

Application number 12865/21



Directorate of Place
Development Management Section

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Bolton Council

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Date of Meeting: 24/02/2022

Application Reference: 12865/21

Type of Application: Full Planning Application
Registration Date: 23/12/2021
Decision Due By: 23/03/2022
Responsible Officer: Martin Mansell

Location: LAND EAST OF CENTRAL STREET, BOLTON

Proposal: VARIATION OF CONDITION 23 (APPROVED PLANS) OF APPROVAL REF: 09993/20 FOR MINOR MATERIAL AMENDMENTS INCLUDING REMOVAL OF PROJECTING AND RECESSED BALCONIES, REDUCTION IN HEIGHT AND WIDTH OF GINNEL, RELOCATION OF PLANT AND SERVICING ACCESS AND OTHER CHANGES

Ward: Halliwell

Applicant: Placefirst
Agent :

Officers Report

Recommendation: Approve subject to conditions

Executive Summary

- Consent is sought for amendments to the approved development at Central Street, specifically Block A fronting Deansgate.
- The main changes are considered to be the replacement of the approved recessed and projecting balconies with Juliet windows, a small reduction in the overall height and width of the building together with a reduction in the height and width of the ginnel linking Deansgate with the area of public realm behind Block A. It is also proposed that access to the bin store be moved together with the relocation of certain other functions within the building.
- The Applicant considers the changes to be beneficial in terms of the efficiency of the building and in order to assist in the deliverability of the development project as a whole.
- The key issues are considered to be whether or not the proposed changes would still provide adequate living conditions for future occupants and whether or not the changes to the appearance of the building would still meet the high standards of design quality required by the Council's policies. Officers conclude that the amendments would still meet these policy objectives and confirm that they would have been supportive of the development had it been originally submitted in its present form.
- The development would deliver significant benefits in terms of improving the character and appearance of the area, in terms of housing supply and in terms of demonstrating a market for

residential development in Bolton town centre.

- There are no objections from nearby uses or from consultees such as the Council's Conservation and Design Officer or from Highway Engineers or from Historic England and Bolton & District Civic Trust.
- Officers wish to make it clear that they are not seeking to recommend that Members accept an unacceptable form of development for reasons of viability. Whilst the deliverability of the project as a whole may be one of the drivers for the proposed amendments, the changes are still considered to result in an entirely acceptable - indeed highly beneficial - form of development.

Proposal

1. Planning permission was granted by Planning Committee on 10th March 2021 for the demolition of the existing buildings fronting Deansgate and the erection of a residential-led mixed use development with new hard and soft landscaping and improvements to the River Croal embankment. That proposal comprised an apartment block fronting Deansgate, a smaller apartment block behind on Ridgeway Gates together with rows of stacked townhouses running north-south from the River Croal to a new public square to the rear of the proposed Deansgate block. The proposal, as approved, comprises 158 new homes, ranging in size from studio apartments to three-bedroom townhouses. At ground level fronting Deansgate, flexible commercial space and a cycle hub are proposed with access from Deansgate. Palatine Street would be stopped up to create a public pedestrianised environment.
2. This current application seeks consent for minor material amendments to Block A (the approved apartment block fronting Deansgate). There would be no change to the number of units within Block A - residential unit numbers remain at 74 in Block A and 158 across the whole of the wider development site.
3. Section 73 of the Town & Country Planning Act 1990 provides the mechanism by which an Applicant can seek consent for minor changes to an approved development proposal by varying the wording of any condition listing the approved plans and substituting alternative plans.
4. The Applicant has provided a list of the proposed changes as follows:-
 - marginal reduction in overall footprint, through party wall reduction from 350mm to 250mm, resulting in the Deansgate frontage being reduced by around 0.5 metres and the Ridgeway Gates elevation being reduced by around 1 metre
 - reduction in the overall building height by 675mm, through a reduction in floor to ceiling height
 - omission of projecting and recessed balconies, to be replaced by Juliet balconies
 - a change in the access arrangements to the roof garden, such that access to the principal roof garden would be from a first floor ramp or steps with access to a secondary roof garden via steps
 - reduction in height and width of the ginnel linking Deansgate with the new public square
 - relocation of plant and servicing access in the north elevation of Block A, moving it closer to Ridgeway Gates and allowing for an extension of the public realm
 - a move of the proposed Placefirst office into a unit identified formerly as commercial unit, with

the unit proposed formerly as the Placefirst office becoming a commercial unit

- a reduction in the anticipated proportion of commercial floorspace dedicated to back of house
 - an increase in the size of the courtyard café, which is facilitated by the reconfiguring of the refuse/recycling collection strategy
 - other internal reconfigurations to achieve greater space efficiency
5. For the avoidance of doubt, whilst this type of proposal is formally known as a “minor material amendment”, no changes are proposed to the materials used within the development, which would remain as previously indicated and resolved via conditions – the word “material” is used in its typical planning sense of needing to be considered within the decision-making process, as in “material considerations”.

Site Characteristics

6. The wider development site measures approximately 1.04 hectares in area and is located within the heart of Bolton town centre, directly opposite the former Beales / Whitakers departments store. It primarily comprises a surface car park sloping down to the River Croal. A row of former commercial premises previously fronted Deansgate, however these have now all been demolished under the previous consent. The row of commercial premises was broken by Chapel Alley, a ginnel, which leads north from Deansgate to Palatine Street. Palatine Street runs east west across the site. The site is bounded by the River Croal to the north, Ridgeway Gates/Brook Street to the east, Deansgate to the south and Central Street to the west. The highways of Ridgeway Gates, Brook Street and Central Street are part of the wider development site.
7. The buildings previously fronting Deansgate that have now been demolished lay within the Deansgate Conservation Area and therefore planning permission was required for their demolition. However, the majority of the site, taken as a whole, lies outside of any conservation area. In terms of the Allocations Plan, the site lies entirely within the St Helena Town Centre Sub Area and is therefore subject to Policy TC2 of Bolton’s Core Strategy.
8. There are no listed buildings located on the application site. Nearby listed buildings nearby include the Victoria Hall (Grade II) to the east of the site, 79 to 81 Deansgate (part of the former Beales building) (Grade II) to the south of the application site and there is also a group of four K6 telephone kiosks (Grade II) in front of former Post Office to the west of the site.
9. Other than the Deansgate frontage, the site lacks prominence within the townscape as it is currently surrounded on three sides by typically three storey buildings. More open views are available from the north, including from Bark Street. That said, clearly any building constructed on the Deansgate frontage would have a high degree of townscape prominence.
10. The Building Bolton SPD considers the Deansgate frontage to form part of the Civic Core character area with the remainder of the wider development site falling within the St Helena character area. The SPD notes that Deansgate is one of the principal retail and evening economy streets, that it helps define Bolton’s urban grid and has many examples of fine commercial architecture, though townscape quality is not consistent along its length. It also notes that subsequent development and the channelisation of the River Croal have obscured the prominence of the river and its valley, isolating it from the surrounding townscape.

Policy

The Development Plan

11. Committee should have regard to the requirements of the development plan as a whole. The following policies are considered to be particularly relevant.
12. Bolton's Core Strategy Development Plan Document (2011) - Strategic Objectives - SO3 - 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, SO4 - To create a transformed and vibrant Bolton town centre, SO5 - Ensuring Bolton takes full advantage of its location in the Greater Manchester City Region, SO6 Ensuring that transport infrastructure supports all aspects of the spatial vision, SO9 - To reduce crime and the fear of crime, and improve road safety by ensuring that neighbourhoods are attractive and well designed, SO10 To minimise Bolton's contribution to climate change and mitigate and adapt to its adverse effects, SO11 Conserving and enhancing the best of Bolton's built heritage and landscapes, SO12 To protect and enhance Bolton's biodiversity, SO13 To reduce the likelihood and manage the impacts of flooding in Bolton, and to minimise potential flooding to areas downstream, SO14 - Providing housing that meets the needs of everybody, SO15 To focus new housing in the existing urban area, especially in Bolton town centre, SO16 To develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities.
13. Bolton's Core Strategy Development Plan Document (2011) - H1 Healthy, P5 Accessibility, S1 Safe, CG1 Cleaner Greener, CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, SC1 Housing, TC2 St Helena, TC11 Design in Bolton Town centre, IPC1 Infrastructure and Planning Contributions and Appendix 3 - Car parking standards.
14. Bolton's Allocations Plan (2014) - P7AP Strategic Route Network

