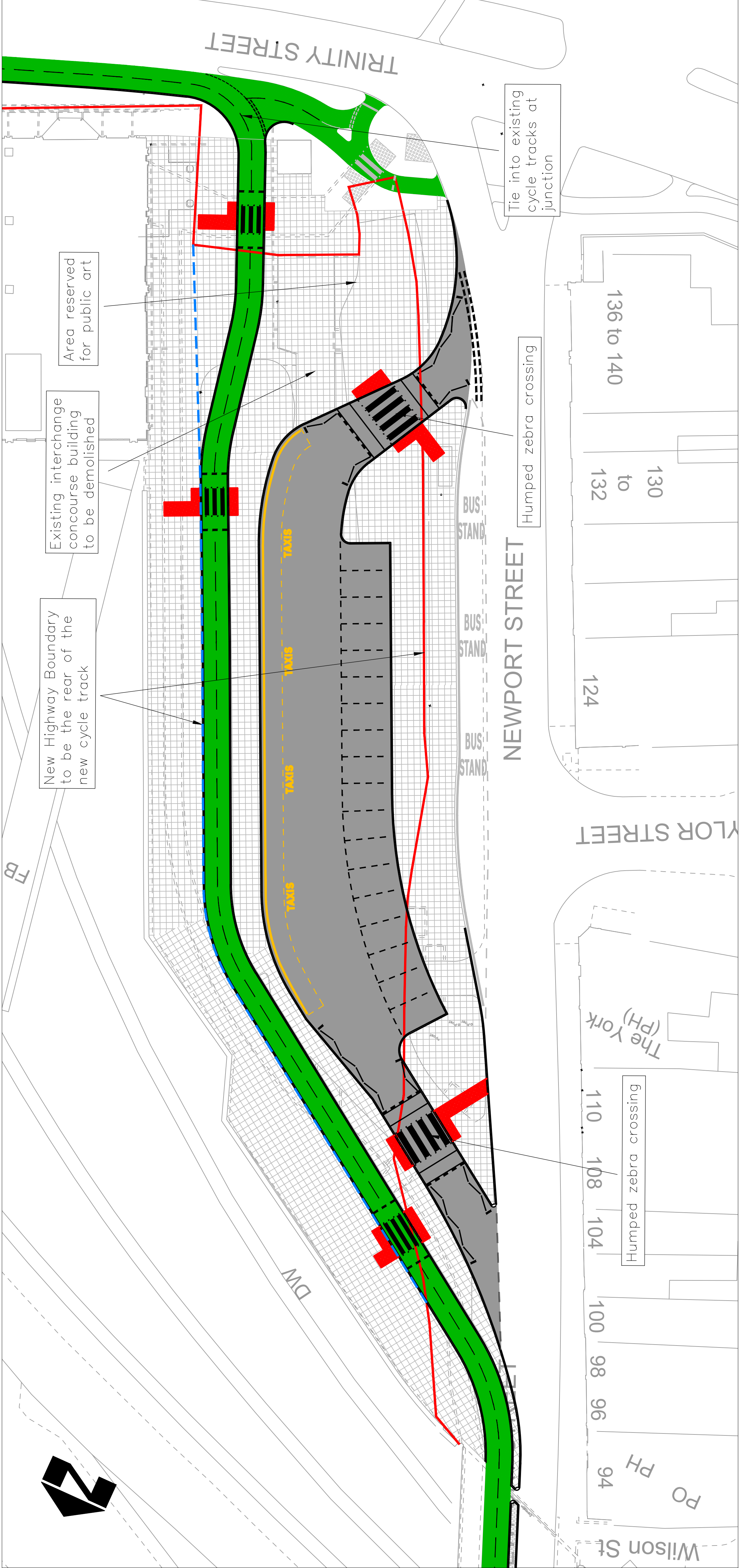
- 20 The proposed design has been changed in response to Planning Committee Members concerns.
- 21 The scheme offers a betterment to existing rail pickup and drop off facilities as well as additional taxi spaces.
- 22 The scheme enables the existing layby to be removed, alleviating the significant safety concerns and network performance issues currently experienced.
- 23 The scheme improves pedestrian and cycle movement and can benefit from SBN funding to improve the station concourse area and remove the redundant bus shelters.

Appendix One



Appendix Two





Rev.	By	Date	Chkd.
A	Access to layby moved north	Dec 20	MF
B	Tail rank extended	Dec 20	MF

Amendments	By	Date	Chkd.

