

PLANNING COMMITTEE
Schedule of Supplementary Information

11th November 2021

**Members are advised of the enclosed information that was either
received or requested after the production of the planning applications report**

**Bolton
Council**

10044/20

Ward	Location
SMIT	LAND AT GRIZEDALE CLOSE, BOLTON, BL1 5QX

One additional letter of objection has been received, bringing the number of objection letters to 82.

Six further objections have been received following the publication of the Officer's report, from addresses/residents who have already objected to the proposal.

Additional concerns raised (not already reported in the Officer's report) include:

- Officers should have also considered the impact of the proposed apartment building on the wider area, e.g. Moss Bank Park, the local cricket club and adjacent recreational field, and St Peters Church, as all of these are just about visible from Grizedale Close

Officer comment: there would only be distant and/or glimpsed views of the development from these named areas and the development is not considered to be of a scale that would require such a wider visual assessment

- The ground level differences will result in the apartment building being relative to a 5 storey building in comparison with the bungalows on Grizedale Close

Officer comment: the proposed and existing cross-section plans included at pages 37 to 39 of the Officer's report provide illustrative drawings of how the proposed apartment building (and proposed houses) would sit within the site compared to neighbouring dwellings. The apartment building is at a lower proposed finished floor level than 3 Grizedale Close, but as Grizedale Close slopes up to the north 7 Grizedale Close will be at a lower ground level than the finished floor level of the apartment building. However, 7 Grizedale Close is not sited directly to the front of the apartment building (it is sited behind the houses at plots 1 and 2) and will be some 52 metres away. The officer's analysis of the visual relationship between the apartment building and the bungalows on Grizedale Close is provided at paragraph 26 of the officer's report

- The development is not 'backland' development as it is visible from surrounding streets

Officer comment: the definition of backland development is explained at paragraph 10 of the Officer's report

- There are errors/inaccuracies in the biodiversity net gain assessment. The objector has emailed GMEU asking them to review their consultation response to the case officer

Officer comment: GMEU has not amended their consultation response

- The water vole survey is still outstanding

Officer comment: this is addressed within paragraph 60 of the officer's report

- How can the proposal be recommended for approval before Planning Committee have heard the objections of local residents?

Officer comment: all proposed developments/ applications need to be reported to Committee with an officer's recommendation

- Upset that no-one from the Planning Committee has undertaken a site visit

Officer comment: current Council guidance is that Committee Members should not attend site visits as a group

- The Environment Bill became the Environment Act on 9th November, meaning a minimum of 10% biodiversity net gain is now a legal requirement

Officer comment: it is correct that the Bill become an Act on the 9th, however the 10% biodiversity net gain requirement does not become a mandatory requirement for new development until sometime in 2023, following a necessary amendment to the Town and Country Planning Act to include this. Current planning policy therefore remains that new development should provide net gains for biodiversity, without setting a minimum target percentage

For information purposes only - as the issue of covenants are not a material planning consideration - Members are advised that part of the application site (the southern 'triangle') was sold by the Council to the owner of Sommerville Bungalow prior to the submission of the planning application. This sale had a land use restriction on the land, that it was for residential use only. The agreement remains in full force until agreement is reached to relax the restriction, which will be subject to Contract and formal Council approval and would require a commercial land value fee to be paid by the applicant. Any agreement will have to be processed through Council land disposal procedures. The applicant is aware of this and acknowledges the Council's position as landowner and has agreed that they will address the fee should planning permission be granted.

12097/21	
Ward	Location
HALL	MOOR LANE BUS STATION, MOOR LANE, BOLTON

Additional Representations

Market Traders

A letter of support has been received from the Chair of the Trader's Association at Bolton Market.

The letter states that "because the creation of new housing is closely linked to consumer spending, it will likely mean that new residents will use local businesses, shop and services – which can only benefit the market traders going forward. These developments, along with other town centre housing developments and lots of footpath improvements to increase pedestrian access around the surrounding market area (presented at a meeting on 28th October) will assist in providing the right links into the rest of the town centre – providing lots of green spaces for town centre workers and residents to take breaks and create additional footfall and dwell time in and around the market. This has the potential to make the market and the businesses within it, more sustainable for the future"

Councillor Zaman

Councillor Zaman, one of the Ward Members for this ward (Halliwell), has objected to the proposed layout of the one-way access route through the site from Blackhorse Street to Moor Lane, on the basis that this could be used as a rat run to the detriment of pedestrian safety. His proposed solution is for there to be no access to the site from Blackhorse Street and for the Moor Lane access to become two-way between Moor Lane and the two rear parking areas for the two groups of townhouses in order to make the road safer for pedestrians.

The Applicant has considered this objection but is of the view that the one-way route proposed is more conducive to pedestrian safety and to good urban design. By designing a two-way street, they would have to significantly widen the carriageway from its current narrow one-way design and this would impact on the landscape design, would reduce the public realm improvement areas and in turn reduce the biodiversity net gain. In terms of good design the pedestrian safety and use of the scheme has been put at the forefront. Furthermore, if the road network is considered as a "H" configuration – with the road through the site as the bar of the "H" and Blackhorse Street and Moor Lane forming the two sides of the "H", ending at their junctions with Deansgate and Ormrod Street, then "ratrunning" through the site is considered to be of very limited benefit to drivers. They would have to wait to emerge into moving traffic at Moor Lane and would still have to negotiate the signal-controlled junctions at Moor Lane in any case.

Officers consider that there would be limited benefit for non-resident drivers making use of the new road between Blackhorse Street and Moor Lane as whilst it would result in them avoiding the signal-controlled junctions at Moor Lane / Deansgate / Spa Road / Marsden Road they would still need to negotiate the junction at Moor Lane / Ormrod Street. Hanover Street and Gas Street on the opposite side of Moor Lane do not lead anywhere as they form, in effect, a loop. Furthermore, traffic levels on Blackhorse Street and Deansgate to the east are relatively low (other than buses) due to Knowsley Street being limited to buses only. It is also considered that widening the carriageway of the new road would be to the detriment of pedestrian priority. The road has been purposefully designed in terms of its narrowness, surfacing and layout to de-prioritise vehicles and was a specific request of the second Places Matter (RIBA NW) design review panel who wished to this be narrowed to a "human scale" as far as possible.

Should Members take a different view on this point, the detailed design of the new road through the site together with any Orders necessary to regulate its use are both subject to a condition and could reasonably be resolved at this stage.

Members of Bolton & District Civic Trust

A letter of objection has been received from an additional member of Bolton & District Civic Trust. The grounds of objection can be summarised as being:-

- The proposal does not deliver on the proud traditions of Bolton Town Hall and Le Mans Crescent as it does not conform with the character and appearance of the area by way of its massing, orientation and finish.

Officer's note:- for the reasons set out in the sections relating to the impact on the character, appearance and heritage assets of the area, Officers conclude that the proposal would comply with the relevant national and local planning policies.

- The proposed four-storey block would introduce a strong asymmetry to the rear of Le Mans Crescent and streetscape.

Officer's note:- whilst the proposed block to the south of Cheadle Square would of course create asymmetry as it does not propose any development to the north of Cheadle Square, the Town Centre Framework strongly encourages appropriate development on the northern side of Cheadle Square to complete this enclosure. It is not necessary for the current proposal to complete both sides of Cheadle Square at the same time - a temporary period of asymmetry is not considered to be a reason why the development should be resisted.

- The juxtaposition of the block's façade and the Crescent's portal façade element is severely detrimental to vistas of the Crescent's Portal façade, as evidenced by the faithful representation of this, undertaken by Bolton and District Civic Trust. This is based on topographic and actual Crescent elevation surveys, not by computer generated images.

Officer's note:- in response to the Trust's representation of this, the Applicant has provided a new image which seeks to accurately represent the view east towards Le Mans Crescent. The image is accompanied by a five-page document describing the methodology used to generate the image, which appears to Officers to be entirely sound. The image shows that the impact on the portals of Le Mans Crescent would be acceptable and much less than as sought to be demonstrated by the Trust.