Other Material Considerations

15. Supplementary Planning Documents - Accessibility, Transport and Road Safety (October 2013), Infrastructure and Planning Contributions (July 2016), Affordable Housing (February 2013), General Design Principles (June 2015), Sustainable Design and Construction (October 2016), Building Bolton (2006), Public Realm Implementation Framework (2007)
16. National Planning Policy Framework - building a strong and competitive economy, ensuring the vitality of town centres, promoting sustainable transport, delivering a wide choice of high quality homes, requiring good design, promoting healthy communities, meeting the challenge of climate change, flood and coastal change, conserving and enhancing the natural environment, conserving and enhancing the historic environment.
17. Relevant National Planning Practice Guidance - Air Quality, Build To Rent, Climate Change, Conserving and Enhancing the Historic Environment, Design, Ensuring the Vitality of Town centres, Environmental Impact Assessment, Flood Risk and Coastal Change, Health and Wellbeing, Housing, Land Affected By Contamination, Land Stability, Light Pollution, Natural Environment, Noise, Public Rights of Way, Planning Obligations, Renewable and Low Carbon Energy, Travel Plans, Transport Assessments and Statements, Use of Planning Conditions, Viability, Water Supply, Wastewater and Water Quality
18. The Setting of Heritage Assets: Historic Environment Good Practice Advice Note 3 in Planning (Historic England 2017) and Managing Significance in Decision-Taking in the Historic Environment: Historic Environment Good Practice Advice in Planning Note 2 (Historic England 2015), Conservation Principles for the Sustainable Management of the Historic Environment (Consultation Draft, 2017)

19. Planning (Listed Building and Conservation Areas) Act 1990 s. 66 - general duty in relation to listed buildings in the exercise of planning functions.
20. The Bolton Town Centre Framework was approved by Members of Bolton Council's Cabinet in September 2017 and is a material consideration in the determination of planning applications in Bolton Town centre, particularly within the identified intervention areas.
21. The Bolton Economy, Our Strategy For Growth 2016-2030
22. Consultation closed on Places For Everyone (formerly the Greater Manchester Spatial Framework) on 3rd October 2021. Bolton Council is one of the nine authorities that has committed to preparing a joint development plan. The site is not allocated within the draft of Places For Everyone. Only limited weight can be given to this draft plan; however, it is noted that it promotes the use of brownfield land and town centre regeneration.

Analysis

23. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. Applications which are not in accordance with Development Plan policies taken as a whole should be refused unless material considerations justify granting permission. Similarly, proposals which accord with the Development Plan 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 as whole and then take account of other material considerations.

24. The main issues in relation to the proposal are:-

- impact on the character and appearance of the area
- impact on the setting of nearby listed buildings, the surrounding Conservation Areas and other Heritage Assets
- impact on housing provision
- impact on Bolton town centre and Bolton's economy
- impact on the road network
- impact on ecology, biodiversity and trees
- impact on living conditions, future occupiers and existing nearby uses
- impact on infrastructure, affordable housing and planning contributions
- impact on surface water drainage and flood risk
- impact on sustainable construction and energy management
- impact on crime reduction
- impact on land stability, ground conditions and coal mining

Impact on the Character and Appearance of the Area

25. Strategic Objective 11 of the Core Strategy aims 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.
26. Core Strategy policy CG3 seeks to ensure that new development proposals contribute to good urban design. This has a number of elements including (amongst other things):
 - conserve and enhance local distinctiveness ensuring development has regard to the overall built character and landscape quality of the area

- compatibility with surrounding area – scale, massing, grain, form, architecture, local materials and landscape treatment
 - conserve and enhance the heritage significance of heritage assets and area
 - maintain and respect the landscape character of the surrounding countryside and its distinctiveness, being compatible with the nearby landscape character
27. 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; ensure that development along the gateways to the town centre enhances the townscape through the use of high quality design and improved street frontages and pedestrian permeability; ensure streets are designed in accordance with the Public Realm Implementation Framework to achieve a high standard of design which exhibits safety, consistency and accessibility, particularly for pedestrians, cyclists and users of public transport; require development to respect and enhance existing vistas - new architectural 'set pieces' will be supported where the design is of exemplary quality; have regard to the existing hierarchy of built forms as indicated in the Building Bolton SPD; make efficient and effective use of land in the town centre due to the existing levels of high density development, ensuring that development provides adequate amenity space and privacy, or attractive public areas, where appropriate for the site.
28. Core Strategy Policy TC2 relates specifically to development within the St Helena area of Bolton town centre; however, it refers primarily to the allocation of uses rather than seeking to promote or discourage particular forms of design or architecture.
29. The National Planning Policy Framework (February 2019) sets out the Government's planning policy requirements. Section 12, Achieving Well-designed Places identifies that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Para 127 further states that planning policies and decisions should ensure that developments are in accordance with the following:-
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit
 - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks

- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience
30. The Government published its National Design Guide on 1st October 2019 as part of the National Planning Practice Guidance.
 31. Officers consider that Core Strategy policies CG3 and TC11 are consistent with the NPPF and can be given substantial weight in the consideration of design matters.
 32. The Building Bolton SPD contains a detailed analysis of the existing built form of Bolton town centre and highlights its local distinctiveness. Development proposals are very much welcome but are encouraged to work with rather than against this distinctiveness. It contains design guidance for a series of areas within the town centre, including the application site, and draws attention to matters such as urban form, scale, massing and detail. The application site falls partially within the Civic Core area and the Building Bolton SPD notes that urban blocks in this part of the Civic Core tend to be rectangular rather than linear and are often surrounded by important streets with no obvious back or service frontage. New development that runs the full depth of a block should seek to maximise active frontage and minimise blank walls and service access. Officers note that the development proposes rectangular blocks and maximises active frontages to Deansgate, Central Street and Ridgeway Gates / Brook Street. The transformational works proposed for the surrounding highways will also significantly improve the character of the area, changing Central Street and other nearby highways from their current use as primarily access routes for a surface level car park with some servicing elements to actual residential streets. Servicing is appropriately located in areas lacking in prominence, maximising active frontages throughout the development.
 33. The SPD requires that the distinctive pattern of set piece views which characterise the Civic Core area needs to be taken into account, particularly when larger scale proposals are being considered. Buildings which are out of scale with their setting or intrude into views with a clear existing hierarchy will be resisted. A typical hierarchy of scale in the Civic Core comprises landmark buildings with subsidiary landmarks at block corners and occasionally in the middle of blocks. Larger building masses should be designed with care into this environment – different materials and setbacks can help manage the incorporation of larger buildings. Tall features should be assessed in relation to their immediate surroundings and also the town centre skyline. Modern buildings which are intended to feature as new landmarks are welcome but need to be considered in relation to existing buildings.

Reduction in Massing

34. The proposed changes to massing are a reduction in overall height of around 0.6 metres together with the Deansgate frontage being reduced by around 0.5 metres and the Ridgeway Gates elevation being reduced by around 1 metre. It is considered that these changes are very minor and would still result in a substantial form of development, consistent with the prominence of the site and the prominence and scale of nearby buildings. They will also allow for a slightly increased amount of public realm improvements where the footways meet the building and provide it with slightly more space within its densely developed setting

Replacement of Balconies

35. Whilst the recessed and projecting balconies on the approved proposal were considered to be acceptable, Officers note that balconies do not form a distinctive feature of the Deansgate Conservation Area. Therefore, their removal and replacement with Juliet balconies is considered

to be acceptable in principle in character and appearance terms, provided that these changes do not diminish the overall design quality. On this point, the Council's Design & Conservation Officer considers that whilst the loss of the recessed balconies will have a modest impact on the elevation, resulting in some loss of architectural variation to the front façade, the vertical emphasis and rhythm of openings is maintained. They do not consider that the overall quality of design would be diminished as a result of the changes, though further detail would be required via conditions to ensure that the window recesses maintain depth and interest on the façade (as with the previously approved application) together with details of the railings to the Juliet balconies.

Reduction in Height and Width of Deansgate Ginnel

36. It is proposed that the ginnel linking Deansgate with the new public realm to the rear would be reduced in height from 4.8 metres to 3.6 metres (a 1.2 metre reduction) and reduced in width from 6.2 metres to 5.6 metres (a 0.6 metre reduction).
37. On the approved proposal, the ginnel was designed to be oversized in terms of height – it cut into the line formed by the fascias of the ground floor units fronting Deansgate, projecting upwards into the first floor. Whilst this delivered benefits in terms of pedestrian wayfinding i.e. the dominance of this feature would have made the development more legible and intuitive in terms of pedestrian navigation, its oversized nature is not considered to be essential to the way that the development functions. On this point, the Council's Design & Conservation Officer considers that, whilst the previous ginnel design was acceptable, the proposed amendment would have a beneficial effect as its opening on to the Deansgate frontage would be consistent with the proportions of the ground floor units fronting Deansgate. The reduction in height of 1.2 metres and the reduction in width of 0.6 metres would still result in a sizeable ginnel that would be 3.6 metres high and 5.6 metres wide and therefore one that can still be considered to be both safe and welcoming, avoiding the sense of a narrow passage between Deansgate and the wider development site.