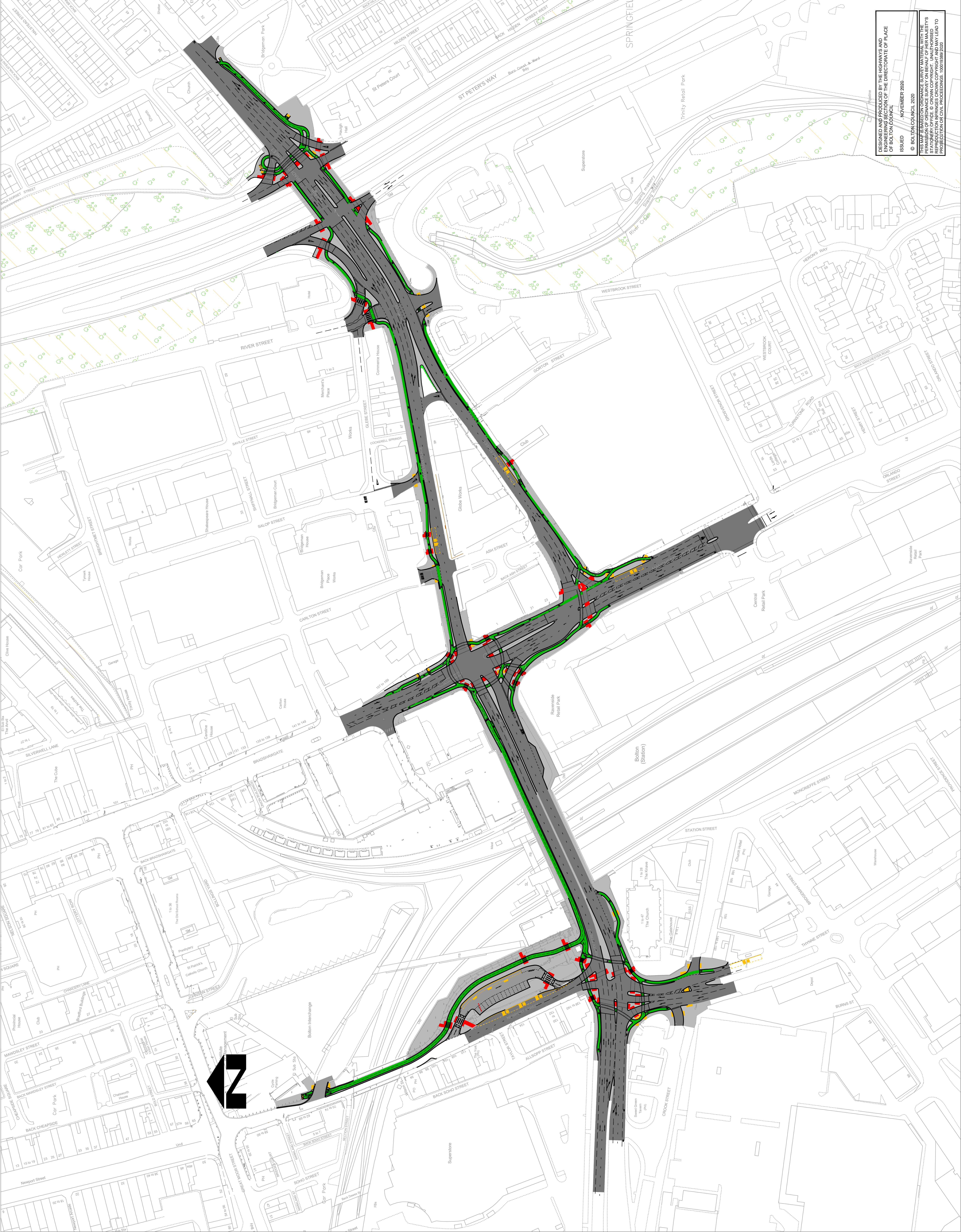
Bolton Council
HIGHWAYS AND ENGINEERING DIVISION
"KEEPING PEOPLE MOVING SAFELY"
DIRECTORATE OF PLACE
Director: Gerald Brough BSc (Hons), MBA, Dip M

BOLTON STATION DROP OFF IMPROVEMENTS

PROPOSED BLOCK PLAN

Status	PLANNING
Date	DEC 2020
Scale	1:250
Drawing Size	A1
CAD ref.	NEPProposedHighways/279193306
Drawing No.	933066/06
Revision	B

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ISSUED 1 DECEMBER 2020
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Rev	Author	By	Date	Check
Bolton HIGHWAYS AND ENGINEERING Council DIVISION <i>KEEPING PEOPLE MOVING SAFELY</i>				
DIRECTORATE OF PLACE Director: Gerard Brugg (BSc (Hons), MBA, Dip M)				
BOLTON STATION DROP OFF IMPROVEMENTS				
SBNi				
TRINITY CORRIDOR SCHEMES				
PLANNING				
Date	NOVEMBER 2020	Drawn by	DG	
Scale	NTS	Checked by	MF	
Drawing Size A0	CAD ref: NEP/Highways/279/03/006			
Drawing No.	933066/07			

Application number 06464/19



Directorate of Place
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
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Bolton Council

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Date of Meeting: 07/01/2021

Application Reference: 06464/19

Type of Application: Full Planning Application

Registration Date: 08/07/2019

Decision Due By: 01/09/2019

Responsible Officer: Adam Mustafa

Location: LAND ADJ. SUB STATION, DORIS AVENUE, BOLTON

Proposal: ERECTION OF 2NO. RESIDENTIAL DETACHED DWELLINGS

Ward: Tonge with the Haulgh

Applicant: Mr Brooks

Agent : Ronson Building Design Ltd

Officers Report

Recommendation: Approve subject to conditions

Executive Summary

- * This application proposes the erection of two detached dwellings on a vacant plot of land. This is a re-submission of a previous application (05039/18), which was withdrawn in order to collate further reports. All of these reports have now been provided as part of this new application and the drawings have been revised in line with comments from the previous planning officer.
- * The application is required to be determined at Planning Committee as it is contrary to the Development Plan. The site is located within Other Protected Open Land (Allocations Plans Policy CG6AP) and the proposed development is considered inappropriate development as it does not fall within one of the acceptable categories under this Policy.
- * However, in this instance the application site is considered both visually separate and physically separate from the wider area of the Other Protected Open Land to the rear, due to its siting along Doris Avenue and due to the difference in height between this site and the wider area which is at a considerably lower level.
- * The proposal is considered to comply with all other relevant policies, and it is considered, by applying the "tilted balance", that the benefits of the proposal clearly outweigh any harm.
- * On this basis, the proposal is assessed on its planning merits, and officers recommend approval.

Proposal

1. Permission is sought for the erection of 2no. detached dwellings. The dwellings would front Doris Avenue and would be sited on the south side of the road on a vacant plot of land. The proposed dwellings would be sited within plot 1 and plot 2 as labelled on the submitted site plan.
2. The proposed dwelling within plot 1 will be two storeys with a dormer and with a ridge height of 8.3 metres. The dwelling will have a width of 5.7 metres with a depth of 9 metres. This will create a ground floor living room and open plan kitchen and dining space. On the first floor will be three bedrooms and a bathroom and in the loft space will be the fourth bedroom with en-suite provided under the rear dormer. The dwelling will have a 121 sq. metre private amenity

area and an allocated bin storage area in the rear garden.

