

Planning Applications Report

Planning Committee

07 April 2016

**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: -

UDP	The adopted Unitary Development Plan 2005
RSS	Regional Spatial Strategy for the North West of England 2008
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

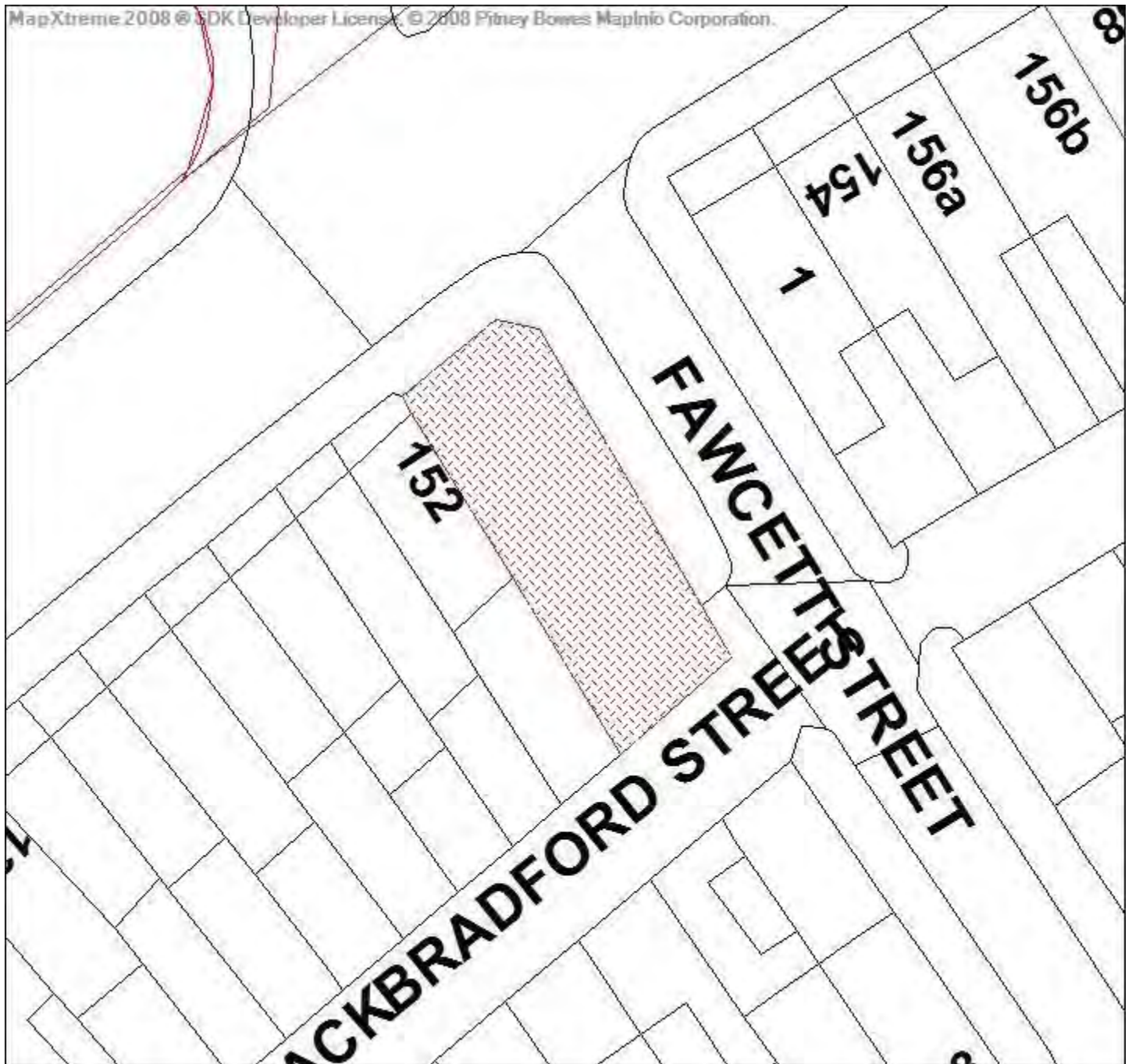
The background documents for this Report are the respective planning application documents which can be found at:-

www.bolton.gov.uk/planapps

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Application number
95271/15



Development & Regeneration Dept
Development Management Section

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

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Date of Meeting: 07/04/2016

Application Reference: 95271/15

Type of Application: Full Planning Application

Registration Date: 11/11/2015

Decision Due By: 05/01/2016

Responsible Officer: Alex Allen

Location: 152A BRADFORD STREET, BOLTON, BL2 1JS

Proposal: ERECTION OF FIRST FLOOR EXTENSION TO FORM 3NO. SELF CONTAINED FLATS INCLUDING 1NO. IN ROOF SPACE

Ward: Tonge with the Haugh

Applicant: Bath Safe Ltd

Agent : Neil Pike Architects

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the erection of a first floor extension over part of the existing ground floor bath store premises providing for 3 one bedroomed self contained flats. Two flats would be accommodated at first floor level and one additional flat located within the roofspace of the extension. The first floor extension would project beyond the existing rear elevation of the adjoining property, at No. 152 Bradford Street, by approximately 1.5 metres with a ridge height which is slightly higher than No. 152 by approximately 1 metre.

As a result of the existing ground floor use taking up the whole site curtilage, there is no scope for any external amenity space or curtilage car parking.

Site Characteristics

The application relates to an existing bath store which occupies the entire curtilage of the application site and is located at the corner of Bradford Street with Fawcett Street. The area to the east and south of the site is characterised by densely packed terraced residential properties. On the north side of Bradford Street is the Bridge Centre/Church. The majority of residential properties in the vicinity of the site rely on on-street parking.

The site is located close to the junction of Bradford Street / Bury Road / Bury New Road.

Policy

National Planning Policy Framework

Core Strategy CG3 The Built Environment, CG4 Compatible Uses, P5 Accessibility, S1 Safe and RA1 Inner Bolton.

Supplementary Planning Documents - (i) House Extensions and (ii) General Design Principles.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the area;
- * impact on highway safety;
- * impact on the amenities of adjoining uses.

Impact on the Character and Appearance of the Property

Core Strategy policies CG3 and RA1 seek to ensure that development proposals conserve/enhance local distinctiveness.

It is considered that the proposed extension would enhance the character of the existing property. The existing property is single storey with a flat roof which is add odds with the wider two storey character of the area.

Whilst the proposed extensions would be larger in height and depth than the adjacent terraced property at No. 152 Bradford Street, it is considered that there are a number of mitigating circumstances would ensure the proposal would not look out of place:

- The property is located at an end of terrace which has the scope for a slightly taller build;
- Properties in the row (126 to 152a Bradford Street) slope down to the north east;
- The marginal nature of the increase in height - approximately 1 metre;
- When viewed in the street scene from the east and west there would be limited potential to notice the differences in height;
- Any harm to the street scene would be off set by the enhancements to the character and appearance of the existing (single storey) property.

Therefore, it is considered that the benefits of the scheme outweigh any minor negative issues which arise from the current proposal.

Impact on Highway Safety

Core Strategy policies P5 and S1 states that the Council will ensure development proposals take account of the accessibility of different types of transport making provision for parking where appropriate and also promote road safety in the design of new development.

The applicant does not propose any curtilage parking for the existing/proposed occupants of the property.

The Council's Highways Engineers note no formal parking is provided but comment that as the property is highly accessible to sustainable modes of transport they have no objections to the proposal.

In addition, due to the nature of the proposal and the sustainable location it is not considered the proposal would result in highway safety issues. The proposal complies with Core Strategy policies P5 and S1.

Impact on the Users of the Property / Adjoining Users

Core Strategy policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Guidance contained within the House Extension SPD has guidance on the acceptable reduction of external private amenity / garden space.

Whilst the proposal does not create any external amenity space it is considered that due to the nature of the proposed development, self contained flats as compared to bedsits, the level of internal amenity space is sufficient to maintain potential future occupiers' amenity. The main aspect of the new flats would be to the side (east) and also front (north west). The windows in the side elevation would be some 9 metres from the gable of No. 1 Fawcett Street. This property has no main room windows in the side elevation overlooking the proposed development. Given windows would be at first floor level a distance of 9 metres is considered to comply with policy. Furthermore, this relationship between two end terraced properties is in a location where there is an expectation of closer living arrangements than in a suburban residential area.

It is considered that the proposal would not be detrimental to either the living conditions of existing residents or the living conditions of future residents of proposed flats.

The proposal does would comply with Core Strategy policy CG4. It is considered that the lack of private amenity space, in this instance, is off set by the amount of internal amenity space within the proposed development.

Value Added to the Development

The applicant has amended the external appearance of the property by the insertion of a window in the proposed new front elevation which enhances the overall design of the extension.

Conclusion

The proposal would be compatible with the overall character and appearance of the area together with representing an improvement on the design / appearance of the existing property. The proposal would not compromise existing residents' amenity levels, whilst the location of the development and type of properties proposed would ensure that additional car ownership in the area is limited.

On balance the proposal is supported by officers and Members are recommended to grant permission subject to conditions.

Representation and Consultation Annex

Representations

Letters:- two objection letters have been received raising a number of concerns including:

- lack of parking for existing residents;
- additional residents will require parking;
- the proposal would not be in keeping with the area, i.e. family area;
- lack of space for bins; and
- the owner doesn't live in the area (not a material planning consideration).

Consultations

Advice was sought from the following consultees: the Council's Pollution Control and Highways officers.

Planning History

The site has no planning history.

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 the details (samples if required) of the type and colour of materials to be used for the external walls and roof to be agreed with the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

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

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

Reason

To ensure satisfactory provision is made for the storage of waste materials and to comply with policy CG3 of Bolton's Core Strategy.

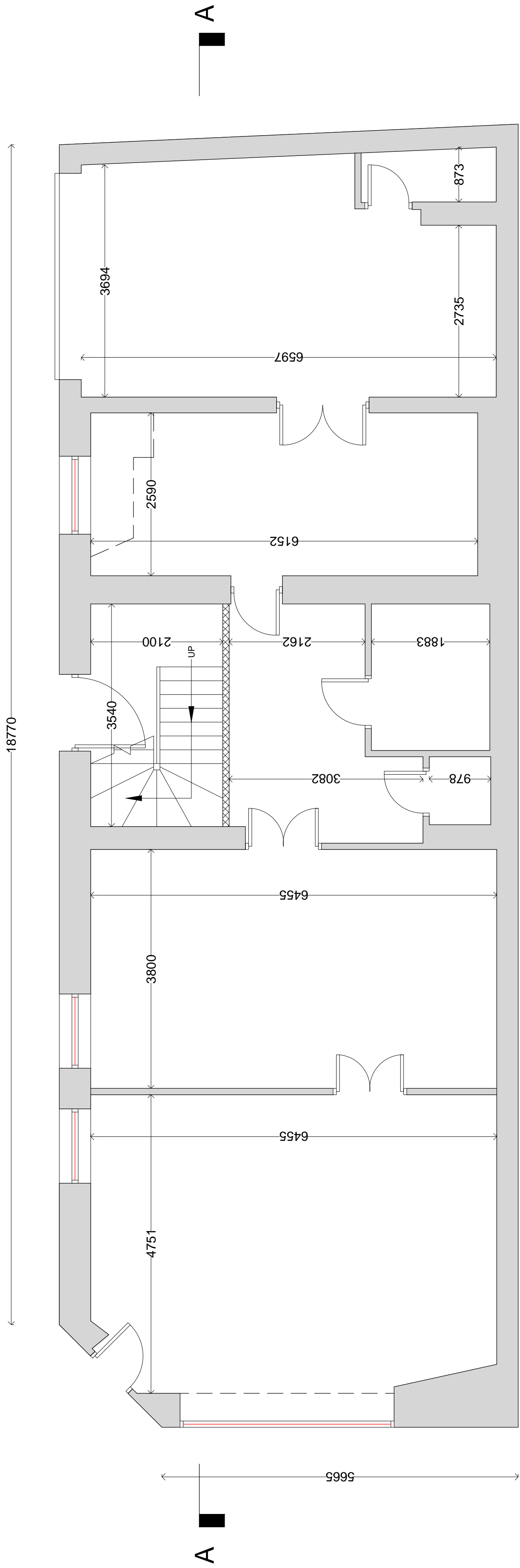
4. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Drawing No. K724/02 Rev. B - Proposed Extensions, dated 25/09/15; and

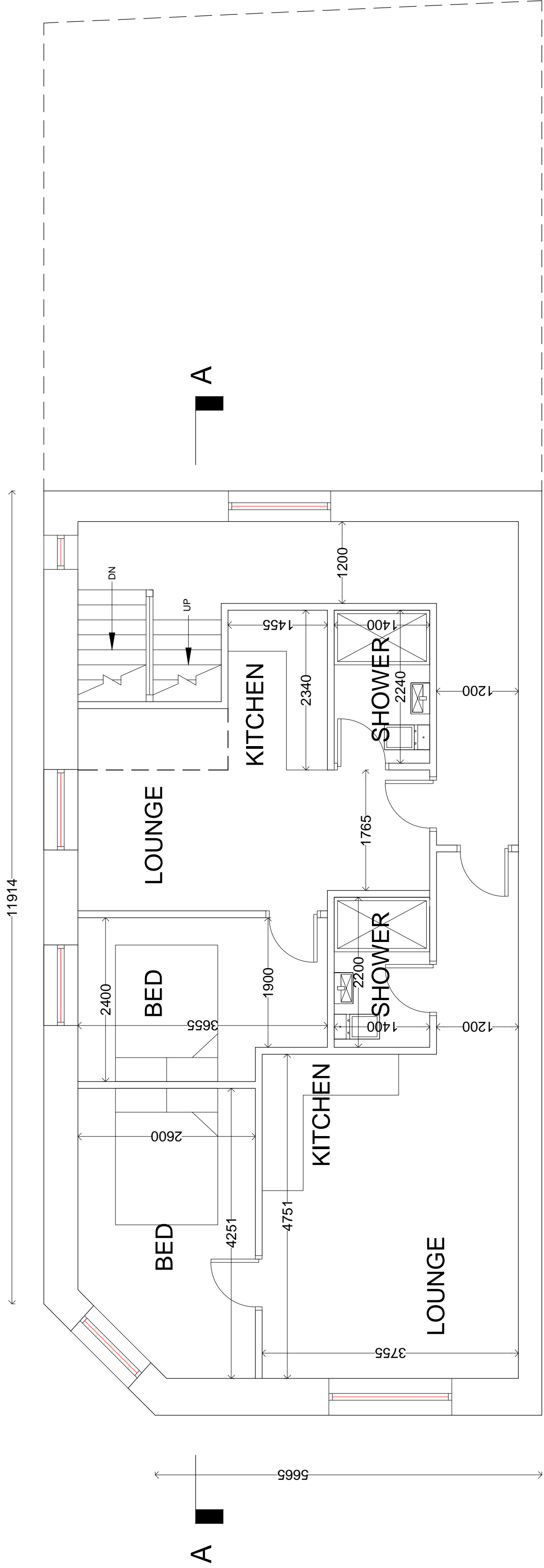
Drawing No. K724/01 Rev. C - Proposed Floor Plans, dated 25/09/15.

Reason

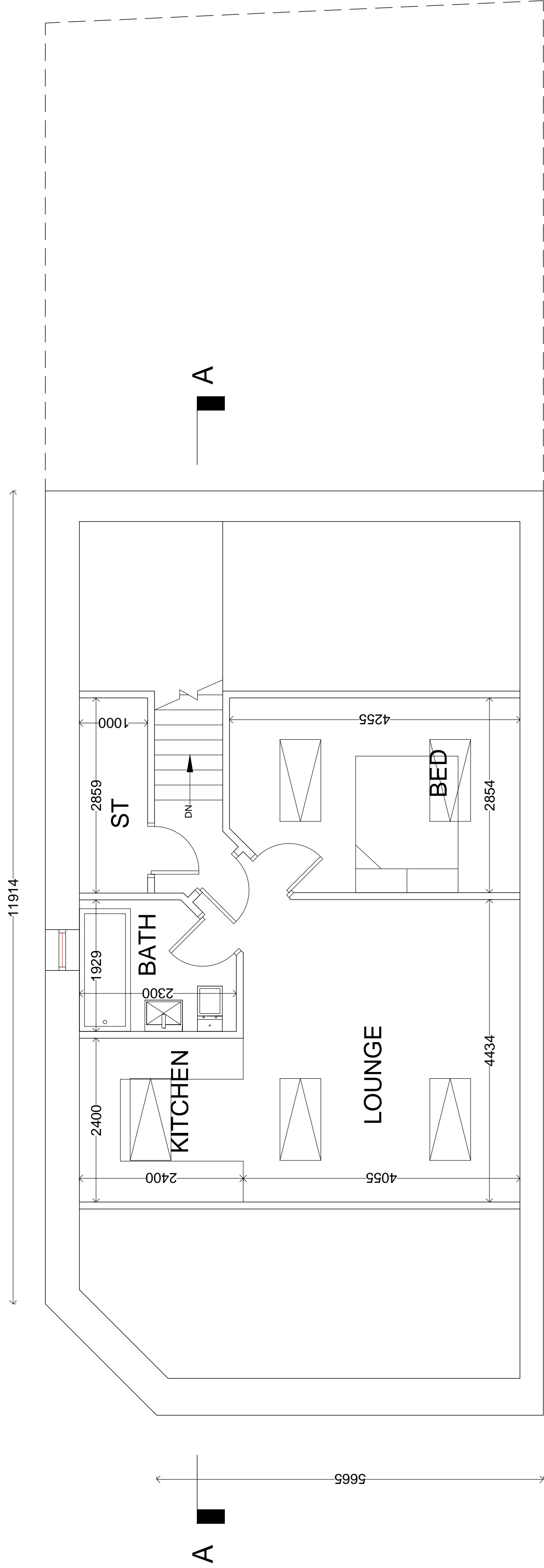
For the avoidance of doubt and in the interests of proper planning.



GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN


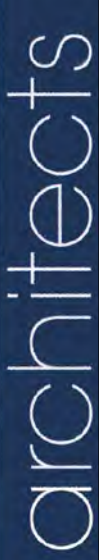


PROPOSED SECOND FLOOR PLAN

REV	DESCRIPTION
A	GENERAL AMENDMENTS TO CLIENT'S SPECIFICATION 16.10.15 D.D.
B	NEW SKY LIGHT ADDED AND FA'L'L SHOWN TO ROOF AT REAR 22.10.15 R.P..
C	BEDROOM WINDOW REPOSITIONED. 10.03.16 R.P..

PROPOSED FLOOR PLANS

PROPOSED EXTENSION
BATH SAFE LTD, 152A BRADFORD STREET,
BOLTON, BL2 1JS

CLIENT:	KASHA	
DWG NO:	K724/01	
SCALE:	1/50 @ A1	
DRAWN BY:	D.D.	
DATE:	25/09/15	
REV:	C	

MICHIGAN HOUSE 17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR
TEL: 01204 392233 FAX: 01204 528505
WWW.NEILPIKEARCHITECTURE.CO.UK EMAIL: INFO@NEILPIKEARCHITECTURE.CO.UK
COPYRIGHT OF THIS DRAWING REMAINS WITH THE ARCHITECT. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS. CHECK ALL DIMENSIONS ON SITE. IN THE EVENT OF ANY DISCREPANCY REFER QUERY TO THE ARCHITECTS.

BROKEN LINE SHOWS OUTLINE
OF ADJACENT PROPERTY

NEW BRICKWORK TO MATCH
EXISTING

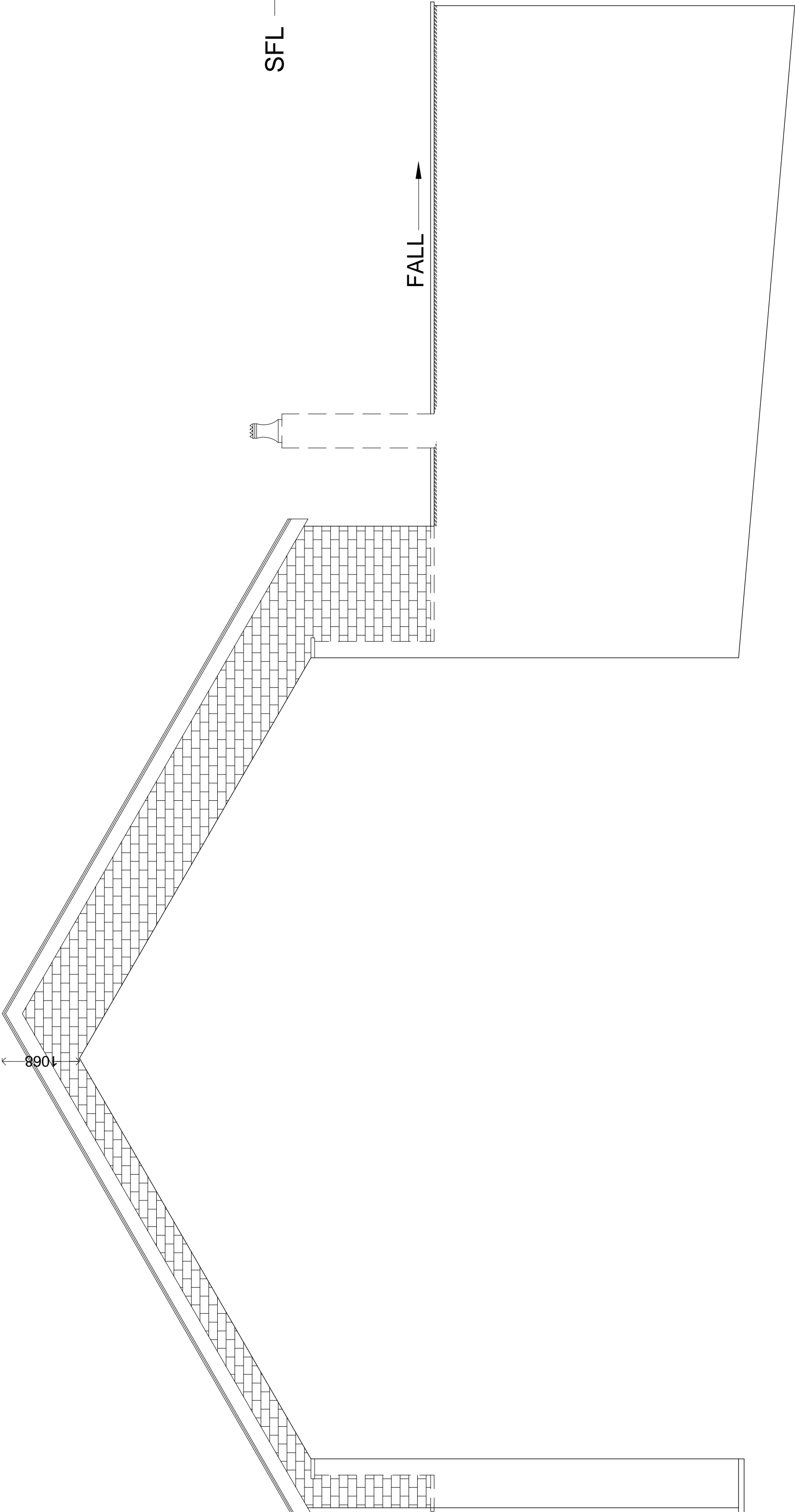


Bath Safe Ltd

Bath Safe Ltd

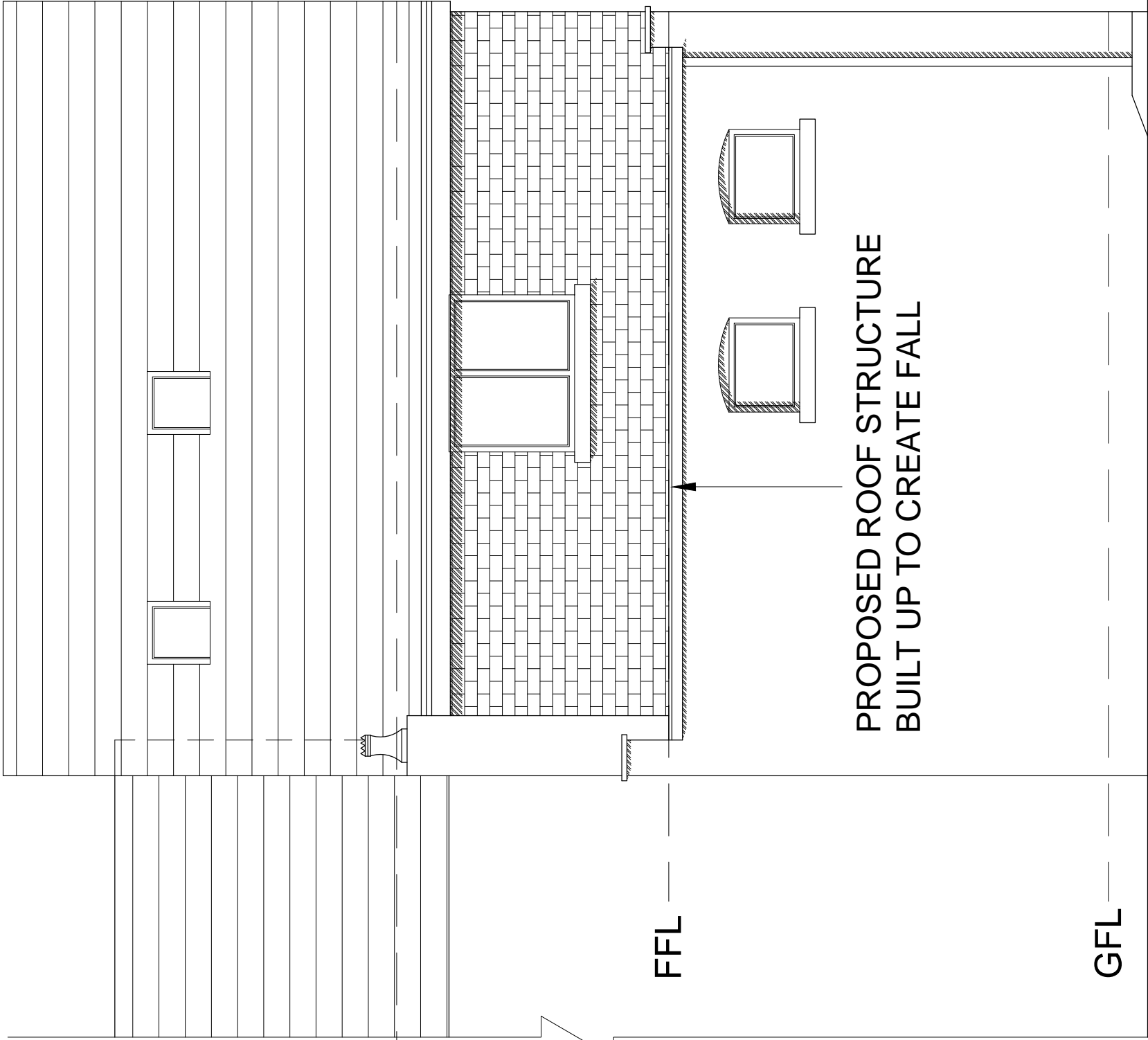
SIDE ELEVATION

BROKEN LINES DENOTE
EXISTING STRUCTURE TO BE
REMOVED



SIDE ELEVATION

FRONT ELEVATION



PROPOSED ROOF STRUCTURE
BUILT UP TO CREATE FALL

REAR ELEVATION

REV	DESCRIPTION
A	GENERAL AMENDMENTS TO CLIENT'S SPECIFICATION 16.10.15 D.D.
B	NEW SKY LIGHT ADDED AND FA:LL SHOWN TO ROOF AT REAR 22.10.15 R.P..
C	BEDROOM WINDOW REPOSITIONED. 10.03.16 R.P..

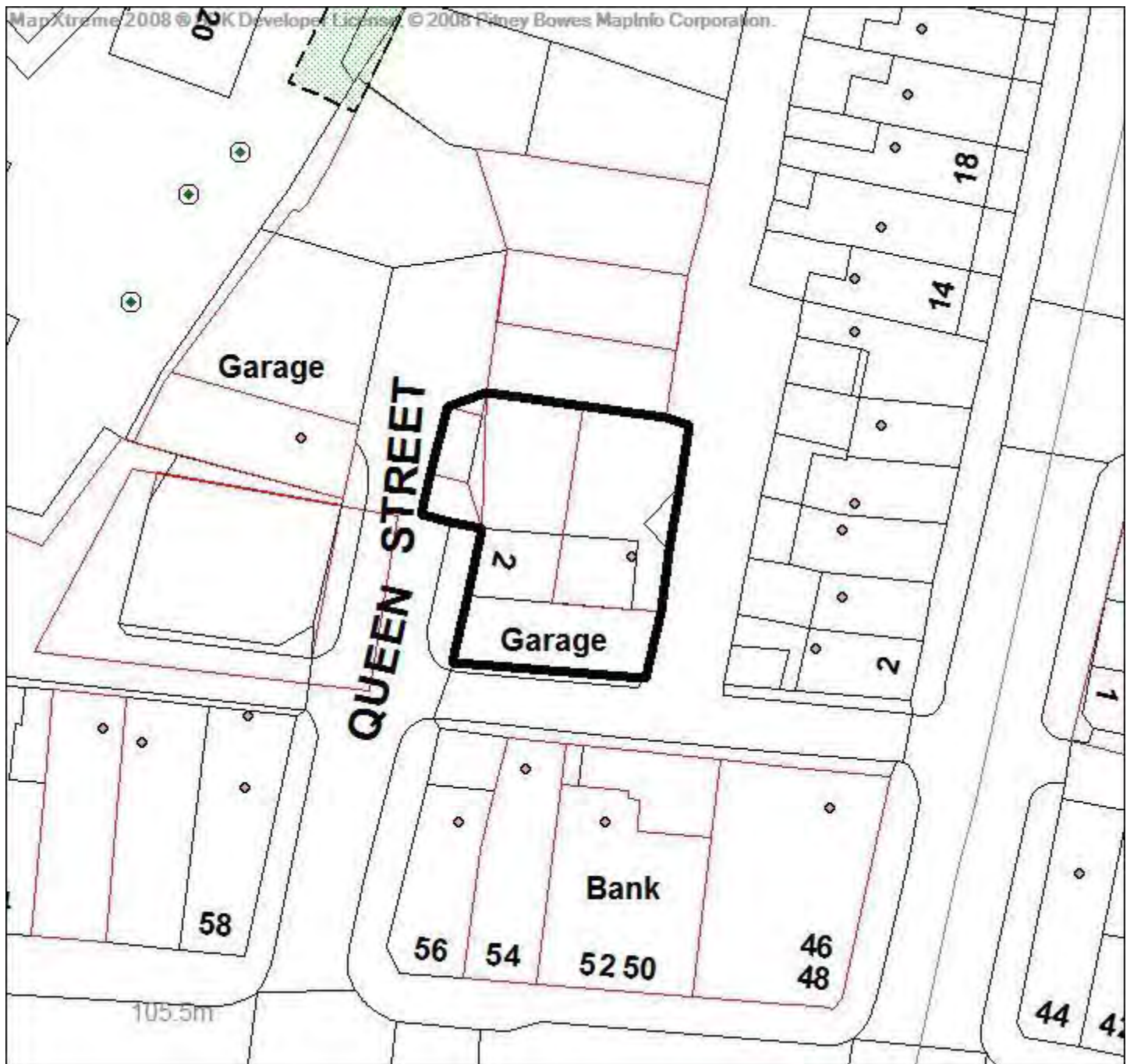
PROPOSED ELEVATIONS

PROPOSED EXTENSION
BATH SAFE LTD, 152A BRADFORD STREET,
BOLTON, BL2 1JS

CLIENT:	KASHA
DWG NO:	K724/02
SCALE:	1/50 @ A1
DRAWN BY:	D.D.
DATE:	25/09/15
REV:	B



**Application number
95458/15**



**Development & Regeneration Dept
Development Management Section**

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**Bolton
Council**

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Date of Meeting: 07/04/2016

Application Reference: 95458/15

Type of Application: Full Planning Application
Registration Date: 26/01/2016
Decision Due By: 21/03/2016
Responsible Officer: Alex Allen

Location: THE SMITHY, QUEEN STREET, WESTHOUGHTON, BOLTON

Proposal: ERECTION OF FIRST FLOOR EXTENSION

Ward: Westhoughton South

Applicant: Mr Dobb

Agent : Mr Dean

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the erection of a first floor over an existing single storey workshop. Amended plans have been received which set back the first floor extension from Back King Street in order to respect the living conditions of properties / residents who overlook the site on King Street.