Relocation of Servicing Access Closer to Ridgeway Gates

38. This is considered to be an entirely beneficial change in terms of character and appearance as it will allow for an extension of the public realm function on land that could previously have been dominated by deliveries and waste collection
39. The design quality of the scheme, the attention to detail, quality of materials indicated, substantial new planting, public realm improvements and improvements to the River Croal environment would remain as per the approved proposal and this therefore means that the proposal will still have a positive and transformative effect on the character and appearance of the area, entirely consistent with the requirements of Policies TC11 and SO11 of Bolton's Core Strategy.

Impact on the Setting of Nearby Listed Buildings, the Surrounding Conservation Areas and other Heritage Assets

40. Strategic Objective 11 seeks to conserve and enhance the best of Bolton's built heritage and landscapes and improve the quality of open spaces and the design of new buildings.
41. Core Strategy policy CG3.3 states that the Council and its partners will seek to ensure that development should be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture and landscape treatment. Policy CG3.4 aims to conserve and enhance the heritage significance of heritage assets and heritage areas recognising the importance of sites.

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.

42. Chapter 16 of the NPPF "Conserving and enhancing the historic environment" emphasises at para 185 that plans should set out a positive strategy for the conservation and enjoyment of the historic environment. In terms of proposals affecting heritage assets, Para 189 states that during the determination process of application the applicant must describe the significance of any heritage assets affected, including any contribution made by their setting. Para 190 further comments that local planning authorities should identify and assess the particular significance of any heritage assets that may be affected by a proposal taking account of the available evidence and any necessary expertise. The impact of the proposal on the significance of a non-designated heritage asset should be taken into account in determination of an application taking a balanced judgement as to the scale of the harm and the significance of the heritage asset.
43. Paragraph 199 of the NPPF states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm.'
44. Paragraph 202 states that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimal viable use'.
45. Paragraph 206 states that 'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'.
46. With specific reference to Listed Buildings it is noted that s. 66 of the Planning (Listed Building and Conservation Areas) Act 1990 states that when an LPA is "considering whether to grant planning permission...for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".
47. Section 72 of the Act requires the Local Planning Authority to pay special attention to the 'desirability of preserving or enhancing the character and appearance' of the designated areas. Consequently, it is important to consider the developments contribution to the townscape character of the conservation areas and the impact of the proposed development on this aspect of the wider historic environment.
48. No works are proposed to any listed buildings; however, there are two listed buildings within the vicinity of the site the settings of which could potentially be affected by the development proposals. These are the Grade II listed Victoria Hall and Victoria Buildings to the east of the site and Grade II listed former Beales Department Store at 79-81 Deansgate (though only the eastern part of this building is listed). The Deansgate frontage lies within the Deansgate Conservation Area, however the remainder of the site lies outside of any designated area and is considered to have little or no relationship with any other town centre Conservation Area or the remainder of the Deansgate Conservation Area (for instance, its Knowsley Street portion) due to

the very strong enclosure created by the surrounding buildings.

Impact on the Listed Victoria Hall and the former Beales Department Store

49. Victoria Hall fronts Knowsley Street and its rear elevation backs onto the eastern perimeter of the wider development site, with the main elevation facing Knowsley Street. Block A fronts Deansgate and is therefore proposed to be constructed on that part of the wider development site which is furthest away from Victoria Hall. The proposed amendments are not considered to have any impact on the setting of this listed building. There will be no impact whatsoever on the setting of the prominent and decorative frontage Victoria Hall.
50. As a reduction in the height of Block A is proposed, the maximum height of the frontage block would still not exceed the tallest elements of the Beales building. Officers consider that, even with the proposed reduction in overall height of around 0.7 metres, this would still result in a more balanced street scene compared with the disparity of scale that previously existed caused by the significant difference in height between the Beales building and the much smaller buildings that previously existed on the development site, prior to their demolition. It is therefore not considered that the proposed new development would compete with the prominence of the former Beales building.

Impact on the Deansgate Conservation Area

51. The Deansgate Conservation area forms the retail and commercial core of Bolton town centre, the main road alignment of Deansgate having changed little since the medieval period other than expansion in width. It has a mix of architectural styles with many of the early burgage plots having been replaced and combined to form grander commercial buildings of three to 4 storeys.
52. The greatest change to the Conservation Area was caused by the demolition of the buildings fronting Deansgate. As these have now been demolished, they are not considered to be relevant to the determination of this application for amendments to the approved proposal, other than there still being a need to ensure that the new development is of sufficient quality to have justified their demolition.
53. It is considered that Block A has been designed with a high degree of understanding and regard for the history of the area, including the Deansgate Conservation Area. The textile history of the area would still be referenced within the detailing of the Deansgate frontage. The proposed "ginnel" remains a substantially wide and high pedestrian access point, reflecting the appearance of a loading bay that could be found at a typical textile warehouse.
54. Historic England are satisfied that the application can be determined by taking account of the views of our own specialist conservation advisors and therefore do not wish to make any further detailed comments. The Council's Conservation and Design Officer considers that the overall balance of public benefits remains the same as the previously consented scheme and outweighs the less than substantial harm to the significance of the Deansgate Conservation Area caused by the demolition of the buildings which formerly fronted the highway. The impact of the proposal on nearby heritage assets is considered to be acceptable and the proposal is therefore considered to comply with Policies SO11, CG3 and TC11 of Bolton's Core Strategy.

Impact on Housing Provision

55. Strategic Objective 14 of the Core Strategy seeks to provide housing that meets the needs of everybody, reflecting the needs of an ageing population and a growth in the number of households. Strategic Objective 15 of the Core Strategy seeks to focus new housing in the existing urban area, especially in Bolton town centre, Council-owned housing areas and in mixed-use developments on existing older industrial sites.

56. Core Strategy policy SC1 states that the Council will identify a range of housing sites for additional provision of 694 dwellings per annum between 2008 and 2026.
57. Chapter 5 of the NPPF (Feb 2019) "Delivering a sufficient supply of homes", states the Government's objective of significantly boosting the supply of housing within the UK. Paragraph 60 emphasises the importance of a sufficient amount and variety of land can come forward where it is needed, and paragraph 73 states that supplies of large numbers of homes can often be best achieved through larger scale development and that Local Planning Authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way.
58. Para. 74 requires authorities to maintain a five-year deliverable supply of housing. For Bolton, the most recent Five-Year Housing Land and Housing Delivery Test December 2021 Position Statement gave a figure of 4.8 years, so there is still a presumption in favour of sustainable development as the supply is under 5 years. The Statement also suggests that a supply of at least 5.5 years would be required for the LPA to sufficiently demonstrate a deliverable 5-year supply (taking into account completions and schemes falling away). The presumption in favour of sustainable development set out in NPPF paragraph 11 is therefore engaged and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole.
59. The priority of delivering new housing within Bolton town centre cannot be underestimated. Bolton town centre is anticipated to contribute 10-20% of the Borough's housing supply over the period of the adopted Core Strategy. This is critical to the strategy which seeks to focus development on brownfield sites within the urban area to safeguard the rural outer areas of the borough, Green Belt and Protected Open Land in particular, from proposals for new housing development. Failure of delivery within Bolton town centre would therefore put these areas at greater risk.
60. In addition to the Core Strategy the significant role that new housing will have in the future of the town centre is endorsed by the Council's Bolton Town Centre Framework. It envisages higher density town centre living in the eastern portion of the Croal Valley area (i.e. the application site) with a mix of perimeter and linear blocks creating residential frontages along streets such as Central Street running northwards to the valley from Deansgate with new attractive 'river corridors' improving the permeability and creating a more cohesive and compact urban fabric. It is clear that the Framework sees a significant increase in the number of residential properties in Bolton town centre as a key factor of its approach. Regeneration here, specifically, residential-led regeneration, will be an important catalyst for the wider Bolton town centre.
61. As Bolton cannot currently demonstrate a 5 year housing land supply, it is vulnerable to speculative housing applications on open land. Approving and delivering schemes within the town centre is vital to being able to resist these and uphold the Council's decisions at appeal. In addition, Bolton has only achieved 60% of its housing target over the last 3 years and being below the 95% threshold, like many authorities, was required to publish a Housing Delivery Test Action Plan in August 2019. This Action Plan identifies that the Bolton Town Centre Framework offers the opportunity to develop 2000+ units on brownfield sites as well as on publicly owned land and potential numbers are increasing as schemes become clearer. The application site therefore forms an important part of this Action Plan to deliver homes on brownfield land in the town centre area, at a highly accessible location at the heart of Bolton town centre and reasonably close to Bolton Interchange.