3. The proposed dwelling within plot 2 will be two stories with a ridge height of 7.2 metres. The dwelling will have a width of 8 metres with a depth of 5.8 metres. This will create a ground floor living room and open plan kitchen and dining space. On the first floor will be three bedrooms and a bathroom. The dwelling will have a 53 sq. metre private amenity area and an allocated bin storage area in the rear garden.
4. Both dwellings will feature a pitched roof with side facing gables. In addition to this will be a small pitched roof canopy over the entrance door and stone cills above and below the front elevation windows.
5. Proposed materials for both dwellings are as follows; smooth red facing brick, marley modern concrete roof tiles, stone cill and headers, black upvc fascias, soffits and gutters and white upvc windows and doors.
6. Both dwellings will feature a brick wall with painted wrought iron railings above with a total height of 1.3 metres along the front boundary and two car parking spaces each sited to the east of the site.
7. A new access would also be created from Doris Avenue, for the parking of four vehicles.

Site Characteristics

8. The application site is located within an area of "Other Protected Open Land". Doris Avenue is a street consisting of rows of red brick terraced properties. However, the land to the south of the site is separated by a cliff face and is at a much lower level than the application site. The application site is a 340 sq metre site and is the furthest east site on Doris Avenue and is sited directly next to an electric substation. There is a protected Hawthorn tree to the rear of Plot 1 and a protected Sycamore tree on the banking below plot 2.

Policy

9. The Development Plan

Core Strategy: P5 Accessibility and Transport, RA1 Inner Bolton, CG3 Built Environment, CG4 Compatible Uses, SC1 Housing, S1 Access and Appendix 3 - Parking Standards.

Allocations Plan

CG6AP – Other Protected Open Land

11. Other material considerations

National Planning Policy Framework (NPPF).

SPD General Design Principles

SPD Accessibility, Transport and Road Safety

Bolton's Authority Monitoring Report (AMR) (February 2020)

Housing Delivery Test Action Plan (August 2020)

Analysis

12. 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.

13. The main impacts of the proposal are:-

- * principle of development
- * impact on the character and appearance of the area
- * impact on residential amenity
- * impact on the highway
- * impact on land stability
- * other matters

Principle of development

14. The application site is allocated within Bolton's Allocations Plan as "Other Protected Open Land". Protected Open Land 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.

15. Policy CG6AP of Bolton's Allocations Plan 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:

- * 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
- * It forms part of, and is required for, the maintenance of an existing source of employment; or
- * The development requires a location outside the urban area, but is appropriate within the Green Belt, and providing it maintains the character and appearance of the countryside; or
- * The development would be appropriate within the Green Belt.

16. The proposed erection of two new dwellings on the application site does not fall within any of the four above categories within Allocations Plan Policy CG6AP. The proposed residential development of the site is therefore contrary to Bolton's Allocation Plan Policy CG6AP in that it represents inappropriate development of "Other Protected Open Land".

Do material considerations outweigh the harm caused to Bolton's development plan?

17. As discussed above, officers consider that the proposed residential development of the application site does not accord with Bolton's development plan (that is, the Core Strategy and the Allocations Plan). Section 38 of the Planning and Compulsory Purchase Act 2004 and section 70 of the Town and Country Planning Act 1990 requires applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. Conversely, applications which are not in accordance with development plan policies should be refused unless material considerations justify granting permission.

18. A material consideration of this application is however whether or not the Council can demonstrate a 5-year supply of deliverable housing sites. Where Councils cannot demonstrate a 5-year supply of deliverable housing sites, paragraph 11(d) of the NPPF is engaged (along with footnote 7) which requires consideration as to whether the most important policies relating to the determination of the application are out-of-date.

19. The Council cannot currently demonstrate a 5-year supply of deliverable housing sites (currently a 3.7 year supply: position at August 2020).

20. The most up-to-date published information on the Council's housing supply is contained within

Bolton's Authority Monitoring Report (AMR) 2018/2019 (the position at 1st April 2019) and Bolton's Housing Delivery Test (HDT) Action Plan (August 2020).

21. The application site is a vacant plot of land and is located within Other Protected Open Land. However, in this instance the application site is considered both visually separate and physically separate from the wider area of the Other Protected Open Land to the rear, due to its siting along Doris Avenue and due to the difference in height between this site and the wider area at a considerably lower level.
22. The proposed dwellings will be constructed along Doris Avenue and will develop a vacant plot of land. Due to being sited on Doris Avenue the proposed dwellings will be read in the street scene context of Doris Avenue and not the context of the wider area of the Other Protected Open Land. Further to this, there is a substantial difference in height between the application site and the land to the rear which comprises the wider area of the Other Protected Open Land, this stark difference in levels allows the proposed dwellings to be considered physically separate from the wide area and therefore based on these two points it is considered that the proposed dwellings are appropriately sited in their proposed location.
23. The area of Other Protected Open Land stretches across a vast area and is mainly undeveloped hills and open grass land, however within this area of Other Protected Open Land, there are examples of entire roads of dwellings, for example Oakenbottom Road and also there is Firwood Paints which comprises large industrial buildings, therefore it is noted that there are many examples of development within this area, and this is considered a material consideration in the determination of this application.
24. It is acknowledged that the Council is not able to demonstrate a 5-year supply of deliverable housing sites. This represents a housing shortfall. In this circumstance paragraph 11 of the NPPF indicates that the policies that are most important for determining the application should be regarded as out-of-date and that there is a 'tilted balance' in favour of granting permission. The proposed development of 2 dwellings to the housing undersupply/delivery position would be a positive albeit small social and economic contribution and therefore moderate weight can be given to this benefit.
25. The site is considered to be sustainably located by virtue of its close proximity to a number of bus routes and is within close distance of other amenities. The proposed dwellings would have road frontage, two off street parking spaces and adequate private amenity space at the rear. The proposed dwellings are considered to be appropriately designed with regards to the surrounding area.
26. Taking these factors into account and giving due weight to the fact that the siting, scale, and design of the proposed dwelling will 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, in accordance with the NPPF and Core Strategy policy SC1.