The existing property has a large mono-pitched roof which reaches a maximum height of approximately 5.7 metres. The extension would replace the roof with a hipped roof which would have a height to the eaves of 5.7 metres with a maximum ridge height of 6.5 metres. The extension closest to King Street would be set back from the back street by approximately 2 metres.

The current user of the property, a landscape business, wish to use the first floor element for storage use for their business.

Site Characteristics

The site is occupied by commercial units located off Queen Street, to the rear of properties on Market Street, Westhoughton. Residential properties on King Street to the east overlook the site (Nos 2 and 4). Vehicular access to the site is from Queen Street. The site is located within Westhoughton town centre.

Policy

National Planning Policy Framework

Core Strategy CG3 The Built Environment, CG4 Compatible Uses, P5 Accessibility, S1 Safe and OA3 Westhoughton.

Supplementary Planning Document - (i) General Design Principles.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the area;
- * impact on highway safety;
- * impact on the amenities of adjoining uses.

Impact on the Character and Appearance of the Property

Core Strategy policies CG3 and OA3 seek to ensure that development proposals conserve and enhance local distinctiveness.

It is considered that the proposed extension would enhance the character of the existing property. The set back of the extension from back King Street would not be detrimental to the appearance of the scheme as a whole or the character of the wider area.

The proposal complies with Core Strategy policies CG3 and OA3.

Impact on Highway Safety

Core Strategy policies P5 and S1 states that the Council will ensure development proposals take account of the accessibility of different types of transport making provision for parking where appropriate and also promote road safety in the design of new development.

The applicant does not propose any curtilage parking for the existing/proposed occupants of the property.

The Council's Highways Engineers raise no objections to the proposal. The extension would not remove any existing car parking nor would it be likely to result in the need for any further parking.

The proposal complies with Core Strategy policies P5 and S1.

Impact on the Users of the Property / Adjoining Users

Core Strategy policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. The objectors concerns regarding the impact of the proposal have been addressed in the form of amended plans which provide a distance of 13.5 metres between the rear main windows of No. 2 and No. 4 King Street and the proposed blank new gable / rear elevation of the proposed extension. This would ensure the recommended interface distances outlined within the General Design Principles SPD.

It is considered that the proposal would respect the living conditions of existing residents and

complies with policy.

Conclusion

The proposal would be compatible with the character and appearance of the host building and the surrounding area whilst respecting the living conditions of existing residents without creating additional requirements for car parking. The proposal fully complies with policy and is recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters:- one objection letter has been received raising concerns over the loss of light to existing residents on King Street to the east and concerns over loss of privacy if there were to be windows located overlooking their property at King Street (there are no windows proposed in the rear elevation of the extension which faces King Street).

Petitions:- no petitions received.

Town Council:- raise no objection.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: the Council's Highways Engineers and Westthoughton Town Council.

Planning History

The site has no relevant planning history.

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

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

Reason

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

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

Drawing No. DOB4_GL Rev. B - General Arrangement, dated Dec'15.

Reason

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

EXISTING REAR ELEVATION 1:100

EXISTING SIDE ELEVATION 1:100

EXISTING FRONT ELEVATION 1:100

EXISTING SIDE ELEVATION 1:100

EXISTING REAR ELEVATION 1:100

EXISTING SIDE ELEVATION 1:100

EXISTING FRONT ELEVATION 1:100

EXISTING SIDE ELEVATION 1:100

PROPOSED REAR ELEVATION 1:100

PROPOSED SIDE ELEVATION 1:100

PROPOSED FRONT ELEVATION 1:100

PROPOSED SIDE ELEVATION 1:100

All work to be in accordance with current Building Regulations

2000g dpc to sides of window and door

External Walls

Typically clay facings with 50 cavity and Dyttherm or similar insulation with an internal cavity. The insulation is to be installed at 450 vertically with no greater than 300 around the window and door openings with cavity trays over as needed

Proposed external walls to be constructed of 12mm plasterboard with skim to both sides of framing and double boarding to one side of cavity trays

2000g cavity trays to be installed over any existing cavity trays

All external wall cavities are to be continuous with those of the existing

Rapid ventilation to be provided to all habitable rooms and to be installed in accordance with an area of at least 5% of the room area

Trickle ventilation by way of night vents to rooms 4000mm2

Mechanical ventilation to W.C. to be installed in accordance with the Building Regulations

Proposed roof to be constructed of 100mm soil and vent pipe to terminate a minimum of 900mm above the top of any window opening light

Typically 115mm gullies discharging via 68mm diameter down pipes to appropriate drain

External walls – 0.28W/m2/deg.C

Roof – 0.18W/m2/deg.C

Gleazing to be in accordance with Part N of the Building Regulations

Windows to be constructed of double glazed units with a minimum of 16mm air space

Windows to be constructed of double glazed units with a minimum of 16mm air space

Windows to be constructed of double glazed units with a minimum of 16mm air space

17

EXISTING GROUND FLOOR PLAN 1:100

PROPOSED GF PLAN 1:100

PROPOSED FF PLAN 1:100

STRUCTURAL FF PLAN 1:100

TO RAINWATER DRAIN

WORKSHOP

OFFICE & SHOP

STORAGE

OFFICE & SHOP

WORKSHOP

OFFICE & SHOP

ALL SITE DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO WORK COMMENCING

DO NOT SCALE FROM THIS DRAWING AND WORK ONLY TO WRITTEN DIMENSIONS

HORIZONTAL AND VERTICAL RESTRAINT AT 2000GCS USING GALVANISED BAT STRAPS

WALLS TO BE RECLAIMED CLAY FACING BRICKS

STAIRCASE

MAXIMUM PITCH TO BE 38 DEGREES

MAXIMUM RISE 190 MINIMUM GOING 250

MINIMUM HANDRAIL HEIGHT TO BE 900 WITH NO OPENING GREATER THAN 100

ROOF CONSTRUCTION

SMOOTH GREY MARLEY MODERN TILES

25MM INSULATION TO EAVE AND BRICK

270MM INSULATION QUILT AT CEILING LEVEL

12MM PLASTERBOARD AND 3MM SKIM

CAVITY WALL CONSTRUCTION

115 CLAY FACING BRICK

50 INSULATED CAVITY KINGSSPAN OR SIMILAR

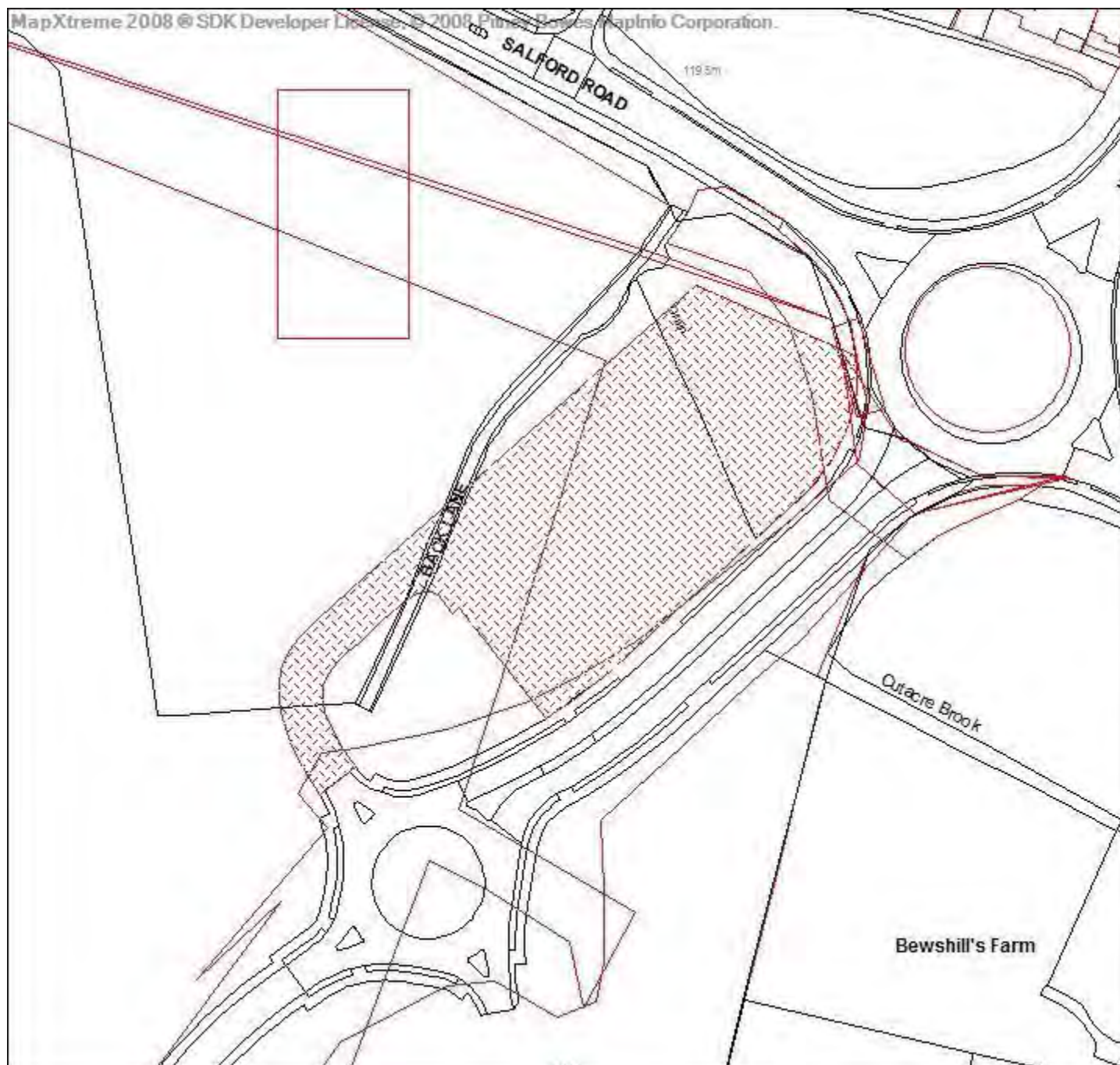
145 INSULATED CAVITY KINGSSPAN OR SIMILAR

12MM PLASTERBOARD AND 3MM SKIM

CAVITY CLOSED AROUND OPENINGS USING PROPRIETARY INSULATED DAMP PROOF COURSE

B	Revised	Roof Detail	140516
A	Revised	Roof Detail	240216
Client			
DJ DOBB			
1ST FLOOR EXTN TO EXTG COMMERCIAL GARAGE THE SMITHY, QUEEN ST. WESTHOUGHTON			
TITLE			
GENERAL ARRANGEMENT			
Michael Dean			
07979 814545			
Sheet	Size/Scale	A1/1:100	
Drawn	MD		
Scales as shown	Date DEC '15		
Job No.	Drawing Ref	Rev	
15/06	DOB4_GL	B	

**Application number
95558/15**



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**Bolton
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Date of Meeting: 07/04/2016

Application Reference: 95558/15

Type of Application: Full Planning Application

Registration Date: 24/12/2015

Decision Due By: 23/03/2016

Responsible Officer: Alex Allen

Location: LAND OFF BACK LANE AND SALFORD ROAD, (LOGISTICS NORTH)

Proposal: ERECTION OF A TRAINING FOOD STORE (A1 USE) TOGETHER WITH ASSOCIATED CUSTOMER CAR PARKING, SERVICING ARRANGEMENTS AND LANDSCAPING

Ward: Hulton

Applicant: Aldi Stores Limited and Harworth Estates Investments Limited

Agent : HOW Planning

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the erection of an Aldi food and training store which would comprise of the provision of a net A1 retail sales area of 1,254 sq. metres, gross internal area of 1,740 sq. metres. Within the site curtilage would be provided 108 car parking spaces of which 6 are reserved for disabled shoppers with 9 parent and child spaces. In addition, there are 12 cycle spaces located at the front of the site together with 3 motorcycle bays. The main vehicular access point both for customers and deliveries would be off the first roundabout within the Logistics North site which is located within the south west corner of the application site.

An integral part of the scheme would be to culvert a short stretch of Cutacre Brook which currently runs through the site.

The design of the store has been developed in a contemporary style with a simple palette of materials comprising of render, brick and glazing. These materials reflect the material palette of the wider Logistics North site.

The proposed hours of opening of the store would be 0800 hrs to 2200 hrs Monday to Saturday and 0900 to 1700 hrs on Sundays.

Members will be aware that the adjoining Aldi Regional Distribution Centre is Aldi's national training centre and the proposed foodstore would complement the RDC by providing an additional training facility.

Site Characteristics

The application site forms part of the wider Logistics North employment site which is currently being developed. The site straddles plots A1, A2 and A4 as shown on the illustrative Masterplan which is an integral part of the ancillary development which serves the Logistics North site.

The site adjoins Salford Road and would be the first commercial plot to be developed. The site extends to just under 1 hectare in size and is cleared for development. The site would bound to the south by the newly constructed estate road (Bridgewater Avenue). To the north the site will be bounded by a small area of open space and beyond that the A6 Salford Road. The site slopes gradually from east to west and there is an existing culvert that runs through the site.

Policy

National Planning Policy Framework

Core Strategy policies: P1 Employment, P2 Retail and Leisure, P5 Accessibility, S1 Safe, CG1 Cleaner Greener, CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, M3 Broad Location for Employment Development; OA4 West Bolton.

Allocations Plan - Chapter 3 - Employment Land, Appendix 1: Allocated employment land - Site reference 5P1.1 Cutacre (net development area) - 80 ha.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principle of allowing a non-B1/B2/B8 Use on an allocated employment site
- * impact on the vitality and viability of Bolton Town Centre and neighbouring centres;
- * impact on the character and appearance of the site / wider area;
- * impact on highway safety;
- * impact on drainage / flood risk
- * impact on biodiversity / ecology;

Principle of allowing a non-B1/B2/B8 Use on an allocated employment site

Policy P1 of the Core Strategy states that the Council will identify a range of employment sites for new development with a total area of between 145ha and 165ha up to 2016 and will safeguard existing employment sites where they are compatible with residential amenity and contribute to the sustainability of communities in which they are situated. Where they are not compatible, mixed uses will be encouraged to retain an element of employment.

The application site is allocated as employment land within the Council's Allocations Plan [Allocation 5P1.1 Cutacre (net development area) - 80 ha]. Members will recall that planning permission was

granted in April 2014 for the erection of up to a maximum of 360,000 sq. m of B2 / B8 floorspace on the site of the former Cutacre open cast mine. Whilst the primary use of the land was for B2/B8 employment uses there was an ancillary element which was integral to the proposal which made provision for the following uses (maximum gross internal floor spaces):

- Business - B1 use - 7,000 sq.m;
- Shop (A1) and services (A2) - 1,000 sq.m; and
- Food and drink (A3 - A5) - 1,000 sq.m.

Paragraph 3.7 of the Allocations Plan states that alternative non-B1/B2/B8 uses on allocated employment land, protected employment land and mixed-use sites will be permitted where:

- There would be no harm to the economic function of the locality or the benefits of the proposed development outweigh the harm; or
- A marketing strategy satisfactorily demonstrates that there is no longer demand for B1/B2/B8 use; or
- A viability assessment satisfactorily demonstrates that it is no longer appropriate for the site to be retained for B1/B2/B8 purposes.

It is therefore considered that the proposal would not harm the economic function of the locality with the primary use of the whole Logistics North site remaining as previously approved. The final composition of this (ancillary) part of the site is unknown at this stage due to ongoing discussions between the site owner, Harworth Estates and a number of potential end users.

Impact on the vitality and viability of Bolton Town Centre and neighbouring centres

Policy P2 of the Core Strategy seeks to increase the quantity of retail floor space in the borough, concentrated mostly in Bolton town centre. This reflects the Council's objective of creating a transformed and vibrant town centre, as well as complying with Government advice contained in section 2 of the National Planning Policy Framework (NPPF). New shops to serve local communities will be concentrated in the defined district and local centres. Some large, specialist shops selling bulky goods have special requirements in terms of retail space and parking provision that may make them inappropriate for them to be located in centres. In these cases, edge-of-centre sites, especially around Bolton town centre, will be favoured over other sites.

The application site is not located within a town, district or local centre; it is instead an out-of-centre site. The proposed development, albeit with an element of 'training use' will effectively be an A1 retail use, a main town centre use. It is noted however, that the site wide permission for the site allowed for an element of up to 1,000 sq. metres of A1 and A2 floorspace (in total). Therefore, the principle of retail development in this location has been established. The current proposal is for a store which has a gross internal floor area of 1,740 sq. metres and a net retail sales area of 1,254 sq. metres.

The proposal is therefore in excess of the approved 1,000 square metres and would also depart from the requirements of Core Strategy policy P2 to concentrate new retail development in existing centres. Guidance contained within paragraphs 24 and 26 of the NPPF states when assessing applications for retail, leisure and office development outside of town centre, which are not in accordance with an up-to-date Local Plan, local planning authorities should require a sequential assessment and an impact assessment if the development is over a proportionate, locally set floorspace threshold. It is noted that where there is no locally set floorspace threshold NPPF recommends an impact assessment is only required when the default threshold is 2,500 sq. metres is reached.

The proposed development has a proposed total net retail sales area of 1,254 sq. metres, which is below the nationally set threshold of 2,500 sq. metres (there is not a locally set threshold).

Sequential test - are there any available suitable sites in a defined centre or edge-of-centre location?

Paragraph 24 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge-of-centre locations and only if suitable sites are not available should out-of-centre sites be considered. When considering edge of centre and out-of-centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

Prior to the submission of the current planning application pre-application discussions were held with Planning Policy colleagues to ascertain the sites which would need to be assessed as part of the sequential assessment. It was agreed that all suitable sites within a 5 minute drive time from the site along with existing defined centres in Bolton, Wigan and Salford would be assessed.

The applicant has undertaken a sequential assessment which meets their requirements of a site size of around 2 acres / 0.81 hectares able to accommodate a foodstore with a net sales area of 1,254 sq.m and approximately 100 car parking spaces which should be located on a prominent main road frontage to be commercially viable.

The specific sites that Aldi have considered are a number of vacant sites:

Daubhill / St Helens Road linear centre - (i) Manfredi site, Deane Church Lane [poor visibility of the site, poor access and is neither available or suitable] (ii) Super Shine Car Wash - site is too small at 0.18 ha and is in active use (iii) Rumworth Hall / adjacent land (active use and too small 0.27 ha) (iv) Brandwood St [too small 0.35 ha and is not on main road] and (iv) Central Carpets - good road frontage but too small at 0.43 ha.

Little Hulton Neighbourhood Centre, Salford - existing centre has a choice of convenience goods provision. Size of centre is small and unlikely to provide sites of adequate size to accommodate an Aldi store. Competition from retailers in Walkden means that the location would not be viable.

Farnworth - a number of sites were assessed in Farnworth including sites at Worsley Road, Farnworth Fire Station, W Lever and adjacent land, King Street retail park and Market Street car park and adjacent land. These sites were discounted for a range of reasons including sites being too small, of irregular shape, close proximity to residential properties (amenity issues), fully occupied site.

Members will also note that at the March 2016 they recently approved a proposed new Aldi foodstore which is to be located on the former Glebe Mill site within Westhoughton Town Centre. Aldi will continue to operate a number of other stores within the Borough (Blackburn Road, Horwich and Trinity Street) and remain committed to continued investment in the borough. Aldi also state that they have held discussions with Wigan Council as to their aspirations for investment within Wigan (Atherton target location).

Planning Officers from Wigan Council raise no objections to the current proposal. No comments have been received from Salford Council planners.

Other considerations:- Aldi state that it is their intention to use the proposed new store as a training centre. This would have a number of major benefits including:

- The Bolton Regional Distribution Centre (RDC) is a national training centre for Aldi which will oversee national training for the company. An Aldi store next to the RDC will allow the trial of new training modules before they are rolled out across the country;
- The new store will provide a showcase for external suppliers and allows for a practical introduction to the business;
- Assistance with recruitment role as the close proximity of the RDC will enable allowing work trials / practical interview process;
- Assist in the roll out of new products and procedures;
- The building will be a model store and complements the adjoining RDC / training facility ensuring the long term success of the national training academy;
- Store will improve consumer choice and job creation.

Officers consider that the applicant has satisfied the sequential test in this instance, and that there are no available suitable sites for the proposed store within a nearby town, district or local centre. In addition, there are other benefits to siting a larger store than originally permitted.

Impact on the Character and Appearance of the Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Policy OA4 refers specifically to developments in West Bolton and states that the Council will conserve and enhance the character of the existing landscape and physical environment.

The siting and design of the building is such that the most prominent of the elevations (north and east) have the most active frontages. The north elevation has an active frontage due to the location of the customer entrance / exit with a predominantly glass frontage which wraps around the side/east elevation of the building.

It is considered that the contemporary design of the proposed retail store is comparable with the character and appearance of a modern employment site and whose materials are compatible with the current buildings being constructed on the Logistics North site.

It is considered that the proposed development is of good design and will regenerate a vacant site at a prominent junction location, compliant with Policies CG3 and OA1 of the Core Strategy.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking (in accordance with the parking standards set out in Appendix 3), the transport needs of people with disabilities, 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.

The applicant has submitted a detailed Transport Statement which assesses the likely impact of the proposed development. The report concludes that the proposal would result in a low level of additional traffic generation from the site. The proposal would provide 108 spaces (101 customer spaces and 7 staff spaces) which would include 6 accessible / disabled car parking spaces and 9

parent and child spaces, 3 motor cycle bays and 6 covered cycle hoops.

The Council's Highways Engineers raise no objections to the proposal.

The proposed car parking provision would be in accordance with the standards as outlined within Appendix 2 of the Core Strategy which details car / motor bike and cycling parking. The applicant has also submitted an interim Travel Plan which is intended to encourage staff to use sustainable modes of transport. This element in addition to the approved car parking layout would be conditional upon any approval.

The proposal complies with Core Strategy policies P5 and S1.

Impact on the Risk of Flooding

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 states that the Council will ensure that all non-residential units of over 500 sq. metres demonstrate sustainable management of surface water run-off.

The applicant is currently in discussions with the Council's Drainage team regarding the diversion of Cutacre Brook and the drainage / surface water run-off requirements for the site. Further comments will be provided directly at the meeting. It is however considered that the proposal would comply with the requirements of both CS policies CG1 and CG2.

It is therefore considered that the proposed development will not increase the risk of flooding and will provide sustainable management of surface water run-off, compliant with Policies CG1.5 and CG2.2 of the Core Strategy.

Impact on Crime and the Fear of Crime

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

The applicant has considered security and crime prevention within their design and access statement (submitted with the application). The security measures provided within the development will include the following:

- car and cycle parking in well-observed areas;
- staff cycle storage to be located within the warehouse function;
- lighting to provide a uniform level of illumination within the site;
- enclosed bin stores;
- trolley stores to be secure at night;
- planting in vulnerable areas to be low in height;
- anti-ram bollards along the store frontage;
- laminated glass to vulnerable frontages;
- external shutters over the entrance/exit doors out of hours;
- alarmed building; no recesses to the ground floor exterior;
- roof inaccessible.

It is therefore considered that the proposed development complies with Policy S1.1 of the Core Strategy.

Impact on Biodiversity / Ecology

Core Strategy policy CG1.1 and 1.2 seeks to ensure that new development proposals safeguard and enhance biodiversity in the borough by protecting sites of urban and rural biodiversity.

Officers from Greater Manchester Ecology Unit have commented that the site supports a limited range of habitat types with only very limited potential for protected or priority species to be present and the site in itself does not have any substantive nature conservation value. They also comment that the adjacent Cutacre Country Park, which comprises a major area of greenspace would compensate for lost semi-natural greenspace and habitats on the development plots.

Officers from GMEU also comment that they are disappointed with the proposal to culvert the section of Cutacre Brook that passes through the site and that the loss of open water will be detrimental to nature conservation interest.

The applicant has been in detailed discussions with the Council's drainage team as to the proposed re-siting of Cutacre Brook, a small section currently flows through the site. The applicant had originally proposed to divert the Brook around the proposed development site. The Council's Drainage team have commented that from a flow perspective this would not work given the acute angles which water would have to travel. Therefore, the proposal has been changed to enable the Brook to be culverted under the proposed customer car parking area.

In addition, it is considered that the ecological enhancement works which will be achieved after completion of the creation of the formal Cutacre Country park, including the creation of a number of new water bodies / areas of open water, will more than off set the culverting of a small section of Cutacre Brook.

The proposal complies with Core Strategy CG1.

Conclusion

It is considered that the proposed new Aldi food and training store would not be in full compliance with the approved masterplan for the Logistics North site. The proposal would provide for a larger foodstore than originally envisaged. The applicant has however demonstrated that there are no other suitable available sites in the borough or in adjoining boroughs that could accommodate the proposed development. It is considered that the proposed store would not harm the vitality and viability of Bolton town centre or any neighbouring centre, would not lead to a harmful increase in traffic and would not jeopardise highway safety, would be compatible with the character and appearance of the area, would not increase the risk of flooding, and would not increase crime or the fear of crime. The application is therefore recommended for approval.

Representation and Consultation Annex

Representations

Letters/petitions:- no representations have been received.

Elected Members:- no comments have been received.

Consultations

Advice was sought from the following consultees: Drainage/Flood Risk team, National Grid / Health and Safety Executive, the Council's Highways Engineers, Strategic Development Unit, Pollution Control officers, Landscape Architects, the Coal Authority, Design for Security (Greater Manchester Police), Environment Agency, Greater Manchester Ecology Unit, Salford Council and Wigan Council.

Planning History

A hybrid planning application was approved in April 2014 (Ref: 90539/13) for the phased employment development of the Logistics North / former Cutacre site comprising of up to 102 Ha of B8 and B2 uses together with associated / ancillary uses including Business (B1), Hotel (C1), Shop, Services and Food and Drink (Use Classes A1 to A5). Condition 4 on this permission restricts the development in accordance with the parameters detailed within the originally submitted Planning Statement, which are as follows:

Maximum floorspace (gross internal area) of each alternative/ancillary use:

- Business - B1 use - 7,000 sq.m;
- Shop (A1) and services (A2) - 1,000 sq.m; and
- Food and drink (A3 - A5) - 1,000 sq.m.

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 the details (samples if required) of the type and colour of materials to be used for the external walls and roof to be agreed with the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

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

3. Prior to the commencement of the development:-

- A Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, property and/or the wider

environment; and

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

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

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

Reason

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

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

5. Before development commences details of a scheme for reducing carbon dioxide emissions which would result from the use of the approved building shall be submitted to and approved by the Local Planning Authority. The scheme to be submitted shall seek to ensure that the reduction in carbon dioxide emissions equates to a 10%. Such details as approved shall be implemented in full before the development is first occupied or brought into use and retained thereafter.

Reason

To reduce the impact on climate change and to improve the sustainability of the site, and to comply with policy CG2 of Bolton's Core Strategy.

6. Prior to commencement of development, a scheme which assesses the proposed BREEAM rating of the building hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall achieve a BREEAM (Retail) Very Good standard (or such national measure of sustainability for commercial retail design that replaces that scheme). Within 3 months of the occupation of the building a Final BREEAM Certificate has been issued for it certifying that the approved scheme/standard has been achieved.

Reason

To reduce the impact on climate change and to improve the sustainability of the site, and to comply with policy CG2 of Bolton's Core Strategy.

7. Prior to commencement of development a scheme shall be submitted to and approved by the Local Planning Authority which reduces the existing surface water run off by at least 50%. No building hereby permitted shall be occupied until the approved surface water drainage works have been implemented on site.

Where a sustainable drainage scheme is to be provided, the submitted details shall:

- 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;
- include a timetable for its implementation; and
- provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason:

To reduce the risk of contaminating surface water run off and reduce the risk of localised flooding and down stream flooding by ensuring the provision of a satisfactory means of surface water dispersion, and to comply with policies CG1.5 and CG2 of Bolton's Core Strategy.