- The alignment envisaged was never considered appropriate by the Town Hall Area Conservation Plan, which appropriately suggests a set-back alignment to preserve the vista of the portal façade.

Officer's note:- no reference to a set-back alignment can be found with the Town Hall Conservation Area Appraisal. What it does in fact say is that "either side [of Cheadle Square] are areas of unenclosed open space used as car parks or covered with grass; these spaces are poorly defined, with scattered 20th century buildings on the edges. . As the urban grain is fragmented here, this area would benefit from appropriate new development, whilst protecting Cheadle Square" and that "the openness of the land west of Le Mans Crescent means that framed views of the civic building are lacking.". The proposal is considered to directly address these existing negative aspects by providing better enclosure to Cheadle Square whilst avoiding building within it.

- Nor is it appropriate here to shift the building finish from stone to brick. It has been suggested that this avoids 'pastiche' but it demeans the whole setting. The Council houses near Hall i' th' Wood are a good example of the use of appropriate materials within a heritage setting.

Officer's note:- paragraph 8.5 of the Town Hall Conservation Area Appraisal considers brick to be an acceptable material within the Town Hall Conservation Area. Officers also note the way that the bricks of the regenerated Octagon Theatre successfully integrate within the Town Hall Conservation Area and with Le Mans Crescent directly opposite. No objection to the proposed use of brick was raised by the RIBA NW Design Review Panel, by the Council's Conservation and Design Officer or by Historic England

Formal Objection from Bolton & District Civic Trust

The full and formal objection of Bolton & District Civic Trust was received on Tuesday afternoon and, in the interests of fairness, is appended in full within this document. Officers consider that the majority of issues raised within the objection have been properly addressed within the main body of the Officer's report, within the representations section where the issues raised by the Trust's alternative scheme are responded to or in the responses made to issues raised by the three other members of the Trust, with the exception of the issues below:-

- Bolton & District Civic Trust were not sufficiently involved in the development of the proposals

Officer's note:- national policy encourages engagement with members of the public prior to the submission of planning applications, but it is not mandatory. Nevertheless, the Applicant presented the proposals to the Trust prior to the submission of the application, received their feedback and took it into account. The Trust, together with three of its members individually, have made detailed representations to the Council which are summarised in the Officer's report and within this document

- The Council's Design Brief is either absent or inadequate.

Officer's note:- a typical design brief sets out a client's (developer's) requirements for a particular site and can be considered as instructions for an architect. Bolton Council is neither the developer nor the architect here - it is the landowner and the local planning authority. Government guidance in the form of "Planning and Development Briefs: A Guide to Better Practice" encourages local planning authorities to develop specific planning briefs for sites and notes that they "may be required if the development plan and any existing supplementary planning guidance do not cover adequately site-specific issues which need to be addressed prior to the submission of a planning application".

This is not the case in this instance. The development plan is clear in its requirement that new development must conserve and enhance local distinctiveness, have regard to the overall built character and landscape quality of the area be compatible with the surrounding area in terms of scale, massing, grain, form, architecture, local materials and landscape treatment and conserve and enhance the heritage significance of heritage assets and area. Further guidance to inform the design of a particular proposal is contained within the Building Bolton SPD, the Town Hall Conservation Area Appraisal and the Town Centre Framework. Further prescription in the form of a planning brief is not considered to be necessary - the existing policy context is considered to be sufficient and the Officer's report considers the proposal in relation to this policy context, as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004.

That said, a Design Brief was published in mid-2018 but it can only be given very limited weight in the determination of this application as it was not adopted as policy guidance.

- Insufficient space would be provided for child play space

Officer's note:- each of the townhouses would be provided with 23 square metres of private external amenity space split between the second floor outdoor terrace and the rear ground floor amenity area. This is a town centre location and expecting the typical layout of a new suburban housing estate would be unreasonable and would be contrary to the NPPF's encouragement to make efficient use of land in sustainable locations such as this. However, it is intended that, should car ownership fall in future, will be surfaced in such a way as to

permit its use for other purposes. Furthermore, Officers note the facility for children's play a short walk away where Ashburner Street meets Howell Croft South (outside Lever Chambers) and the excellent provision for play and exercise at Queens Park.

- There is no significant themed connectivity via materials compatible with the Civic Centre, its texture & streetscape furniture and is insufficient signposting and pedestrian linkages between Le Mans Crescent and Bolton Market.

Officer's note:- the full details of the public realm improvements, whilst indicated within the submission, are subject to a condition and there is the potential that this could include signposting. It is also noted that the proposals have the full support of the Chair of the Trader's Association at Bolton Market.

- Insufficient regard has been had for multi-functional green space

Officer's note:- the proposals include far more landscaping and public realm than currently exists at the site

- The block proposed to the south of Cheadle Square would result in an inappropriate dominating mass in close proximity to the Cheadle Square public realm is inappropriate, undermining its value as a sanctuary from heat stress during heatwaves.

Officer's note: the Trust's position on this is noted; however, it is considered that greater weight should be given to the need to provide a greater sense of enclosure to Cheadle Square and to better frame the views east towards Cheadle Square.

- The square's compartmentalized design is less than an ideal public space for women's security after dusk.

Officer's note:- the proposals have been considered in detail by Greater Manchester Police's Design For Security team via their 18-page Crime Impact Statement and were found to be acceptable.

- CGI images provided in the submission depict Bolton as if it were located on a Mediterranean latitude in late afternoon. As a result, its illustration is deceptive.

Officer's note:- it is considered that Members are entirely capable of picturing the proposed buildings within Bolton's typical climate.

- There is too much hard-surfacing within the proposed landscaping and public realm areas.

Officer's note:- these areas need to perform the both the function of pedestrian transit whilst enhancing the setting of the proposed new buildings and are considered to strike an acceptable balance between the two different objectives

- The impact on the portals in the rear elevation of Le Mans Crescent is unacceptable

Officer's note:- it is considered that this issue is addressed within the report and within the "Revised CGI Images" section below

- The proposals show an over provision of parking

Officer's note - whilst one space per dwelling has been provided for each of the townhouses, the provision across the site is actually around 52 spaces for 208 dwellings, or 1 space per 4 dwellings

Revised CGI Images

Additional images have been provided by the Applicant and these are appended to this document. One of the images, the view east towards Le Mans Crescent, has been provided in response to an image circulated by Bolton & District Civic Trust which sought to challenge the images provided by Buttress in the Heritage Assessment and to demonstrate that the block proposed to the south of Cheadle Square would impact unacceptably on important views of the portals on the rear of Le Mans Crescent.

Officers consider that the image provided by the Applicant demonstrates that this would not in fact be the case and also note that the image is accompanied by a five-page document describing the methodology used to generate the image, which appears to Officers to be entirely sound. The image was created by an Architectural Visualiser with 25 years of experience working in the industry – an original photo was taken from the east end of Cheadle Square car park, directly in front of the central recycling bin, looking west and centrally towards the Crescent archway, aligned with the clock tower. The photo was taken on a Canon EOS 700D with a 10mm focal length and was then taken into a 3D modelling program and set as the image background. The 3D context model is then added to the scene and a CGI camera matching the location and properties of the real world placed in alignment with the original photo. The camera is then aligned by eye, matching the context model with the background. In this case, there are very definitive markers with the archway and clock tower. A walking couple was added to the scene to the right, showing that the scale of the virtual people matches that of the couple in the original photo. The building model is then added to the scene the image is textured, lit, and rendered out to match the existing photo, before being photoshopped into the scene to create a very accurate representation of the proposed development in the photo, matching camera settings and location.

Given the detailed methodology, Officers take the view that the more accurate view is likely to be the one provided by the Applicant; however, ultimately, this is not considered to be an issue of key importance. Irrespective of which view is the most accurate, people experience different views as they move through any townscape and views of the rectangular portal will emerge as one moves closer to the Crescent. Furthermore, from the point of view of the perspective of someone standing at the point that either image is taken from, views of the rectangular portal and its decorative features above will still be available by moving a few paces to the left.