Impact on the Character and Appearance of the Area

27. Core Strategy policy CG3 seeks to ensure that development proposals contribute to good urban design, conserve and enhance local distinctiveness and have regard to the overall built character and landscape quality of the area. Furthermore, development should be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment.

28. Policy RA1.12 of the Core Strategy states "Ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing", in this instance it is considered that the proposal meets these requirements. Policy RA1.13 of the Core Strategy states "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." Due to the proposed siting of the dwellings, they will have matching building lines along the street scene and therefore are considered to meet these requirements.
29. The General Design Principles SPD states buildings that are well-designed contribute to the quality of the street scene and provide good living, working and social environments for their occupiers and the community within which they are located. The Council welcomes proposals for contemporary buildings which are of their age as long as they respect the streets and spaces within which they sit. It is considered that the proposed development of the vacant land will enhance the street scene and will respect the character and appearance of the locality.
30. Doris Avenue is characterised by red brick rows of terraced dwellings. Many of these properties feature extensions and alterations to the dwellings which have created a more varied appearance in the street scene.
31. It is noted that the applicant is proposing two detached dwellings on a road comprising of terraced dwellings, however as the site is the further east site on the road it is not considered that it is in a prominent location within the road and therefore detached dwellings are considered acceptable in this instance. In addition to this, the dwelling on plot 1 is separated from the neighbour at No.16 by an electric substation and therefore this clear visual gap creates a break in the street scene which would allow for the two detached dwellings to be sited within this road without appearing as prominent features.
32. The proposed dwellings would be brick built and would host a pitched roof with side gables and this is the common design along this road. Door and window openings are modest in size and of a similar design to neighbouring properties. Officers consider that the design, scale and material palette proposed are entirely in keeping with the character of the road and the surrounding area.
33. Officers recommend the use of conditions for material samples to be provided and agreed by the LPA prior to commencement of works above ground level.
34. The proposed front boundary treatment would be brick wall with steel railings above, this will respect the predominant boundary treatment style along the road.
35. Private amenity space would be in excess of 50 sq. metres for each plot and this is in accordance with the General Design Principles SPD.
36. Full access around the property is achieved and an area is identified on plan for bin storage to the rear.
37. The site is currently considered unsightly in the street scene as it is used for illegal fly tipping and therefore the proposed dwellings are considered a sustainable design that contribute to good urban design.
38. It is considered that the proposal will conserve and enhance local distinctiveness, which has regard to the overall built character and landscape quality of the area. The proposal is therefore considered to comply with Core Strategy policies CG3 and RA1.

Impact on Residential Amenity

39. Core Strategy policy CG4 seeks to ensure that 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.
40. There are no dwellings sited directly south of the site and therefore no impacts are anticipated here.
41. The dwelling on plot 1 will not project beyond the 45-degree line rule when assessed against the neighbour at No.16 and therefore the proposed dwelling is not considered to impact upon their outlook. In addition to this, the dwelling on plot 1 will be sited approximately 10m away from the neighbour at No.16 and this is considered a sufficient distance to avoid any overbearing impacts.
42. There will be no main room side elevation windows in the proposed dwellings and therefore no issues of undue overlooking are anticipated.
43. The existing front elevation to front elevation interface along the road is 16 metres and the proposed dwellings will match this existing interface distance and therefore they are considered acceptable in this instance.
44. Officers note that with regards to the internal layout of the proposed, each habitable room would be provided with a least one window that would provide an adequate level of light and outlook.
45. In terms of potential noise generation, it is not considered that the proposed new dwelling in this location is likely to result in any significant increase in noise generation. The new dwelling would be built to modern building regulations standards which includes noise attenuation within the fabric of the building.
46. It is considered that the proposed new house would not have detrimental impact on the living conditions of neighbouring residents and would comply with Core Strategy policy CG4 and guidance contained within General Design Principles SPD.

Impact on the Highway

47. Core Strategy policy P5 seeks to ensure that development is accessible by different types of transport, prioritising pedestrians, cyclists and public transport over the motorised vehicle. Appendix 3 provides guidance on parking standards.
48. The dwellings would each feature two off street parking spaces and Doris Avenue is able to accommodate any shortfall and therefore it is not considered that the proposal will have a detrimental impact upon parking.
49. The Council's Highway Engineers have been consulted and have raised no objection to the proposal. Highway Engineers recommend conditioning the off street parking provision to ensure it continues to remain available.
50. It is therefore considered that subject to condition, the proposal complies with policies S1 and P5 of the Core Strategy.

Impact on Land Stability

51. Policy CG4.3 of the Core Strategy states that development proposals on land that is (or is suspected to be) affected by contamination or ground stability must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the

land is, or is made, suitable for the proposed use.

52. A land stability report has been submitted by the applicant. This has been reviewed by an independent structural engineer, on behalf of the Council, who has found the proposal to be acceptable.
53. The Coal Authority has agreed with the recommendations of the Preliminary Risk Assessment (BEK-18499-1, January 2019) by bEk Enviro Limited; that in order to quantify the coal mining risks, intrusive site investigation works should be undertaken prior to development. The Coal Authority has therefore raised no objection to the proposed development, subject to a standard condition.
54. The Council's Pollution Control Officers have also raised no objections to the scheme, subject to further investigation into land contamination (to be secured via a condition).
55. It is therefore considered that the proposed development complies with Policy CG4.3 of the Core Strategy.