8. Prior to the commencement of development an Employment and Skills Statement shall be submitted to and approved in writing by the Local Planning Authority which provides the following details:

- an Employment and Skills Statement/Commitment for the site contractor for the construction phase of the development hereby approved shall be submitted to the Local Planning Authority for approval and once approved shall be implemented in full in accordance with an agreed timetable.
- Prior to undertaking of the internal fit-out works, an Employment and Skills Statement for the proposed fit-out of the approved industrial building should be submitted to the Local Planning Authority for approval and once approved shall be implemented in full in accordance with an agreed timetable;
- Prior to occupation of the approved development, an Employment and Skills Statement for the occupier of the approved development should be submitted to the Local Planning Authority for approval and once approved shall be implemented in full in accordance with an agreed timetable.

Reason

To ensure that local employment benefits are addressed and secured and to comply with strategic objective 3 of Bolton's Core Strategy.

9. Before the approved/permitted development is first brought into use no less than 108 car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with Drawing No. 1841 MIDW 102 Rev. H.

Reason

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

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

Reason

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

11. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought

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

Reason

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

12. Prior to the development being first occupied or brought into use, details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full within 21 days of the Local Authorities approval, unless otherwise agreed in writing with the Local Planning Authority and retained thereafter.

Reason

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

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

0600 hrs to 2200 hrs Mondays – Saturdays;
0800 hrs to 1700 hrs on Sundays

Reason

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

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

0800 to 2200 hrs Mondays to Saturdays
0900 to 1700 on Sundays

Reason

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

15. The approved Interim Travel Plan hereby approved (Appendix D of the submitted Transport Statement) shall be implemented in accordance with the timetable identified within Table 4.1 (page 9) of the Interim Travel Plan together with the submission of a Final Travel Plan no later than 3 months prior to occupation of the development hereby approved.

Reason

To encourage future occupiers to access the store by means other than the private car, and to comply with policy P5 of Bolton's Core Strategy.

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

Drawing No. 1841 MIDW 101 - Existing Site Plan, dated 16.11.15;

Drawing No. 1841 MIDW 102 Rev. H - Proposed Site Plan, dated 23.03.16;
Drawing No. 1841 MIDW 102 Rev. H - Proposed Site Plan, dated 23.03.16;
Drawing No. 1841 MIDW 103 - Proposed Floor Plan, dated 16.11.15;
Drawing No. 1841 MIDW 104 - Proposed Elevations, dated 16.11.15.

Reason

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

17. There shall be no open storage within the confines of the application site

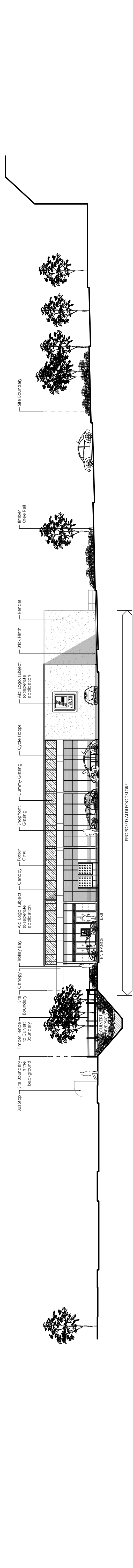
Reason

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

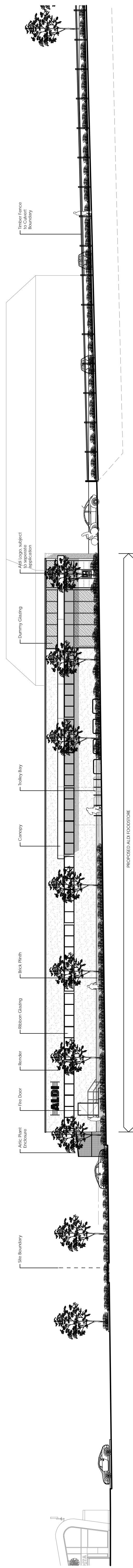
18. The net retail floorspace / trading area shall not exceed 1,254 sq. metres.

Reason

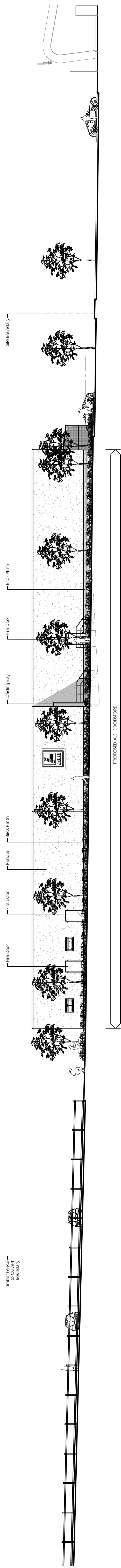
To ensure the vitality and viability of existing town centres / defined retail centres and to comply with policy P2 of Bolton's Core Strategy.



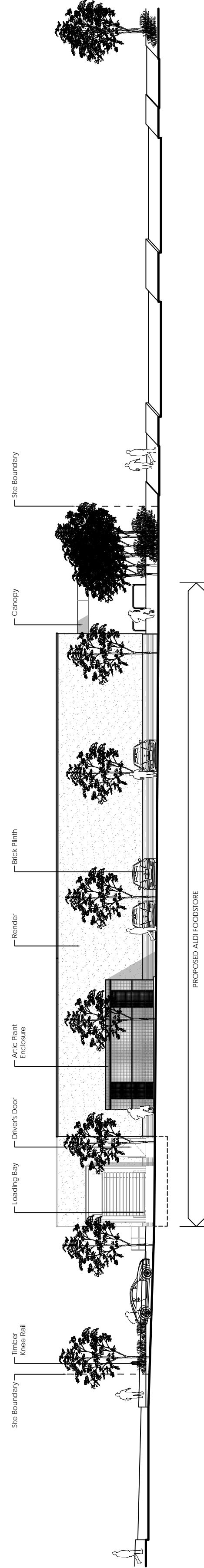
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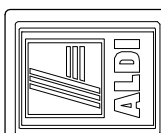
Elevation B

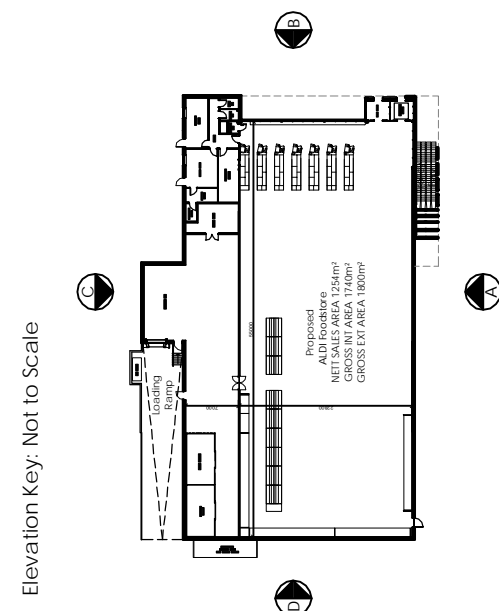


Elevation C



Elevation D

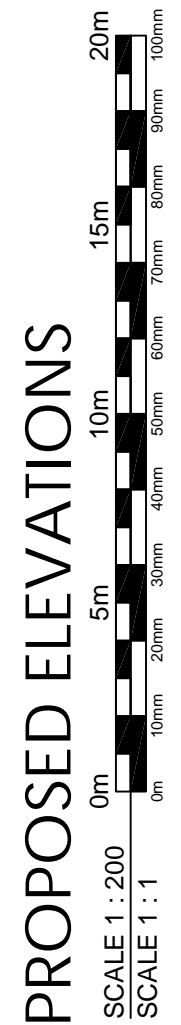
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PROJECT TITLE					
<div>PROPOSED FOODSTORE LOGISTICS NORTH SAFORD ROAD BOLTON</div>					
					
CLIENT					
ALDI STORES LTD					
STATUS					
PLANNING					
SCALE		1:200		DRAWING SIZE	A1
DRAWN BY		RE		CHECKED BY	R/P/E
				DATE:	16.11.11
DRAWING TITLE					
PROPOSED ELEVATIONS					
JOB/DWG NO		1841 MIDW 104		REV	-



Elevation Key: Not to Scale



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Application number 95616/16



Development & Regeneration Dept
Development Management Section

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

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Date of Meeting: 07/04/2016

Application Reference: 95616/16

Type of Application: Full Planning Application
Registration Date: 11/01/2016
Decision Due By: 06/03/2016
Responsible Officer: Martin Mansell

Location: SPRINGFIELD COURT, SUMMERFIELD ROAD, BOLTON, BL3 2NT

Proposal: PROVISION OF 31 ADDITIONAL PARKING SPACES

Ward: Great Lever

Applicant: K3 Estates LLP
Agent : RT Design

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought to form two additional parking areas for this office complex, increasing the total parking provision from 138 by 31 to 169. The two areas proposed are currently:-

- a grassed area to the north of the building (18 spaces);
- an area of pavement at the end of Summerfield Road (13 spaces). It should be noted that whilst this pavement has been installed to adoptable standards, the majority of Summerfield Road is a private road and not a public highway.

Site Characteristics

Springfield Court is a complex of five office blocks constructed less than 10 years ago and is accessed from Manchester Road via Summerfield Road, a private road serving the complex together with a small number of industrial and vehicle repair uses nearby. The curtilage of the site is laid out to form 138 car parking spaces.

The site lacks a prominent frontage to Manchester Road but is potentially visible from it, together with from the Bolton - Manchester railway and nearby residential streets.

Policy

National Planning Policy Framework - building a strong and competitive economy, ensuring the vitality of town centres, promoting sustainable transport, requiring good design, promoting healthy communities, meeting the challenge of climate change, flood and coastal change, conserving and enhancing the natural environment

Core Strategy Objectives

SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO10

Climate Change, SO11 Built Heritage, SO12 Biodiversity, SO13 Flood Risk

Core Strategy Policies

P1 Employment Sites, P5 Transport

S1 Crime and Road Safety

CG1 Biodiversity, Open Space, Flood Risk and Climate Change, CG2 Sustainable Development, CG3 Design and the Built Environment, CG4 Compatible Uses

RA1 Inner Bolton

Supplementary Planning Documents

General Design Principles

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the area
- * impact on the road network
- * impact on economic development

Impact on the Character and Appearance of the Area

Section 39 of the Planning and Compulsory Purchase Act 2004 places a general duty on Local Planning Authorities that in the exercise of their powers they have regard to the desirability of achieving good design.

The National Planning Policy Framework recognises the role of the planning system in creating a high quality built environment and notes that well-designed buildings and places can improve the lives of people and communities. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including replacing poor design with better design. The Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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

form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment.

Policy RA1 relates specifically to Inner Bolton and states that the Council will conserve and enhance the distinctive character of the existing physical and natural environment; ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing; respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design; make efficient use of land in inner Bolton due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach; ensure that development takes opportunities to improve upon the existing low levels of green infrastructure and soft landscaping in inner Bolton, using native plant species where appropriate.

Neither of the sites are particularly prominent and this will limit the effects of the development proposed. In any case, parking is an accepted part of such developments and it is not considered that the new parking areas will appear in any way unusual within the street scene. It should also be noted that whilst members of the public may make use of the lower part of Springfield Road, they do not do so as a right under the Highways Act because this is a private road. The loss of landscaped areas is generally to be regretted but in this instance the grassed area is simply a rectangle of unused land with little public impact. It is also noted that the residential properties which overlook the site have not objected.

The impact on the character and appearance is considered to be acceptable.

Impact on the Road Network

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 application has been slightly amended at the request of the Council's Highway Engineers who now consider the arrangements to be acceptable from a highways point of view.

The Council's parking standards set a maximum number for parking spaces, proportionate to the development that they serve. In this instance, the development is considered to be the office complex of Springfield Court (irrespective of how these spaces are divided between occupiers). The maximum parking standard for stand alone offices is 1 per 35 sq metres. The total area of the five offices is 6,046 sq metres and this allows for 172 parking spaces. There are currently 138 parking spaces and 31 proposed parking spaces, giving a total of 169 spaces, below the maximum standard.

The comments of the objector business are noted, however it not considered that the layout and location of the proposed parking spaces can have the potential to have such a detrimental impact on the operation of their activities that a refusal could be defended or justified on these grounds - particularly as the development does not involve the public highway and would instead take place entirely within and upon private land and roads. Whilst the proposal does result in the loss of a footway, it is not a public footway and its use must be extremely limited given that Summerfield Road results in a dead end at this location. Concerns about disruption during construction generally carry little weight in the planning balance and in this instance the development is of a relatively small scale. Again, it must be repeated that this is not a public highway and the design has been accepted by the Council's Highway Engineers.

The proposed use is not considered to be likely to give rise to significant changes in the nature of vehicular or other movements over and above the existing lawful use. It is also noted that the Council's Highway Engineers do not raise objection. The proposal is considered to comply with Core Strategy Policies P5 and S1.

Impact on Economic Development

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

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

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

The economic impact of the parking spaces is limited but it is considered that parking spaces are important to the attractiveness of an office complex, assisting in ensuring that a particular site can compete in terms of attracting and retaining tenants.

Conclusion

This is a relatively minor form of development and the impacts will be similarly limited in proportion. The comments of the objector are noted but are not considered to form a defensible reason as to why the development could be resisted in terms of national and local planning policies. Members are therefore recommended to approve this application.

Representation and Consultation Annex

Representations

An objection has been received from a nearby business on Summerfield Road, on the following grounds:-

- it will result in the loss of the only public footpath on that section of road
- it will cause severe vehicle access issues to my property whilst the proposed building work is in progress, as my main vehicular entrance/exit, which is not shown on the submitted plans, in use 24 hours a day, is at the bottom of Summerfield Road
- any cars parked in these places would have to reverse onto the public highway to exit the parking space, thereby causing a potential accident
- the 4 end parking spaces nearest to Manchester Road would have to reverse into a T junction to exit these 4 parking places, again an accident waiting to happen
- the at least, 2 end parking places nearest the railway would have to reverse onto my property to exit the parking spaces
- the proposed plans would result in the lost of the existing parking restrictions on that section of Summerfield Road and would result in further access to my land
- contrary to the proposers answer to section (6) of the planning application there is a new or altered vehicle access proposed to or from the public highway
- contrary to the proposers answer to section (6) of the planning application there is a altered pedestrian access proposed to or from the public highway
- contrary to the proposers answer to section (6) of the planning application there is a creation of a right of way
- contrary to the proposers answer to section (15) there are existing hedges/shrubs on the proposed development site
- contrary to the proposers answer to section (24) the site can be seen from the public highway

Representations of objection have also been received from four other business or organisations operating from the office block. The sole ground of objection is that they should be allocated a fair and reasonable proportion of the parking spaces being provided. This is considered to be a private matter and not a planning consideration.

Consultations

Advice was sought from the Council's Highway Engineers.

Planning History

Consent was granted for the development of the office complex in its present form in 2006 (74729/06).

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

Reason

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

3. Prior to the commencement of development hereby permitted, all developer obligations shall be fulfilled to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult, advertise, promote and implement Traffic Regulation Orders to mitigate the likely impact of the development.

Reason

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

4. Before the approved development is first brought into use no less than 4 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres and no less than 9 car parking spaces with minimum dimensions of 3.0 metres by 4.8 metres shall be marked out and provided within the curtilage of the site, in accordance with Drawing Red SCP/PL/16/002A rev A. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

5. Before the approved/permitted development is first brought into use no less than 15 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres and no less than 3 car parking spaces with minimum dimensions of 2.4 metres by 6.1 metres shall be marked out and provided within the curtilage of the site, in accordance with Drawing Ref: SCP/PL/16/003A rev A. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

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

Reason

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

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

shall be replaced in the next available planting season with others of similar size and species.

Reason

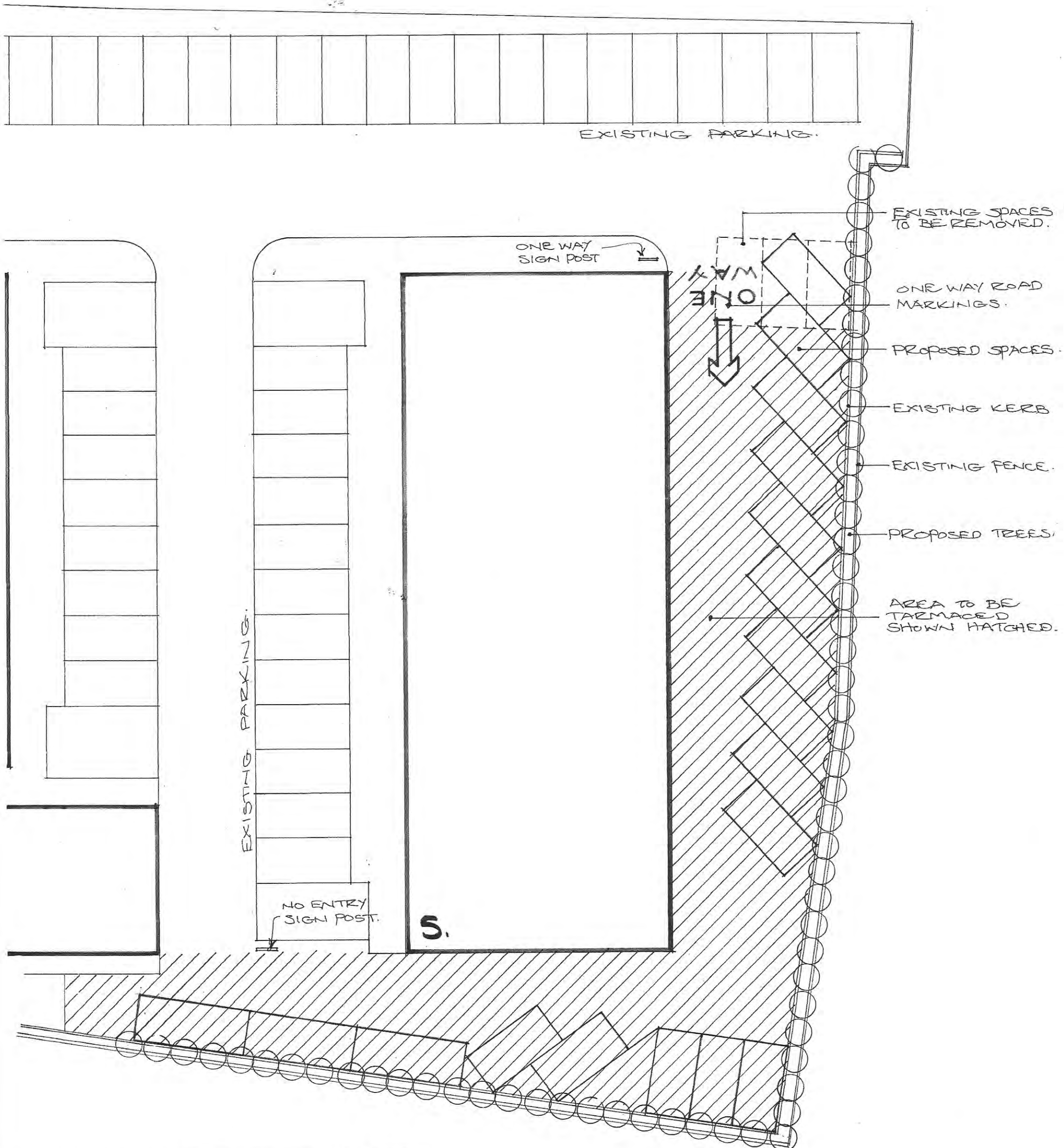
To reflect and soften the setting of the development within the landscape and to comply with policy CG3 of Bolton's Core Strategy.

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

SCP/PL/16/002A rev A
SCP/PL/16/003A rev A

Reason

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



**PROPOSED ADDITIONAL PARKING AT
SPRINGFIELD COURT,
SUMMERFIELD ROAD, BOLTON.**



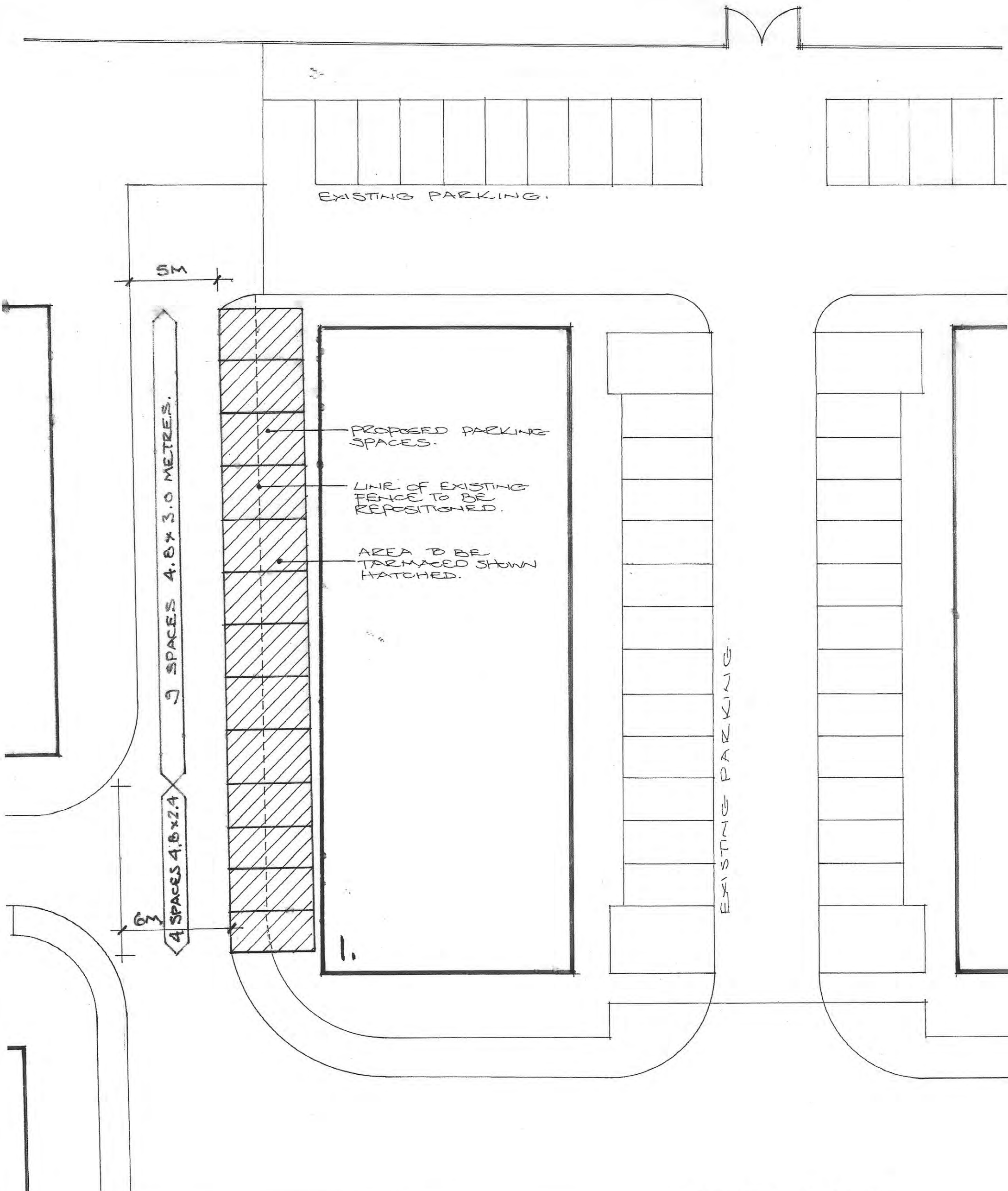
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SCALE 1:200 DATE JAN 2016
DRAWING No SCP/PL/16/003A
Rev A Highways amendments added.**

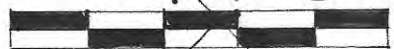


R T DESIGN
Architectural and Surveying Services

304 Valley Mill, Cottonfields, Eagley, Bolton. BL7 9DY
Tel : (01204) 591411



**PROPOSED ADDITIONAL PARKING AT
SPRINGFIELD COURT,
SUMMERFIELD ROAD, BOLTON.**

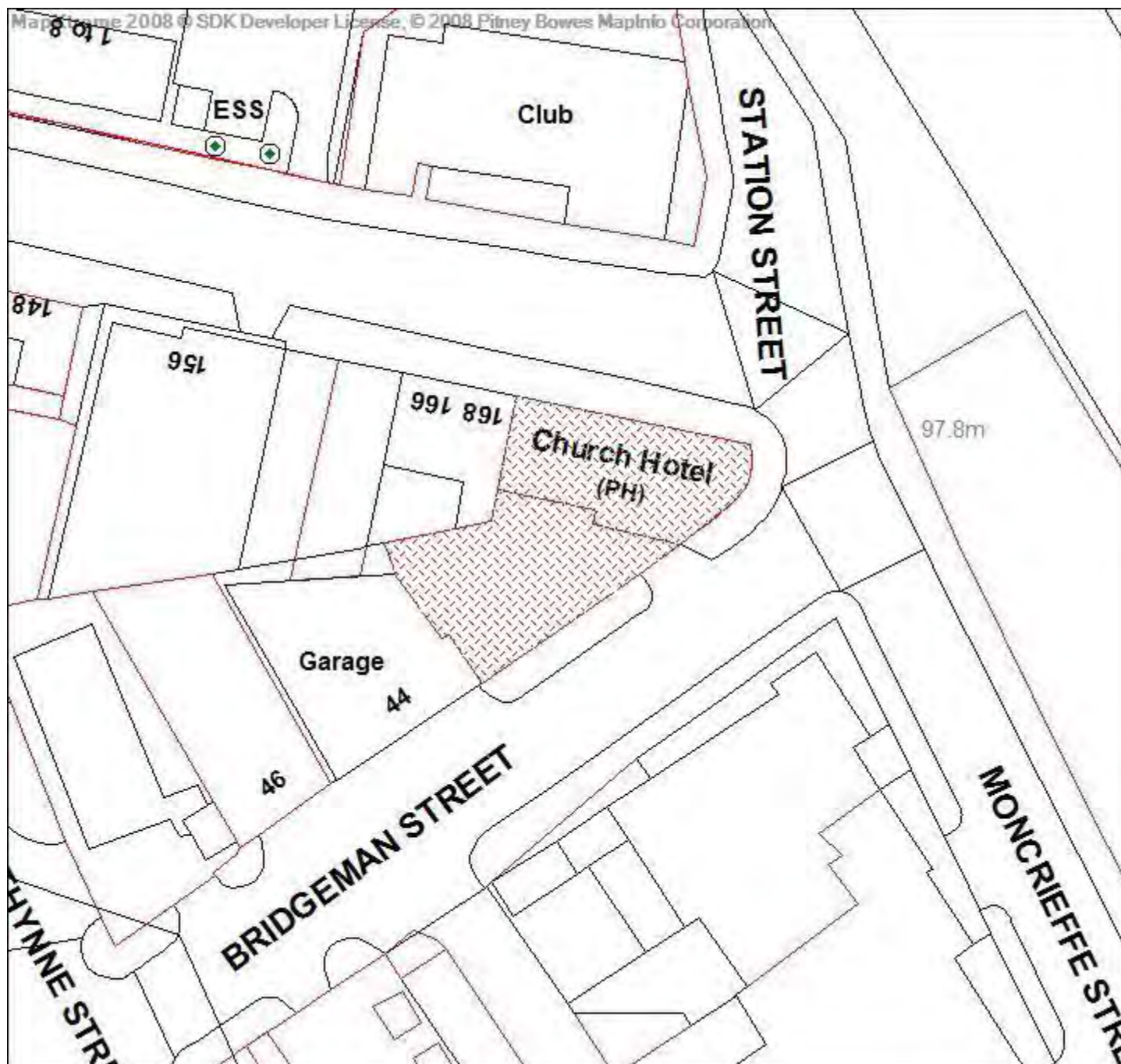
0 2 4 6 8 10

 SCALE 1:200 @ A3.

**PROPOSED PARKING TO UNIT No1
 SCALE 1:200 DATE JAN 2016
 DRAWING No SCP/PL/16/002A
 Rev A Highways amendments added.**



R T DESIGN
 Architectural and Surveying Services
 304 Valley Mill, Cottonfields, Eagley, Bolton. BL7 9DY
 Tel : (01204) 591411

**Application number
95664/16**



**Development & Regeneration Dept
Development Management Section**

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

**Bolton
Council**

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Date of Meeting: 07/04/2016

Application Reference: 95664/16

Type of Application: Full Planning Application

Registration Date: 18/01/2016

Decision Due By: 13/03/2016

Responsible Officer: Martin Mansell

Location: CHURCH HOTEL, 172 CROOK STREET, BOLTON, BL3 6AS

Proposal: CHANGE OF USE OF FORMER PUB TO RESTAURANT (CLASS A3) ON GROUND FLOOR AND FROM BED AND BREAKFAST TO OFFICES (CLASS B1) ON FIRST AND SECOND FLOORS

Ward: Great Lever

Applicant: Mr Sardar

Agent : SMS architecture

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought to convert the former Church Hotel public house into a restaurant at ground floor (232 sq m) with separate and self-contained Class B1 offices at first and second floor (464 sq m). External changes are limited to new render across the whole of the external together with replacement windows.

A total of 10 car parking spaces are available at this site, these would be retained for use by office workers and customers. An area for bin storage would be provided. The Applicant has expressed agreement to provide necessary measures to protect occupants and customers from the impact of nearby uses.

Members will be aware that a permitted development right exists from Class A4 Drinking Establishment to Class A3 Restaurant. However, as this proposal involves subdivision into a restaurant with offices over, the permitted development right does not apply in this instance.

Site Characteristics

Despite its location very close to the boundary of Bolton Town Centre, the site lacks prominence due to being located off the main roads (Thynne Street / Trinity Street / Bridgeman Street) on a street severed by the railway station and line.

The area is mixed in character, with a restaurant together with retail and car repair uses. A poultry slaughterhouse lies opposite and has a history of complaints relating to odour. Trinity Church, a Grade II Listed Building, has recently been converted into apartments.