Outstanding Matters from the Officer's Report

Pollution Control and Flood Risk colleagues confirm the acceptability of the submitted information in terms of matters within their remit, subject to further details required by the suggested conditions.

Minor Changes to Conditions

Following discussions with the Applicant's team, minor changes to the wording of conditions have been made, as set out below.

3 Archaeological Impact

Modified to allow the demolition at 52-60 Ashburner Street to take place prior to the submission of the Written Scheme of Investigation into any potential heritage assets below ground. Greater Manchester Archaeological Advisory Service confirm their acceptance of this.

5 Tree Protection Measures

Simplified to allow the tree fencing measures to be included within the Arboricultural Method Statement and for evidence of tree protection measures to be provided via emailed photographs rather than 14 days written notice. T3, a street tree (Rowan) in the pavement at Cheadle Square, is now proposed to be removed as it could impact on the construction of the block at Queen Street / Cheadle Square and is also inconsistent with the proposed public realm and landscaping works proposed for this area. The Council's Tree & Woodland Manager confirms their acceptance of the above.

10 Highways Works

Modified to limit the highways improvement to those shown on the approved drawings

20 Approved Plans

Approved plans condition updated to the latest plans including newest CGI images and the updated landscaping plan showing a fence between the new east-west route and the Court site

Minor typos have also been corrected.



FOR ILLUSTRATIVE PURPOSES ONLY



FOR ILLUSTRATIVE PURPOSES ONLY

1 Commencement

The development hereby permitted shall be begun before the expiration of **two** 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. A shorter period than the default three years is imposed, as permitted by paragraph 76 of the National Planning Policy Framework and as required by Bolton's Housing Delivery Test Action Plan (August 2019).

2 Surface Water - Detailed Design - Pre-commencement

Prior to the commencement of any development other than demolition, full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. 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 Archaeology - Prior To Commencement

No development (other than the demolition of 52-60 Ashburner Street but not including any works below ground) shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority.

The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, targeted excavation (subject to an updated WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

All archaeological work should be undertaken by a suitably qualified and experienced archaeological contractor, funded by the applicant. GMAAS will approve the WSI and also monitor the archaeological works on behalf of Bolton Council.

Reason

In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

Reason for Pre-commencement Condition - it would not be possible to record any evidence once works had commenced.

4 Construction Environmental Management Plan

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

Amenity & Pollution

- a) an intrusive pre-demolition asbestos survey in accordance with HSG264 and a mitigation plan for the demolition phase
- b) Hours of work and of deliveries / removal of demolition waste
- c) Measures for the suppression of noise and fugitive dust
- d) Proposals to minimise the impact on the reasonable activities of surrounding properties including, but not limited to, Bolton Market, Bolton Courts, the Job Centre and the residents of Paderborn Court

Highways

- e) 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
- f) Routes for vehicles / heavy machinery and around the site including swept path analysis
- g) 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
- h) Parking of vehicles associated with demolition construction, deliveries, site personnel, operatives and visitors,
- i) Sheeting over of construction vehicles.
- j) Proposals to minimise the impact on the free flow of pedestrian and vehicular traffic on Blackhorse Street, Moor Lane, Ashburner Street and other nearby highways

General

- k) Display of an emergency contact number
- l) Location, removal and recycling of waste
- m) Evidence of the consideration of the adoption of an appropriate standard such as CLOCS or Considerate Constructors

The development shall then be carried out in accordance with the approved CEMP.

Reason

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

Reason For Pre-commencement Condition

It would not be possible to properly mitigate the impacts of demolition or construction once each phase had commenced.

5 Trees - Prior to Commencement (Other Than Demolition)

No development (other than demolition) or stripping of soil shall commence until an Arboricultural Method Statement including a tree protection strategy and details and locations of protective fencing for trees to be retained has been submitted to and approved in writing by the Local Planning Authority and evidence that the protective measures suggested by the Arboricultural Method Statement have been implemented in full has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Arboricultural Method Statement and such measures as are approved and implemented at the site shall be retained in place during the whole of the construction phase.

Reason

To protect the health and appearance of the trees.

Reason for Pre-commencement condition - it would not be possible to protect trees shown for retention once development had commenced

6 Sustainability and Air Quality Measures - Prior To Construction Phase

Prior to the commencement of any above ground works (other than site hoarding, signboards, compound, demolition, vegetation strip and stripping / crushing of tarmac), details of how the development shall reduce CO2 emissions of predicted energy use of the development by at least 10% below the baseline of

Building Regulations Part L standards (taking into account the recommendations of the submitted Energy Strategy Report dated 2nd August 2021 v2.1 by Ridge) shall be submitted to and approved in writing by the local planning. The details shall also demonstrate that the releases associated with any gas-fired boilers shall not exceed 40mgNOx/kWh. The development shall be completed in accordance with the approved details and all such measures retained in full thereafter.

Reason

In the interests of tackling climate change and in order to comply with policies CG2.2 and CG4 of Bolton's Core Strategy and the Sustainable Design and Construction SPD.

7 Biodiversity Net Gain - Post-demolition, Prior To Above Ground Works

No above ground works (other than site hoarding, signboards, compound, demolition, vegetation strip and stripping / crushing of tarmac) shall commence until details of proposed improvements to urban biodiversity at the site have been submitted to and approved by the Local Planning Authority. The proposed improvements shall take account of the recommendations of Section 6 of the Preliminary Ecological Appraisal Report (Reference: 80-565-R1-2, August 2021, E3P) and the Biodiversity Metric Report (Reference: 80-565-R3-1, August 2021, E3P) and include the consideration of bat or swift boxes incorporated within the external fabric of the buildings, where appropriate. Such details as are agreed shall be implemented in full prior to the development first being brought into use and retained in full thereafter.

Reason

In accordance with Policy CG1.2 of Bolton's Core Strategy and in order to implement the net gains for biodiversity required by Paragraphs 174 and 180 of the National Planning Policy Framework.

8 Secured By Design Accreditation - Prior To First Occupation

No dwelling shall be occupied unless and until evidence that the development has been built in accordance with the recommendations contained within section 3.3 of submitted Crime Impact Statement dated 31/08/2021, ref: 2021/0293/CIS/01 Version C and evidence of a Secured By Design accreditation has been submitted to and approved by the Local Planning Authority. Such measures as are incorporated within the development in the interests of crime reduction shall be retained in full thereafter.

Reason

In the interests of crime reduction and Policies CG3 and S1 of Bolton's Core Strategy.

9 Materials and Other Details - Prior To Construction Phase

Notwithstanding any description of materials in the application no above ground construction works shall take place until details of the following 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.

- Samples of all external materials including sample panels of brickwork to show mortar colour and brick detailing.
- Cross sections drawings at 1:50 scale through the facades of new buildings to show detail and depth of reveals and parapet treatment.
- Detail specification of windows, balconies and doors.
- Details of boundary treatments to include elevations, and sections.
- Details of external lighting and siting.
- Samples/ details of hard surfacing materials.
- Details of shopfronts and signage.

Reason

To ensure the development reflects local distinctiveness and to comply with policies CG3 and TC11 of Bolton's Core Strategy.