Other Matters

56. The Preliminary Ecological Appraisal (May 2019) is considered to provide sufficient guidance on the existing habitat quality and protection of native species. The proposed development would not cause any significant impact upon biodiversity of the area, if consent is granted.
57. The Council's Tree Officers raise no objection to the proposal.

Conclusion

58. It is considered that the proposed development would be in a highly sustainable location and would contribute positively to housing numbers within Bolton without having a significant impact on the character and appearance of the area, the amenity of neighbours or future residents and the highway network. Members are therefore recommended to approve this application, subject to conditions.

Representation and Consultation Annex

Representations

Letters:- 3 objections received on the following basis –

- * Concerns over disturbances from excavations and pilling (Officer comment – some disturbance during the construction period is inevitable and therefore can only be given limited planning weight in this instance)
- * Concerns over subsidence (Officer comment – see analysis above)
- * Concerns over access into the road for large vehicles if cars are parked on both sides of the road (Officer comment – this would be a matter for the applicant during the construction period)
- * Impacts upon parking on the street (Officer comment – see analysis above)
- * Overlooking issues (Officer comment – see analysis above)
- * Loss of light (Officer comment – see analysis above)
- * Dwellings not in keeping (Officer comment – see analysis above)

1 letter of support on the following basis –

- * Development will enhance the area

Consultations

Advice was sought from the following consultees: The Council's Highways Engineers, Drainage Engineers, The Coal Authority, Trees and Woodland Manager, Pollution Control Unit, Greenspaces and United Utilities.

Planning History

05039/18 – Erection of 2no. residential detached dwellings – Withdrawn by the applicant January 2019.

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 full details of the highway works at Doris Avenue comprising the implementation of a vehicle access crossing (VAC) onto Doris Street to facilitate access to the parking provision indicated on the submitted site plan and the repair/reinstatement of footway surfaces arising from the construction phases of development 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 in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

Reason for Pre-commencement Condition

The completion of the highway works are necessary before the new access into the site is in use.

3. 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.

Reason for pre-commencement condition:

Any works on site could affect contamination which may be present and hinder the effective remediation of any contamination causing a risk to the health of future occupiers and harm to the environment, hence the initial investigation must be carried out prior to the commencement of any works on site.

4. 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 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).

Reason

To protect the health and appearance of the tree(s) and in order to comply with Bolton's Core Strategy policies CG1 and CG3

Reason for Pre-Commencement Condition:

Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the tree(s) during the construction phase.

5. 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

To safeguard the visual appearance and or character of the area and in order to comply with Core Strategy policies CG3 and CG4.

6. Prior to the commencement of development:

- * The undertaking of the scheme of intrusive site investigations, designed by a competent person and adequate to properly assess the ground conditions on the site and establish the risks posed to the development by past coal mining activity;
- * The submission of a report of findings arising from the intrusive site investigations and any remedial works and/or mitigation measures considered necessary;
- * Implementation of the remedial works and/or mitigation measures.

Reason:

The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework.

Reason for pre-commencement condition:

The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary.

7. 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 its implementation. The scheme shall be carried out as approved. 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.

Reason

To ensure the safe development of the site and eradication of an invasive species.

Reason for pre-commencement condition

A scheme for the eradication of Himalayan balsam must be understood prior to works commencing on site as it could affect how works are planned and carried out.

8. 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 in order to comply with Core Strategy policy CG4.

9. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. 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.

10. Prior to the occupation of the dwelling houses hereby permitted provision shall be made for the parking of motor vehicles in the area identified for that purpose on the approved plan. The area 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), 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 in order to comply with Bolton's Core Strategy policies S1, P5 and Appendix 3.

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

Location and Site Plan 01 - REV B - 21-05-2019

Plot 1 - 02 - 21-5-2019

Plot 2 - 03 - 21-05-2019

Proposed street scene and site section - 04 - 21-05-2019

Reason

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

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C	08-11-19	Change to building line
B	23-08-19	Tree Details added
A	22-08-19	Tree Details added

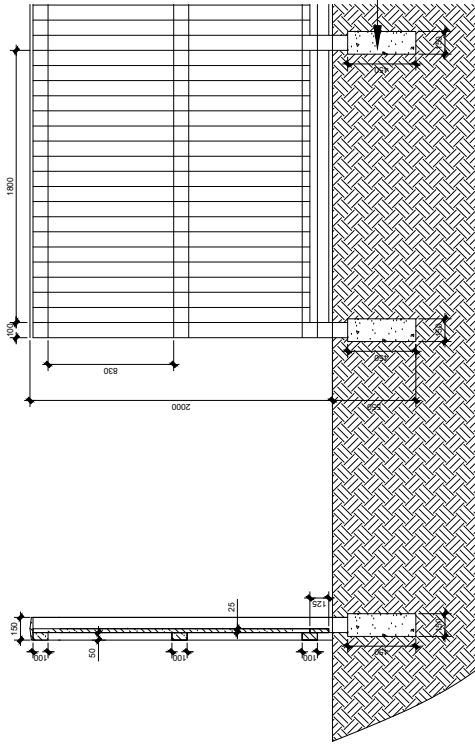
Rev	Date	Description
Issued For : INFORMATION PURPOSES ONLY		