Policy

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

Core Strategy Objectives

SO3 Economic Opportunities of Bolton Town Centre, SO4 Transforming Bolton Town Centre, SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety

Core Strategy Policies

P1 Employment Sites, P5 Transport

S1 Crime and Road Safety

CG3 Design and the Built Environment, CG4 Compatible Uses

TC4 Trinity Gateway, RA1 Inner Bolton

Supplementary Planning Documents

General Design Principles

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the site and area
- * impact on neighbouring uses
- * impact on the road network
- * impact on economic development and employment

Impact on the Character and Appearance of the Area

Section 39 of the Planning and Compulsory Purchase Act 2004 places a general duty on Local Planning Authorities that in the exercise of their powers they have regard to the desirability of achieving good design.

The National Planning Policy Framework recognises the role of the planning system in creating a high quality built environment and notes that well-designed buildings and places can improve the lives of people and communities. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including replacing poor design with better design. The Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

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

Policy RA1 relates specifically to Inner Bolton and states that the Council will conserve and enhance the distinctive character of the existing physical and natural environment; ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing; respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design; make efficient use of land in inner Bolton due to existing higher levels of development density.

The new render and the replacement windows will be of benefit, as will the occupancy of this site. The property is showing clear signs of neglect as a result of some years of vacancy, including a partial collapse of some elements of brickwork.

The proposal would deliver amenity benefits by way of the physical works proposed and is considered to comply with policies relating to design.

Impact on Neighbouring Uses

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

Policy CG4 of Bolton's Core Strategy seeks to ensure that new development is compatible with surrounding land uses; protects amenity, privacy, safety and security; does not cause unacceptable nuisance or pollution; and takes potential historic ground contamination into account. The use is considered to be, in principle, appropriate for this area, given the generally industrial and commercial context. The proposed use is not considered to be likely to give rise to land use conflicts over and above the existing lawful use as a public house. Offices use fall within Class B1, a class which also contains use which are considered to be acceptable within a residential area. The area already contains a restaurant and it is not considered that the relationship with the housing at Trinity Church need be problematic if normal odour extraction methods are used.

The owners of the poultry slaughterhouse have objected on the grounds that the proximity of housing will impact on their business. They state:-

"Live chickens are brought in for slaughter and despite all our attempts to control odour, etc. there are still occasions in severe hot weather where there is a smell. The Government staff we have overlooking our production also foresee major problems for the future should a flat development go ahead."

The Council's Pollution Control Officers have previously raised similar serious concerns about office use in close proximity to the slaughterhouse. They have considered the proposal to be undesirable and recommend refusal unless the slaughterhouse can be relocated. There is a history of complaints from commercial properties nearby and note that slaughter operations take place overnight to reduce the impact on these properties.

The impact on the ability of the slaughterhouse to operate its business cannot be completely discounted. Despite the mitigation measures proposed by the applicant, which would be conditioned, there is a risk that the proposal would be contrary to Policy CG4 of Bolton's Core Strategy by way of incompatibility with an existing use.

Impact on the Road Network

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 proposed use is not considered to be likely to give rise to significant changes in the nature of vehicular or other movements over and above the existing lawful use. The site is in a very sustainable location, within a couple of minutes walk of Bolton railway station. It is also noted that the Council's Highway Engineers do not raise objection. Sufficient off road car parking is available. The proposal is considered to comply with Core Strategy Policies SO9, P5 and S1.

Impact on Economic Development, Regeneration and Employment

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

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

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

The building has made no positive contribution to the economy for approximately eight years. Bringing it back into use would deliver economic, regeneration and employment benefits.

Conclusion

The proposal would bring a vacant building back into use and deliver regeneration, employment and economic development benefits.

The concerns raised by the slaughterhouse are noted but Officers also note that the proposed use is different from the residential proposal dismissed at appeal. A residential use is generally considered to be the most sensitive of all uses therefore the impact on the office/restaurant use will be less than for the appeal proposal. It is noted that the slaughterhouse was a reason for refusal for the previous two office proposals but this was one reason amongst two or three others and the decision was not tested at appeal.

In deciding whether to approve or refuse this application, it is considered that the Council can take

two courses of action. It can either accept that the presence of the slaughterhouse must blight this area and prevent investment, regeneration and beneficial uses in the medium to long term. Or it can accept that development should take place - at the risk of harm to the business. The decision is a difficult one to make, but Planning Officers are of the view that the former option is not acceptable and as the proposed uses are less sensitive than the previously proposed residential uses they therefore recommend that Members approve this application.

Representation and Consultation Annex

Representations

Letters:- three representations of support have been received from nearby business. They state their reasons as being:-

- it will improve the area
- it will create job opportunities
- footfall is likely to increase
- it will be a boost to nearby businesses

A letter of objection has been received from Bolton Halal Chicken, a poultry slaughterhouse directly opposite the application site on Moncrieffe Street. The grounds of objection are:-

- the site is opposite a poultry slaughterhouse
- the Council has previously refused applications at this site, including for office use
- in 2011, Members visited the site and refused a residential conversion here due to the impact from the poultry slaughterhouse
- the decision to refuse was upheld at appeal
- the Council must consider the impact of smell, noise and disruption on the proposed uses
- the poultry slaughterhouse provides jobs to 60 local people, is working with training provider Seetec and provides a service to British farmers
- at the appeal, a Meat Regulatory Officer described the use as "an approved establishment for slaughtering poultry and the operations of poultry slaughterhouses of such size and characteristics usually involve the need of receiving lorries with live poultry and dispatching lorries with meat and animal by-products usually very early in the morning, during the night at weekends and Bank Holidays. As thousands of birds are transported to the site and slaughtered each operational day and tonnes of products of animal are dispatched each operational day the control of noise and smells can be controlled to a certain level lorries and bird lairage have to provide ventilation and operation of lorries also causes noise and vibration
- the poultry slaughterhouse has been in operation since 1980
- vehicles visit the site 24 hours per day
- the bulk of slaughtering takes place at night
- hot weather causes the odour to increase
- a large skip contains the slaughter waste of feathers, offal, blood and carcasses
- the Council's Environmental Health Officers have previously expressed major concerns over office development at this site and have recommended that proposals be reassessed

Consultations

Advice was sought from the following consultees: Highway Engineers, GM Police.

Planning History

At a meeting of the Council's Planning Committee in March 2011, Members resolved to refuse planning permission for a change of use of this building to 9 flats, giving as a reason that the residential use was contrary to Policy CG4 of Bolton's Core Strategy in that it would result in incompatibility of use with the adjacent poultry slaughterhouse, particularly in respect of uncontrolled odorous emissions from the slaughterhouse to the detriment of the proposed residential use of the development. Planning Officers recommended approval of this application, though the report considered the decision to be a finely balanced one. A subsequent appeal was dismissed by the Planning Inspectorate, with the Inspector agreeing with the Council's reason for refusal (85880/10)

An outline application for the demolition of the building and the construction of a six storey office

building was refused under delegated powers in 2008 on the grounds of lack of information relating to design, the impact on the heritage asset of Trinity Church and also the incompatibility of the use with the adjacent poultry slaughterhouse (80846/08)

An application for the demolition of the building and the construction of a seven storey office building was refused under delegated powers in 2007 on the grounds of poor urban design, the impact on the heritage asset of Trinity Church, the incompatibility of the use with the adjacent poultry slaughterhouse and substandard highway access (76731/07)

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. Before the approved development commences, a professional noise and odour survey shall be carried out and submitted to and approved in writing by the Local Planning Authority. The survey shall make recommendations to address any noise and odour issues from nearby uses and these approved measures shall be implemented in full prior to the development being brought into use or first occupied, whichever is sooner, and retained thereafter.

Reason

To mitigate the impacts of incompatible uses and to comply with policy CG4 of Bolton's Core Strategy.

3. Prior to the commencement of development the details of the type and colour of materials to be used for the external walls and roof to be agreed with the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

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

4. Before the approved/permitted development is first brought into use no less than 10 car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with details to be submitted to and approved by the Local Planning Authority. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

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

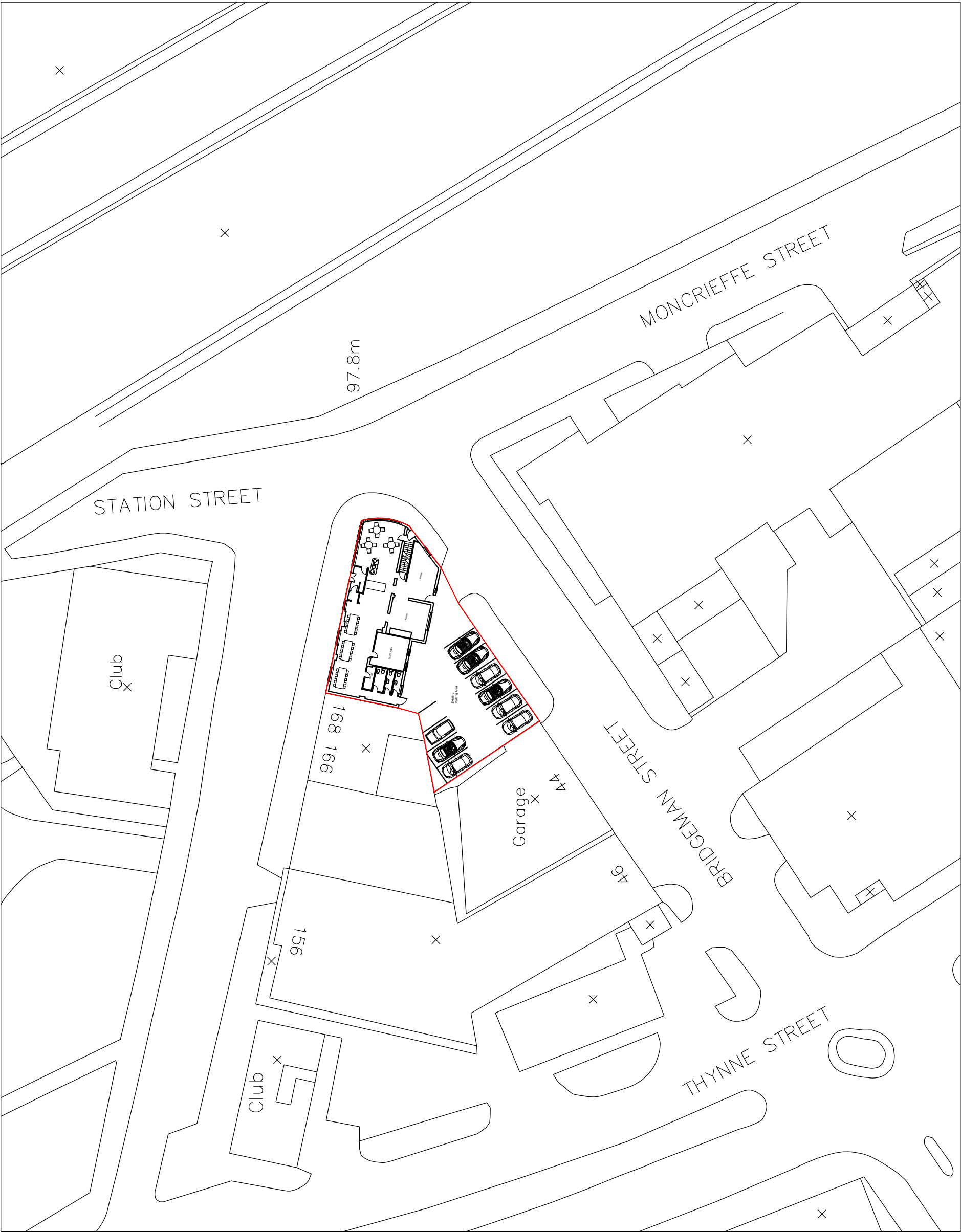
Reason

To ensure satisfactory provision is made for the storage of waste materials and to comply with policy CG3 of Bolton's Core Strategy.

6. The restaurant premises subject of this consent shall not be open for trade outside the hours of 1100 and 2300.

Reason

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



NOTES:

No scaling or dimensions other than those figured are to be taken from this drawing. All dimensions to be checked on site

This drawing is for use at the named location and for Planning Permission purposes only and as such should not be used at any other location or for any other purposes

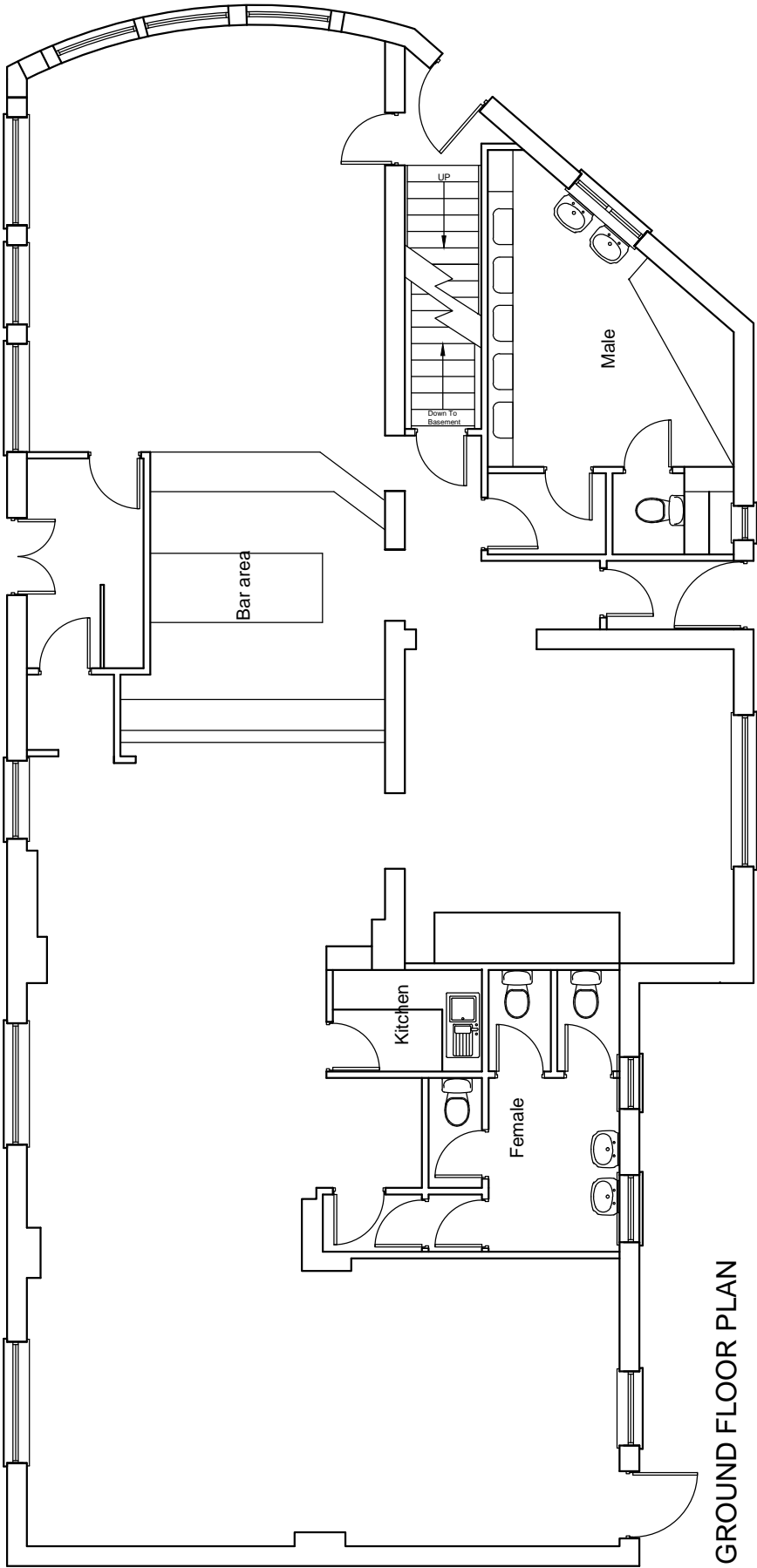
Project Location:

172-174 Crook St
Bolton
BL3 6AS

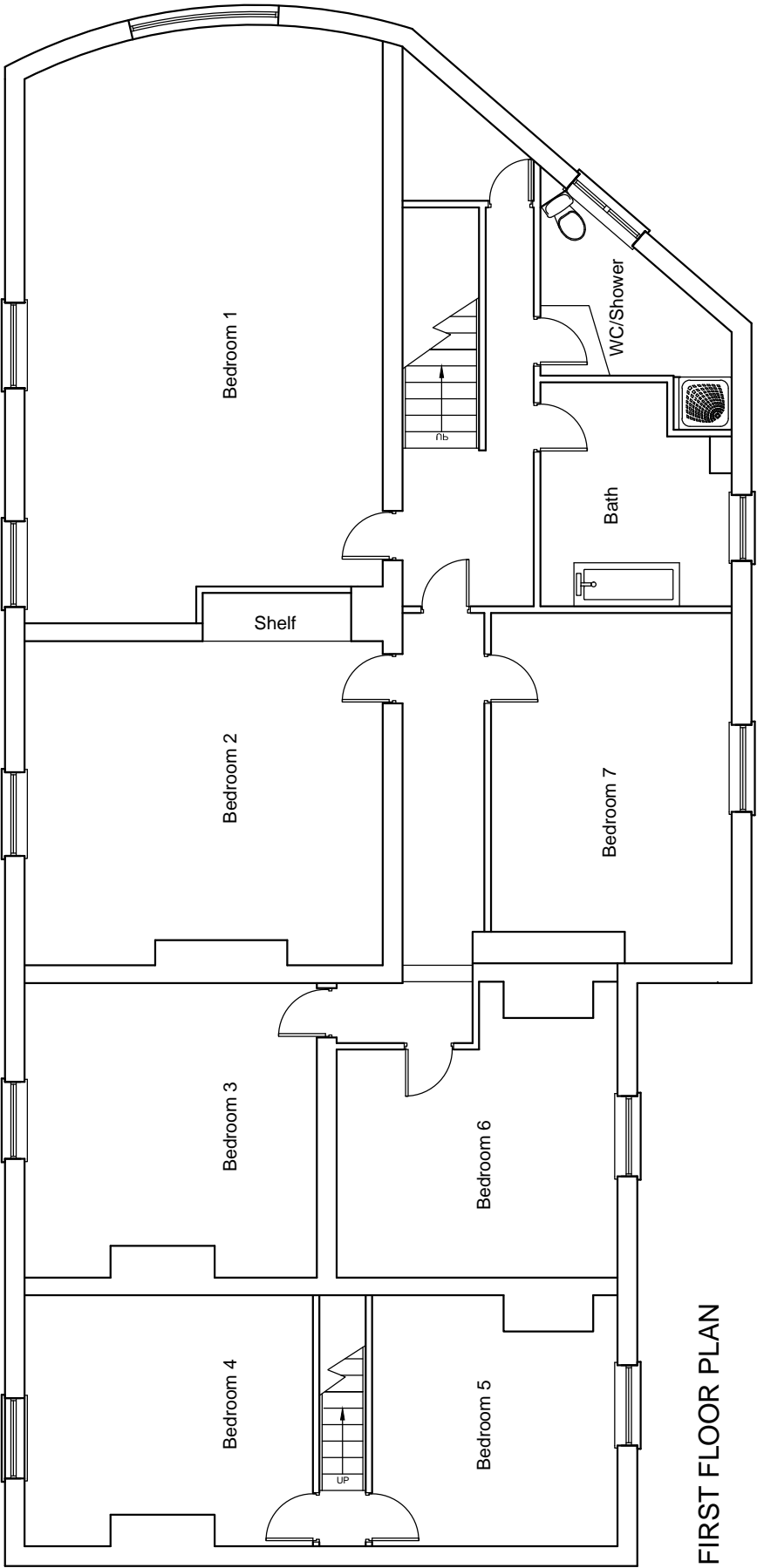
Drawing:

**07 LOCATION/
SITE PLAN**

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1:500	A3	01/2016



GROUND FLOOR PLAN



FIRST FLOOR PLAN

NOTES:

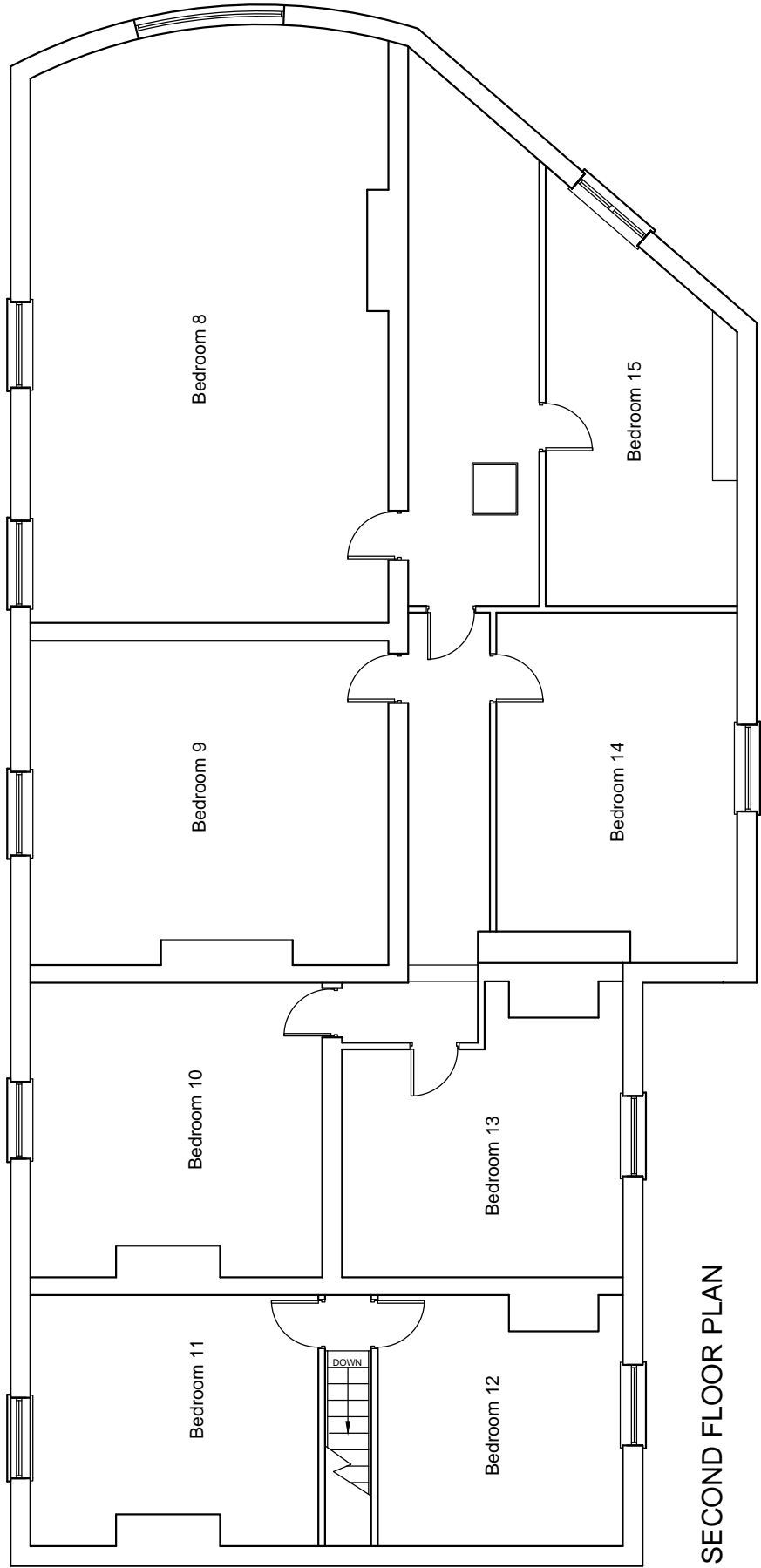
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Project Location:
172-174 Crook St
Bolton
BL3 6AS

Drawing:
01 Existing
GROUND & FIRST

Scale:	Size:	Date:
1:100	A3	01/2016



SECOND FLOOR PLAN

NOTES:

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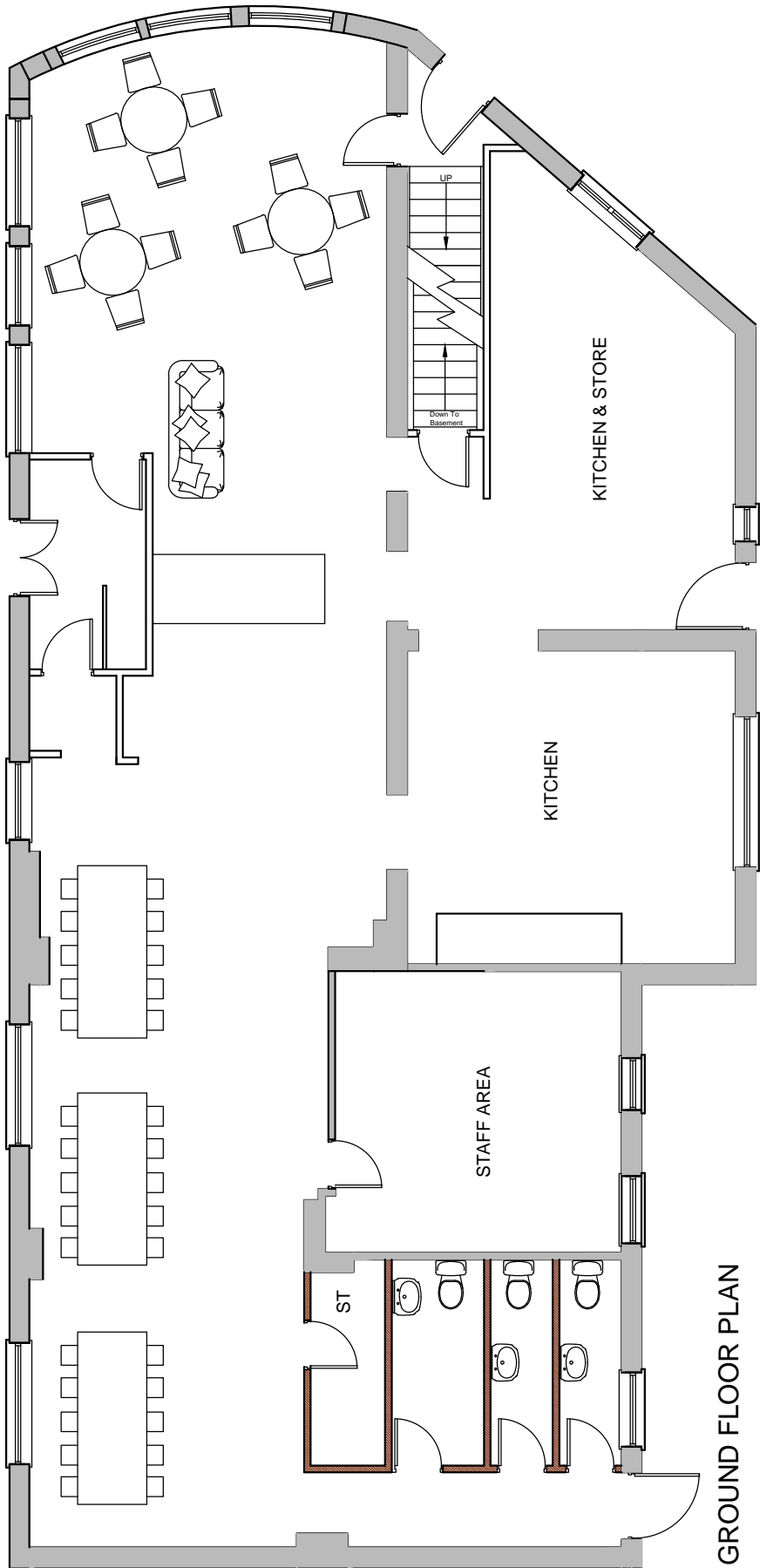
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Project Location:
172-174 Crook St
Bolton
BL3 6AS

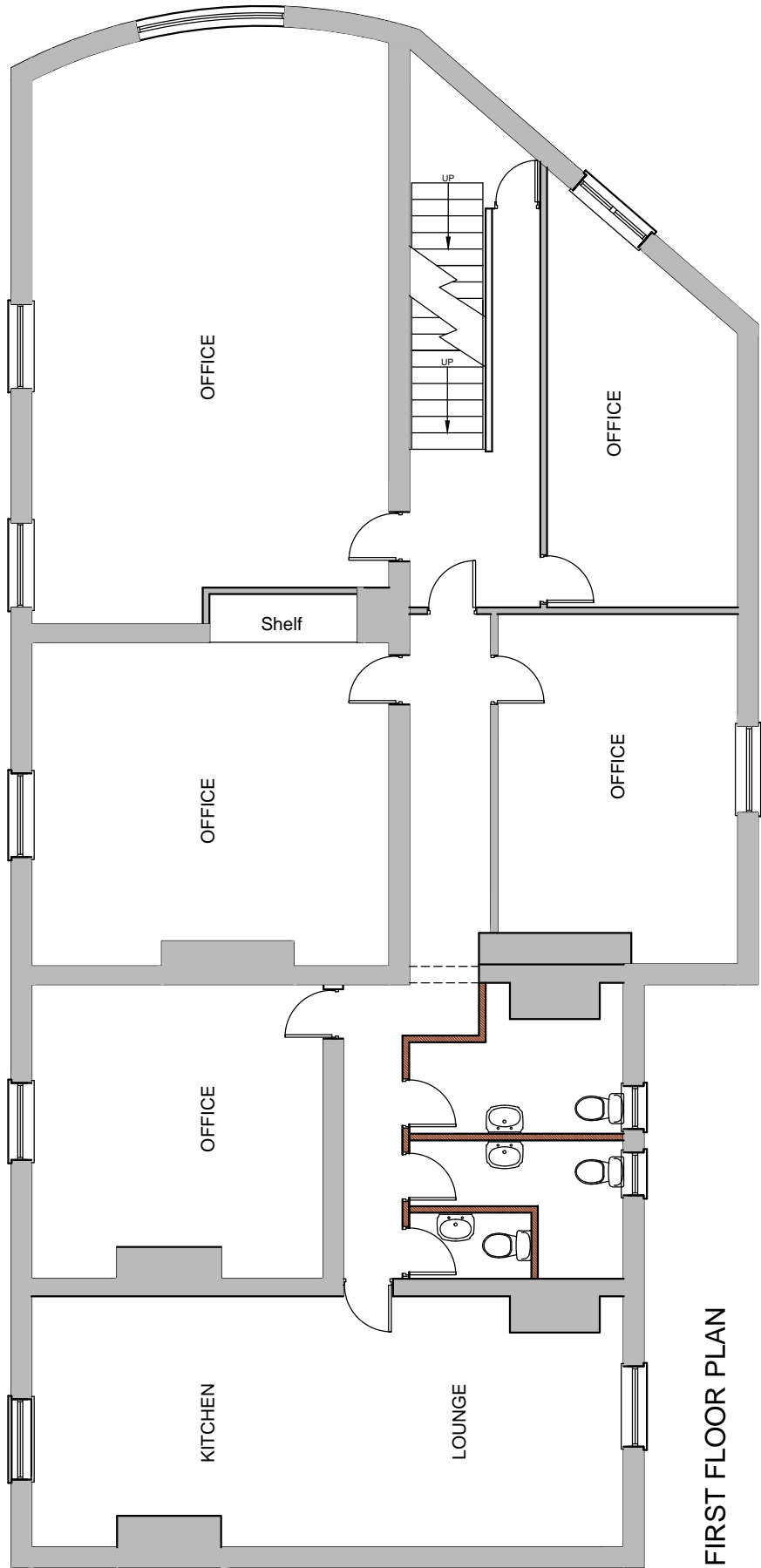
Drawing:

02 EXISTING 2ND
FLOOR PLAN

Scale:	Size:	Date:
1:100	A3	01/2016



GROUND FLOOR PLAN



FIRST FLOOR PLAN

NOTES:

No scaling or dimensions other than those figured are to be taken from this drawing. All dimensions to be checked on site

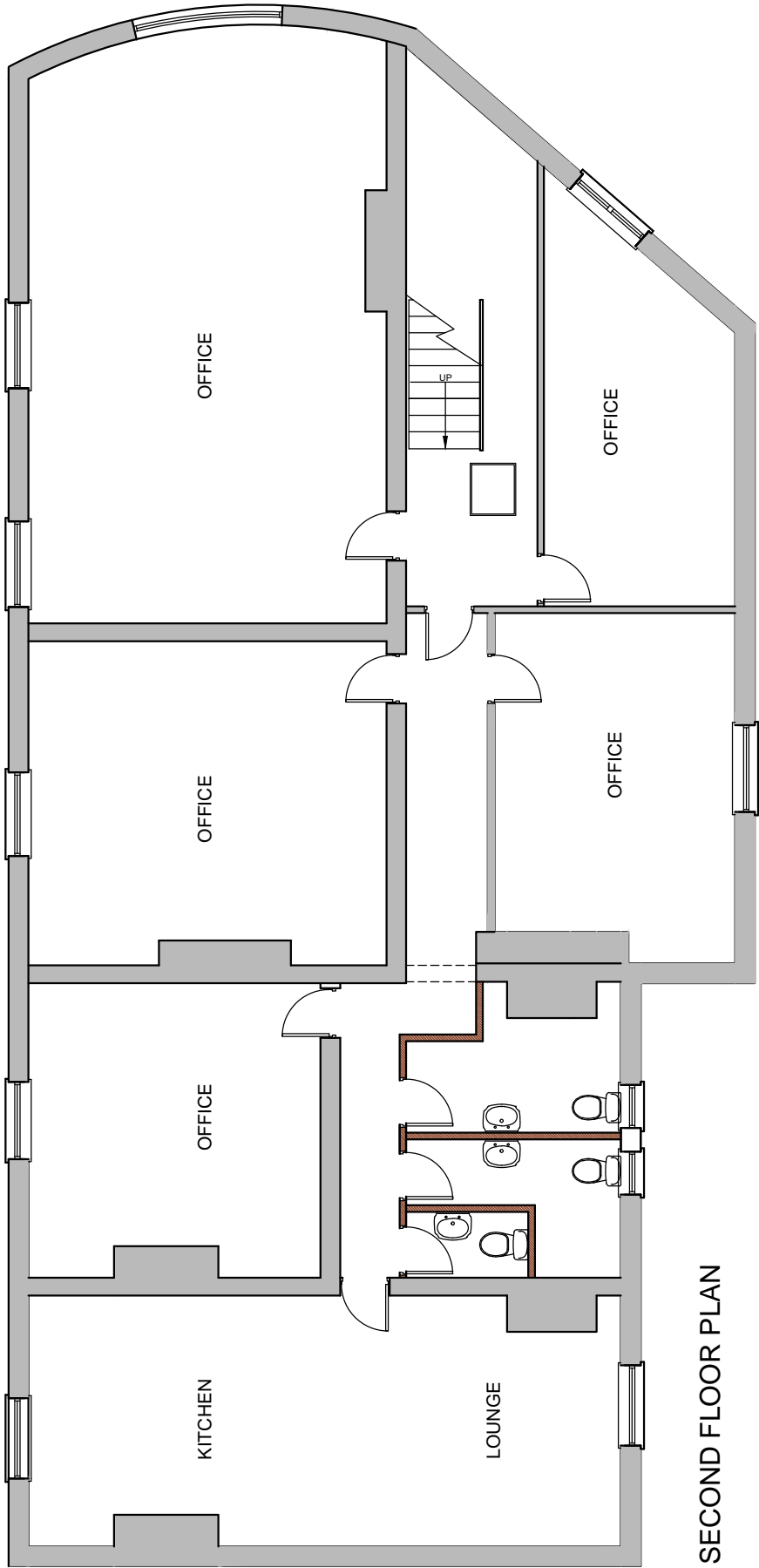
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Project Location:
172-174 Crook St
Bolton
BL3 6AS

Drawing:

03 PROPOSED
GROUND & FIRST

Scale:	Size:	Date:
1:100	A3	01/2016



SECOND FLOOR PLAN

NOTES:

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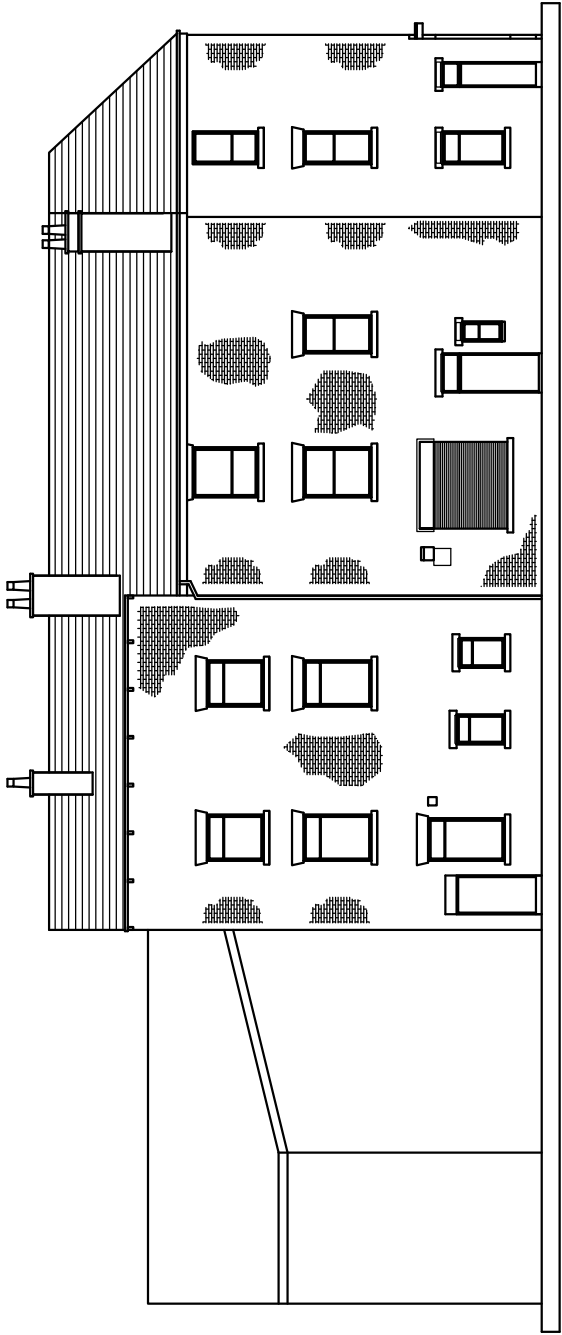
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Project Location:
24 Salterton Drive
Bolton
BL3 3RG

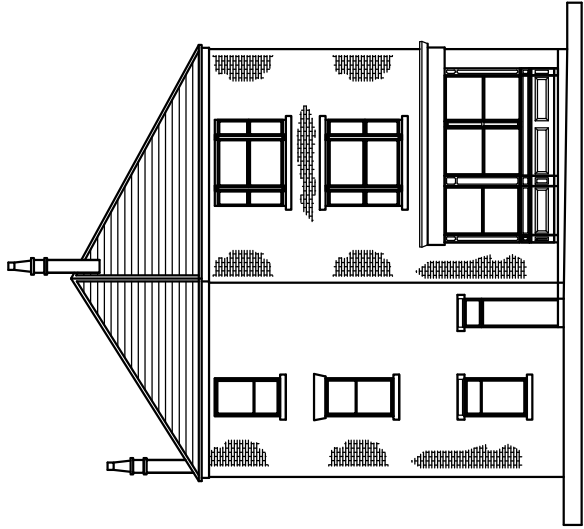
Drawing:

04 PROPOSED 2ND
FLOOR PLAN

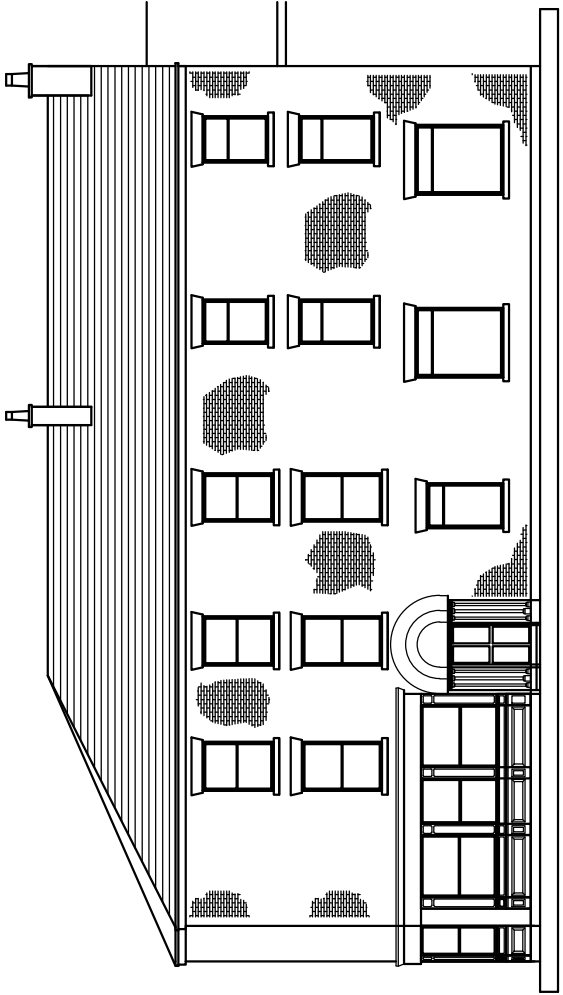
Scale:	Size:	Date:
1:100	A3	01/2016



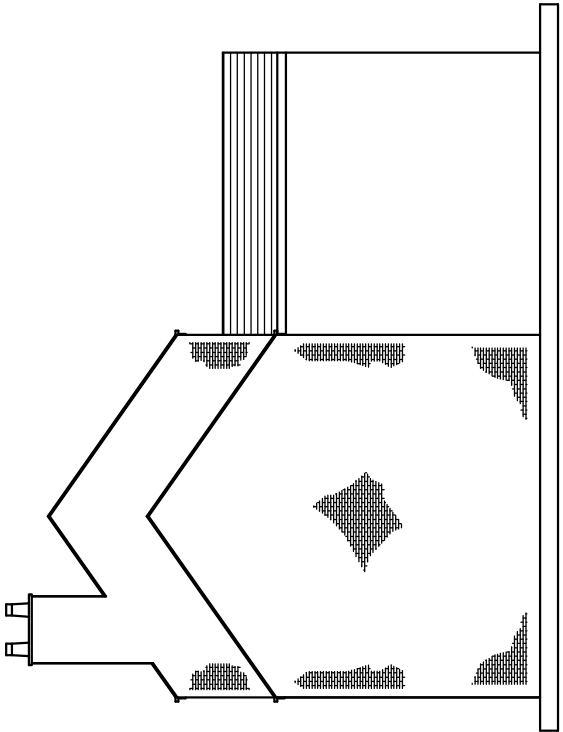
EXISTING REAR ELEVATION



EXISTING SIDE ELEVATION



EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION

NOTES:

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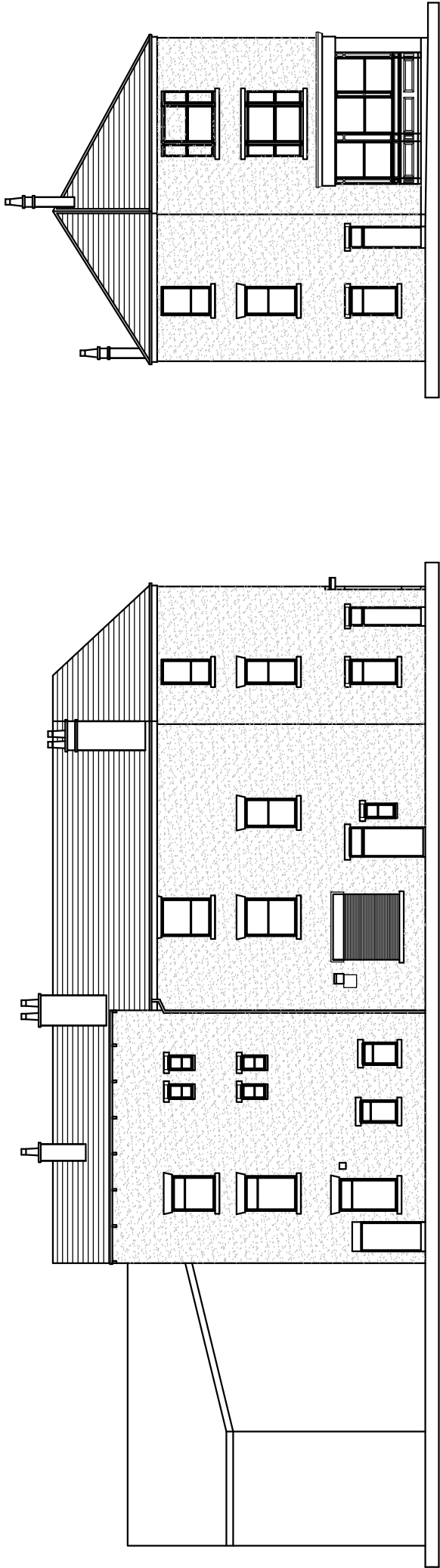
Project Location:

172-174 Crook St
Bolton
BL3 6AS

Drawing:

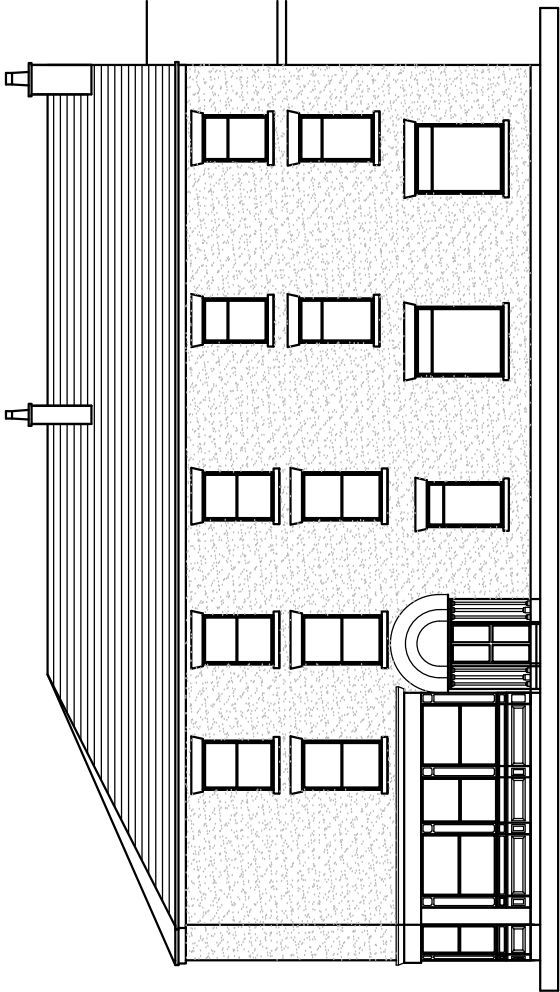
05 EXSITING
ELEVATIONS

Scale:	Size:	Date:
1:200	A3	01/2016



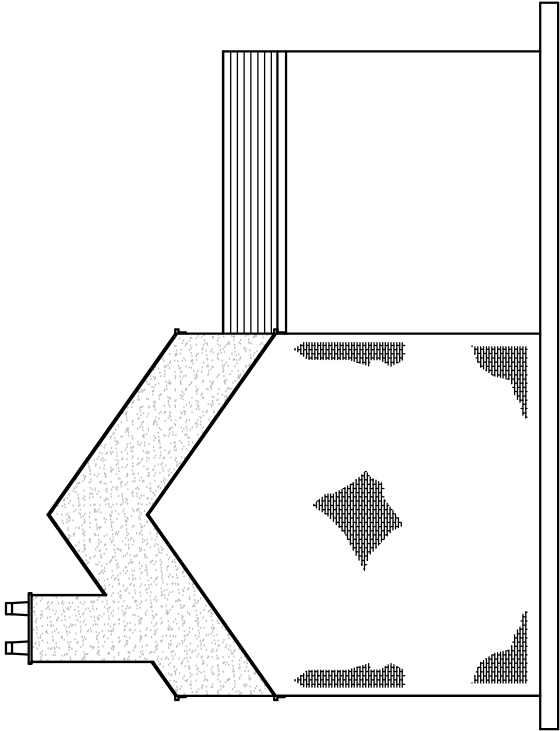
EXISTING REAR ELEVATION

EXISTING SIDE ELEVATION



EXISTING FRONT ELEVATION

All elevations to be resurfaced with K-render.



EXISTING SIDE ELEVATION

NOTES:

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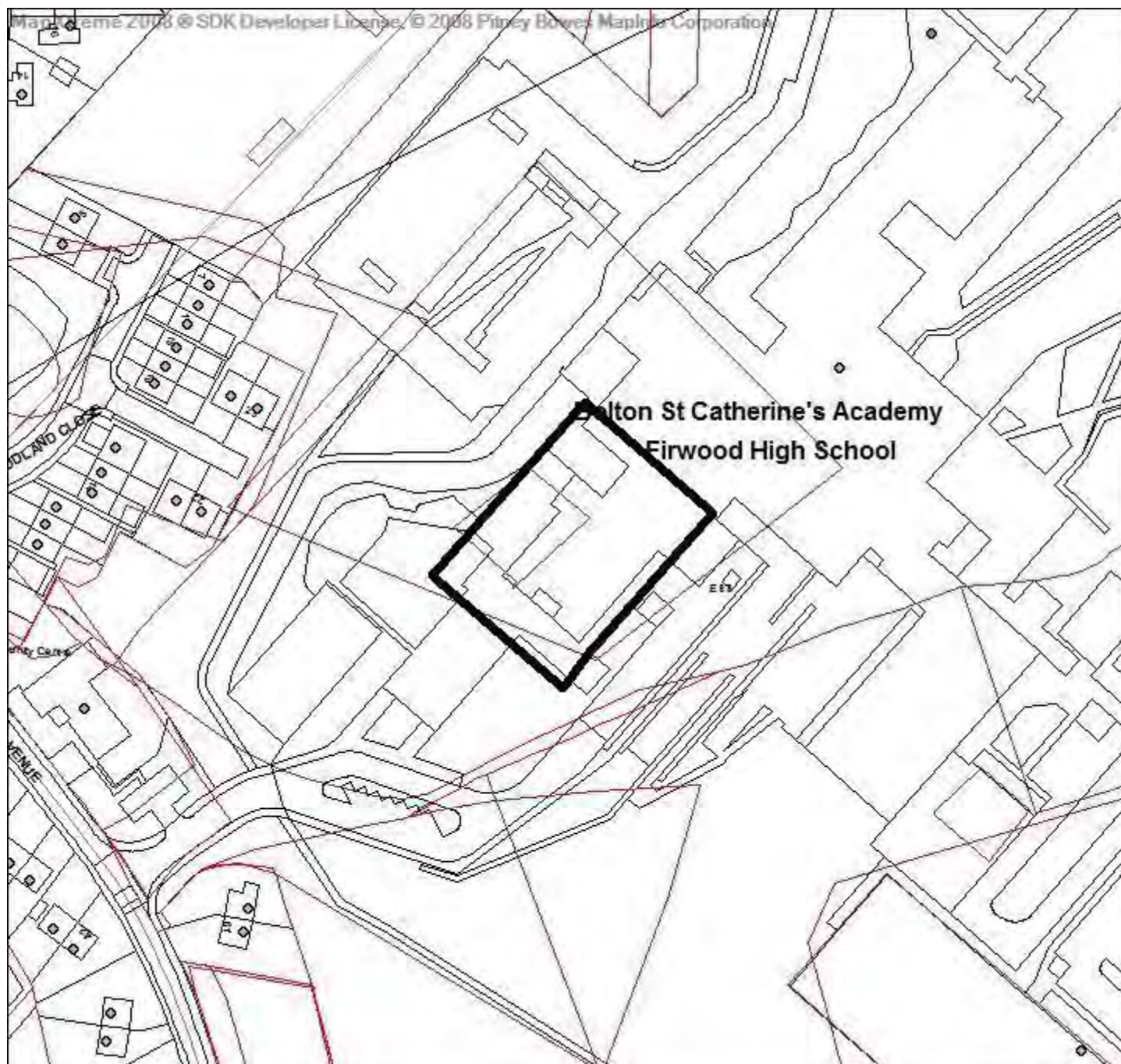
Project Location:
172-174 Crook St
Bolton
BL3 6AS

Drawing:

06 PROPOSED
ELEVATIONS

Scale:	Size:	Date:
1:200	A3	01/2016

Application number
95750/16



Development & Regeneration Dept
Development Management Section

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

Bolton
Council

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Date of Meeting: 07/04/2016

Application Reference: 95750/16

Type of Application: Full Planning Application
Registration Date: 16/02/2016
Decision Due By: 11/04/2016
Responsible Officer: Jeanette Isherwood

Location: ST CATHERINES ACADEMY, STITCH MI LANE, BOLTON, BL2 4HU

Proposal: ERECTION OF FIRST FLOOR EXTENSION TO PROVIDE 2NO CLASSROOMS AND ANCILLARY ROOMS TOGETHER WITH TWO STOREY EXTENSION TO FORM NEW DANCE HALL.

Ward: Brightmet

Applicant: Bolton MB Council
Agent : Watson : Stirrup Architects Ltd

Officers Report

Recommendation: Approve subject to conditions

Proposal

The application proposes the erection of a first floor extension to the south west elevation for the provision of 2 classrooms and two ancillary storage rooms. The proposal will extend approximately 8.9 metres from the main frontage of the Lower School and the full width of the existing building. This element will be first floor only and will be supported on painted steel columns.

A further two storey extension is proposed to the north west elevation to create a dance hall 15.525 metres long and 7.328 metres wide.

Both elements will be flat roofed and of an equal height to the surrounding buildings

The proposals would not affect the principal entrance to the Lower School building.

Site Characteristics

The application site forms part of a complex of buildings which make up St Catherine's Academy. The school is sited in the Harwood area of Bolton and is bounded by Stitch Mi Lane, Newby Road and Greenroyd Avenue.

The existing pedestrian and vehicular access points and parking provision would remain unaffected by the proposal.

Policy

National Planning Policy Framework (NPPF)

Core Strategy policies:

CG3 The Built Environment, CG4 Compatible Uses, A1 Achieving and RA3 Brightmet

SPD General Design Principles

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principle of the development
- * impact on the visual amenity of the building in terms of design and residential impact.

Principle of the Development

Core Strategy policy A1 states that the Council will support the development of primary and secondary schools in locations accessible to transport corridors and within communities that they serve.

The site is occupied by St Catherine's Academy School. The proposed development would not alter the principal use of the site. The proposed extensions would not significantly intensify the use of the school but would seek to improve the facilities and provide essential additional facilities required by the school.

The proposals would not result in the reduction in the amount of parking provision within the site. The proposed developments constitute the improvement of an existing school and seek to provide improved facilities for the school and wider community. The principle of the proposed developments is considered to be acceptable and is in accordance with policy A1 of the Core Strategy and aims and objectives of the NPPF.

Impact on the visual amenity of the building in terms of design and residential impact.

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.

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.

The first floor additional classroom element would be sited towards the south western area of the school building boundary and would be some distance away from the nearest residential dwellings. It is considered that this addition would not have any unacceptable effect on the amenity of any residential dwellings.

The location of the proposed two storey element would be on the north western elevation overlooking an existing car parking area and is also some distance away from the nearest residential dwellings.

The proposed extensions reflect the design of the existing buildings on the site and are therefore not thought to affect the overall character of the school.

In view of the above, it is considered that the development is compliant to Core Strategy Policies CG3, CG4 and RA3.

Conclusion

The proposal overall will make a valuable contribution to the continuing planned improvement to the Borough's shared community facilities and will provide much need extended facilities for the school. It is considered that the proposed development is in accordance with Local Regional and National planning policy and the application is recommended for approval.

Representation and Consultation Annex

Representations

Letters:- None

Petitions:- none

Elected Members:- none

Consultations – Corporate Property Services and Asset Management

Planning History

None relevant.

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 the details (samples if required) of the type and colour of materials to be used for the external walls and roof to be agreed with the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

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

3. Prior to the commencement of development 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 brought into use and retained thereafter.

Reason

To ensure the development reflects local distinctiveness.