10 Public Realm & Landscape - Detail Design and Management - Prior to Construction Phase, Delivered Prior To First Occupation

Prior to the commencement of any above ground works (other than site hoarding, signboards, compound, demolition, vegetation strip and stripping / crushing of tarmac) or in accordance with any phasing plan agreed in writing by the Local Planning Authority, a detailed Landscape Delivery & Management Scheme to cover all landscaped areas including associated public realm improvements shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include, but not be limited to, matters of:

- Details of materials and finishes to hard surfaces in public and publicly accessible areas;

- Detail of trees and shrubs to be planted / green infrastructure;
- Details and materials of walls, fences, boundary treatments;
- Details of proposed lighting structures;
- Details of proposed seating, bollards, bins, cycle racks, grilles and other street furniture; and
- Details of public realm improvements to internal and surrounding highways
- Details of the applicant's proposals for the future maintenance of the landscape areas in the form of a Delivery & Management Statement

The scheme shall be consistent with the documents listed below:-

Landscape Masterplan – P20274-00-001-GIL-0100 Rev 03

Vegetation Loss – P20274-00-001-GIL-0400 Rev 01

Planting Strategy – P20274-00-001-GIL-0401 Rev 01

Landscape Statement – P20692-00-001-701-00 dated August 2021

Such details as are approved shall be implemented in full prior to any part of the development being brought into use or in accordance with any phasing plan agreed in writing by the Local Planning Authority and retained thereafter. All new planting shall be carried out during the planting season October/March inclusive, in accordance with the appropriate British Standard BS4428:1989, (as amended, revoked or re-enacted), immediately following start of works, unless otherwise agreed in writing by the Local Planning Authority. Any plants or trees found damaged, dead or dying in the first five years are to be duly replaced and the scheme thereafter retained.

Reason

To ensure the provision of an acceptable standard of public realm and landscaping in accordance with Policies TC11, CG3 and IPC1 of Bolton's Core Strategy, together with the Public Realm Implementation Framework.

11 Electric Vehicle Charging - Prior To First Occupation

No dwelling shall be occupied unless and until full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) has been submitted to and approved in writing by the Local Planning Authority. The approved EVC infrastructure shall be put in place prior to the occupation of any dwelling and shall be retained thereafter.

Reason

In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy CG4 of Bolton's Core Strategy.

Land Contamination - Following Demolition

Prior to the commencement of any phase of the development, other than demolition:-

- A Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority relating to the site. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, property and/or the wider environment; and
- The details of any proposed remedial works for the site as a whole shall be submitted to, and approved in writing by the Local Planning Authority. The approved remedial works shall be incorporated into the development during the course of construction and completed prior to occupation of the development or the development being first brought into use; and

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

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

Reason

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

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.

13 Noise - Details Prior to Construction Phase

All residential units shall be constructed to achieve within the building envelope (windows, floor, ceilings and walls) provision of sound attenuation against external noise including road traffic noise and noise from deliveries at Bolton Market that achieves the following internal noise levels with windows shut and other means of ventilation provided if necessary:

- a) Living room – daytime 07:00 to 23:00 hours 35 LAeq 16 hours
- b) Dining room / Area – daytime 07:00 to 23:00 hours 40 LAeq 16 hours
- c) Bedroom – daytime 07:00 to 23:00 hours 35 LAeq 16 hours and night time 23:00 to 07:00 hours 30 LAeq 8 hours and 45 L_{Amax} (not to be exceeded more than 15 times per night). Details of the acoustic insulation shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works at each relevant phase or plot. The acoustic attenuation measures and, if necessary, alternative ventilation shall be implemented in accordance with the approved details prior to first use or occupation of the phase or plot and retained thereafter.'

Details of construction methods and materials, window specifications and ventilations details necessary to achieve the above shall be submitted to and approved in writing by the Local Planning Authority prior to the commencements of development other than demolition. The development shall then be carried out entirely in accordance with those details and retained as such thereafter.

Reason

To safeguard the living conditions of occupiers from noise pollution in accordance with Policy CG4 of Bolton's Core Strategy.

14 Noise - Relationship between residential and non-residential - Prior To Construction Phase

Prior to the commencement of any above ground works at any phase or plot that includes both a non-residential use / commercial use and a residential use or would result in a relationship of close proximity a scheme specifying the provision to be made to control noise transmission / break out from the non-residential / commercial unit(s) that may affect any proposed residential units, 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 brought into first use or occupation and retained thereafter.

Reason

To safeguard the living conditions of occupiers from noise pollution in accordance with Policy CG4 of Bolton's Core Strategy.

15 Windows & Doors - Prior To Their Installation

Prior to any external doors or windows being installed at any phase or plot, a detailed specification of their materials, appearance, colour, finish, texture, profile and depth of reveal together shall be submitted to and approved in writing by the Local Planning Authority. The approved specification shall be implemented in full before any of the residential units of that phase or plot are first occupied and shall be retained thereafter.

Reason

To ensure the development reflects local distinctiveness in order to comply with Policies CG3 and RA1 of Bolton's Core Strategy.

16 Affordable Housing, 82 units - Prior To First Occupation

No dwelling shall be occupied unless and until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- i. the number, type, and tenure of the affordable housing to be provided which shall consist of not less than 82 units;
- ii. the arrangements for the management of the affordable housing by an affordable housing provider;
- iii. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

This condition shall not be binding upon a mortgagee, chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (however

appointed) including a housing administrator (each a Receiver) of the whole or any part of the affordable housing or any persons or bodies deriving title through such mortgagee or chargee or Receiver. This condition shall cease to apply (and shall be of no further effect) to any dwelling in respect of which the full equity has been acquired by the individual owner/purchaser and/or their mortgagee OR any dwelling in respect of which a statutory or voluntary right to buy or acquire has been exercised.

Reason

In accordance with Policy IPC1 of Bolton's Core Strategy.

17 Highway Works - Prior To First Occupation

No part of the development shall be occupied or otherwise brought into use unless and until details of the following have been submitted to and approved in writing by the Local Planning Authority

- a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit
- details of the repair/reinstatement of surrounding highway surfaces arising from the demolition/construction phases of development
- details of the areas to be stopped up under S247 of the Town and Country Planning Act as indicated under Drg No SK22124-005
- areas of highway improvements under S278 of the Highways Act in accordance with drawing ref: SK22124-006
- amendments to existing Traffic Regulation Orders at that location including the promotion of speed limits, a one way system and parking restriction to be agreed with the Traffic Management Section of Bolton Council and funded by the applicant
- a servicing and management strategy for the commercial / non-residential floorspace

Such details as are approved 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".

18 Waste Compactor Relocation - Prior to First Occupation

No dwelling shall be occupied unless and until the existing waste compound and compactor between the application site and Bolton Market has been permanently relocated to the New St side of the Market

Reason

To prevent harm to future occupants by way of noise, pursuant to Policy CG4 of Bolton's Core Strategy.

19 Plant Noise - Compliance

The rating level, as defined in BS4142:2014, from fixed plant and equipment installed within any phase or plot within the development shall not exceed the measured daytime and/or night time background sound level at the closest sensitive premises at any time.

Reason

To minimise the impact of noise on the general and residential amenity from the increase and alteration of commercial and/or industrial uses in the area and in order to comply with Core Strategy policy CG4.

20 Approved Plans - Compliance

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

- 11485-AEW-XX-SI-DR-A-0501 Site Location Plan P2
- 11485-AEW-XX-SI-DR-A-0502 Existing Site Plan P7
- 11485-AEW-XX-SI-DR-A-0503 Demolition Plan P2
- 11485-AEW-XX-SI-DR-A-0510 Proposed Master Plan (Ground Floors) P8
- 11485-AEW-XX-RF-DR-A-0511 Proposed Master Plan (Roof Plan) P6
- 11485-AEW-XX-SI-DR-A-0512 Aspirational / Illustrative MasterPlan P3
- 11485-AEW-XX-SI-DR-A-0513 Proposed Boundary Treatment P3
- 11485-AEW-XX-SI-DR-A-0520 Existing Site Sections / Elevations (Sheet 1) P2
- 11485-AEW-XX-SI-DR-A-0521 Existing Site Sections / Elevations (Sheet 2) P2
- 11485-AEW-XX-SI-DR-A-0530 Proposed Site Sections / Elevations (Sheet 1) P4
- 11485-AEW-XX-SI-DR-A-0531 Proposed Site Sections / Elevations (Sheet 2) P4
- 11485-AEW-XX-SI-DR-A-0532 Proposed Site Sections / Elevations (Sheet 3) P4