62. The provision of new residential development to meet housing need is a material consideration relevant to the determination of this application. The Central Street proposal as a whole provides the opportunity for delivery of 158 dwellings in an accessible location a short distance from key town centre sites such as the Market Place and the rest of the retail core of Bolton town centre. It will make a significant and positive contribution to the Council's housing requirements and land supply, specifically within the town centre where accommodation is currently limited, consistent with Policies SO15 and SC1 of Bolton's Core Strategy. It will contribute to the Government's objective of significantly boosting the supply of housing, as required by the NPPF.
63. The Council's Growth and Regeneration Manager has noted that there is currently a limited housing market in Bolton town centre that focuses mainly on social rent and student accommodation. It is their view that the residential element of the proposed scheme will provide much needed housing. It will help to assist with the diversification of the housing market, attracting economically active residents to the town centre and to increase footfall and spend. This supports the identified need for town centre living and the development of brownfield sites as a priority.
64. The Assistant Director for Economic Development notes that the regeneration of the Central Street area for housing, along with many other town centre sites, was previously identified within the town centre masterplan as key to supporting the wider delivery of town centre living by creating a market for housing that did not previously exist. Introducing significant new residential units into the town centre is considered to support the retail premises within the town centre. The delivery of schemes such as Central Street is a necessary part of achieving incoming investment throughout Bolton town centre. The current application will help and support the certainty over the delivery of the scheme and ensure the Council can deliver on the Brownfield Fund grants secured via Greater Manchester and deliver a true Place Making change within the Town Centre.
65. In accordance with Policy IPC1 of Bolton's Core Strategy and the Infrastructure and Planning Contributions SPD, as the scheme proposes high quality improvements to the public realm, no contributions have been sought in the form of affordable housing.
66. The proposed development is considered to make a significant and positive contribution to the housing supply in Bolton, consistent with Policies SO15 and SC1 of Bolton's Core Strategy and contributing to the Government's objective of significantly boosting the supply of housing within the UK, as set out within the NPPF.

Impact on Bolton Town Centre and Bolton's Economy

67. Strategic Objective 3 seeks to ensure a 'Prosperous Bolton' by taking advantage of the economic opportunities presented by Bolton town centre and the M61 corridor, and ensure that these opportunities benefit everyone in Bolton, including those people living in the most deprived areas.
68. 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, will be a main location for education, especially for those over 16 years old and will be one of the main locations for new housing development and a focus for transport infrastructure. Office developments will be

concentrated in Bolton town centre, especially in the Bolton Innovation Zone, Merchant's Quarter and Church Wharf. The town centre will be the principal location for financial and professional services, and the Innovation Zone will be the location for knowledge-based employment, benefiting from the location of the university and colleges. 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.

69. 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. Policy TC2 supports the redevelopment of the Central Street area for mixed-use development including residential and community uses.
70. The NPPF states in paragraph 8 that the planning system has three overarching objectives, one of which is an economic objective. This is defined as being to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. Chapter 6 Building a strong, competitive economy, indicates that planning should help create the conditions in which businesses can invest, expand and adapt. Para 80 particularly emphasises that significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development, building on an area's strength and countering the weaknesses for the future. Para 82 states the importance of recognising and addressing the specific locational requirements of different sectors. The NPPF states at para 85 that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. It also recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites. It is considered that the Core Strategy is consistent with the NPPF and can be given significant weight.
71. The economic benefits of the development project as whole are considered to include the following:
- there are longstanding ambitions of Bolton Council to bring forward comprehensive regeneration within the town, including the application site as a key component and catalyst for this regeneration. The objectives of these regenerative ambitions are to counter the deprivation currently experienced by local people in the area and to bring forward new opportunities to live, work and socialise in Bolton town centre.
 - the proposals brought forward with this application will deliver significant investment in new homes, job opportunities, construction work, income to be spent in the local area, business rates revenues and more
 - improved commercial floorspace accommodating new jobs and footfall, together with the construction jobs and a major capital investment into Bolton
 - these substantial socio-economic benefits will create improved living conditions for local people and encourage continued comprehensive regeneration within the local area, thus meeting the ambitions of the regeneration vision set by Bolton Council and for local people

- within the context of The Bolton Economy: Our Strategy for Growth 2016-2030 the Council has adopted a Town Centre Strategy including a masterplan framework and key intervention areas. These documents set out Bolton's ambition and vision to achieve a now £1.5bn regeneration of the town centre and sustain its immediate future to the benefit of the wider Borough and its residents, supported by £100m direct investment from the Council. The application site is included as a key intervention area and the proposal would deliver on the Town Centre Framework objectives for this area – a step change in the number of new homes in the area together with improvements to the River Croal.
 - the Town Centre Strategy and the proposed investment acknowledges the importance of the town centre, as well as the challenges faced and the opportunities presented, including the need to diversify beyond a traditional retail offer. A key element of these strategies is to increase the quantity and quality of residential development in the town centre attracting more people to generate demand through household spend and improve its vitality, viability and sustainability. The Civic and Retail Core of Bolton town centre is of strategic importance in achieving these objectives and supporting sustained growth of Bolton, including as a regional centre and within the wider Northern Powerhouse
 - positively transforming the image and profile of the area through a critical mass of development. Also ensuring a comprehensive regeneration approach to the site through strategic public investment alongside the private investment by Placefirst, leading to the opportunity for further inward investment in the rest of the town centre
 - the delivery of 158 dwellings for the Private Rented Sector (PRS) where there is currently a limited market in Bolton town centre that focuses mainly on social rent and student accommodation. This PRS housing will attract economically active residents to the town centre and to increase footfall and spend
 - provision of new areas of public realm within the development, the improvement of the River Croal and significantly enhanced links between Deansgate and the north of Bolton town centre
72. None of the proposed amendments are considered to in any way affect the economic and social benefits of the approved scheme which are very significant material considerations in the determination of this application. However, the proposed amendments are considered to be essential to the deliverability of the scheme and, unless the scheme is deliverable, these benefits are unlikely to be realised and the objectives of Policies SO3, SO4, SO5 and TC2 of the Core Strategy would not be achieved.

Impact on the Road Network

73. Core Strategy Strategic Objective 6 seeks to ensure that transport infrastructure supports all the aspects of the spatial vision and that new development is in accessible locations and makes the best use of existing infrastructure. In addition, Core Strategy Strategic Objective 9 aims to improve road safety by ensuring that neighbourhoods are attractive and well designed.
74. Core Strategy policy P5 and S1 seek to ensure that new development proposals take account of accessibility of transport prioritising pedestrians, cyclists, public transport users over other motorised vehicle users, design developments to be accessible by public transport, servicing arrangements, sufficient parking, transport needs of people with disabilities. Major trip generating developments would need to be supported by a Transport Assessment. Core Strategy policy S1 seeks to ensure that the Council and its partners will promote road safety in the design of new development and also target expenditure on road safety to locations with the worst

safety record.

75. Appendix 3 of the Core Strategy provides car, cycle, motorcycle and disabled parking standards for a range of new development proposals. In addition, guidance contained within the Accessibility, Transport and Safety SPD covers a range of highways related matters including provision of facilities for people with disabilities, provision for pedestrians, cyclists, public transport and car parking. In addition, the SPD provides guidance on highway design, Transport Assessments/Statements, Travel Plans, Infrastructure provision and the means for securing such provision.
76. Chapter 9 of the NPPF (Feb 2019) relates to the promotion of sustainable transport. Para. 102 stresses the importance of development proposals addressing transportation issues at an early stage in a development in order to identify the potential impacts of a proposal and look at opportunities to reduce them together with promoting more sustainable methods of transport. Para. 103 states that the planning system should actively manage patterns of growth in support of these objectives, focusing on locations that will limit the need to travel offering a genuine choice of travel modes, with the overall aim being to reduce congestion and emissions. Para. 105 states that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
77. Officers consider that whilst Core Strategy policies P5 and S1 were adopted prior to publication of the NPPF, they are consistent with the NPPF and can be given significant weight.
78. No changes are proposed to the level of parking provision or to the layout of the highways surrounding the site. The sole change that is capable of having any significant impact on the local road network is the relocation of plant and servicing access in the north elevation of Block A closer to Ridgeway Gates and allowing for an extension of the public realm as a result of this. However, Highway Engineers confirm that they have no objection to the proposed amendments. The impact on the road network is considered to be acceptable in terms of vehicle movements and (as with the previous scheme) to be beneficial in terms of an improved pedestrian environment and improved permeability and to therefore comply with policies P5 and S1 of Bolton's Core Strategy and the Accessibility, Transport and Road Safety SPD.