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

Proposed ground floor plan - Project No 2015-1437 Dwg No P201 - dated 01/16

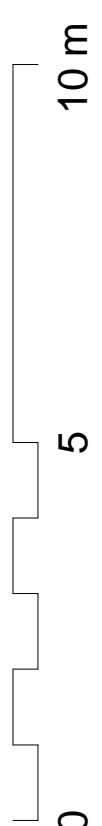
Proposed first floor plan - Project No 2015-1437 Dwg No P202 - dated 01/16

Proposed elevations - Project No 2015-1437 Dwg No P203 - dated 01/16

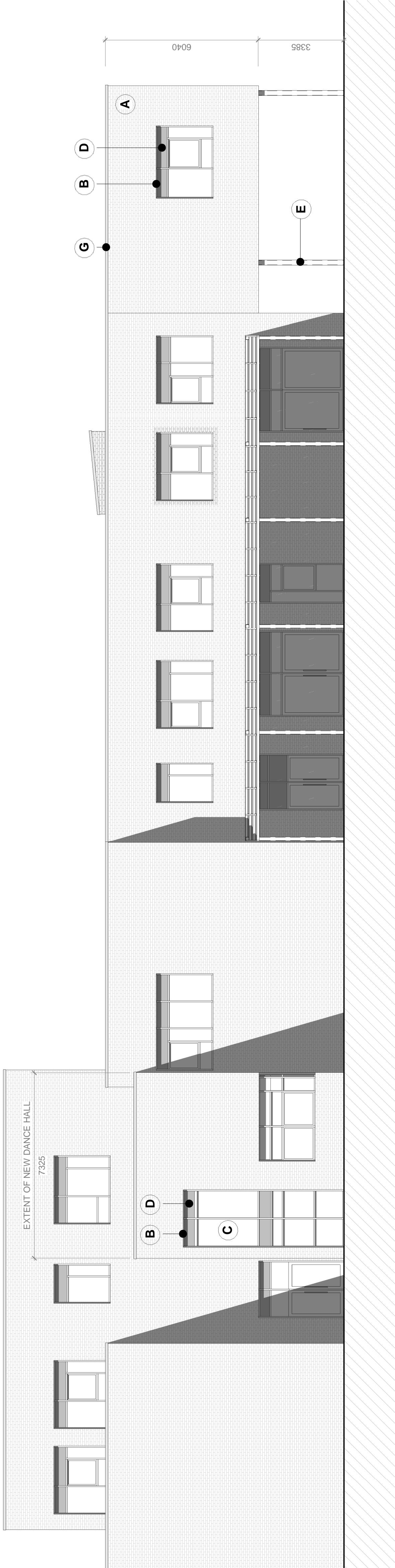
Reason

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

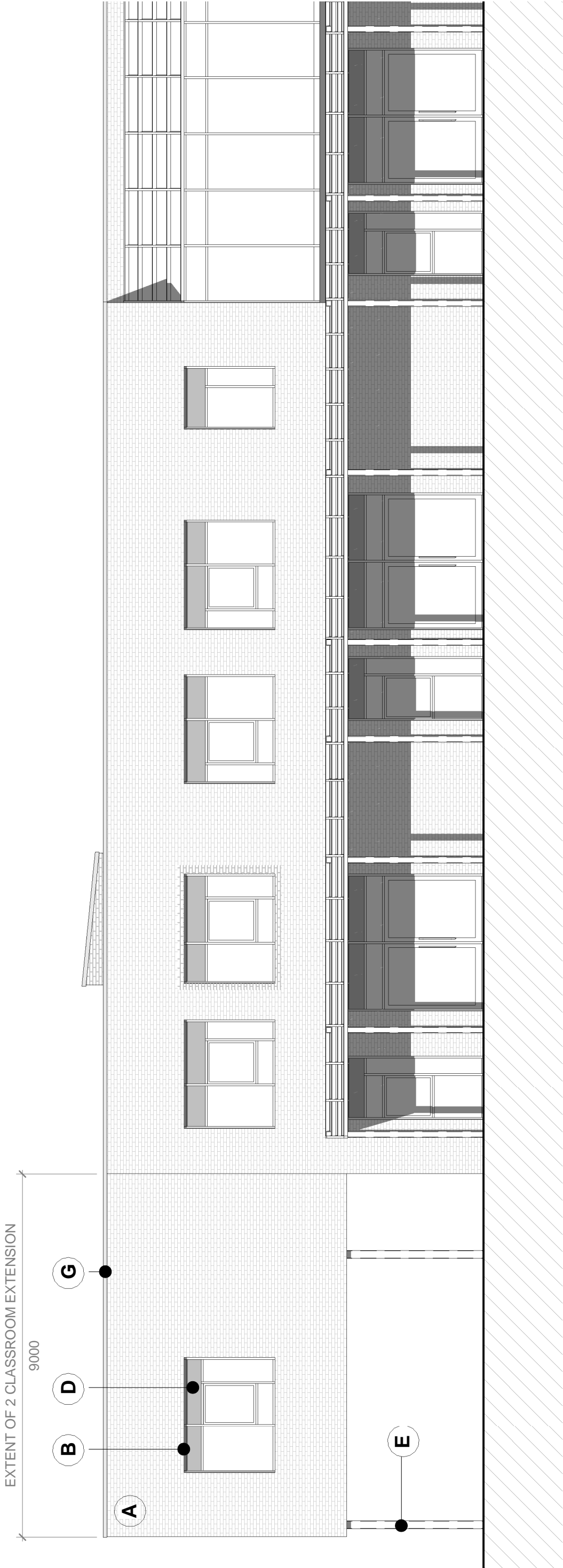
Notes:



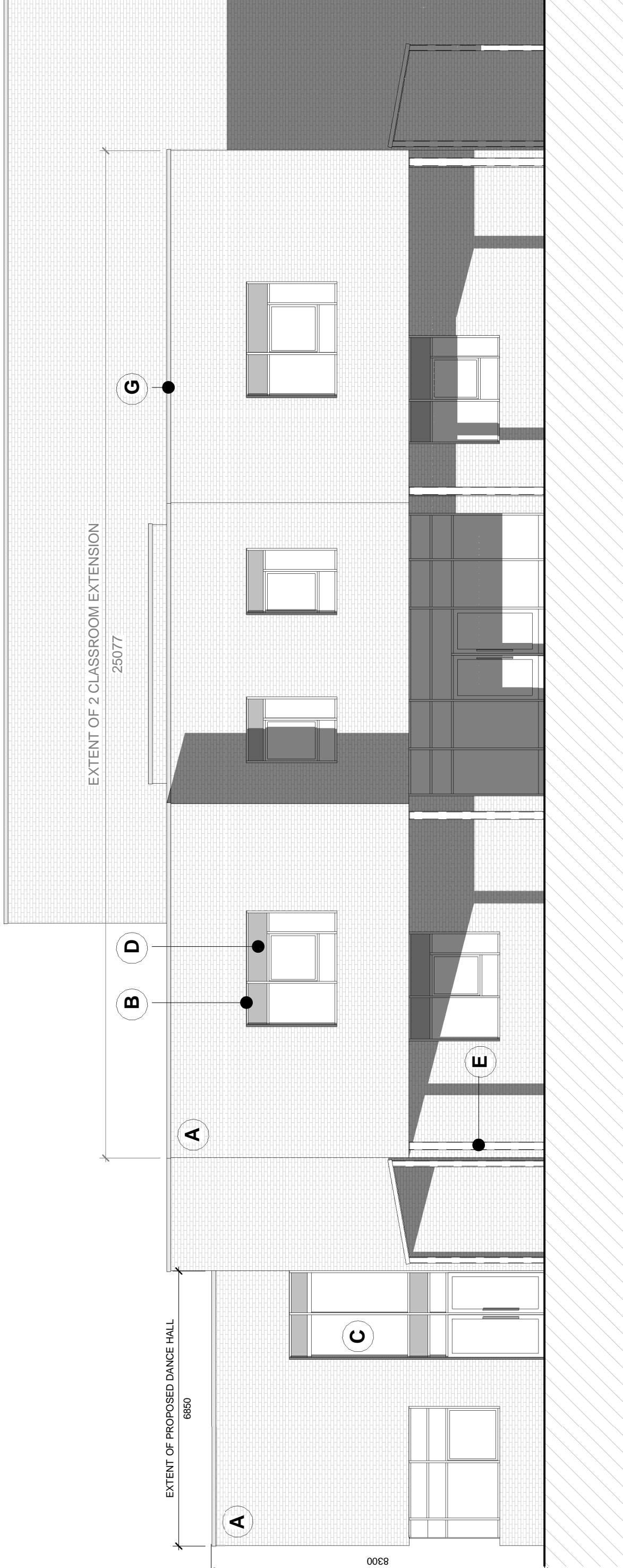
- (A) FACING BRICKWORK TO MATCH EXISTING.
- (B) POWDER COATED ALUMINIUM WINDOWS.
- (C) POWDER COATED ALUMINIUM CURTAIN WALL/DOORS.
- (D) POWDER COATED ALUMINIUM LOUVRE VENTS.
- (E) PAINTED STEEL COLUMNS.
- (F) STAINLESS STEEL HANDRAIL.
- (G) POWDER COATED ALUMINIUM COPING.



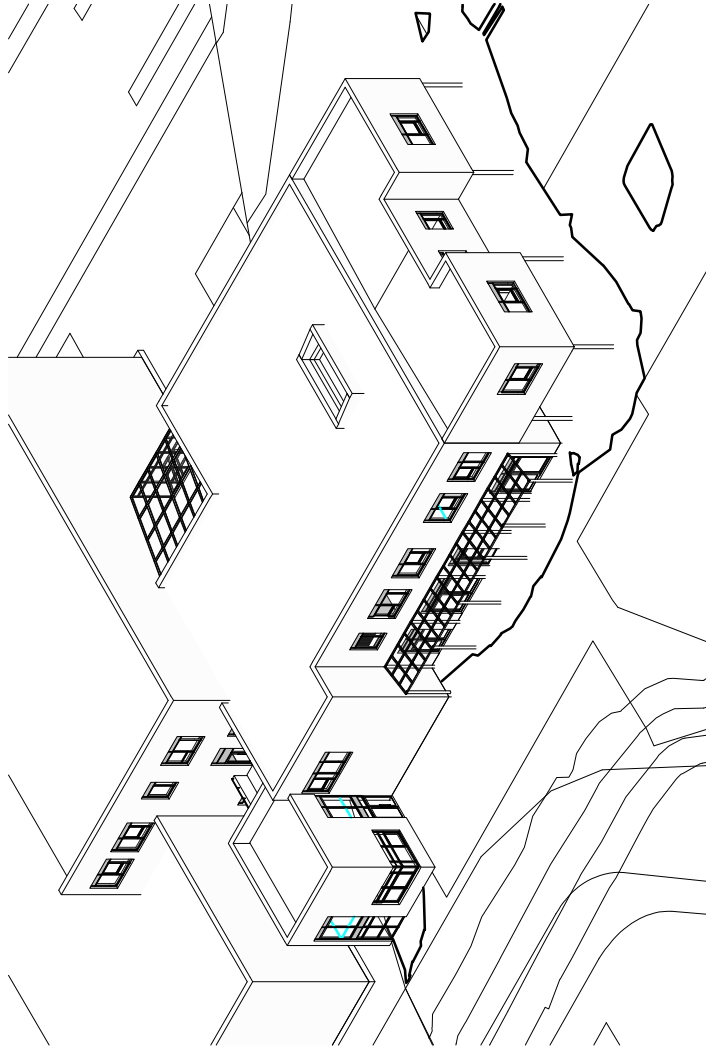
PROPOSED NORTH WEST ELEVATION



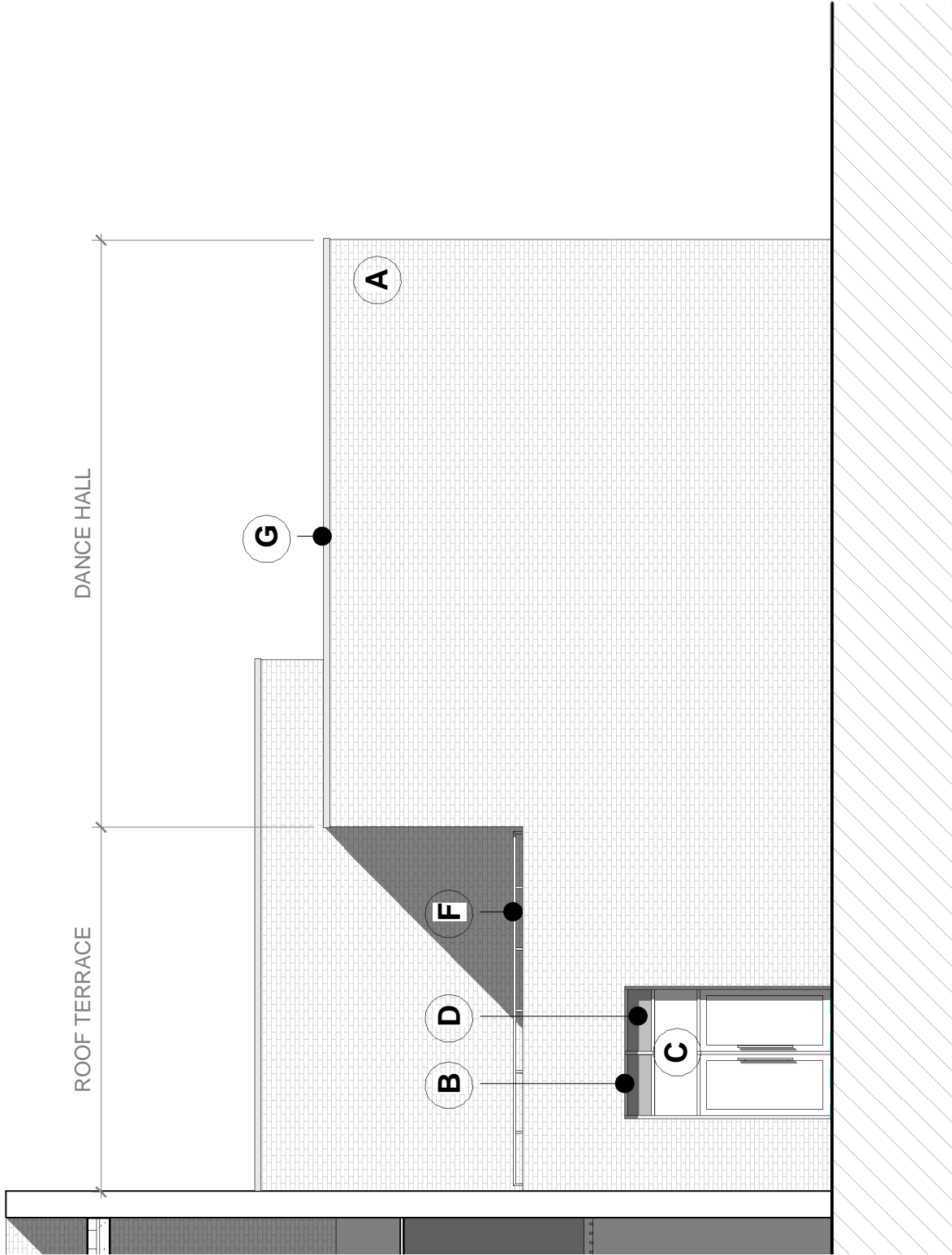
PROPOSED SOUTH EAST ELEVATION




PROPOSED SOUTH WEST ELEVATION



ISOMETRIC VIEW OF PROPOSED DEVELOPMENT

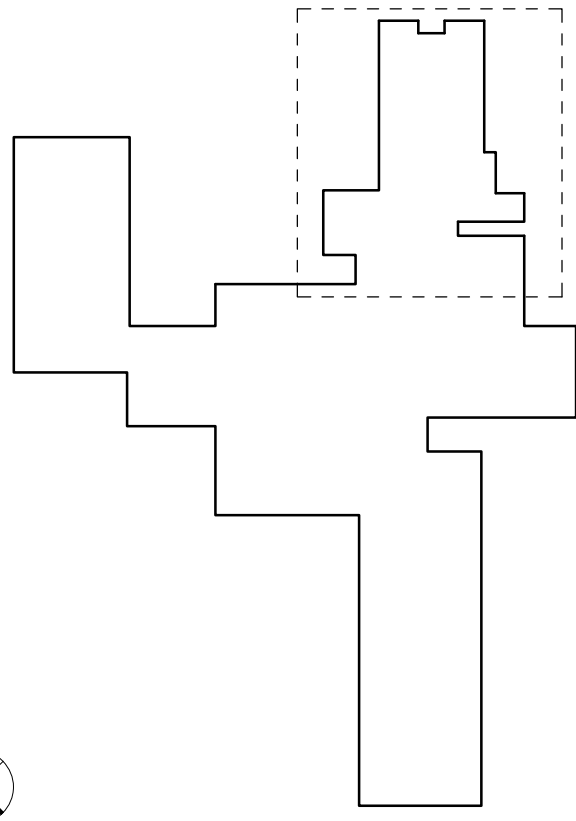
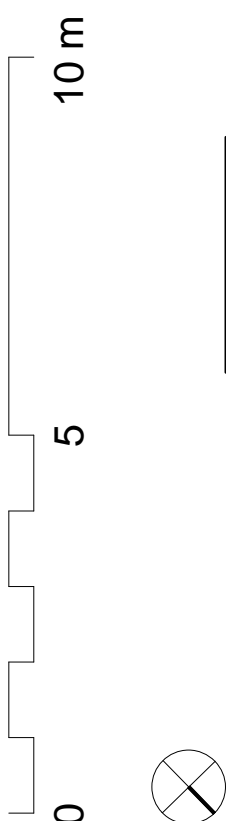


PROPOSED NORTH EAST ELEVATION

REV	DESCRIPTION	ISSUED BY	DATE
<div>watson : stirrup a r c h i t e c t s B1 Blackburn Business Centre Dayfield Road BB1 2QY T: 01254 665395 F: 01254 665396 E: admin@watsonstirrup.co.uk</div>			
Status PLANNING ISSUE			
Client BOLTON ST. CATHERINES ACADEMY AND FIRWOOD SCHOOL, NEWBY ROAD, BOLTON, BL2 5JB.			
Project title FIRST FLOOR CLASSROOM EXTENSION - BOLTON ST. CATHERINES ACADEMY AND FIRWOOD SCHOOL			
Drawing title PROPOSED ELEVATIONS			
Scale @ A1	Drawn by	Checked by	Date drawn
1 : 100	CW	-	01/16
Project no. 2015-1437			
Drawing no. P203		Revision	
www.watsonstirrup.co.uk			

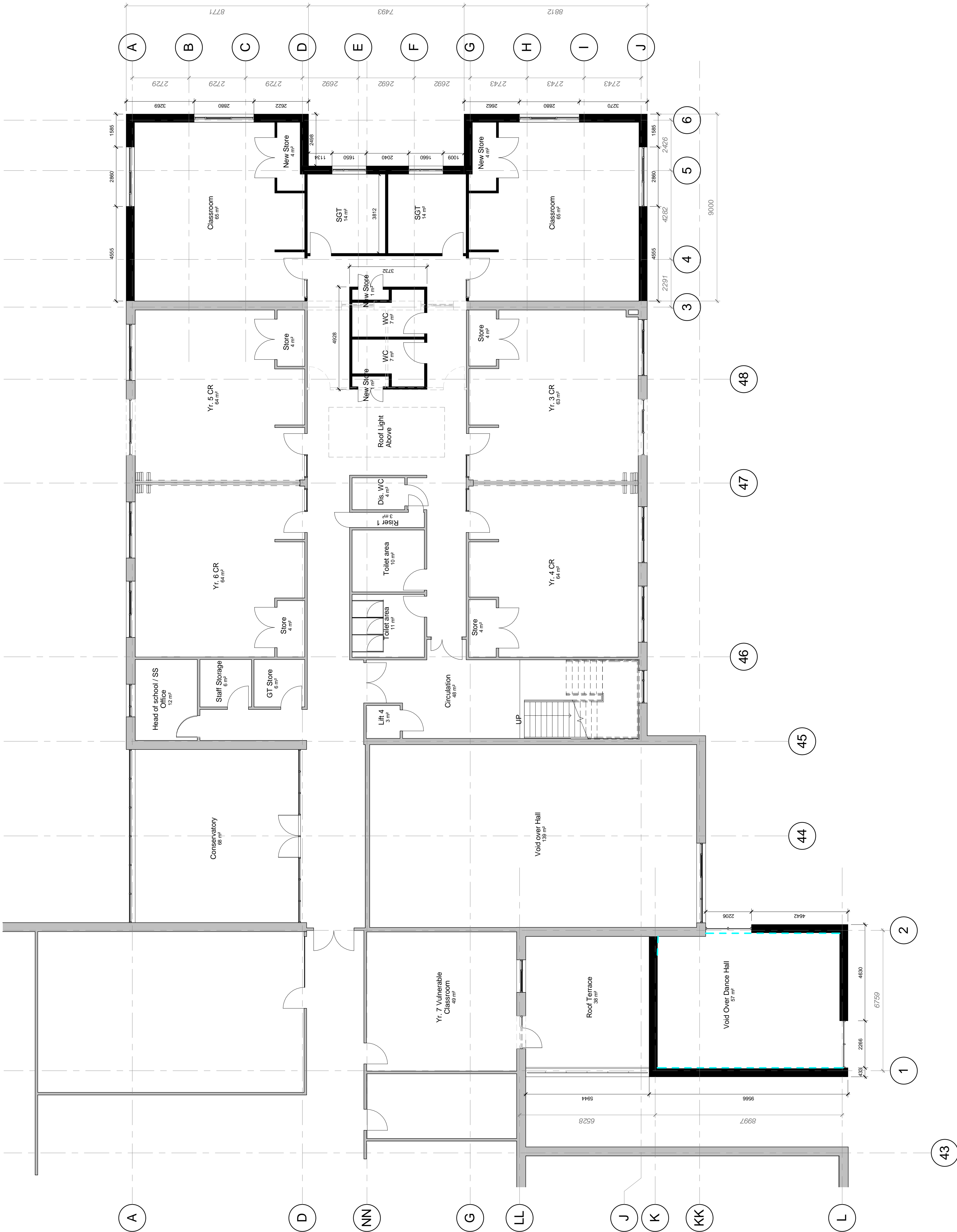
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Notes:



Room Legend

☐ No colors defined



REV

DESCRIPTION

ISSUED BY

DATE



watson : stirrup

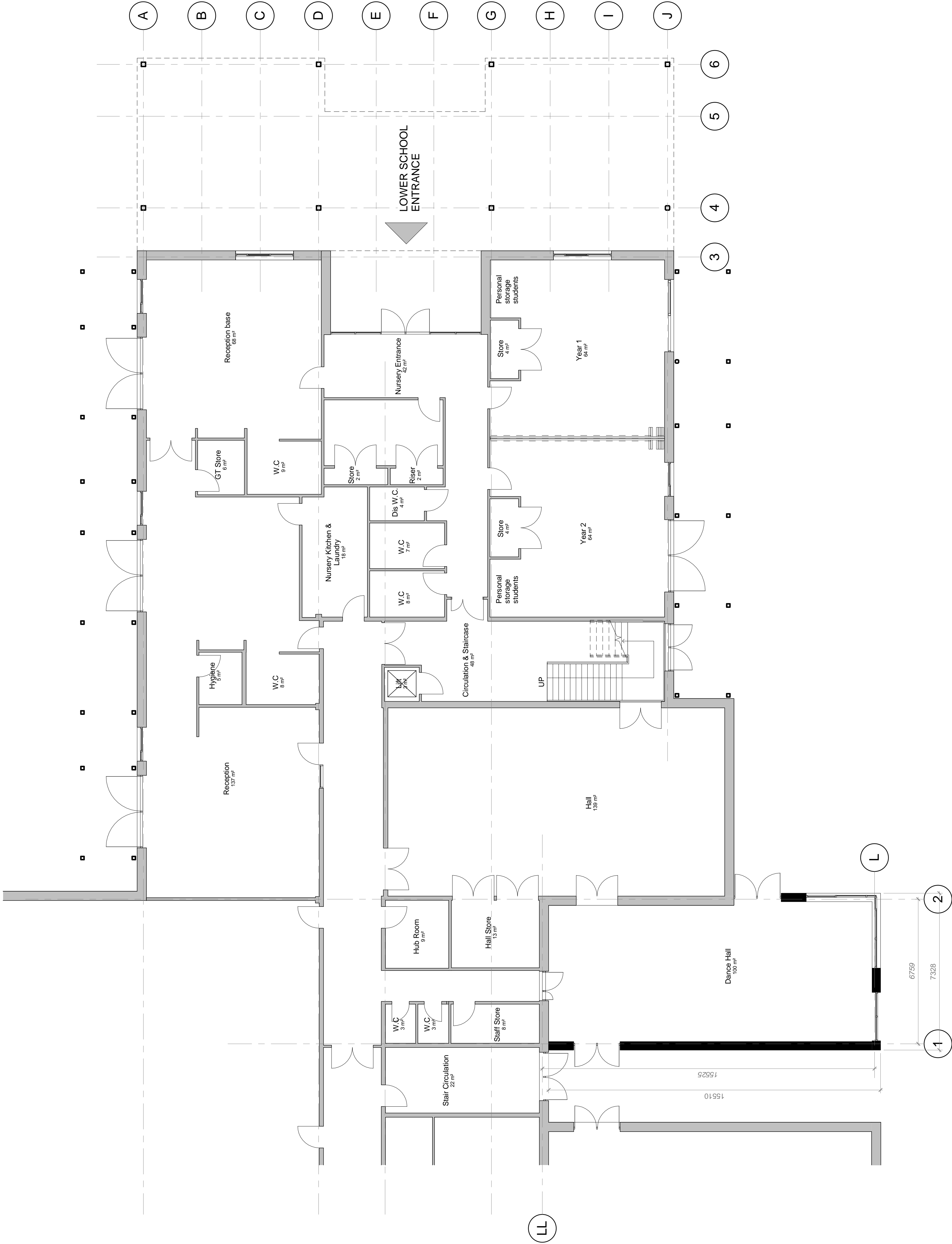
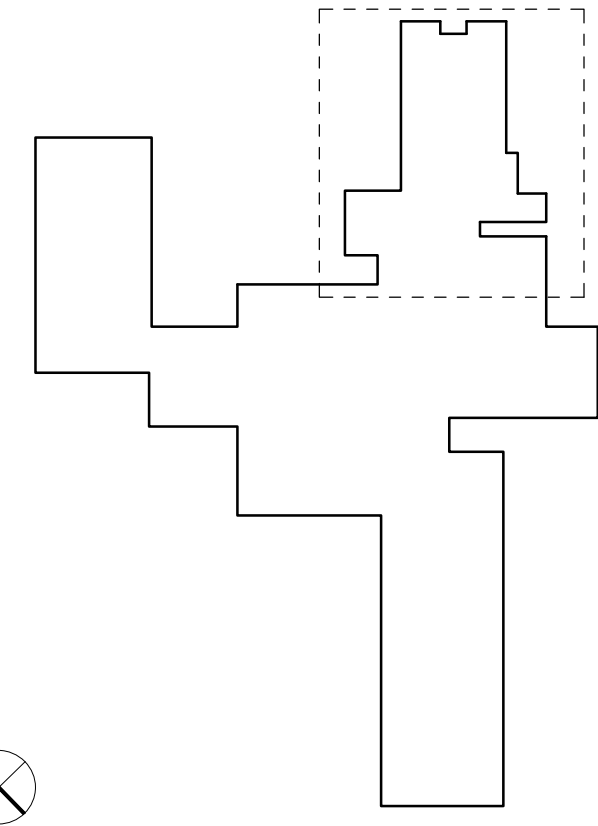
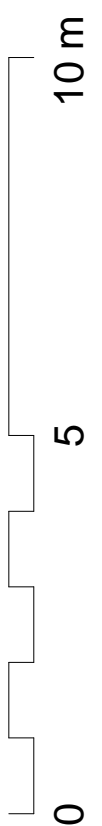
architects

B1 Business Centre
Dayfield Road
Bolton BL1 2QY
T: 01254 665595
E: admin@watsonstirrup.co.uk

Status	PLANNING ISSUE			
	Client BOLTON ST. CATHERINES ACADEMY AND FIRWOOD SCHOOL, NEWBY ROAD, BOLTON, BL2 5JB.			
	Project title FIRST FLOOR CLASSROOM EXTENSION - BOLTON ST. CATHERINES ACADEMY AND FIRWOOD SCHOOL			
	Drawing title PROPOSED FIRST FLOOR PLAN			
	Scale @ A1 1 : 100	Drawn by CW	Checked by -	Date drawn 01/16
	Project no. 2015-1437			Revision <

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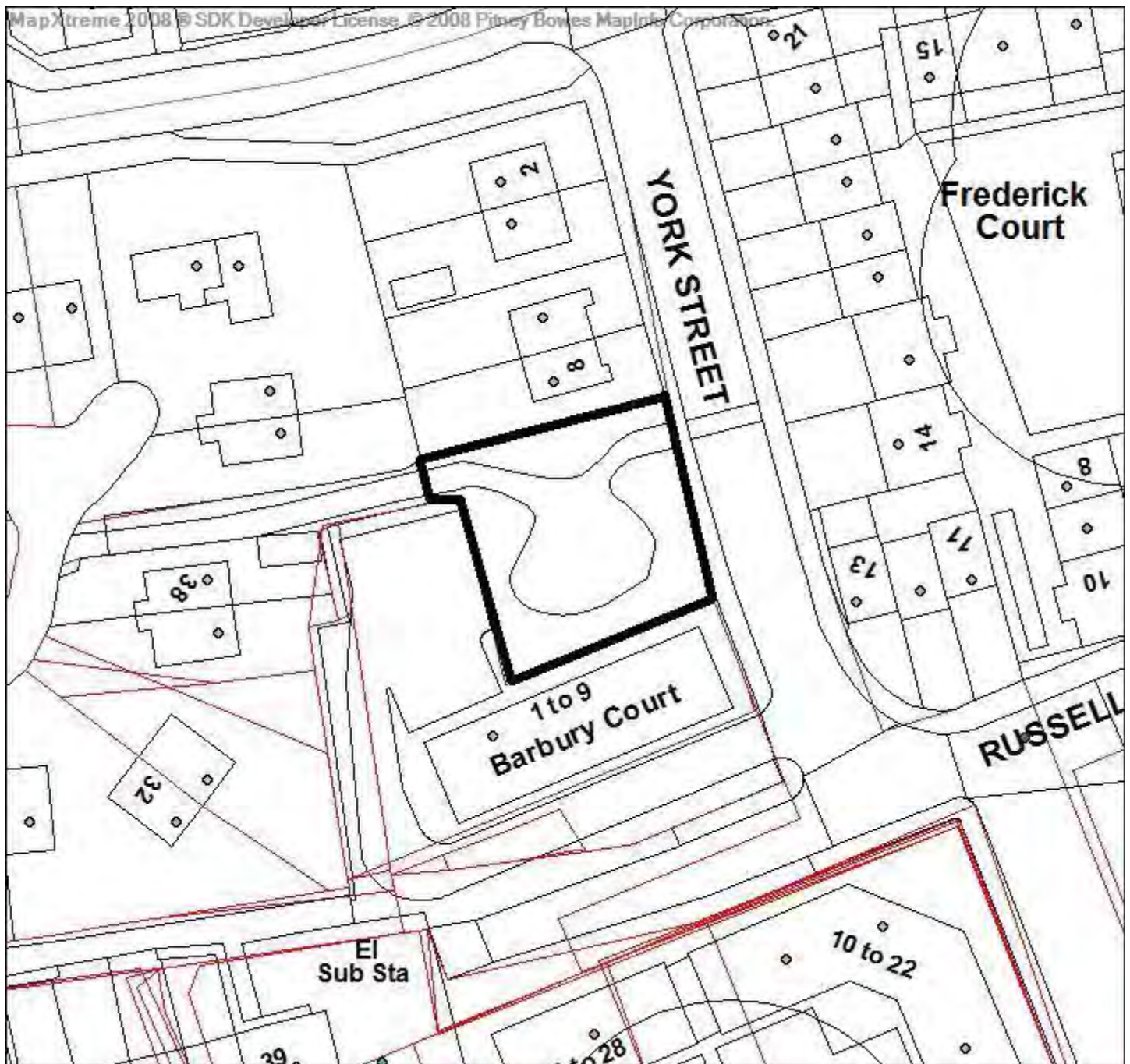
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architects

B1 Business Centre
Dayfield Road
Bolton
BB1 2QY
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F: 01254 665596
E: admin@watsonstirrup.co.uk

Status	PLANNING ISSUE			
Client	BOLTON ST. CATHERINES ACADEMY AND BOLTON SCHOOL, NEWBY ROAD, BOLTON, BL2 5 JBB.			
Project title	FIRST FLOOR CLASSROOM EXTENSION - BOLTON ST. CATHERINES ACADEMY AND FIRWOOD SCHOOL			
Drawing title	PROPOSED GROUND FLOOR PLAN			
Scale @ A1	Drawn by	Checked by	Date drawn	
1 : 100	CW	-	01/16	
Project no.	2015-1437			
Drawing no.	P201		Revision	
www.watsonstirrup.co.uk				

**Application number
95786/16**



**Development & Regeneration Dept
Development Management Section**

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

**Bolton
Council**

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Date of Meeting: 07/04/2016

Application Reference: 95786/16

Type of Application: Local Authority Applications\Development

Registration Date: 24/02/2016

Decision Due By: 19/04/2016

Responsible Officer: Jeanette Isherwood

Location: LAND ADJ. 8 YORK STREET, FARNWORTH, BOLTON, BL4 9DF

Proposal: OUTLINE APPLICATION FOR ERECTION OF 1NO. RESIDENTIAL DWELLING (ALL MATTERS RESERVED)

Ward: Kearsley

Applicant: Bolton MB Council

Agent :

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the erection of one dwelling house on land adjacent to 8 York Avenue Farnworth.

The applicant seeks to establish the principle of residential development with the application being in outline form with all matters reserved for future consideration.