11485-AEW-XX-SI-DR-A-0533 Proposed Site Sections / Elevations (Sheet 4) P3
11485-AEW-XX-XX-VF-A-540 Aerial Indicative P1
11485-AEW-XX-XX-VF-A-541 Cheadle Square Indicative CGI P1
11485-AEW-XX-XX-VF-A-542 Cheadle Gardens Indicative CGI P1
11485-AEW-XX-XX-VF-A-543 Moor Lane Indicative CGI P1
11485-AEW-01-00-DR-A-0550 Block 01 - Ground Floor Plan P3
11485-AEW-01-01-DR-A-0551 Block 01 - First Floor Plan P3
11485-AEW-01-02-DR-A-0552 Block 01 - Second Floor Plan P3
11485-AEW-01-03-DR-A-0553 Block 01 - Third Floor Plan P3
11485-AEW-01-04-DR-A-0554 Block 01 - Fourth Floor Plan P3
11485-AEW-01-05-DR-A-0555 Block 01 - Fifth Floor Plan P3
11485-AEW-01-06-DR-A-0556 Block 01 - Roof Plan P3
11485-AEW-01-XX-DR-A-0557 Block 01 - Proposed Elevations (Sheet 1) P3
11485-AEW-01-XX-DR-A-0558 Block 01 - Proposed Elevations (Sheet 2) P3
11485-AEW-01-XX-DR-A-0559 Block 01 - Bay Study P2
11485-AEW-01-XX-DR-A-0560 Block 01 - Proposed Section / Height Rod P3
11485-AEW-01-XX-DR-A-0561 Block 01 - Proposed Duplex Unit (Type A) P3
11485-AEW-01-00-DR-A-0562 Block 01 - Proposed Duplex Unit (Type B) Sheet 01 P3
11485-AEW-01-01-DR-A-0563 Block 01 - Proposed Duplex Unit (Type B) Sheet 02 P3
11485-AEW-01-XX-DR-A-0564-Block 01 - Proposed 1 bed Apartment P3
11485-AEW-01-XX-DR-A-0565-Block 01 - Proposed 2 bed Apartment (Type A) P3
11485-AEW-01-XX-DR-A-0566 Block 01 - Proposed 2 bed Apartment (Type B) P3
11485-AEW-01-XX-DR-A-0567 Block 01 - Proposed 2 bed Apartment (Type C) P3
11485-AEW-02-00-DR-A-0600 Block 02 - Ground Floor Plan P3
11485-AEW-02-01-DR-A-0601 Block 02 - First Floor Plan P3
11485-AEW-02-02-DR-A-0602 Block 02 - Second Floor Plan P3
11485-AEW-02-03-DR-A-0603 Block 02 - Third Floor Plan P3
11485-AEW-02-04-DR-A-0604 Block 02 - Fourth Floor Plan P3
11485-AEW-02-05-DR-A-0605 Block 02 - Fifth Floor Plan P3
11485-AEW-02-06-DR-A-0606 Block 02 - Roof Plan P3
11485-AEW-02-XX-DR-A-0607 Block 02 - Proposed Elevations (Sheet 1) P3
11485-AEW-02-XX-DR-A-0608 Block 02 - Proposed Elevations (Sheet 2) P3
11485-AEW-02-XX-DR-A-0609 Block 02 - Bay Study P3
11485-AEW-02-XX-DR-A-0610 Block 02 - Proposed Section P3
11485-AEW-02-XX-DR-A-0611 Block 02 - Proposed Duplex Unit (Type A) P3
11485-AEW-02-00-DR-A-0612 Block 02 - Proposed Duplex Unit (Type B) Sheet 01 P3
11485-AEW-02-01-DR-A-0613 Block 02 - Proposed Duplex Unit (Type B) Sheet 02 P3
11485-AEW-02-XX-DR-A-0614 Block 02 - Proposed 1 bed Apartment P3
11485-AEW-02-XX-DR-A-0615 Block 02 - Proposed 2 bed Apartment (Type A) P3
11485-AEW-02-XX-DR-A-0616 Block 02 - Proposed 2 bed Apartment (Type B) P3
11485-AEW-03-00-DR-A-0650 Block 03 - Ground Floor Plan P5
11485-AEW-03-01-DR-A-0651 Block 03 - First Floor Plan P3
11485-AEW-03-02-DR-A-0652 Block 03 - Second Floor Plan P3
11485-AEW-03-03-DR-A-0653 Block 03 - Third Floor Plan P3
11485-AEW-03-RF-DR-A-0654 Block 03 - Roof Plan P3
11485-AEW-03-XX-DR-A-0655 Block 03 - Proposed Elevations (Sheet 1) P3
11485-AEW-03-XX-DR-A-0656 Block 03 - Proposed Elevations (Sheet 2) P3
11485-AEW-03-XX-DR-A-0657 Block 03 - Bay Study P3
11485-AEW-03-XX-DR-A-0658 Block 03 - Proposed Section / Height Rod P3
11485-AEW-03-XX-DR-A-0659 Block 03 - Proposed 1 bed Apartment (Type A) P3
11485-AEW-03-XX-DR-A-0660 Block 03 - Proposed 1 bed Apartment (Type B) P3
11485-AEW-03-XX-DR-A-0661 Block 03 - Proposed 2 bed Apartment (Type A) P3
11485-AEW-03-XX-DR-A-0662 Block 03 - Proposed 2 bed Apartment (Type B) P3
11485-AEW-04-00-DR-A-0700 Block 04 - Ground Floor Plan P5
11485-AEW-04-01-DR-A-0701 Block 04 - First Floor Plan P4
11485-AEW-04-02-DR-A-0702 Block 04 - Second Floor Plan P4
11485-AEW-04-03-DR-A-0703 Block 04 - Third Floor Plan P4
11485-AEW-04-RF-DR-A-0704 Block 04 - Roof Plan P4
11485-AEW-04-XX-DR-A-0705 Block 04 - Proposed Elevations (Sheet 1) P4
11485-AEW-04-XX-DR-A-0706 Block 04 - Proposed Elevations (Sheet 2) P4
11485-AEW-04-XX-DR-A-0707 Block 04 - Bay Study P4
11485-AEW-04-XX-DR-A-0708 Block 04 - Proposed Section / Height Rod P4
11485-AEW-04-XX-DR-A-0709 Block 04 - Proposed 1 bed Apartment P4
11485-AEW-04-XX-DR-A-0710 Block 04 - Proposed 2 bed Apartment (Type A) P4

11485-AEW-04-XX-DR-A-0711 Block 04 - Proposed 2 bed Apartment (Type B) P4
11485-AEW-04-XX-DR-A-0712 Block 04 - Proposed 2 bed Apartment (Type C) P4
11485-AEW-XX-XX-DR-A-0804 House Type A (Front Terrace) - Plans P3
11485-AEW-XX-XX-DR-A-0805 House Type A (Front Terrace) - Elevations & Section P3
11485-AEW-XX-ZZ-DR-A-0807 House Type B (Rear Terrace) - Plans, Elevations & Section P3
11485-AEW-05-ZZ-DR-A-0810 Block 05 - Plans and Elevations P7
11485-AEW-06-ZZ-DR-A-0820 Block 06 - Plans and Elevations P8
11485-AEW-07-ZZ-DR-A-0830 Block 07 - Plans and Elevations P5
11485-AEW-08-ZZ-DR-A-0840-Block 08 - Plans and Elevation P5
11485-AEW-09-ZZ-DR-A-0850 Block 09 - Plans P5
11485-AEW-09-XX-DR-A-0851 Block 09 - Elevations P5
11485-AEW-10-ZZ-DR-A-0860 Block 10 - Plans and Elevation P7
11485-AEW-11-ZZ-DR-A-0870 Block 11 - Plans P5
11485-AEW-11-XX-DR-A-0871 Block 11 - Elevations P5
11485-AEW-12-ZZ-DR-A-0880 Block 12 - Plans and Elevation P5
11485-AEW-XX-XX-PP-A 0012 Design and Access Statement P4
Landscape Masterplan – P20274-00-001-GIL-0100 Rev 03
Vegetation Loss – P20274-00-001-GIL-0400 Rev 01
Planting Strategy – P20274-00-001-GIL-0401 Rev 01
Landscape Statement – P20692-00-001-701-00 dated August 2021

Reason

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

From: Richard Shirres, Acting Chair, Bolton & District Civic Trust
To: Martin Mansell, BMBC Principal (Planning) Development Officer, Martin.Mansell@bolton.gov.uk
CC: planning.control@bolton.gov.uk
Date: 9 November, 2021

OBJECTIONS & COMMENT TO PLANNING APPLICATION 12097/21 – MOOR LANE DEVELOPMENT

Full planning permission is sought to construct a new development of 208 new homes, including 82 affordable homes together with new commercial space, on 1.78ha of land comprising former Moor Lane bus station together with two nearby parcels of land either side of the Job Centre on Blackhorse Street.