Impact on Ecology, Biodiversity and Trees

79. The aim of Core Strategy Strategic Objective 12 is to protect and enhance Bolton's biodiversity. Core Strategy policy CG1.2 seeks to ensure that the Council and its partners will safeguard and enhance biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development and improving the quality and interconnectivity of wildlife corridors and habitats.
80. Chapter 15 of the NPPF "Conserving and enhancing the natural environment" states at Paragraph 174 that planning decisions should contribute to and enhance the natural and local environment. This can be achieved by providing net gains for biodiversity and by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. This goes on to state that wherever possible, development should help to improve the local environment such as air and water quality. Under the subheading Habitats and biodiversity, developments should protect and enhance biodiversity and geodiversity (Paragraph 179). Paragraph 180 further comments that opportunities to incorporate biodiversity improvements in and around developments

81. Officers consider that Core Strategy Strategic Objective 12 and Core Strategy policy CG1.1 are consistent with the NPPF and can be given significant weight. Additionally, the relevant sections of the NPPF provide a more detailed consideration of biodiversity and ecological matters and should be taken into account.
82. It is not considered that the proposed amendments would have any impact on ecological matters and the amount of biodiversity gain would remain the same as for the approved proposal.

Impact on Living Conditions, Future Occupiers and Existing Nearby Uses

83. Core Strategy policy CG4 seeks to ensure that new development proposals are compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. It also seeks to ensure that development does not generate unacceptable nuisance by way of odours, fumes, noise or light pollution nor cause detrimental impacts upon water, ground or air quality. Development proposals on land affected by contamination or ground instability must include an assessment of the extent of these issues and any possible risks. Development will only be permitted where the land is, or is made suitable for the proposed use.
84. The NPPF contains in para 8 an environmental objective that development should minimise pollution. Para 170 states that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.
85. Paragraph 188 of the NPPF states that "the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.
86. Officers consider that Core Strategy policy CG4 is consistent with the NPPF and has significant weight in the determination of this application as has the NPPF guidance itself.
87. The key issues are considered to be noise and pollution from the nearby transport infrastructure and potentially from evening activities such as those at the Victoria Hall, together with the living conditions experienced by future occupants in terms of internal layout and outlook.

Noise

88. It is not considered that the proposed amendments would have any significant impact on either the noise environment caused by the development or that which would be experienced by residents, except to say that the removal of the balconies on the Deansgate frontage would result in occupants being exposed to less noise from that town centre highway.

Air Quality

89. It is not considered that the proposed amendments would have any significant impact on either the air quality issues caused by the development (vehicle movements relating to parking and servicing would remain the same) or that which would be experienced by residents, except to say that the removal of the balconies on the Deansgate frontage would result in occupants being exposed to the air quality issues caused by that town centre highway.

Nearby Uses

90. It is not considered that the proposed amendments would have any impact on nearby uses.

Living Conditions of Future Occupiers - Internal and External Space

91. The proposed changes to the internal layout would not result in any reduction in internal space for any of the units and in the case of the units previously provided with a recessed balcony, the internal space would increase as the area formerly used as a balcony would be incorporated within the unit itself. However, this would not be the case for the units on the northern (rear) elevation as it was originally proposed that these units would benefit from projecting balconies. The Applicant has provided the following reasons for wishing to remove the recessed and projecting balconies from the scheme:-

- the size of projecting balconies is critical to their functionality and user benefit, otherwise they risk becoming under-utilized spaces with a potentially negative aesthetic effect
- internal research by PlaceFirst has brought into question the cost/value benefit of projecting balconies over and above Juliet balconies
- significant variance of thermal performance caused by the negative impact of cold bridging was raised as a major concern. While the thermal bridge risk can be reduced by the use of expensive thermal break, this is not a viable solution
- PlaceFirst also have concerns that the mitigation of fire safety risk over stacked balconies across the façade is overly reliant on management intervention which may be perceived as overzealous by residents irrespective of good intentions
- further to considerations around fire safety management are challenges with achieving Building Regulation compliance in relation to BS8579 whereby test certificates to support details between concrete balcony, cavity barrier and cavity tray are not yet available. This is a fire, project and design risk

92. The reasons given above are considered to be illustrative and are provided for background only. It is not necessary for the Council to consider the merits of these justifications - the issue for the Council is whether or not the proposed replacement of the recessed (front) and projecting (rear) balconies would still result in acceptable living conditions for future occupants. Officers are of the view that this would remain the case, for the reasons set out below.

93. As noted above, Core Strategy Policy CG4 seeks to ensure that new development proposals protect (amongst other things) amenity, with amenity used in the context of living conditions. In order to provide guidance on what the Council considers to be adequate living conditions, the Council has published General Design Principles SPD which as well covering matters such as interfaces between dwellings, also contains standards for external amenity space. It states that private sitting-out areas should take the form of either a minimum balcony area of 5 square meters for each flat or for an adequately screened communal area with a minimum provision of 18 square metres per flat. However, there is no expectation that these standards should be applied rigidly or mathematically across all forms of development and in all locations. In fact, the SPD states the opposite:-

"it should be borne in mind that the urban areas of Bolton, where most new development is expected to be located, are relatively densely settled and new development or redevelopment in these circumstances will inevitably represent a compromise on what might be achieved on a greenfield site with no constraints on space".

94. Officers take the view that Members need to take account of the guidance within the SPD but

also take account of the whole of the guidance, including the paragraph above.

95. External amenity space would be provided via four retained upper floor private terraces, external communal terraces within Block A and communal open space across the wider site. Four of the 74 units would therefore still benefit from access to their own private amenity space. The two communal terraces would together equate to a combined area of 448 square metres. However, mindful of the SPD paragraph quoted above, it is not considered to be appropriate to seek to justify the acceptability of the proposal by applying the standards mathematically. This is because some of the areas proposed to serve an amenity function for future occupants - the area of public realm immediately to the rear of Block A together with the improvements to the River Croal corridor - would, in reality, also be shared with members of the public. It is therefore difficult to assess the proposal mathematically, even if it were not the case that SPD discourages taking this approach. Instead, it is considered to be appropriate that Council takes a balanced view of the impacts of the replacement of the recessed and projecting balconies, taking all relevant factors into account, including:-
- the balconies originally proposed for the Deansgate frontage would be, at times, affected by noise and air quality issues caused by the use of Deansgate by motorised vehicles
 - Juliet balconies have the potential to provide a much greater sense of openness within a dwelling in comparison to standard windows
 - of the 74 units proposed for Block A, 4 would retain their private amenity space as originally approved
 - the two communal external terraces within Block A have a combined area of 448 square metres
 - the amount of private amenity space at the wider development site remains good, with all the proposed townhouses provided with either a small ground floor area or a rooftop balcony
 - amenity space would remain available at ground floor level immediately to the rear of Block A and via the proposed improvements to the River Croal and its setting, albeit shared with members of the public due to these being primarily public realm improvements
 - the site is located close to the excellent amenity space provision at Queens Park, less than five minutes walk from the site. Members will be aware that steps continue to be made to improve the links between Bolton town centre and Queens Park including the new route provided at the side of the Bolton At Home / Irwell Valley development at Chorley Street (though this route, whilst constructed, is still gated off due to work continuing at the site) and the route proposed from Le Mans Crescent to Moor Lane within the approved Bolton At Home / Step Places development at the former bus station. The proposed development at Central Street, if the amendments are approved and the scheme is implemented, would add to this provision by also allowing for improvement works at the River Croal as it runs along the northern boundary of the development site
96. For the reasons given above, the impact on the living conditions of future occupants is considered to be acceptable. For the avoidance of doubt, Officers wish to be clear that their view of the proposed under considered would be exactly as expressed above if the original application had been submitted in its present form, irrespective of whether or not a previously approved development showed recessed and projecting balconies. The proposed amendments will result in a change to the arrangements for external space but are still considered to provide acceptable living conditions for all future occupants.

97. In summary, the proposal complies with the requirements of both the development plan and NPPF in terms of being compatible with surrounding land uses and occupiers and protecting amenity.