Site Characteristics

The application site is a rectangular plot of land approximately 20 by 22 metres in size, located adjacent to 8 York Street, Farnworth. The plot comprises a tarmac pathway at the northeast and northwest corners, leading to a central tarmac area. The remainder of the site is grassed. To the north is 8 York Street, to the south a block of flats at Barbury Court. To the west is a small cul-de-sac of houses at Spindle Croft. To the front the plot overlooks further properties.

York Street is a small residential street that is divided centrally by a raised bed.

The site and surrounding areas are generally level with a very gentle slope down to the northeast. There are two deciduous trees near the northwest corner and one towards the southeast corner all approximately 10 metres high.

Policy

National Planning Policy Framework (NPPF)

Core Strategy policies: P5 Accessibility, S1 Safe, CG3 The Built Environment, CG4 Compatible Uses, RA2 Farnworth

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principle of residential development;
- * impact on the amenity of neighbouring residents;
- * impact on the highway;

Principle of residential development

Paragraph 49 of the National Planning Policy Framework (NPPF) states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Policy SC1.2 of the Core Strategy states that at least 80% of housing development will be on previously developed land. Policy RA2 of the Core Strategy states that the Council should develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.

The application site is located on the fringe of Farnworth Local Shopping Centre within an established urban area.

It is considered that the application site is located within a sustainable location, being within the urban area and close to the Local Shopping Centre, services and schools. Bus routes are available to the east on Higher Market Street and west on Albert Road.

It is therefore considered that the proposed residential development of the application site would comply with the principles of the NPPF, with Policy RA2 and SC1.2 of the Core Strategy and the objectives of the Core Strategy.

Impact on the Amenity of Neighbouring Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Section 3 (1) of SPD General Design Principles sets out recommended interface distances between dwellings.

One objection has been received with regards to the lack of significant details with regards to the siting and design of the property. However, as this is an outline application with all matters reserved, details of the siting and scale of the dwelling are not being sought. The indicative plan however shows the proposal sited towards the north eastern corner of the plot adjacent to 8. 8 has no

principal windows to the side elevation and therefore the impact on this property will be minimal.

1 - 9 Banbury Court will have principal windows directly facing the gable of the new property. However the indicative siting shows an interface distance far in excess of the guidelines contained within SPD - General Design Principles and therefore the impact on these properties is also thought to be minimal.

To the rear are the properties on Spindle Croft, similarly the indicative siting details an interface distance far in excess of the guidelines contained within SPD - General Design Principles and therefore the impact on these properties is also thought to be minimal.

It is therefore considered that the proposed development would not unduly harm the amenity of neighbouring residents and would comply with Policy CG4 of the Core Strategy.

Impact on the Highway

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

The indicative plans submitted with the application show a proposed vehicular access of York Street.

The Council's Highways Engineers have commented that they have no objections to the proposal. Detailed consideration of this matter would be provided at the reserved matters stage.

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

Impact on Trees

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.

The Council's Trees and Woodland Officer was consulted on the proposal and noted the 3 trees on the periphery of the site along with the tree within the raised bed that divides York Street. However they had no objections to the proposal.

The proposal complies with CG1.1 of the Core Strategy.

Conclusion

For the reasons discussed above it is considered that the proposal would represent a sustainable form of development with the potential to be compatible with the character and appearance of the area without compromising highway safety or the living conditions of the occupants of the adjoining property.

Detailed matters of design, siting and scale would be considered at the reserved matters stage.

The proposal complies with policy and Members are therefore recommended to approve this outline application.

Representation and Consultation Annex

Representations

Letters- One letter of objection was received with their concerns being as follows:-

- There is a lack of detail contained within the application with regards to size and design - This is an outline application, all matters reserved and therefore details will be submitted at the reserved matters stage.
- Concerns around construction traffic - This is not within the remit of Development Control

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: Drainage, the Council's Highways Engineers and Environmental Health Officers

Planning History

None relevant

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. Application for the approval of 'Reserved Matters' must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
 - i) The expiration of five years from the date of this permission, or
 - ii) The expiration of two years from the final approval of the Reserved Matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2. Details of the access, appearance, landscaping, layout, and scale, hereinafter called "the reserved matters" shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason

To application is for outline planning permission and these matters were reserved by the applicant for subsequent approval.

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

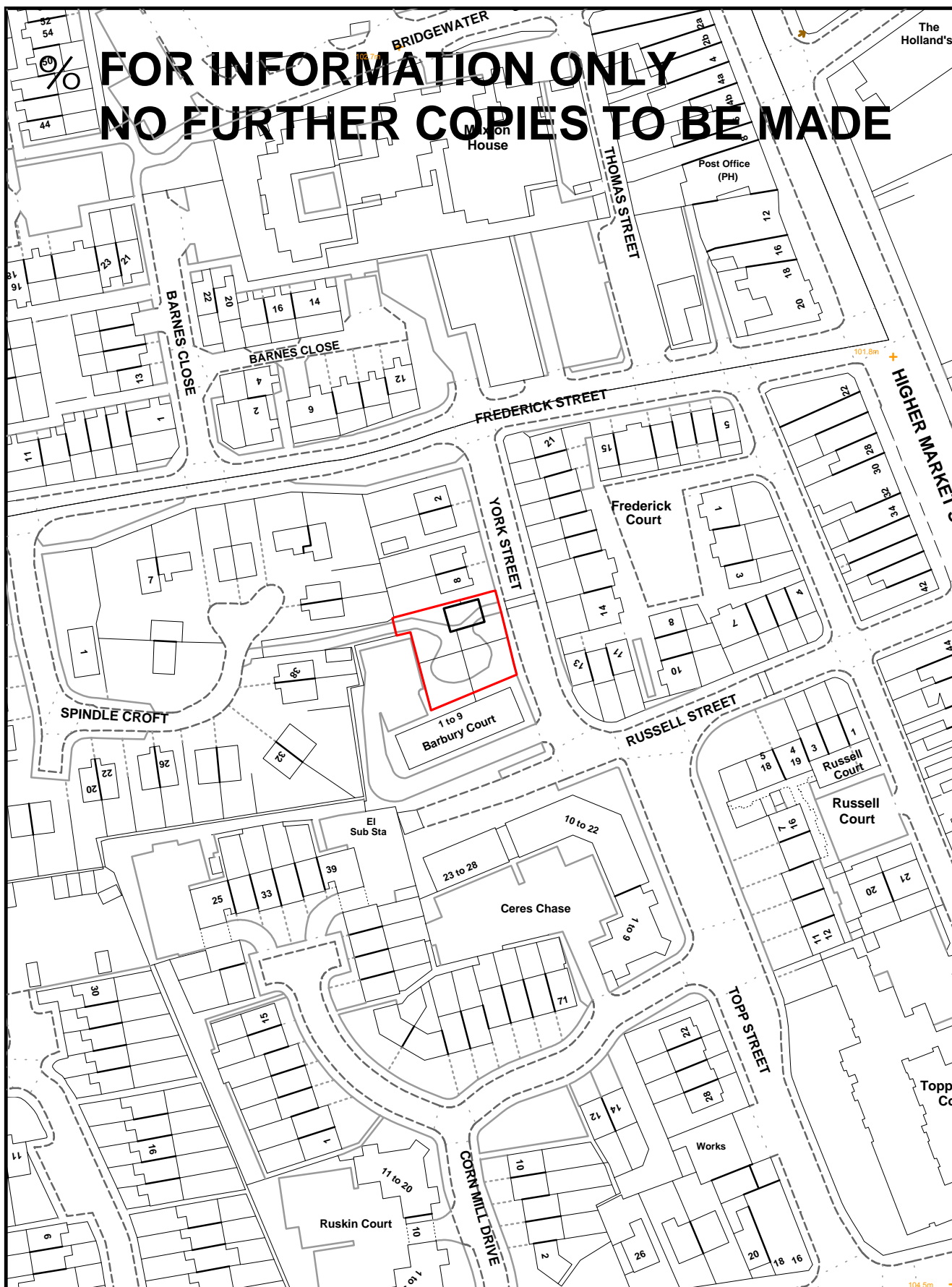
development or the development being first brought into use; and

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


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

Reason

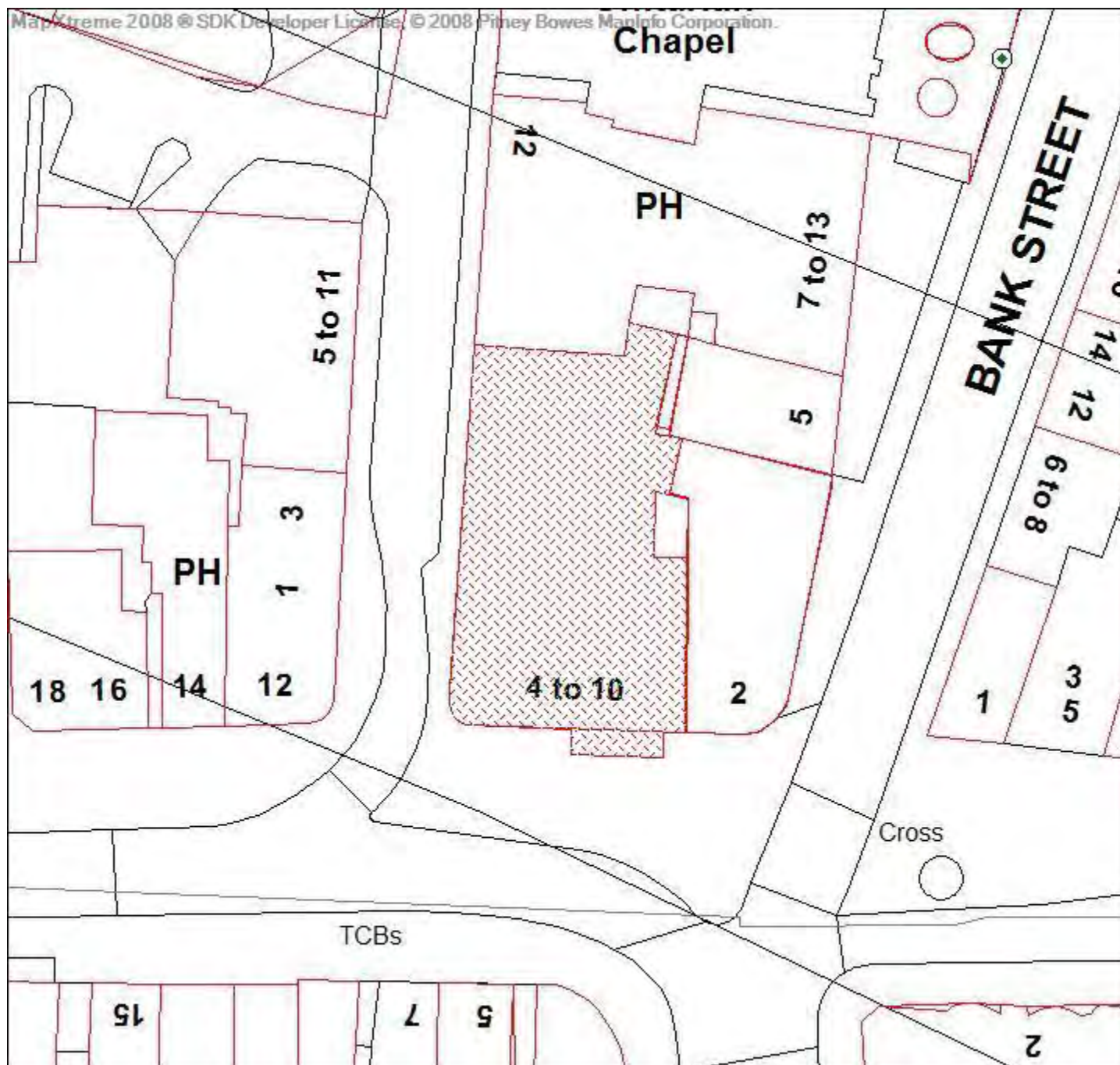
To safeguard the amenity of the future occupants of the development and to comply with Core Strategy policy CG4.



TITLE: York Street Land adj. to 8 Farnworth	Prepared by: SK Reference: NP Date: 11/01/2016 Map Ref: SD7405NW	<small>© Crown Copyright database rights 2016 0100019389</small>
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	DEPARTMENT: CHIEF EXECUTIVES SECTION: ASSET MANAGEMENT	N ↑ scale 1:1250
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Application number
95801/16



Development & Regeneration Dept
Development Management Section

Town Hall, Bolton, Lancashire, BL1 1RU
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Date of Meeting: 07/04/2016

Application Reference: 95801/16

Type of Application: Full Planning Application

Registration Date: 18/02/2016

Decision Due By: 13/04/2016

Responsible Officer: Martin Mansell

Location: 4 DEANS_GATE, BOLTON, BL1 1BR

Proposal: ADDITIONAL USE OF PUBLIC HIGHWAY AS OUTDOOR SEATING AREA.

Ward: Crompton

Applicant: Stonegate Pub Company

Agent : Bidwells

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought to use part of the public highway for the siting of tables and chairs within an area of 18 square metres to the right of the entrance doors and enclosed by fabric barriers. The plans show that the area has the potential to accommodate 5 tables each with 4 chairs. The application states that the intention is to serve food to these table between the hours of 11am and 9pm each day; however, as the main premises are an existing public house is would be of course open to customers to drink and smoke in the area without being required to order food.

Site Characteristics

The site is part of the pavement of Deansgate in front of the Elephant and Castle, a public house. The wider area is exclusively commercial with shops and other typical town centre uses. Adjacent at 2 Deansgate and forming visually part of the same building is Preston's jewelers. The area is within the Deansgate Conservation Area.

Policy

National Planning Policy Framework - Building a strong and competitive economy, ensuring the vitality of town centres, requiring good design, conserving and enhancing the historic environment

Core Strategy Policies

SO3 Economic Opportunities of Bolton Town Centre, SO4 Transforming Bolton Town Centre, SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO11 Built Heritage

P1 Employment

S1 Crime and Road Safety

CG3 Design and the Built Environment, CG4 Compatible Uses

TC1 Civic Core

SPD Building Bolton

Street Cafe Guidelines

Deansgate Conservation Area Character Appraisal

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on economic development and the vitality and viability of Bolton Town Centre
- * impact on the character and appearance of the area, including the conservation area
- * impact on nearby uses
- * impact on highway safety and accessibility
- * impact on crime reduction

Impact on Economic Development and the Vitality and Viability of Bolton Town Centre

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

The Core Strategy notes that Bolton town centre is the principal location for employment in the whole borough with an emphasis on retailing, offices and leisure; it is subject to considerable development pressure, and its role within the borough is a vital one. It goes on to state as an aim that Bolton town centre will continue to be a vibrant mix of uses and will be the principal location for retailing, leisure, cultural and civic activities. It will make a significant contribution to the new jobs to be located in the borough over the plan period years. Good urban design is recognised as being essential for producing attractive, high-quality, sustainable places in which people will want to live, work and relax. It is of particular importance for creating a successful and flourishing town centre.

Core Strategy TC1 is a spatial policy which relates specifically to the core area of Bolton Town Centre and states that the Council will continue to support the civic and retail core as the principal location in the borough for retailing and support the expansion of restaurants, food-orientated public houses with outdoor seating ancillary to restaurant and café uses. Ensuring that the whole of the civic and retail core is safe and attractive for pedestrians will be a priority

Policies SO3, SO4 and SO5 of Bolton's Core Strategy are strategic objectives within the "Prosperous Bolton" theme and seek to take advantage of the economic opportunities presented by Bolton town

centre and ensure that these opportunities benefit everybody in Bolton, including those people living in the most deprived areas, together with creating a transformed and vibrant Bolton town centre and ensuring that Bolton takes full economic advantage of its location in the Greater Manchester City Region.

External seating areas, in appropriate locations, can make a positive contribution to the local character and amenity of the area. Approvals over the last decade of nearby similar seating areas at Hogarths, the Brass Cat, Costa Coffee and Tiffanys have proven popular attractions and the Council is generally permissive of such uses, properly managed and in appropriate locations, as stated in the Street Cafe Guidelines. Furthermore, these uses make a positive contribution to economic development goals and the vitality and viability of Bolton Town Centre.

Properly managed, the proposal has the potential to have a small but beneficial impact on economic development and the vitality and viability of Bolton Town Centre.

Impact on the Character and Appearance of the Area, including the Conservation Area

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a general duty on Local Planning Authorities that in the exercise of their powers with respect to any buildings or land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

Policy SO11 of Bolton's Core Strategy is a strategic policy and seeks to conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of new buildings. Core Strategy Policy CG3 seeks to ensure that development proposals conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings. Historical associations should be retained where possible.

Core Strategy Policy TC11 relates specifically to development in Bolton Town Centre and 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.

As a public highway, this area is already used by customers as an informal (that is, not designated) smoking area in connection with the public house. The Applicant has provided information on the furniture and barriers intended and these are considered to be acceptable within this context. Such uses are now common in many town and city centre centres and it is not considered that the visual impact will be in any way unusual or harmful.

The impact on the character and appearance of the area, including the conservation area, is considered to be acceptable.

Impact on Nearby Uses

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

Policy CG4 of Bolton's Core Strategy seeks to ensure that new development is compatible with surrounding land uses; protects amenity, privacy, safety and security; does not cause unacceptable nuisance or pollution; and takes potential historic ground contamination into account.

The use is considered appropriate for this area, given the commercial context. This is not a residential part of Bolton town centre and is it considered to be very unlikely that the use would have any impact at all on living conditions.

An objection has been received from Preston's of Bolton immediately adjacent to the application and the grounds of objection are listed in some detail below. Officers recognise the significant contribution that Preston's make to the reputation of Bolton town centre and have no wish to see their business adversely affected. For this reason, if Members are minded to accept the use in principle they are advised to limit the use to an initial temporary period of one year. If Preston's, or indeed any other interested parties, experience adverse impacts as a result of the use then it would be open to them to provide evidence of this should the Applicant wish to renew the use after the one year period.

Properly managed, the impact on nearby uses is considered to be acceptable. The proposal is considered to comply with Policy CG4 of Bolton's Core Strategy.

Impact on Highway Safety and Accessibility

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 proposed use allows sufficient space for pedestrians to pass. It is also noted that the Council's Highway Engineers do not raise objection, subject to a highway license, and have confirmed that the size and location of the area complies with the guidelines contained within the Street Cafe documents in terms of leaving sufficient room for pedestrians to negotiate the highway.

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

Impact on Crime Reduction

Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder. The prevention of crime and the enhancement of community safety are therefore material considerations that a local authority should take into account when exercising its planning functions under Town and Country Planning legislation.

The National Planning Policy Framework states that planning decisions should aim to ensure that developments should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Bolton's Core Strategy notes that the town's recorded crime levels are reducing but perception of crime remains high. The Core Strategy's most important direct contribution to reducing crime and the fear of crime is through the design of new development. A contributory factor to improving safety is to create and sustain a sense of place that enables people to identify with their surroundings or locality. This can be achieved through appropriate layout, high quality architecture, good lighting and landscape design. In considering design, the Council takes into account national advice as currently set out in the Government publication "Safer Places – the Planning System and Crime

Prevention." Ensuring that the whole of the civic and retail core is safe and attractive for pedestrians will be a priority.

Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, reduce crime and the fear of crime, by ensuring that neighbourhoods are attractive and well designed. Policy S1 is part of the "Safe Bolton" Sustainable Community Strategy theme and states that the Council and its partners will ensure that the design of new development takes into account the need to reduce crime and the fear of crime. Policy CG4 of Bolton's Core Strategy seeks to ensure that new development protects, amongst other things, safety and security.

An officer of GM Police with considerable experience of dealing with the issues arising from licensed premises has advised that they have no concerns regarding this application. They are happy that the hours suggested by the applicant support the premises licensing objectives and the fact that they will operate this area until 9pm will encourage visitors to come to the town centre earlier to enjoy food/drink. As the area will be cleared away prior to the busy night time economy period they are confident that no issues will arise.

Planning Officers note that the Core Strategy supports this approach of encouraging daytime and early evening use of Bolton town centre, seeking to rebalance licensable activities away from the late night period and focusing on food during the day and evening with alcohol being ancillary to this rather than primary. Clearly, the use proposed by the application cannot achieve this by itself but Officers take the view that in conjunction with the transformation of the Market Place shopping centre, there now exists the potential to encourage a different approach to the use of Bolton town centre in the afternoons and evenings and that this outcome is worth pursuing.

Properly managed, it is not considered that the proposed use would be likely to have an adverse impact on crime and disorder. That said, Officers can see the benefits of keeping the matter under close review and therefore a temporary consent of one year is proposed. This is the same approach as taken at other similar outdoor seating areas, at least in the initial stages of the use.

Value Added to the Development

The Application was subject to pre-application discussions with Planning, Highways and Strategic Development Officers together with GM Police.

Conclusion

The proposed use is considered to have the potential to contribute as part of a wider strategy that seeks to encourage afternoon and evening food uses in Bolton town centre. The concerns of the objector are noted but it is considered that if the use is properly managed and is predominantly used in the manner described in the application its impacts are likely to be limited. A one year consent would allow the Council and other interested parties to keep the matter under review.

Representation and Consultation Annex

Representations

An objection has been received from Preston's of Bolton adjacent. The grounds of objection are:-

- ours is a high class and long-established jewellery business
- this would be a noisy, smoky and unwelcome neighbour to our display window which showcases fine jewellery and Rolex watches
- it would not encourage people to browse and would further clutter an area already littered with A boards promoting discounted alcohol
- this is a historic corner of Bolton town centre and this kind of street furniture and the associated activity, particularly into the evenings, will not lend itself to the upkeep of the pavements or the frontage of our store
- it will not improve the retail attractiveness of Bolton town centre

Consultations

Advice was sought from the following consultees; Highway Engineers, Strategic Development, GM Police.

Planning History

A similar application was refused in 2010 on the basis that it would be to the detriment of the attractiveness to pedestrians of this open space link (83697/10).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. This permission shall be for a temporary period expiring on **31st May 2017** when the use hereby approved shall be discontinued and the land reinstated as public highway.

Reason

The assessment of the effects of the use is difficult and a temporary permission will enable the Local Planning Authority to review the matter, in the interests of amenity, nearby uses, crime reduction and highway safety, over a period of time; and to comply with policies CG4, S1.1 and S1.2 of Bolton's Core Strategy.

2. The tables and chairs hereby approved shall not be placed upon the highway except between the hours of 1100 and 2100 and all items placed on the highway shall be removed from the highway on a daily basis.

Reason

To safeguard the appearance of the area generally and to comply with policies CG3 and CG4 of Bolton's Core Strategy.

3. The site shall be used for eating and drinking purposes only and at no time shall the site be used for the purposes of amplified music or the cooking of food.

Reason

For avoidance of doubt as to what is permitted.

4. The approved boundary barriers shall be provided with a tapping rail a maximum 0.2 metre above ground level and minimum 0.05 metre thickness and shall be in place at all times when the tables

and chairs are sited on the highway.

Reason

In the interests of the safety of pedestrians with a visual impairment and to comply with policy CG3.5 of Bolton's Core Strategy.

5. All items shall be maintained in a safe condition and there shall be no over-hanging or obstruction of any item over or on the public highway whatsoever, other than in the area shown on the approved plan.

Reason

In the interests of the safety of pedestrians and those using the approved facility and to comply with policy S1.2 of Bolton's Core Strategy.

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

Pavement layout 01-13-231 dwg 01

Reason

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



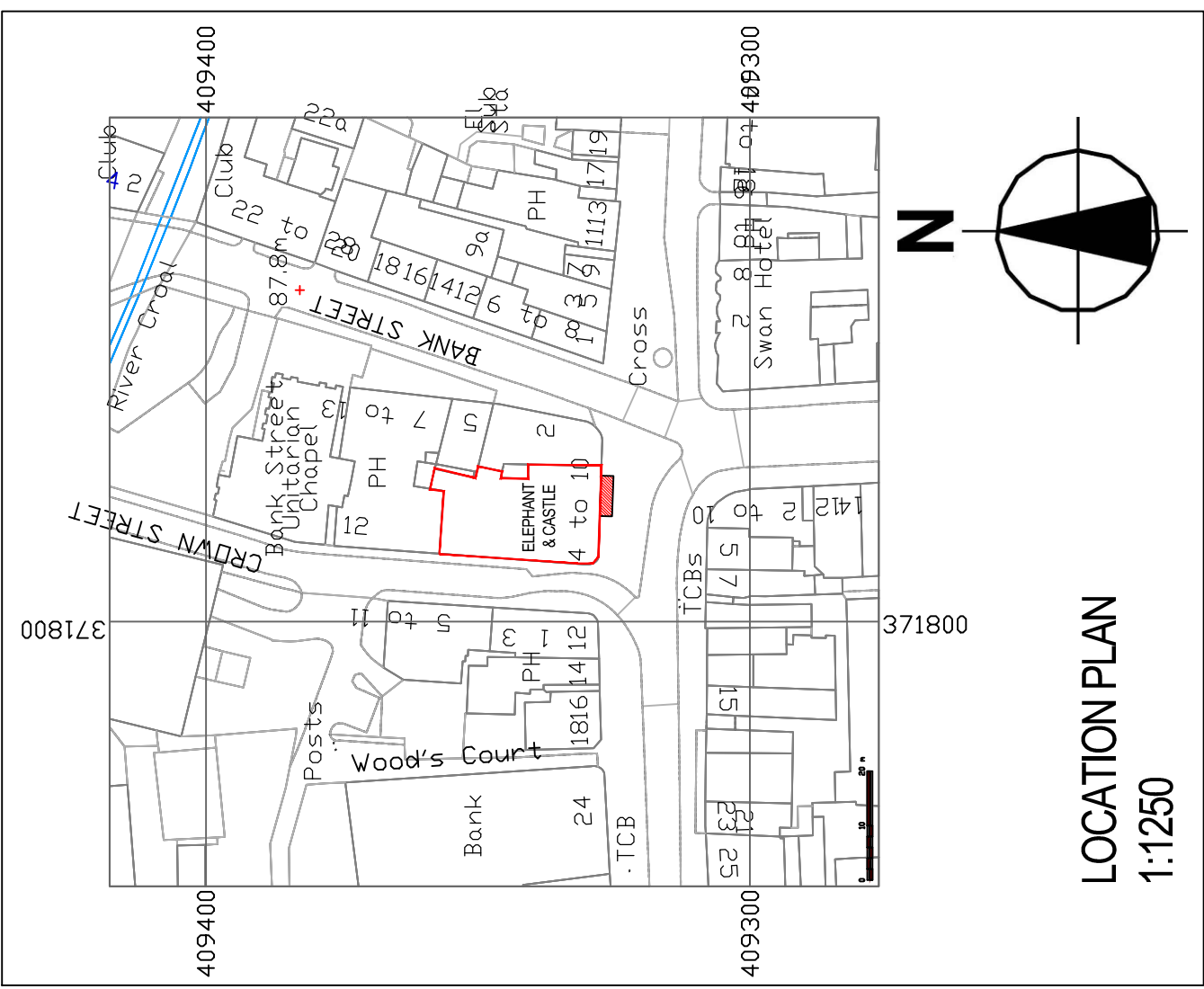
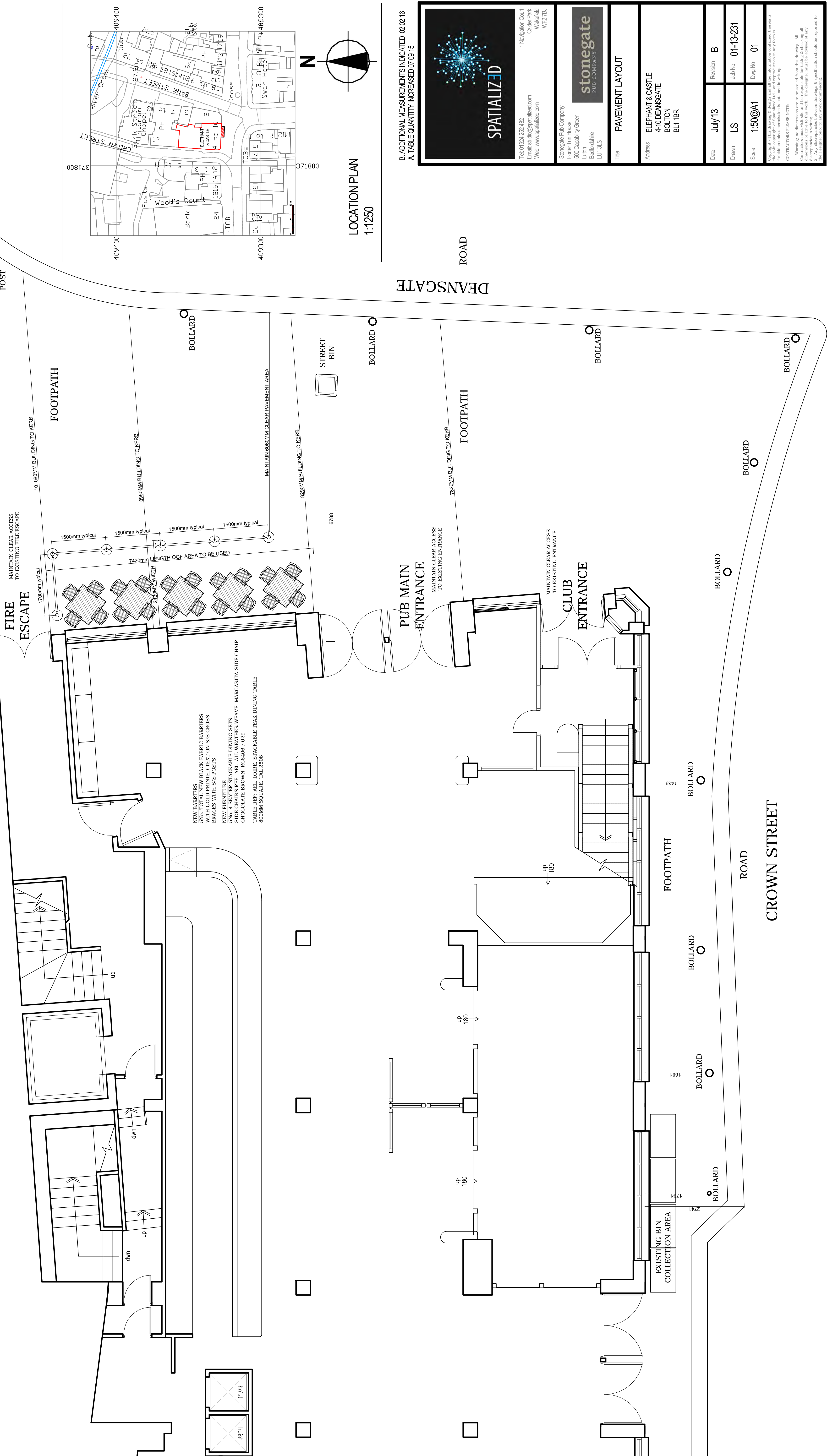
TABLE REF: AEL LOIRE.
STACKABLE TEAK DINING TABLE.
800MM SQUARE. TAL 2508




SIDE CHAIRS REF: AEL ALL WEATHER
WEAVE, MARGARITA SIDE CHAIR
CHOCOLATE BROWN. RG6406 / 029



*TOTAL: BARRIER STYLE
5560 TOTAL NEW BLACK FABRIC BARRIERS
WITH GOLD PRINTED TEXT ON S/S CROSS
BRACES WITH S/S POSTS



B. ADDITIONAL MEASUREMENTS INDICATED 02 02 16
A. TABLE QUANTITY INCREASED 07 09 15



Tel 01924 252 482
Email: sales@spatialized.com
Web: www.spatialized.com

Stonegate Pub Company
1 Navigation Court
Calders Park
Widnes, Cheshire
WA12 7BU

stonegate
PUB COMPANY

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Address
ELEPHANT & CASTLE
4410 DEANS GATE
BOLTON
BL1 1BR

Title
PAVEMENT LAYOUT

Date
July 13

Drawn
LS

Scale
1:500 @ A1

Revision
B

Job No
01-19-231

Dwg No
01

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Application number 95969/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 07/04/2016

Application Reference: 95969/16

Type of Application: Full Planning Application
Registration Date: 29/02/2016
Decision Due By: 24/04/2016
Responsible Officer: Jeanette Isherwood

Location: LADYWOOD SCHOOL, MASEFIELD ROAD, LITTLE LEVER, BOLTON, BL3 1NG

Proposal: ERECTION OF SECURITY FENCING AND CONSTRUCTION OF CAR PARK.