1.0 The Primacy of the Site for Bolton

1.1 The Moor Lane site is located to the West of Le Mans Crescent, with its portal gateway to the Civic Centre. With two of its residential blocks within the Town Hall Conservation Area, this site is potentially the most prestigious site in the whole of Bolton, certainly the town centre. The site is a 'make or break' opportunity to trigger an upward spiral of investment in the town centre. The current proposals do not do justice to the primacy of the site. The inadequate design treatment adjacent to The Crescent portal façade despoils its heritage setting and, overall, the lack of excellence risks squandering this opportunity.

2.0 The 'Evolving Design Brief'

2.1. For a prestige town centre site, with low population numbers adjacent, the Civic Trust with some 55 years of experience in Bolton should be an obvious stakeholder to be involved in reconciliation of the design brief.

2.2. For well over two years the Civic Trust has not been consulted about this scheme, either as part of finalising the design brief or, more especially, as part of a consultation check along the process of design. The Civic Trust were invited to a briefing a few days before submission of the Application: a box ticking exercise.

2.3. Many of the issues about this Application are likely to stem from poor strategic thinking around the brief. Despite many requests, the Council has stonewalled and has not been able to provide a final design brief document. Instead, we note that the *Design & Access Statement* refers to 'an evolving brief'.

2.4. A situation of an 'evolving **brief**' once the detailed designer is engaged, is usually a strong indication of an inadequately resourced process and/or limited stakeholder engagement. Starting design with only an outline, or inadequate, design **brief** often results in unsatisfactory outcomes and inefficient use of resources, both in the short term and especially in the long term. We note the design brief is not cited in the Application.

3.0. Nature of Residential Development Building

3.1. 164 apartments in the form of four Block elements; Block 01 & Block 02 adjacent to Moor Lane and Block 03 & Block 04 adjacent Blackhorse Street, and in the middle of the site (On the footprint of the old bus station) are 44 town-house dwellings divided into two elements each formed around a courtyard of car-parking spaces individual to each home.

3.2. Blocks 01 & Blocks 02 suffer from a monolithic bulk reminiscent of warehousing and are unduly oppressive. Better articulation of the facades and breaking up of regimented pattern is needed to alleviate this. Specific incorporation of community dedicated inside and outside spaces is needed.

3.3. Of the two town-house developments, their extensive hard-surfaced, car-dominated courtyard areas militate against child play space & the potential for urban food growing. The lack of purposed design child-play space is a concern. Any residential development at the heart of a town-centre,

which allocates 1 car space per household, can have no pretensions to 21st century design. This is completely misguided given the growing trends amongst young professionals and couples to untie themselves from vehicle ownership.

3.4. Given a stated ambition to foster future communities in the town centre, ensuring new residential development has access to food growing areas on their doorstep - an activity which helps bind communities - is absolutely essential. The Council's primary mission is the future well-being of its population and, given the Council's complicity in the 'evolving' design brief, any new development must contribute to making a more resilient town in the face of an evolving climate crisis which will threaten food security.

3.5. Proposals for this area, west of the Crescent, in 2015 under Bolton Council auspices suffered from excessive hard surfaces and lack of green infrastructure and quality place-making. With an enfolding, now virulent climate crisis upon us, the need for climate adaptation and mitigation must now be the lens through which all development is considered: the development does not reveal that. Its built forms have no integrated green infrastructure and hard surfacings are extensive, which can only exacerbate urban heat island effects.

4.0. Public Realm Connectivity

4.1. Other than inherent sight-line, the East-West design of the axial route/corridor establishes NO significant themed connectivity via materials compatible with the Civic Centre, its texture & streetscape furniture.

4.2. To help sustain the Ashburner Street Market – 'enabling', visually sign-posting, its connectivity with Civic Centre is vital. Pedestrian linkage - Market to Le Mans Crescent - NOT clearly signaled, potential route lacks visual enticement, made worse by 4-storey block on Cheadle Square. This gives inadequate improvement on existing status.

5.0. Nature of Public Realm Space

5.1. The town centre, of some 73ha, has a miserly 0.35% devoted to poor quality public realm green space. The land west of Le Mans Crescent is not only Bolton's last prestigious site, it also offers the greatest opportunity for augmenting the town's much needed green space but planned multi-functionality is essential.

5.2. A big concern is the poor consideration of green space: about its design, its allocation and management around the site, including the location and nature of the N-S 'pocket park'; the over-shadowing of, and form for Cheadle Square and the adjacent 4-storey block is problematical. So many elements denote poor appreciation of what designing for climate adaptation now means; including multi-functional green space.

5.3. The public realm design for Cheadle Square, if technically separate to the development application, provides the spatial amenity for, and is allied to, the adjacent Block 03, which is allocated for residents over-55. Inappropriately, it is a regimented hard surface & transit space with low amenity value.

5.4. Block 03's dominating mass in close proximity to Cheadle Square public realm is inappropriate. This proximity undermines the value for the proposed Cheadle Square public realm space as a 'sanctuary response' for heat stress during heatwaves, a serious climate change risk, because the building's proximity ensures heat will be radiated. The Civic Trust considers the square's compartmentalized design, less than an ideal public space for women's security after dusk.

5.5. The officer's report needs to make Members of the Committee aware of deceptive illustrations of the re-worked Cheadle Square. Both prominent depictions of Cheadle Square portray a sun-angle **AS IF** Bolton was located on a Mediterranean latitude in late afternoon. As a result, its illustration is deceptive.

5.6. There is a complete absence of green roofs & walls across the development site, and this is lost opportunity to enhance the site. With the climate crisis enfolding, there is an imperative to consider green infrastructure elements, or Nature based Solutions, in development. Indeed, green infrastructure elements would be especially desirable given the selected bland and laboured rectilinear architecture.

5.7. The green landscaping that is provided along East-West corridor and the North-South 'pocket park' behind Blocks 01 & 02, comprises about 40 per cent of hard-surfacing. The arrangement of green space allocation implies no specific ownership, involving high maintenance lawned areas; its SuDs potential does not appear to be maximised. It looks tokenistic, indeed anachronistic.

6.0. * Impact on The Crescent & Town Hall Conservation Area *****

[TO BE READ WITH ATTACHED FIGURES (IF THIS PDF) OR ATTACHED FILE: [_BDCT_MrLn-12097 21_slides_HERITAGE_8NOV21](#), WITH EMAIL 9 NOV 2021]

6.1. **Core Strategy Policy TC11** specifically relates to development in Bolton Town centre. It clearly states that the Council and its partners will protect, strengthen and enhance the distinctive townscape qualities of Bolton town centre. Development should conserve and enhance the special nature of the conservation areas and listed buildings.

6.2. The **Town Hall Conservation Area Boundary** extends beyond Cheadle Sq to Blackhorse Street because of the vista of the Five Portals and is an important part of the heritage setting, as explained below.