Client
Mr Anthony Brooks

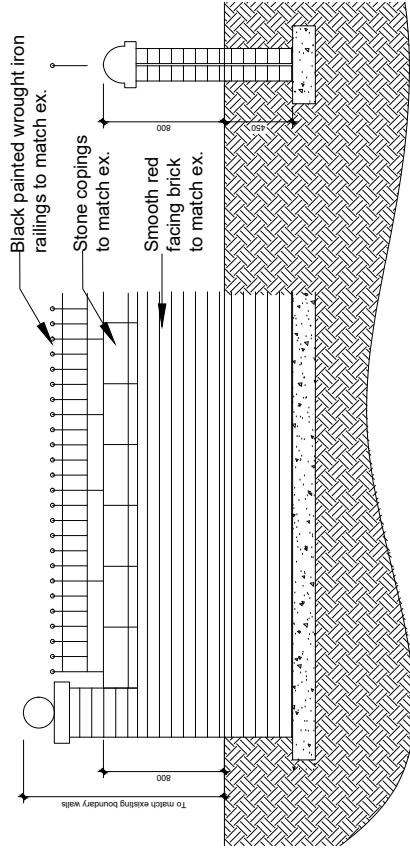
Project
Land off Doris Avenue,
Bolton

Scheme - Drawing Title
Location & Site Plan

Project No. **01** Drawing No. **C** Date **21-05-2019** Scale **As Noted @ A**



Timber Fence Elevation 1:50



**Proposed Boundary Wall
Elevation 1:50**

DO NOT SCALE FROM THIS DRAWING.
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or material production. The originator should be notified immediately of any discrepancy.



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- Building Specification:
- Smooth red facing brick to match existing

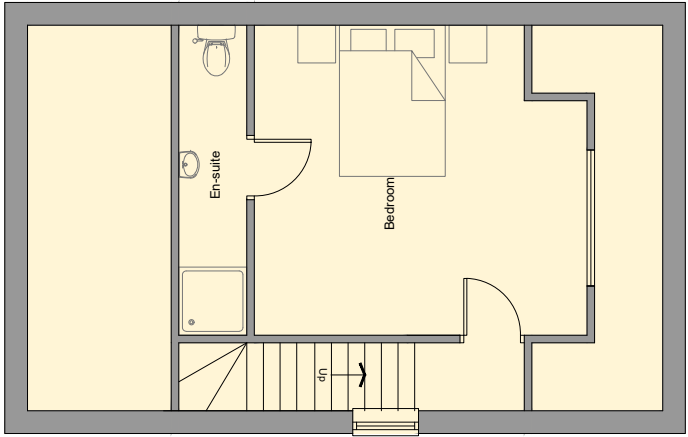
-Marley modern concrete roof tiles to match existing

-Stone sill and headers to match existing.

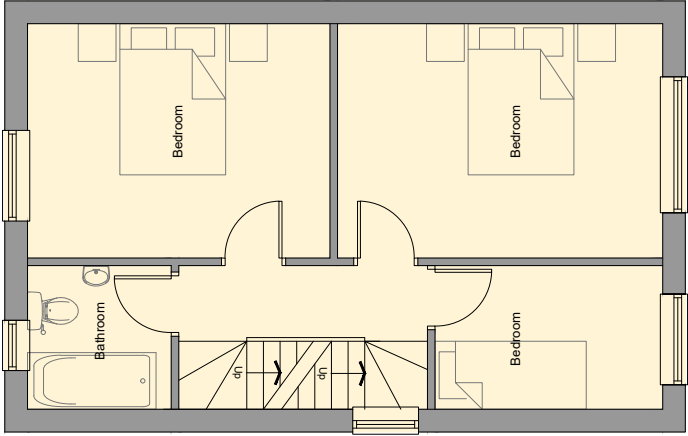
-Black upvc fascias, soffits and gutters to match existing

-White upvc windows and doors to match existing

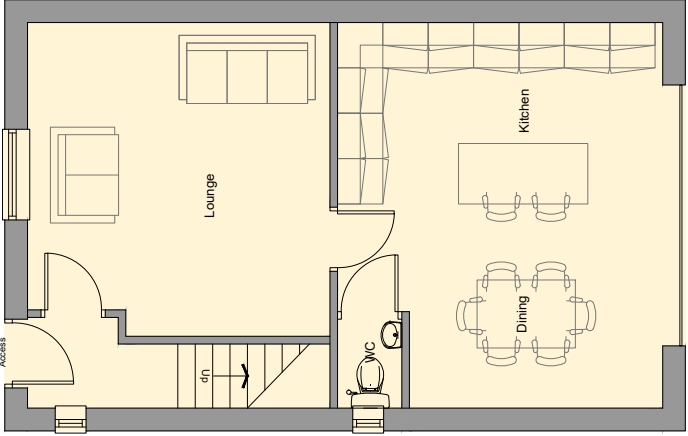
Rev.	Date	Description
Issued For : INFORMATION PURPOSES ONLY		
Client		
Mr Anthony Brooks		
Project		
Land off Doris Avenue, Bolton		
Scheme - Drawing Title		
Plot 1		
-/-	02	-
Project No.	Drawing No.	Revision
Date		21-05-2019
Scale		1:100 @A3