Ward: Little Lever and Darcy Lever

Applicant: Bolton Council
Agent : Design Surveying Partnership Ltd

Officers Report

Recommendation: Approve subject to conditions

Proposal

The application proposes the construction of a new car park and erection of a new 2.4m high mesh fencing and gates to the site perimeter, powder coated green.

The works include the provision of a 22 parking spaces with access off the existing car park. The car park will be lit by 4 additional street lights.

Site Characteristics

The site is located off Masefield Road and consists of single storey buildings with associated school playing fields, car parks and play areas. Residential properties bound the site on Durham Close, Chester Avenue and Masefield Road.

There are several trees on the site of the proposed car park and around the periphery.

Policy

National Planning Policy Framework (NPPF)

Core Strategy policies:

CG1 Cleaner and Greener, CG3 The Built Environment, CG4 Compatible Uses, A1 Achieving and OA6 Little Lever and Kearsley

SPD General Design Principles

Analysis

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

indicate otherwise.

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

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

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

The main impacts of the proposal are:-

- * principle of development
- * Impact on the visual amenity of the building in terms of design and residential impact.
- * impact on the highway/parking provision
- * impact on trees

Principle of the Development

Core Strategy policy A1 states that the Council will support the development of primary and secondary schools in locations accessible to transport corridors and within communities that they serve.

The site is occupied by Ladywood School. The proposed development would not alter the main use of the site and would result in an increase in the amount of parking provision within the site. A further application (detailed within this agenda under ref 96035/16) is proposed, to extend the school to improve the facilities and provide essential additional classrooms. This would result in the loss of some existing spaces and therefore the need for an additional car parking area is essential.

The proposed developments would improve the existing school in accordance with policy A1 of the Core Strategy and aims and objectives of the NPPF.

Impact on the visual amenity of the building in terms of design and residential impact.

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.

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.

The location of the new car parking area is to the rear of the building with the additional lighting being sited approximately 50 metres from the nearest neighbour on Chester Avenue. One objection has noted that nearby residents have issues with lighting attached to modular buildings that are lit constantly. However it is noted that the new lights will be turned off in the evening and therefore additional impact on surrounding neighbours is considered to be minimal.

The proposed fencing will be 2.4 metres high weldmesh fencing powder coated green and will replace the existing blue powder coated bow top fencing. One objection has noted that the fence will be closer to residents and have expressed concern with the existing blue colouring. The new fence

will still maintain an interface distance in excess of 15 metres to the nearest property with the colour change to green thought to be more conducive with the surroundings. The additional fencing is required to provide sufficient security for the site. It is considered that this would not have any unacceptable effect on residential amenity.

One objection also expressed concern with regards to disruption when the works are commenced. However, this is not within the remit of planning.

In view of the above, it is considered that the development is compliant to Core Strategy Policies CG3, CG4 and OA6

Impact on the highway/parking provision

Core Strategy policy S1 promotes road safety in the design of new development.

Highways Officers were consulted on the proposal and had no objections.

The proposal complies with policies P5 and S1 of the Bolton Core Strategy.

Impact on trees

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.

The Council's Trees and Woodland Officer was consulted on the proposal and had some reservations with regards to potential loss of trees at the site and recommended amendments to alleviate the impact.

A condition will be added to the approval for landscape details to be agreed prior to commencement of development.

The proposal complies with CG1.1 of the Core Strategy.

Conclusion

The proposals are considered to be acceptable in terms of siting and design, subject to conditions and comply with Core Strategy policies CG1, CG3, CG4, A1, S1, P5 and OA6.

Members are recommended to approve the application.

Representation and Consultation Annex

Representations

One objection received with comments addressed in the main body of the report

Consultations

Advice was sought from the following consultees: Highways and Tree and Woodlands

Planning History

Various applications for additional modular buildings and small extensions

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. 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.

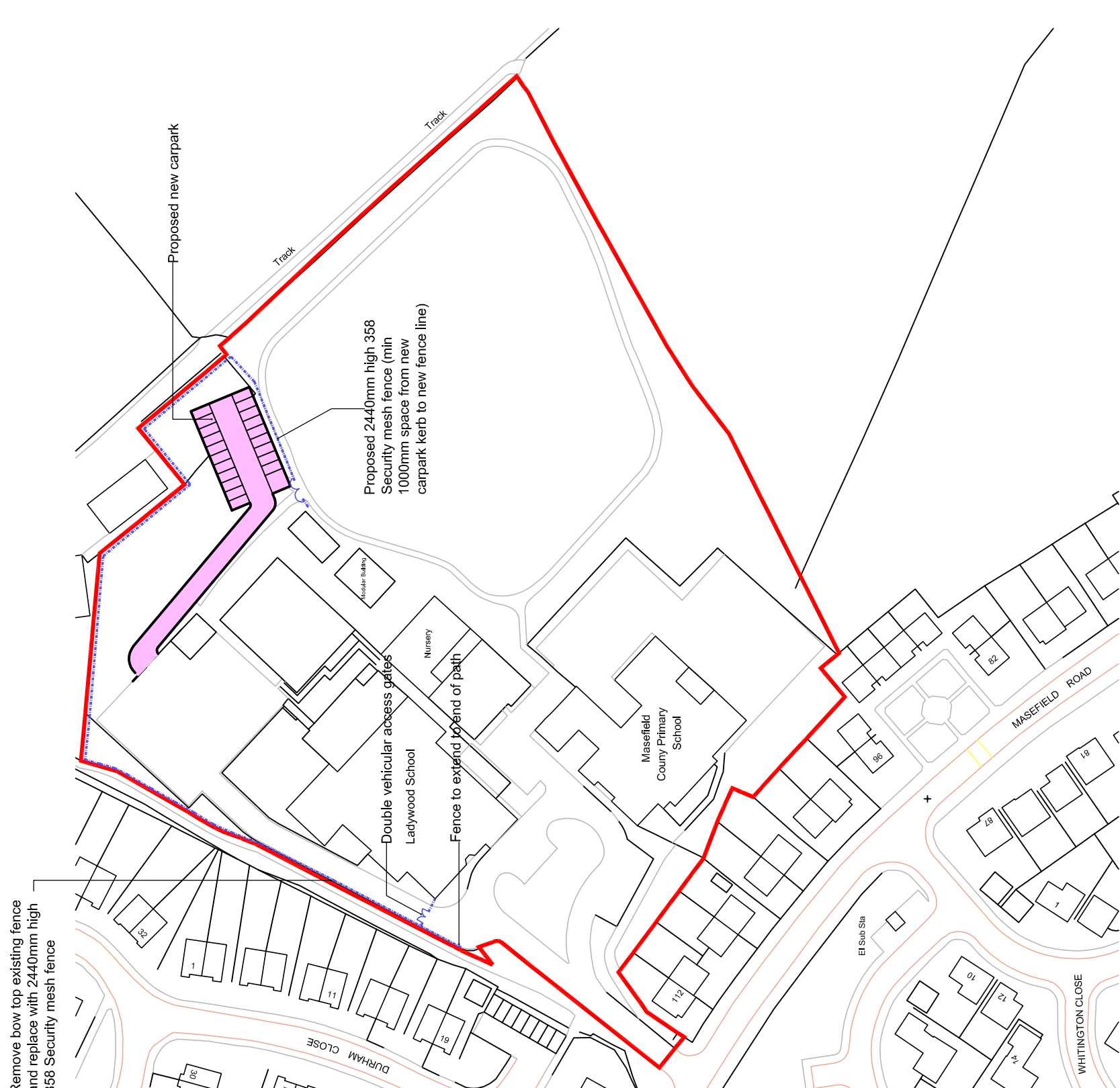
Reason

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


Proposed 2440mm high 358 Security mesh fence



LOCATION PLAN 1:1250



					09.03.16
B	EXTENT OF FENCING REDUCED (PROPOSED EXTENSIONS NOT SHOWN)				
A	PROPOSED EXTENSIONS ADDED				26.02.16
	REVISION			DATE	



dsp
CHARTERED SURVEYORS

Design: Surveying Partnerships Ltd
Editor: Business Centre
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E: info@spartnerships.com
W: www.spartnerships.com

CLIENT:

BOLTON MBC

PROJECT TITLE:

LADYWOOD SCHOOL

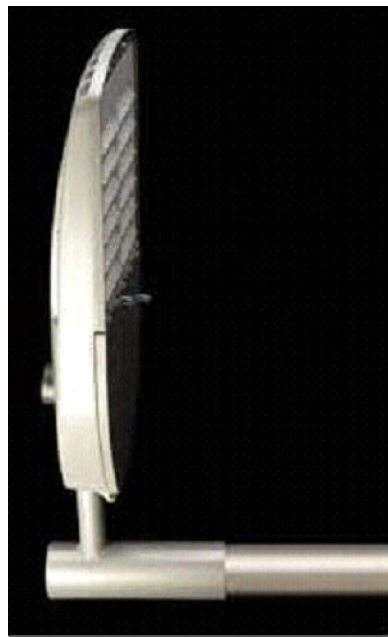
DRAWING TITLE:

PROPOSED SITE LAYOUT

DRAWN BY:	GB	DATE:	24.02.16
APPROVED BY:	AU	DATE:	24.02.16
SCALE:	AS SHOWN	A1	
DRAWING NUMBER:	1345/02	REV:	B

NOTES:

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Holophane Factor Small LED Factor (S4) YELLOW FTR.L34.4Y (G3) Marwood Ref 398/403 luminaire with an IP68 LED module comprising of LED light engine producing c.3,000 lm with a nominal 4000K colour temperature that produces an asymmetric light distribution. Die-cast aluminium body that conforms to EN1706 AC-46000 (enodised), with a hinged door housing an IP68 driver. The luminaire is finished in Smooth Grey (RAL7035). Complete with 240V 50Hz integral control gear. Driver terminated for future Dail compatibility/re-programming by others. Complete with and factory fitted Mayflower 56000 six pin NEMA socket Base to House A Temporary Spin 56 Lux PEC

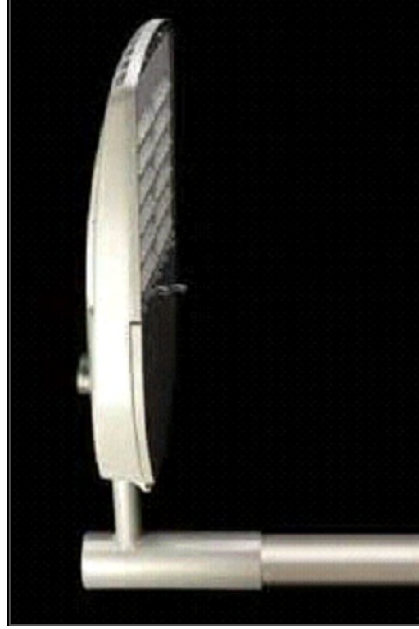
Lighting columns
8m Tubular Steel Galvanised Column Ref (0079 To House a 1.00m Outreach Bracket), Columns F and G (2No)

At Point X Locate And Cut Existing Cable And Pull Back Into New Column Re-site Position

Disc Outgoing Private Cable And Joint Via A "Through" Joint On To New 3Core 6mm PVC SWA Cable (5m) And Re-Terminate Into New Column Re-site Titan D.P 3way Cut-Out

Disc 2No Private Cables And Re-site 8m Tubular Steel Column To New Position. Remove Existing Cut-Out And Fit Titan Double Pole 3 Way Cut-Out

6mm Sq 3Core PVC SWA Cable (48m)



Holophane Factor Small LED Factor (S4) GREEN FTR.L14.4Y (G3) Marwood Ref 398/404 luminaire with an IP68 LED module comprising of LED light engine producing c.5,000 lm with a nominal 4000K colour temperature that produces an asymmetric light distribution. Die-cast aluminium body that conforms to EN1706 AC-46000 (enodised), with a hinged door housing an IP68 driver. The luminaire is finished in Smooth Grey (RAL7035). Complete with 240V 50Hz integral control gear. Driver terminated for future Dail compatibility/re-programming by others. Complete with and factory fitted Mayflower 56000 six pin NEMA socket Base to House a Mayflower Dail Node or Sub Master To Integrate into the Councils Existing CMS System

Lighting columns
8m Tubular Steel Galvanised Column Ref (0084 To House a 1.25m Outreach Bracket), Columns I and H (2No)

Ducting Excavation And Reinstatement To Be Done By Civil's Engineer

Provide 50mm Dia Orange Smooth Bored Polyethylene Conduit With The Words "Street Lighting" Along It's Length To Be Planted At A Depth of 450mm. Draw Strings To Be Provided (110m)

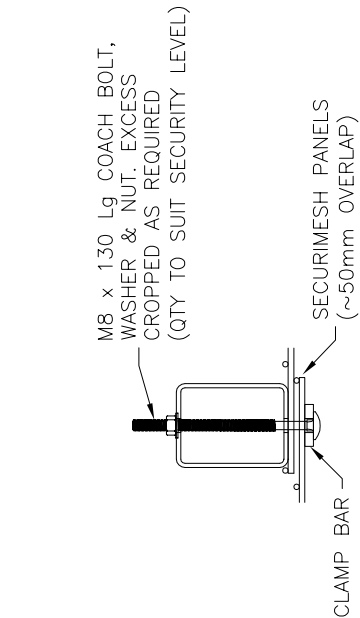
Bolton HIGHWAYS AND
ENGINEERING
Council DESIGN

'KEEPING PEOPLE MOVING SAFELY'
ENVIRONMENTAL SERVICES DEPARTMENT
Director: Malcolm J. Cox MBA, BSc, C.Eng, MICE

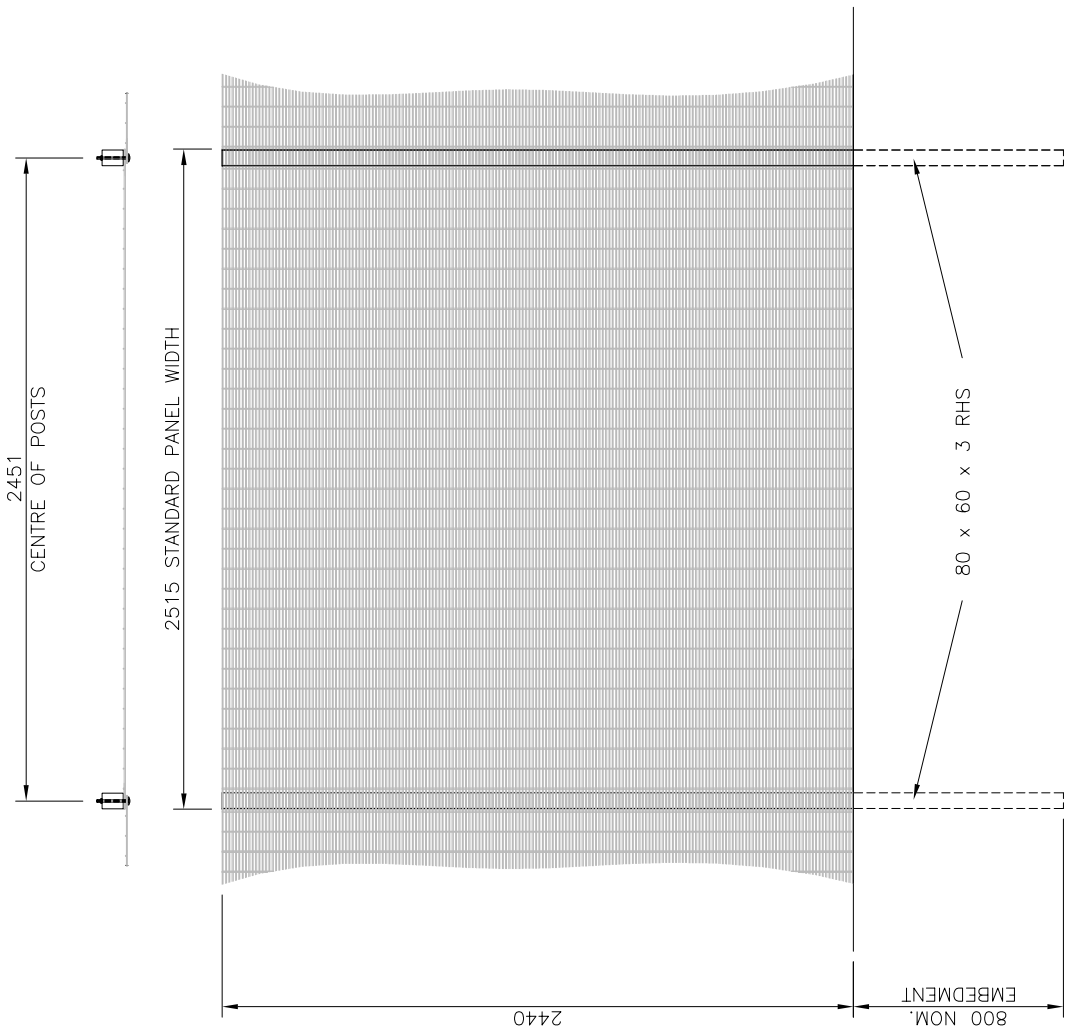
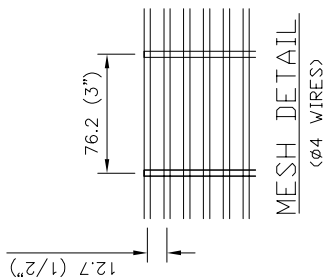
Ladywood School Little Lever Bolton Proposed Car Park Extension Proposed Street Lighting

Status

Date	17th Nov 2015	Drawn by	Paul Worthington
Scale	1 : 200	Checked by	
Drawing Size	A1	Independent Check	
Rev.	Amendments	By	Date
			Chkd
Drawing No	317088-03-SL	CAD ref	Revision
			02



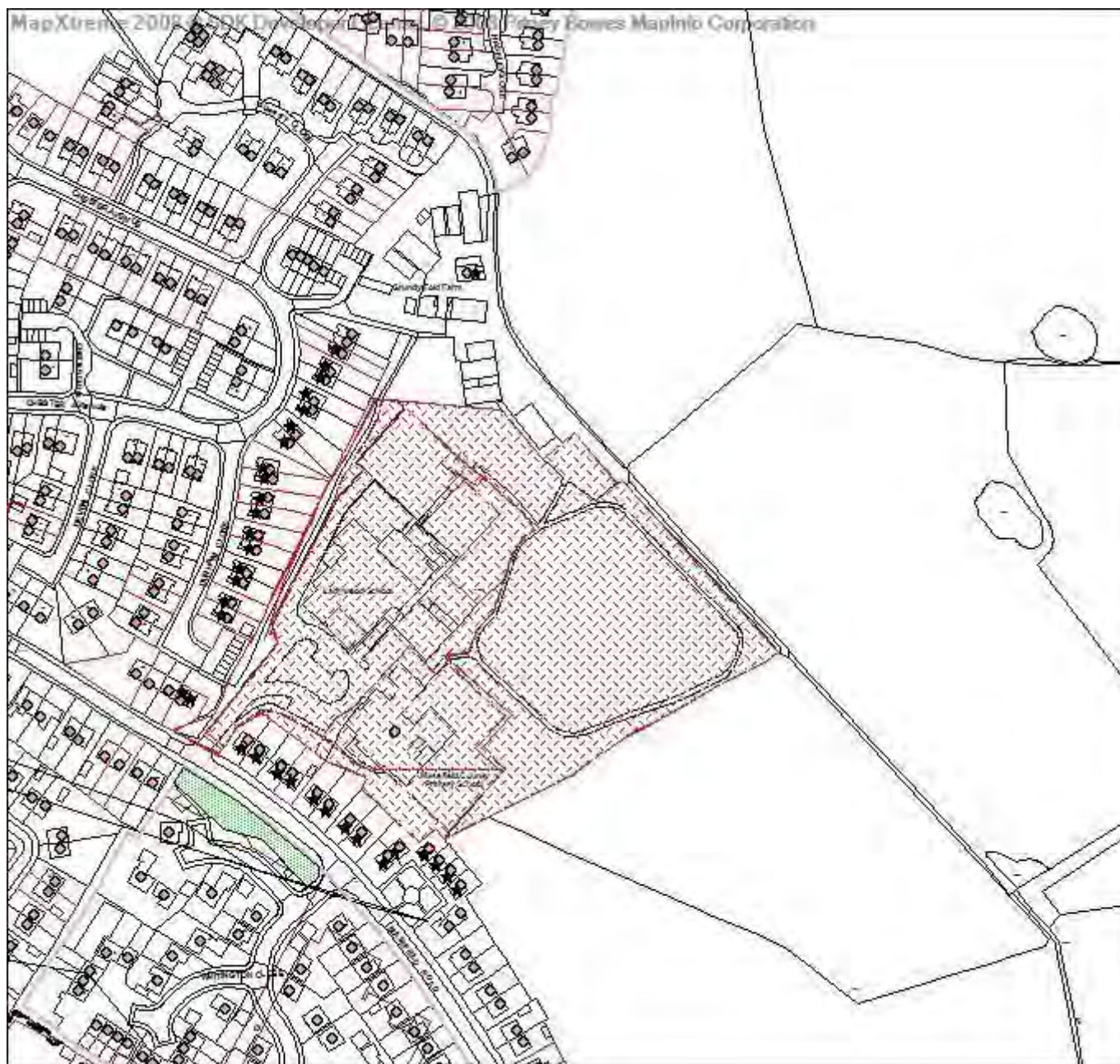
TYPICAL SECTION THRU POST



NOTES.
ALL DIMENSIONS ARE IN mm (UNO)
GAPS UNDER GATES & FENCING
ARE NOMINAL DUE TO GROUND LEVELS.
FENCE POST: 80 x 60 RHS
MESH PANEL: ø4 WIRE
WIRE CENTRES: 76.2 (3") x 12.7 (1.2")
CLAMP BARS: 30 x 6 M.S. FLAT BAR

TUBES, RAILS, PALES & POSTS UPTO
60 x 60 x 2 etc M.STEEL ERW to BS.
EN 10305 PT 3/5 E220 + CR2 + S1
BLACK MATERIAL
GATE POSTS & POSTS LARGER THAN
60 x 60 x 2 EN 10219 - S235JR
ANGLE IRON & FLAT BAR BS EN 10025
- S275JR
CHANNELS etc BS EN 1002 - S275JR
FINISH: GALVANISED TO BS EN ISO 1461

Application number 96035/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 07/04/2016

Application Reference: 96035/16

Type of Application: Local Authority Interest
Registration Date: 04/03/2016
Decision Due By: 28/04/2016
Responsible Officer: Jeanette Isherwood

Location: LADYWOOD SCHOOL, MASEFIELD ROAD, LITTLE LEVER, BOLTON, BL3 1NG

Proposal: ERECTION OF TWO STOREY EXTENSION TO PROVIDE 7 NO. CLASSROOMS AND ANCILLARY ROOMS. TOGETHER WITH SINGLE STOREY LINK CORRIDOR AND SINGLE STOREY EXTENSION TO PROVIDE KITCHEN/DINING ROOM.

Ward: Little Lever and Darcy Lever

Applicant: Bolton Council
Agent : Design Surveying Partnership Ltd

Officers Report

Recommendation: Approve subject to conditions

Proposal

The application proposes the provision of a new two storey classroom block to the rear of Ladywood School, together with the construction of a single storey infill extension to the side elevation to accommodate a new school kitchen. There would be a link corridor off the rear elevation of Ladywood School. The extension will provide 7 new classrooms plus associated resources, toilets and staff areas. The works also include internal remodelling and relocation of 2 existing classrooms into the new extension. The school currently does not have its own kitchen and utilises the facilities at the adjacent Masefield Primary School.

The rear extension comprises of facing brickwork elevations with powder coated aluminium windows and doors, Kingspan panelled pitched roof with powder coated aluminium fascia and soffit boards and rainwater goods. The link corridor comprises of powder coated aluminium windows with flat roof detail.

Site Characteristics

The site is located off Masefield Road and consists of single storey buildings with associated school playing fields, car parks and play areas. Residential properties bound the site on Durham Close, Chester Avenue and Masefield Road.

There are several trees on the site and around the periphery.

Policy

National Planning Policy Framework (NPPF)

Core Strategy policies:

CG1 Cleaner and Greener, CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, A1 Achieving and OA6 Little Lever and Kearsley

SPD General Design Principles

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principle of development
- * Impact on the visual amenity of the building in terms of design and residential impact.
- * impact on the highway/parking provision
- * impact on trees
- * impact on sustainability

Principle of the Development

Core Strategy policy A1 states that the Council will support the development of primary and secondary schools in locations accessible to transport corridors and within communities that they serve.

The site is occupied by Ladywood School.

The applicant submits that as mainstream primary pupil numbers have grown in recent years, so have the numbers of primary age pupils with special needs requirements. Ladywood Special School is one of three LA Maintained Primary Special Schools in Bolton. It provides accommodation for primary aged pupils with moderate learning difficulties with complex needs. As a special school, Ladywood does not have a standard planned admission number nor is it organised with straightforward year groups since pupils are taught based upon their individual abilities and specific needs. At present, following several previous internal remodelling projects, the school provides accommodation based around 11 individual classrooms with pupils being typically taught in class groups of 6, 8 or 9. The school was originally intended to accommodate 80 pupils but the current number on roll is over 100. It is currently at 103, but this could easily rise further to around 110.

The proposed development would not alter the principle use of the site but would seek to improve the facilities and provide essential additional facilities required by the school to accommodate the rising number of pupils.

The proposed developments constitute the improvement of an existing school. The principle of the proposed developments is considered to be acceptable and is in accordance with policy A1 of the

Core Strategy and aims and objectives of the NPPF.

Impact on the visual amenity of the building in terms of design and residential impact.

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.

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.

The location of the two storey classroom block would be towards the rear of the site and would be in excess of 26 metres from the nearest residential dwellings. It is noted that one objector has concerns that the two storey element will be visible from their property. However the interface distance exceeds minimum guidelines contained within SPD General Design Principles and therefore it is considered that this addition would not have any unacceptable effect on the amenity of any residential dwellings.

Similarly the location of the proposed single storey element would be to the western elevation, overlooked by residential properties on Durham Close. However the recommended interface distance again exceeds minimum guidelines contained within SPD General Design Principles and is not considered to have any further unacceptable effect on the amenity of any residential dwellings.

The proposed extensions reflect the design of the existing buildings on the site and are therefore not thought to affect the overall character of the school.

In view of the above, it is considered that the development is compliant to Core Strategy Policies CG3, CG4 and OA6.

Impact on the highway/parking provision

Core Strategy policy S1 promotes road safety in the design of new development.

Highways Officers were consulted on the proposal and had no objections.

The proposal would lead to the loss of existing parking spaces at the site. However a further application that forms part of this agenda seeks to construct an additional car park to alleviate this issue (ref 95969)

The proposal complies with policies P5 and S1 of the Bolton Core Strategy.

Impact on trees

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.

The Council's Trees and Woodland Officer was consulted on the proposal and had some reservations with regards to potential loss of trees at the site.

A condition will be added to the approval for additional landscape details to be agreed prior to commencement of development to ensure suitable replacements are sourced.

The proposal complies with CG1.1 of the Core Strategy subject to conditions.

Conclusion

The proposal overall will make a valuable contribution to the continuing planned improvement to the Borough's shared community facilities and will provide much need extensions for the school. It is considered that the development is in accordance with Local Regional and National planning policy and the application is recommended for approval.

Members are recommended to approve the proposals

Representation and Consultation Annex

Representations

One objection received with comments addressed in the main body of the report

Consultations

Advice was sought from the following consultees: Highways, Trees, Environmental Health, Asset Management and Coal Authority

Planning History

Various applications for additional modular buildings and small extensions

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. The external surfaces of the extensions hereby permitted shall be of a similar colour, texture and size of those of the existing building, and shall be retained thereafter.

Reason

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

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.



PROPOSED PLAN @ 1:100



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