6.3. A key vista from Cheadle Square is towards the Five Portal façade module of the western side of the Crescent. This is a set piece of a cascaded scale of portals, with established classical order, above which can be seen the cupola of the Town Hall, prefiguring its Civic Centre grandeur. This should be respected, and certainly not belittled by adjacent development. This façade module of the western elevation, braced by pilaster framed panels, which includes the outermost pedestrian portals, is not an insignificant section of the building's architectural heritage. This deserves to be seen at the distances from which Cheadle Square enables.

6.4. Accordingly, the Civic Trust refutes entirely the suggestion by the heritage consultants that '*only*' the land and buildings to the eastern side of the Crescent '*can reasonably be considered to form its heritage setting*'. The very fact that the Town Hall Conservation Area Boundary extends as far as Blackhorse Street, and affords the vista so described, does not support that view. Obviously, their opinion is convenient for their client.

6.5. Therefore, the Application site is not only part of the setting of Le Mans Crescent, but it also potentially interacts with one of the key heritage settings within the Town Hall Conservation Area.

6.6. The credibility of the heritage consultants, on this matter, must be questioned because of the **very poor representation** shown of the view of the western elevation of the Crescent preceded by the 4-storey Block 03. This bizarre illustration, depicting a rectilinear 3-portal set, reminiscent of a sketch of the Brandenburg Gate, does NOT make evident how the Block 03 façade intersects with the Five Portal façade module. **No PROPERLY informed judgement can reasonably be made on the basis of this crude representation. Shown in this anonymous context, it is thoroughly misleading.**

6.7. Careful and repeated scrutiny by the Civic Trust of the proposals confirms the 4-storey Block 03's façade intersects the façade of the Portal Module, at about the southern-most portal, midway between the pilasters and cuts off the full vista. The working for this comes from survey of the western elevation of the Crescent and from topographical survey around Cheadle Square and diligent analysis.

6.8. This arrangement and juxtaposition of Block 03 demonstrates a disregard and lack of co-ordination with the existing built heritage of the Crescent and should not be accepted, especially because it is based upon inadequate appraisal of the site. Historic England, despite being alerted to

our concerns, apparently has also failed to investigate the detail and simply assume information from the Application.

6.9. Consequently, the Civic Trust objects strongly to the proposed building line of the 4-storey Block 03, which appears to be 4.9m from the Cheadle Square front kerb of footpath (Nb. Current footpath is circa 3.3m). The Civic Trust recommends that the building line be set back some 2 metres from that currently proposed.

7.0. Conclusion - The Development needs to be Fit for 21st Century

7.1. In 2015 under Bolton Council auspices, proposals for this area, West of the Crescent, suffered from excessive hard surfaces and lack of green infrastructure and quality place-making. These proposals are scarcely any improvement from six years ago.

7.2. Whilst the Council speaks of an ambition to populate the town centre, the Council's planning framework, perhaps even the mysterious design brief, has nothing to say about the essential qualities of the built environment needed to best foster communities.

7.3. Much of the residential development, with this Application, comprises individuated flats within multi-storeys. Communities only develop despite and not because of such built form. Communities need demographic diversity but the contrasting residential elements only serve to further compartmentalise, with inadequate compensation through quality place-making. The better prospects could come from the 44 townhouses but the carpark courtyards and lack of focussed community-owned green space are strong negatives; as is encouraging inhabitants wedded to their individual community-escaping cars.

7.4. For the 21st century, Bolton Town Centre needs regeneration through enabling new, but viable, communities with environments that are resilient to heat-waves and surface water flooding, which are fundamentally 'green' and have safe places for children to play (not car parks!). We need multi-functional green infrastructure and excellent, low-carbon homes built within places designed for health and well-being and that promote community interaction. Whilst creating resilient communities, that are part of the local economy, will always be a challenge. It is also part of the climate adaptation and mitigation challenge.

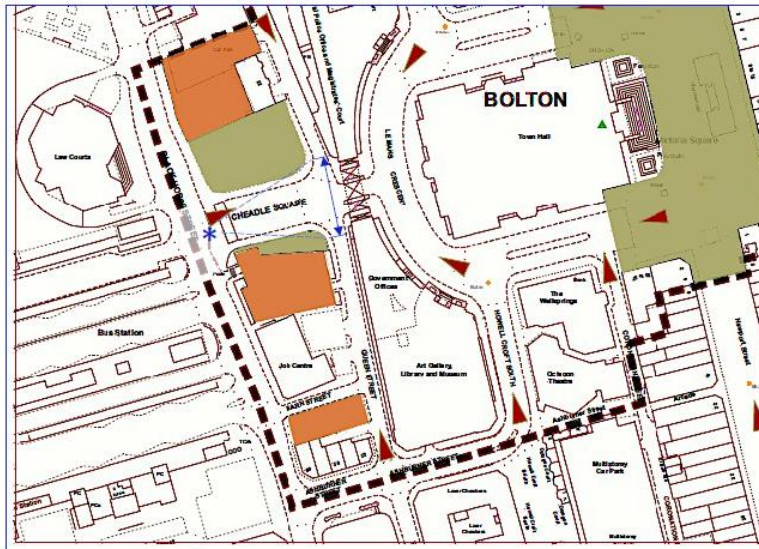
7.5. This Application looks to be a 20th Century development model, it fails to address adequately the needs of climate adaptation and mitigation; elements that contribute to quality place making, including the built heritage, and does not attain the qualities essential for fostering development of diverse, resilient communities, vital for the regeneration of the town centre. This Application is a poor response to those challenges and needs to be reconsidered; on such a special site: 'measure twice cut once'.

[NOTE: In early October, at the invitation of the Council Leader, the Civic Trust worked hard to produce modify the design slightly but utilising many of the scheme's design elements already worked up. These counter-proposals addressed many of the negative aspects of the Application, and were submitted as part of a 12 page document that was also copied to other party leaders. We have had no feedback, nor have we been afforded the further opportunity elaborate on our submission.]

Richard A Shirres/09.11.2021

Moor Lane Development Proposals (12097/21): 4-storey 'Block 3'

Town Hall Conservation Area Appraisal Extract: Visual Impact on Western Elevation of Le Mans Crescent



Townscape Analysis

- Potential development site
- Important open space
- Important view
- Existing Conservation area boundary *

NOTE: The **Town Hall Conservation Area Boundary** extends beyond Cheadle Sq because of the vista of the Five Portals is an important part of the heritage setting.

*The vista from Cheadle Square towards the Archway module of the Crescent, with its cascaded scale of portals, set within a classical order, above which can be seen the cupola of the Town Hall prefiguring its Civic Centre grandeur, deserves to be respected, and certainly not belittled.

Often, with the right vision, heritage can not just be conserved, its setting can be enhanced by suitable planning and design, and the heritage can be flourished anew. Architecture and juxtaposition of any new buildings then are crucial to what can be achieved.'