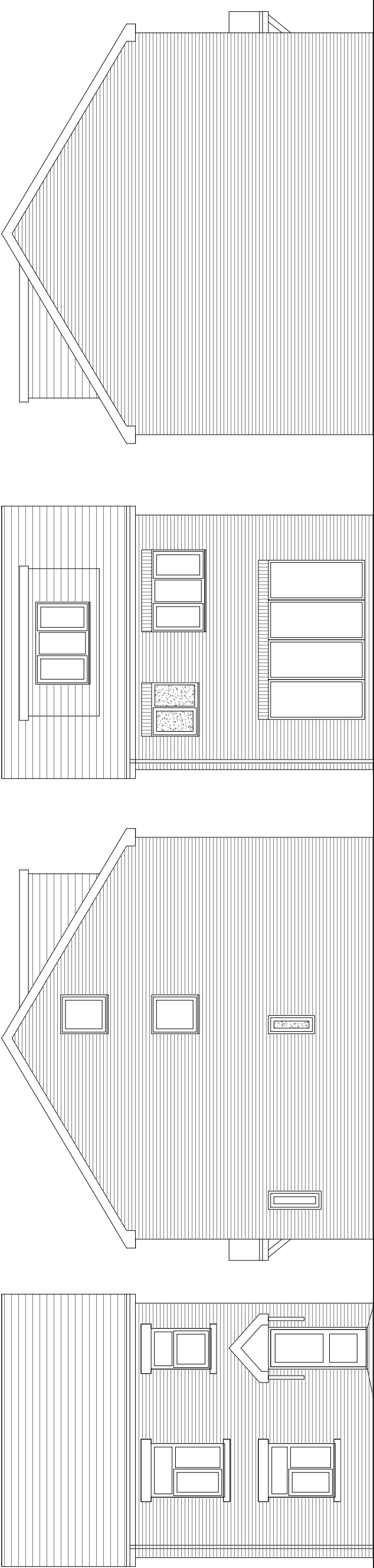
Proposed 2F Plan - Plot 1



Proposed FF Plan - Plot 1



Proposed GF Plan - Plot 1



Proposed Front Elevation Proposed Side Elevation Proposed Rear Elevation Proposed Side Elevation

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- Building Specification:
- Smooth red facing brick to match existing

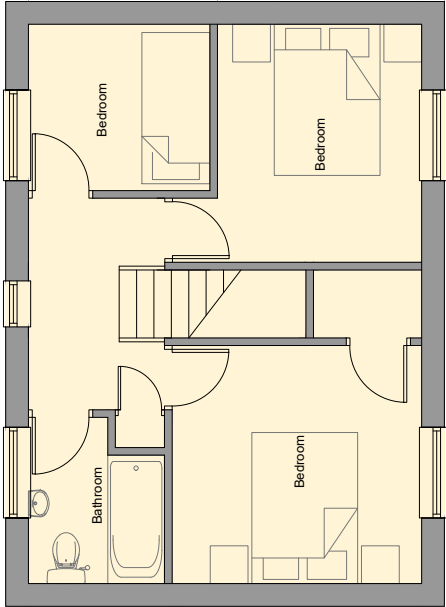
-Marley modern concrete roof tiles to match existing

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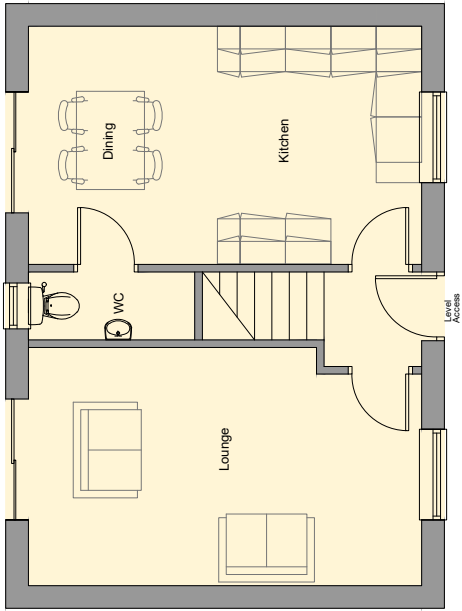
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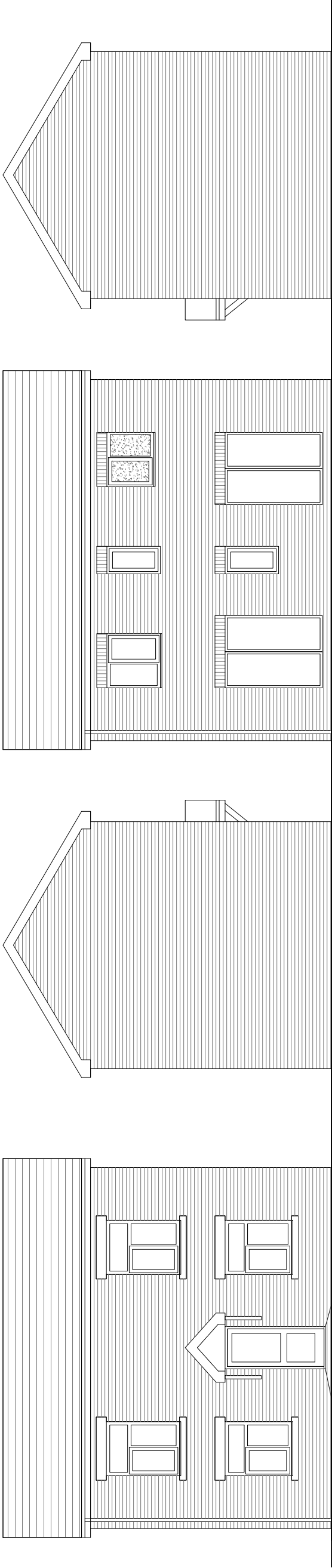
Rev.	Date	Description
Issued For : INFORMATION PURPOSES ONLY		
Client		
Mr Anthony Brooks		
Project		
Land off Doris Avenue, Bolton		
Scheme - Drawing Title		
Plot 2		
-/-	03	-
Project No.	Drawing No.	Revision
		Date 21-05-2019
		Scale 1:100 @A3