Impact on Infrastructure, Affordable Housing and Planning Contributions

98. Core Strategy policy H1 seeks to ensure that new development proposals contribute appropriately through planning contributions to meet the health needs that they generate.
99. Core Strategy policy IPC1 states that the Council will seek to ensure that developers make reasonable provision or contribute towards the cost of appropriate physical, social and green infrastructure which are required by the proposed development and/or to mitigate the impact of the development to ensure the development is made acceptable in planning terms and achieves the objective of sustainable development. For new residential development specific contributions are generally sought for affordable housing, open space provision and maintenance, health and well-being, education and community facilities. For major development within Bolton town centre with a non-residential element, the policy requires contributions for public realm improvements. Contributions will apply unless it can be demonstrated by the applicant that the scheme would not be viable if contributions were sought or offered. However, Policy IPC1 also states that "within Bolton town centre it is anticipated that the Council will primarily seek contributions to secure high-quality improvements to the public realm".
100. No changes are proposed to the transformative improvements to the public realm within and adjacent to the application site together with enhancements to the southern embankment of the River Croal and therefore the proposed amendments would remain in compliance with Policy IPC1 of the Core Strategy.

Impact on Surface Water Drainage and Flood Risk

101. Strategic Objective 13 aims to reduce the likelihood and manage the impacts of flooding in Bolton, and to minimise potential flooding to areas downstream.
102. Core Strategy policy CG1.5 seeks to ensure that the Council and its partners will seek to 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.
103. Paragraph 167 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that where appropriate, applications should be supported by a site-specific flood-risk assessment. Paragraph 169 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should take account of advice from the lead local flood authority, have appropriate proposed minimum operational standards, have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development and where possible, provide multifunctional benefits.
104. Officers consider that both Core Strategy policy SO1 and CG1 are consistent with the NPPF and can be given substantial weight.

Flood Risk

105. As the proposed changes relate to the block fronting Deansgate (and therefore furthest away from the River Croal) it is not considered that the proposed amendments would have any impact

on flood risk from fluvial sources.

Surface Water Runoff

106. The Council's policies seek to ensure a minimum 50% betterment in flow rates from a newly developed brownfield site – in other words, that the rate of water leaving the site should be at least 50% less than the previous situation. The policy is also to seek discharge as high up the drainage hierarchy as is reasonably possible:-

- discharge into the ground via infiltration
- to a nearby surface water body such as a river, culverted river or other watercourse
- to a dedicated surface water sewer, highway drain, or another drainage system that takes only surface water
- to a combined sewer that takes both surface water and foul flows

107. No changes are proposed to the approved surface water arrangements and therefore the proposed amendments are considered to comply in full with national and local flood risk policies.

Impact on Sustainable Construction and Energy Management

108. Strategic Objective 10 seeks to minimise Bolton's contribution to climate change and mitigate and adapt to its adverse effects.

109. Core Strategy policy CG2 seeks to ensure that new development proposals contribute to sustainable development, being located and designed to mitigate any adverse effects of the development and adapt to climate change by incorporating high standards of sustainable design and construction principles. There is a requirement on developments of 5 residential units or more or where proposals result in the creation of 500 sq. m of non-residential floorspace to achieve:

- (i) a Level 3 of the Code for Sustainable Homes or the "very good" BREEAM standard;
- (ii) Incorporate decentralised, renewable or low carbon energy sources to reduce CO2 emissions of predicted regulated and unregulated energy use by at least 10%;
- (iii) Demonstrate the sustainable management of surface water run-off from developments.

110. Further guidance is contained within the Sustainable Design and Construction SPD. This document has been through the relevant public consultation process and is now a fully adopted SPD.

111. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

112. Officers consider that Core Strategy policy CG2 carries substantial weight in the assessment of the environmental sustainability of the proposed development. Guidance contained both within the NPPF and also the Council's Sustainability SPD also carry significant weight as they provide additional detail to guide the assessment of planning applications.

113. No changes are proposed to the wide range of passive and energy efficient methods which will be incorporated into the design in order to reduce the overall CO2 emissions of the scheme, including high specification building fabric, low air leakage rates and extensive provision of rooftop solar PV.

114. The removal of the projecting balconies would have a positive impact on the overall

sustainability of the proposed development. The projecting balconies would create a series of cold, or thermal bridges; elements of the former proposal that are more thermally conductive than the rest of the building envelope potentially resulting in thermal inefficiency. The Approved Documents to Building Regulations Part L state that "the building fabric should be constructed so that there are no reasonably avoidable thermal bridges in the insulation layers caused by gaps within the various elements". The revised proposal is consistent with this objective, and will avoid the negative impact of projecting balconies and the potentially wasteful transfer of heat across these elements. Whilst thermal bridge risk can be reduced by the use of thermal breaks, this is a typically expensive solution and not a viable one in the context of this proposal for which there is a logical and cost-effective alternative that does not diminish the overall design quality of the proposal.

115. The proposed amendments represent an improvement upon the approved scheme in terms of sustainable construction and energy management.

Impact on Crime Reduction

116. 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.
117. 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.
118. 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.
119. The National Planning Policy Framework states that planning decisions should aim to achieve places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas.
120. The sole change proposed that is capable of having any impact on crime reduction is the reduction in height and width of the ginnel. However, the reduction in height of 1.2 metres and the reduction in width of 0.6 metres would still result in a sizeable ginnel that would be 3.6 metres high and 5.6 metres wide, therefore avoiding the risks of crime and anti-social behaviour than can occur with a narrow passage.

121. Further details of security measures will be required by a condition in order for the development to comply with Policies SO9 and S1 of Bolton's Core Strategy.

Impact on Land Stability, Ground Conditions and Coal Mining

122. Core Strategy policy CG4 seeks to ensure that new development proposals on land affected by contamination or ground instability must include an assessment of the extent of these issues and any possible risks. Development will only be permitted where the land is or is made suitable for the proposed use.
123. Paragraph 174e of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. They should also contribute by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. It also advises that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and / or landowner.
124. Officers consider that Core Strategy policy CG4 is consistent with the NPPF and carries substantial weight.

Land Contamination

125. The proposed amendments are not considered to have any impact on the remediation of land contamination at the site, the arrangements for which would remain the same as for the approved development.

Coal Mining Legacy Issues

126. The proposed amendments are not considered to have any impact on the dealing with the legacy of former coal mining activities at the site, the arrangements for which would remain the same as for the approved development.
127. Officers consider that the proposed land use and development of the site are appropriate and whilst further site investigation work and a detailed remediation strategy are required to secure the safe development of the site in order to comply with Core Strategy CG4, this can be conditional upon the approval.

Conclusion

128. The proposed changes are considered to be acceptable and in some instances beneficial, particularly in terms of sustainable construction and energy management by way of minimising thermal bridging and in terms of increasing the area available for public realm improvements. Other changes, such as the removal of the recessed and projecting balconies, are still considered to result in an acceptable form of development in terms of the living conditions of future occupants. The visual and other changes to the approved scheme have been accepted by consultees such as Historic England and the Council's Conservation and Design Officer together with Highway Engineers.
129. The development proposal under consideration is a significant regeneration scheme that has the potential to make a positive and lasting contribution to the vitality and viability of Bolton town centre in terms of increasing the town centre residential population. The social benefits of a significant increase in housing numbers in this location need to be taken into account,

contributing to delivering a significant part of the shortfall in housing delivery in terms of demonstrating a five-year supply. Other social benefits will flow from the design quality of the scheme and the confidence that this demonstrates in the housing marking within Bolton town centre. The environmental impacts, in particular the impact on the Deansgate Conservation Area, have been minimised and will in fact lead to some enhancements in terms of a more cohesive street scene. The demolition of the buildings fronting Deansgate has resulted in less than substantial harm to the significance of the Deansgate Conservation Area but still requires the scheme to be delivered in order to reap the benefits to regeneration, to housing supply, to an increased town centre population and by way of the other benefits of the scheme described within this report. The public realm improvements and the enhancement to the River Croal embankment will have a transformative impact on the character and appearance of the application site, its immediate surroundings and the way that this part of Bolton town centre functions.

130. The proposal is considered to be acceptable in the form now submitted and would have been fully supported by Officers had it been originally submitted in this form. Members are recommended to approve the application in order to assist in the deliverability of the development project as a whole and so that the benefits identified above can be realised.

Representation and Consultation Annex

Representations

Consultation letters were sent to 107 premises and properties in the immediate vicinity of the site. Two site notices were displayed around the site, one prominently located on the Deansgate frontage and one on Central Street. Officers confirm that, despite the problems with public access to the planning section of the Council's website in December and January, full consultation was carried out on the amended proposals, with all neighbours and consultees given the full 21 days to respond.

Historic England

Confirm that they do not wish to offer any comments on the proposal and they are satisfied that the application can be determined taking account of the views of our own specialist conservation advisors.

Bolton & District Civic Trust

No comments received to date.

Consultations

Advice was sought from the following consultees: Highways Engineers, Bolton District Civic Trust, Historic England.