Bolton & District Civic Trust

Bolton
Council

Town Hall Conservation Area

Moor Lane Development Proposals (12097/21): 4-storey 'Block 3'

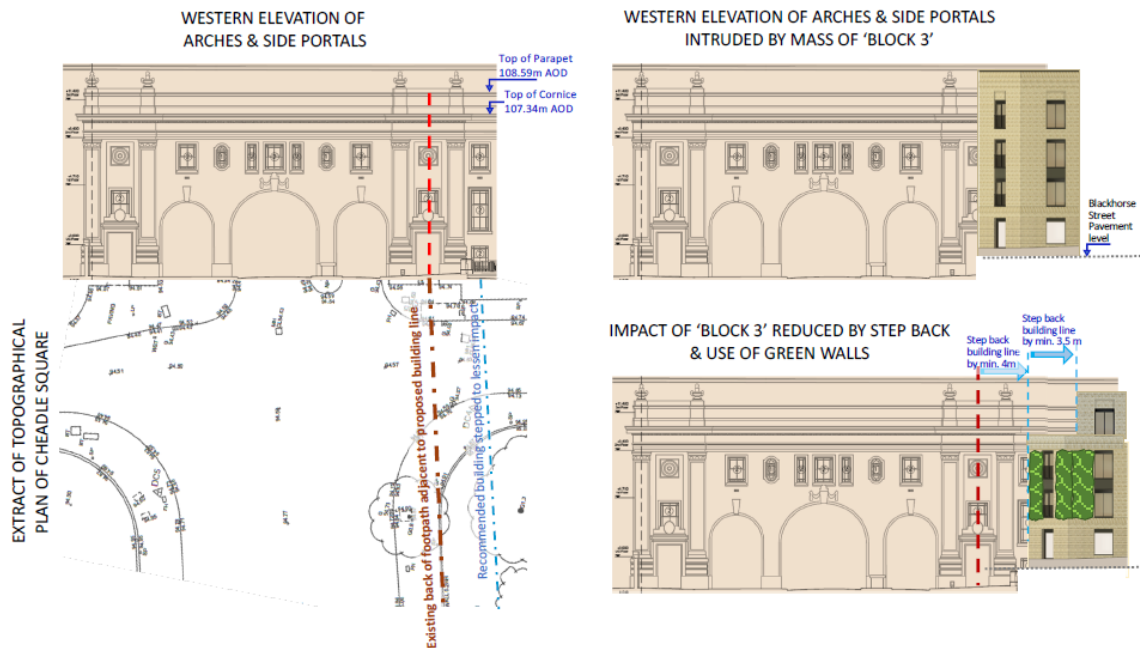
Visual Impact on Western Elevation of Le Mans Crescent (Town Hall Conservation Area)



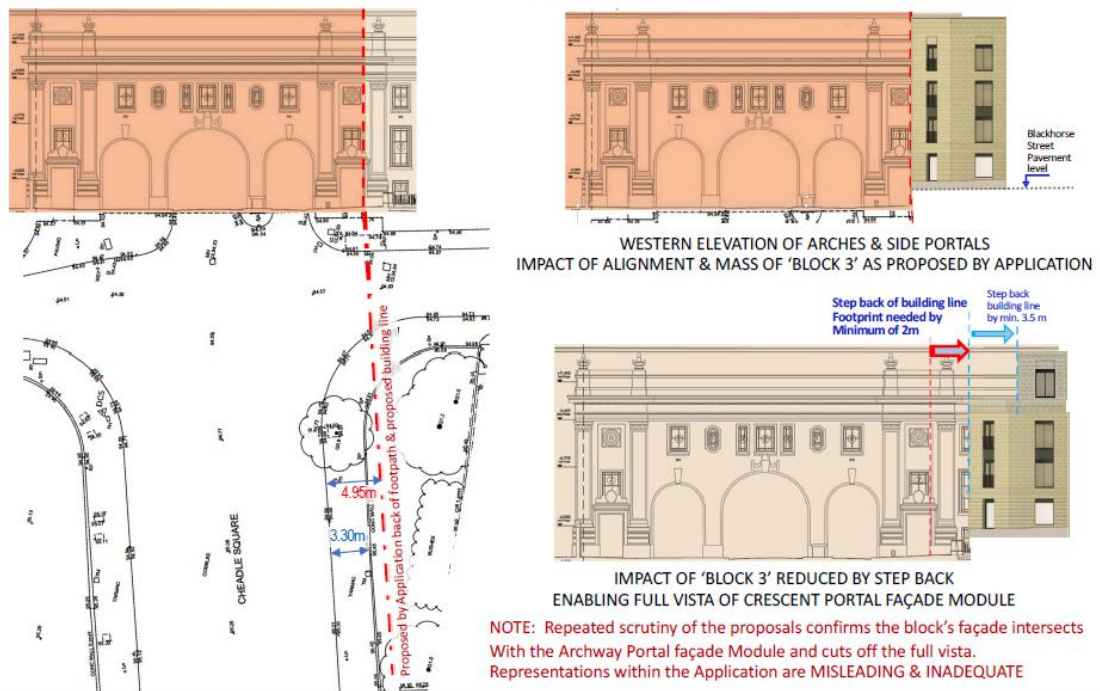
THIS IS THE VIEW submitted in the application, from the **Buttress Consultants Heritage Assessment**, for the building adjacent to Le Mans Crescent (Grade II) archway.

NO PROPERLY INFORMED JUDGEMENT CAN REASONABLY BE MADE ON THE BASIS OF THIS CRUDE REPRESENTATION. TAKEN IN THIS ANONYMOUS CONTEXT, IT IS THOROUGHLY MISLEADING.

Moor Lane Development Proposals (12097/21): 4-storey 'Block 3'
Visual Impact on Western Elevation of Le Mans Crescent (Town Hall Conservation Area)



Moor Lane Development Proposals (12097/21): 4-storey 'Block 3'
Visual Impact on Western Elevation of Le Mans Crescent (Town Hall Conservation Area)



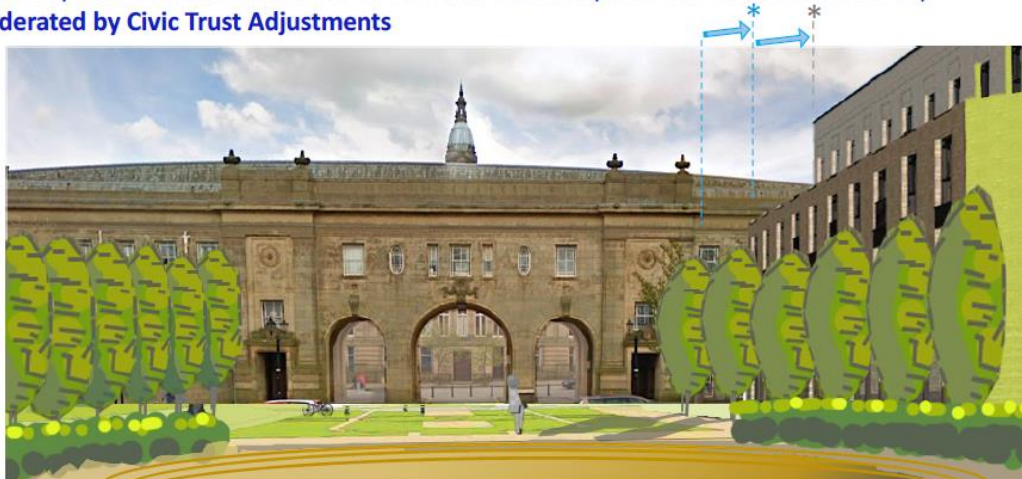
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THIS IS A FAR MORE REALISTIC REPRESENTATION using photomontage, and illustrates the reality of the proposed building. The alignment of the North-facing façade of the 4-storey Block 3 CUTS into The Crescent's Five-Portal classical module such that the southern-most broad pilaster is obscured. This is a wholly unnecessary despoiling of a heritage vista. This arrangement introduces a devaluing asymmetry and so amplifies the block's undue mass with its bizarre juxta-position to the Archway facade. This creates an unacceptable impact of dissonance to the heritage vista.

The scale, proportion, colour and materials employed in the proposal for the block on the south side of Cheadle Square are utterly out of kilter with the Grade 2 Listed building of the Le Mans Crescent and its setting.

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Moderated by Civic Trust Adjustments



A MORE SYMPATHETIC APPROACH: Set back (4-5m) the proposed building line* on Cheadle Square and step back the top storey* ; lower facings in ashlar stone above a colonnade with a set back facade; top storey of much lighter facade to melt into overcast sky tones. Corner to have a green wall facade to reduce impact and centre the focus on the Archway.

Avenue of fastigate trees set to preserve and enhance the symmetry of the Archway and perspective of the Avenue.

In the foreground is a **LARGE OVAL EVENT SPACE** partially surrounded by hedging for shelter, set at the intersection of Blackhorse Street and the Avenue.