Proposed FF Plan - Plot 2



Proposed GF Plan - Plot 2

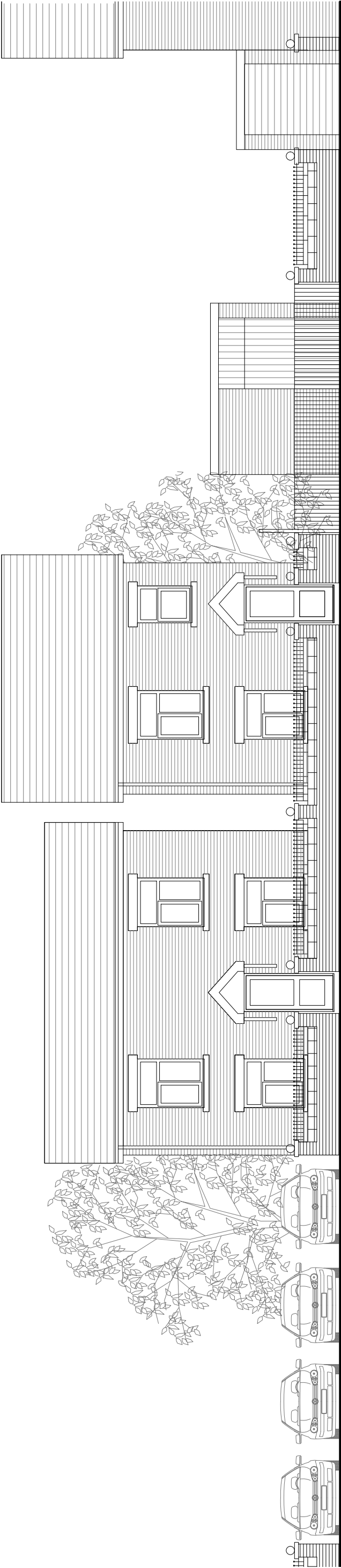


Proposed Front Elevation

Proposed Side Elevation

Proposed Rear Elevation

Proposed Side Elevation

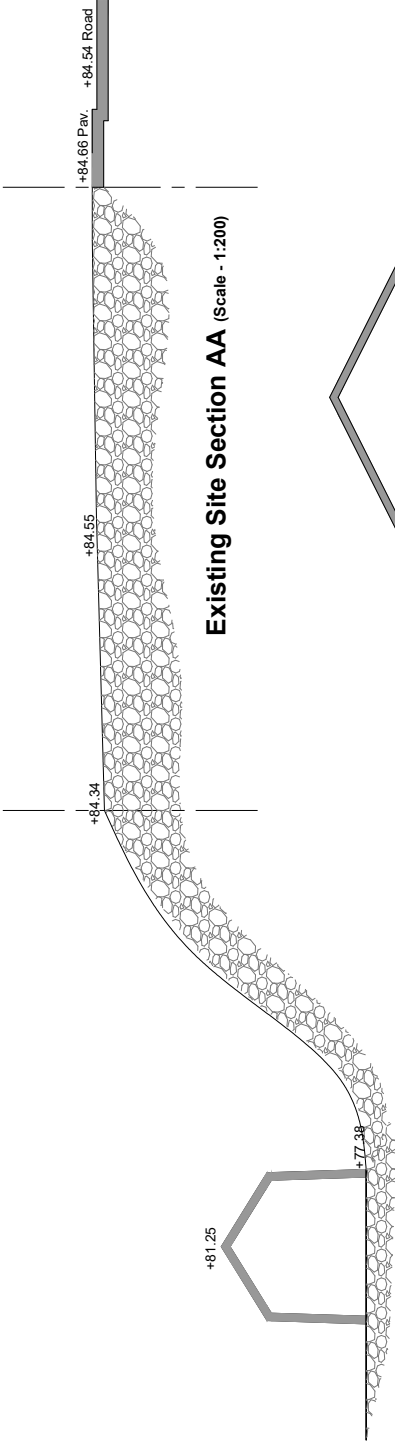


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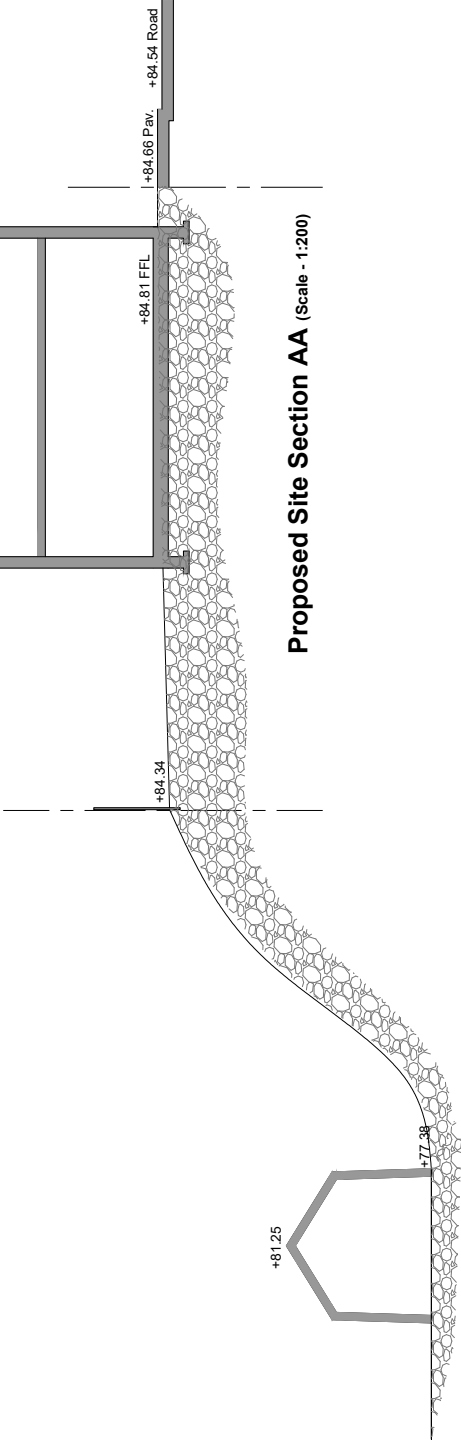
Plot 1

Plot 2

Proposed Street Scene (Scale - 1:100)



Existing Site Section AA (Scale - 1:200)



Proposed Site Section AA (Scale - 1:200)

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A		08-11-19	Site Levels added
Rev	Date	Description	
Issued For : INFORMATION PURPOSES ONLY			
Client			
Mr Anthony Brooks			
Project			
Land off Doris Avenue, Bolton			
Scheme - Drawing Title			
Proposed Street Scene & Site Section			
-/-	04	A	Date 21-05-2019
Project No.	Drawing No.	Revision	Scale @A3