Planning History

Planning permission was granted in March 2021 for the demolition of all buildings and the erection of a mixed use development comprising 158 dwellings, commercial floorspace, a public square and improvements to the River Croal embankment together with highway works, parking, landscaping and other associated works (09993/20)

Outline planning permission was granted in 2005 for a large scale retail development; however, this consent expired unimplemented (71649/05)

Consent was granted for a surface level car park in 1988 (30684/88), however the use of the land for parking, on perhaps a more informal basis, is considered to date from much earlier.

Other consents at the site relate to small scale alterations and advertisement consents for the Deansgate frontage.

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

1. **Commencement**

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. A shorter period than the default three years is imposed, as permitted by paragraph 76 of the National Planning Policy Framework and as required by Bolton's Housing Delivery Test Action Plan (August 2019).

2. **Phasing Plan - Prior To Commencement**

No development (except demolition) shall commence until such time as a phasing plan for the

proposed development of the application site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing contained within the phasing plan unless otherwise agreed in writing by the Local Planning Authority

Reason

To clarify how the site is to be phased to assist with the determination of subsequent discharge of conditions applications and in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development in accordance with the relevant policies of the development plans

Reason for Pre-commencement Condition

It would not be possible to understanding the proposed phasing once the development had commenced.

3. **Construction Environmental Management Plan**

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

Amenity & Pollution

- a) Hours of work and of deliveries / removal of demolition waste
- b) Measures for the suppression of noise and fugitive dust
- c) Proposals to minimise the impact on the reasonable activities of surrounding commercial properties and the Victoria Hall
- d) A method statement to protect the River Croal from accidental spillages, dust and debris

Highways

- e) Details of the precautions to guard against the deposit of mud and substances on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances prior to entering the highway
- f) Routes for vehicles / heavy machinery and around the site including swept path analysis
- g) Compound locations together with details of the storage facilities for any plant and materials including off-site consolidation if appropriate, the siting of any site huts and other temporary structures, including site hoardings and details of the proposed security arrangements for the site
- h) Parking of vehicles associated with demolition construction, deliveries, site personnel, operatives and visitors,
- i) Sheeting over of construction vehicles.
- j) Proposals to minimise the impact on the free flow of pedestrian and vehicular traffic on Deansgate and other nearby highways

Wildlife

- k) Reasonable Avoidance Measures to prevent harm or disturbance to wildlife including bats and otters

General

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

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

Following the demolition phase, a revised CEMP that takes all the above relevant matters into account for the construction phase shall be submitted to and approved in writing by the local planning authority ahead of the construction phase starting. The development shall then be carried out in accordance with the approved CEMP.

Reason

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

Reason For Pre-commencement Condition

It would not be possible to properly mitigate the impacts of construction once it had commenced.

4. Coal Mining Legacy - Investigations Prior To Above Ground Works (Except Demolition), Verified Prior To Occupation

No above ground works except for demolition shall commence until a scheme of intrusive site investigations has been carried out on site to establish the risks posed to the development by past coal mining activity and any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason

To appropriately address the legacy of former coal mining activity, in accordance with Policy CG4 of Bolton's Core Strategy.

5. Sustainability and Air Quality Measures - Prior To Construction Phase

Prior to the commencement of any above ground works (other than site hoarding, signboards, compound, demolition, vegetation strip and stripping / crushing of tarmac), details of how the development shall reduce CO2 emissions of predicted energy use of the development by at least 10% below the baseline of Building Regulations Part L standards (taking into account the recommendations of the submitted Energy Statement ref: CSS2265 rev. D, Complete Sustainability Solutions) shall be submitted to and approved in writing by the local planning. The details shall also demonstrate that the releases associated with any gas-fired boilers shall not exceed 40mgNOx/kWh.

The development shall be completed in accordance with the approved details and all such measures retained in full thereafter.

Reason

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

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

No above ground works (other than site hoarding, signboards, compound, demolition, vegetation strip and stripping / crushing of tarmac) shall commence until details of proposed improvements to urban biodiversity at that site have been submitted to and approved by the Local Planning Authority, including the consideration of bat or swift boxes incorporated within the external fabric of the buildings, where appropriate. Such details as are agreed shall be implemented in full prior to the development first being brought into use and retained in full thereafter.

Reason

In accordance with Policy CG1.2 of Bolton's Core Strategy and in order to implement the net gains for biodiversity required by Policy 170 of the National Planning Policy Framework.

7. Security Measures Recommended by the Crime Impact Statement - Details Prior To Construction Phase

No above ground works (other than site hoarding, signboards, compound, demolition, vegetation

strip and stripping / crushing of tarmac) shall commence until details of measures to be implemented to enhance security and reduce the risk of crime at the site in accordance with the recommendations and physical security specifications set out in the submitted Crime Impact Statement (Greater Manchester Police Design For Security Version D: 27/11/20 Ref: 2019/0486/CIS/02) have been submitted to and approved in writing by the Local Planning Authority. Such measures as are approved shall be implemented in full and retained in full thereafter.

Reason

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

8. Materials and Other Details - Prior To Construction Phase

Notwithstanding any description of materials in the application no above ground construction works for each phase or plot shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The approved materials shall be implemented in full thereafter.

- samples or full details of materials to be used externally on all buildings within that phase or plot
- drawings and detailed specification of decorative railings
- detailed drawings of and finish to replacement for former Chapel Alley ginnel
- shopfront framing and signage zones
- detailed cross sections through parapet and balconies at 1:50 scale

Reason

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

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

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

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

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

tbc

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

Reason

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

10. **Surface Water - Detailed Design - Prior To Any Groundworks**

Prior to the commencement of any groundworks, full details of the proposed surface water drainage works shall be submitted to and approved in writing by the local planning authority. The submitted details shall:

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

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

Reason

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

Reason for pre-commencement condition:

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

11. **Land Contamination - Pre-Commencement**

Prior to the commencement of any phase of the development:

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

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

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

Reason

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

Reason for Pre-Commencement Condition:

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

12. **Noise - Details Prior to Construction Phase**

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

- a) Living room – daytime 07:00 to 23:00 hours 35 LAeq 16 hours
- b) Dining room / Area – daytime 07:00 to 23:00 hours 40 LAeq 16 hours
- c) Bedroom – daytime 07:00 to 23:00 hours 35 LAeq 16 hours and night time 23:00 to 07:00 hours 30 LAeq 8 hours and 45 L_Amax (not to be exceeded more than 15 times per night). Details of the acoustic insulation shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works at each relevant phase or plot. The acoustic attenuation measures and, if necessary, alternative ventilation shall be implemented in accordance with the approved details prior to first use or occupation of the phase or plot and retained thereafter.'
- d) For phases or plots affected by entertainment / music noise the noise level shall not exceed 47dB (Leq, 5 minutes) in the 63 Hz octave frequency band and 41 dB (Leq, 5 minutes) in the 125 Hz octave frequency band in any habitable room.

Reason

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

13. **Noise - Relationship between residential and non-residential - Prior To Construction Phase**

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

Reason

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

14. **Windows & Doors - Prior To Their Installation**

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

Reason

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

15. **External Lighting - Prior To Its Installation**

No external lighting equipment shall be installed unless and until details of such has been submitted to and approved in writing by the Local Planning Authority. All external lighting shall be designed to avoid giving rise to nuisance to residential accommodation in close proximity and designed to provide a standard maintained illumination of no more than 5 LUX at the nearest residential property façade (or proposed façade in a future phase or plot) and shall take into account the recommendations of both the submitted Crime Impact Statement and the consultation response of Greater Manchester Ecology Unit. The external lighting for the relevant phase or plot shall be installed in accordance with the approved details and no other external lighting equipment may then be used within the relevant phase or plot other than as approved by the Local planning Authority.

Reason

To minimise the impact of light on the residential amenity of the area in accordance with Policy CG4 of Bolton's Core Strategy.

16. **Essential Elements Of The Scheme - Provided Prior To First Occupation**

Prior to the occupation of the building by any residents, the following elements of the scheme shall be implemented in full, unless otherwise agreed as part of a phasing plan, in accordance with the approved plans listed in condition 23.

- all access roads, footways and footpaths
- the turning areas indicated on the approved drawings which shall be not be used for any purposes except the turning of vehicles
- provision for the storage of cycles

Reason

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

17. **Highway Works - Prior To First Occupation**

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

- a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit
- details of the repair/reinstatement of surrounding highway surfaces arising from the demolition/construction phases of development
- details of the areas to be stopped up under S247 of the Town and Country Planning Act as indicated under Drg No 190030/RC03 Rev B
- areas of highway improvements under S278 of the Highways Act as indicated under 190030/RC03 Rev B. Level of work to be agreed by the Local Highway Authority as part of the S278 process
- amendments to existing Traffic Regulation Orders at that location (moving/static) to be agreed with the Traffic Management Section of Bolton Council and funded by the applicant
- a servicing and management strategy for the commercial / non-residential floorspace

Such details as are approved shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

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

18. **Plant Noise - Compliance**

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

Reason

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

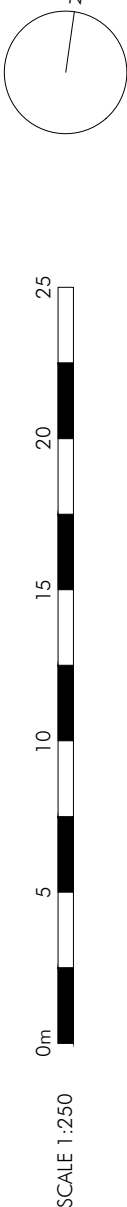
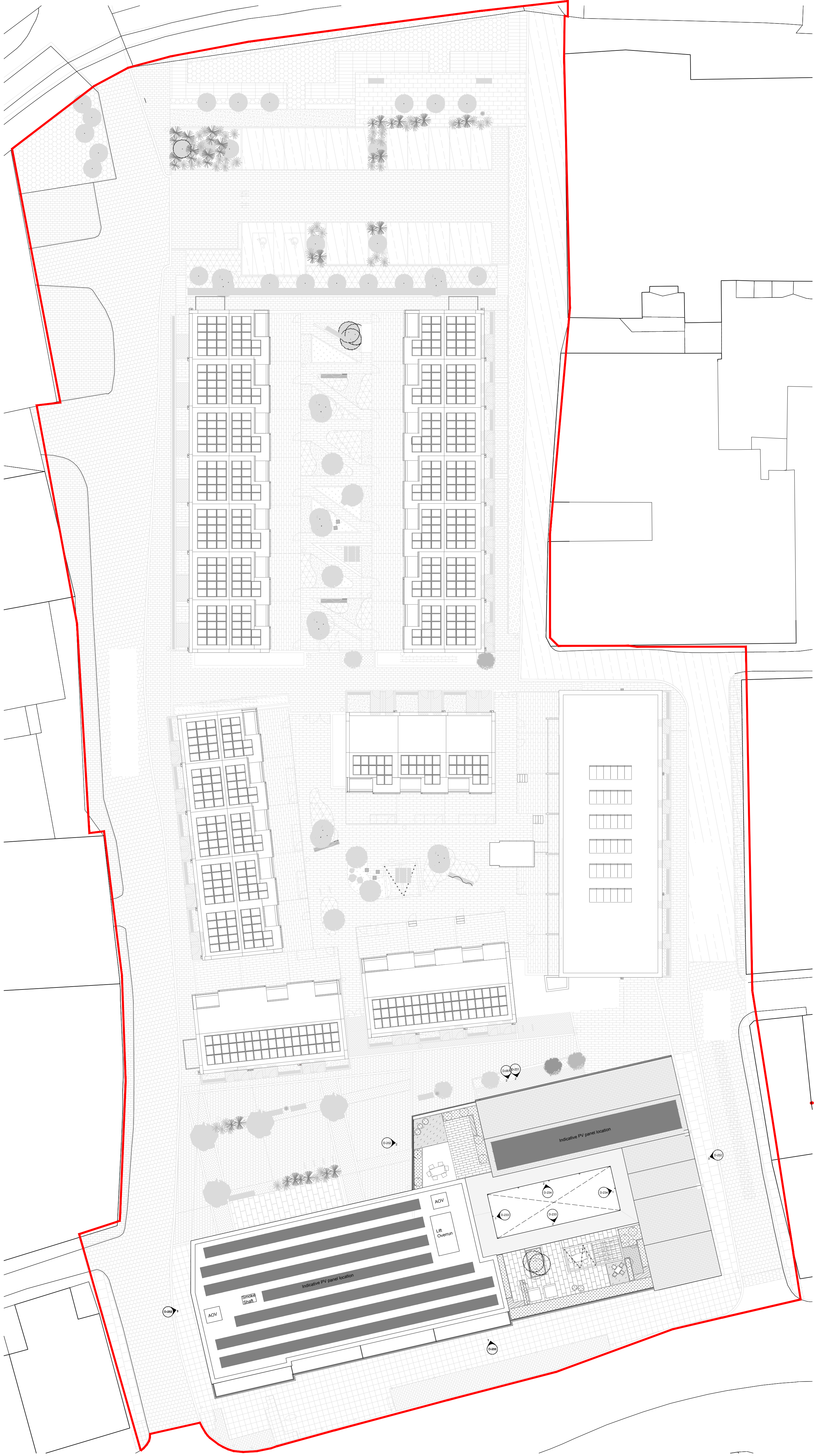
19. **Approved Plans - Compliance**

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

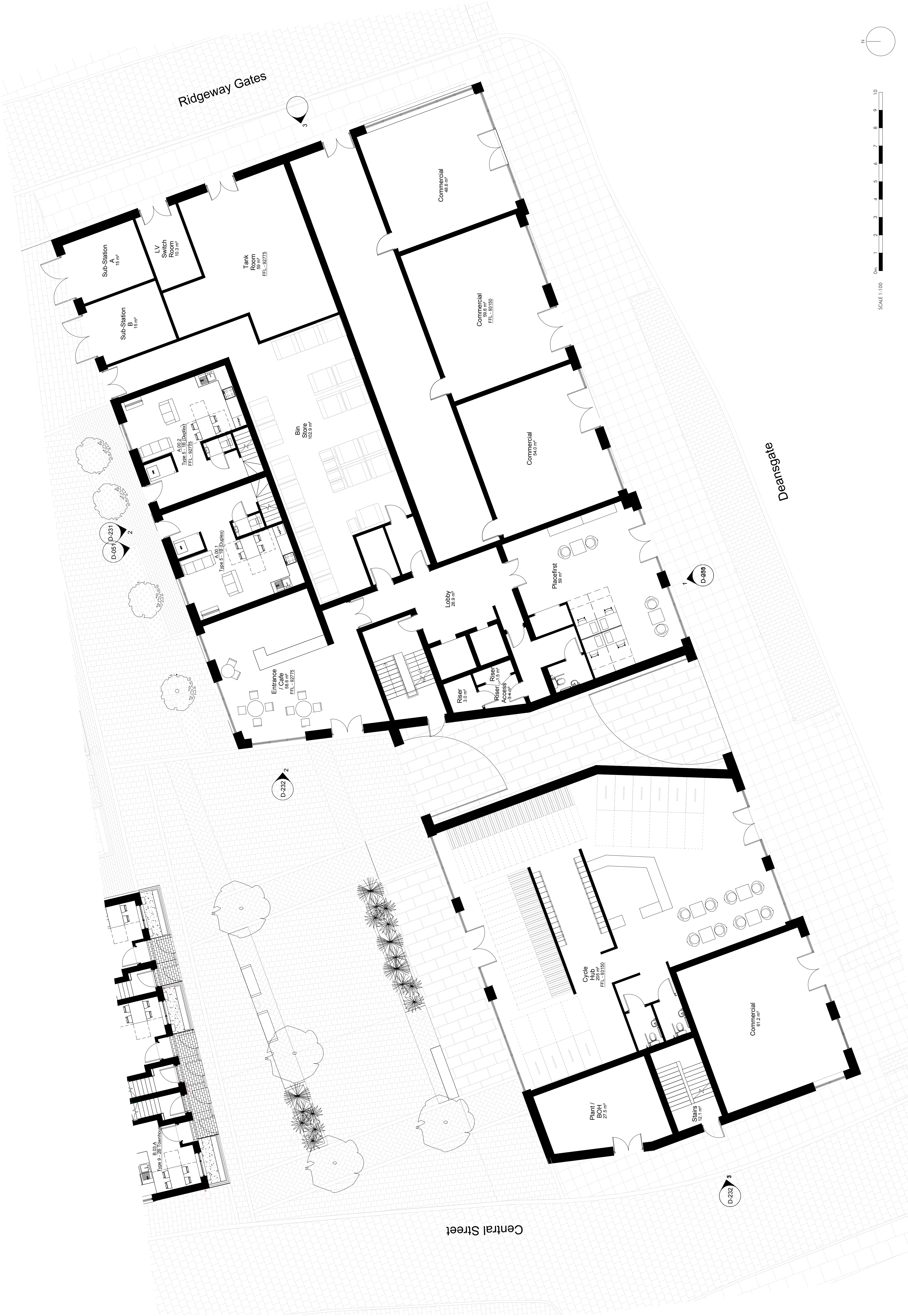
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Reason

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

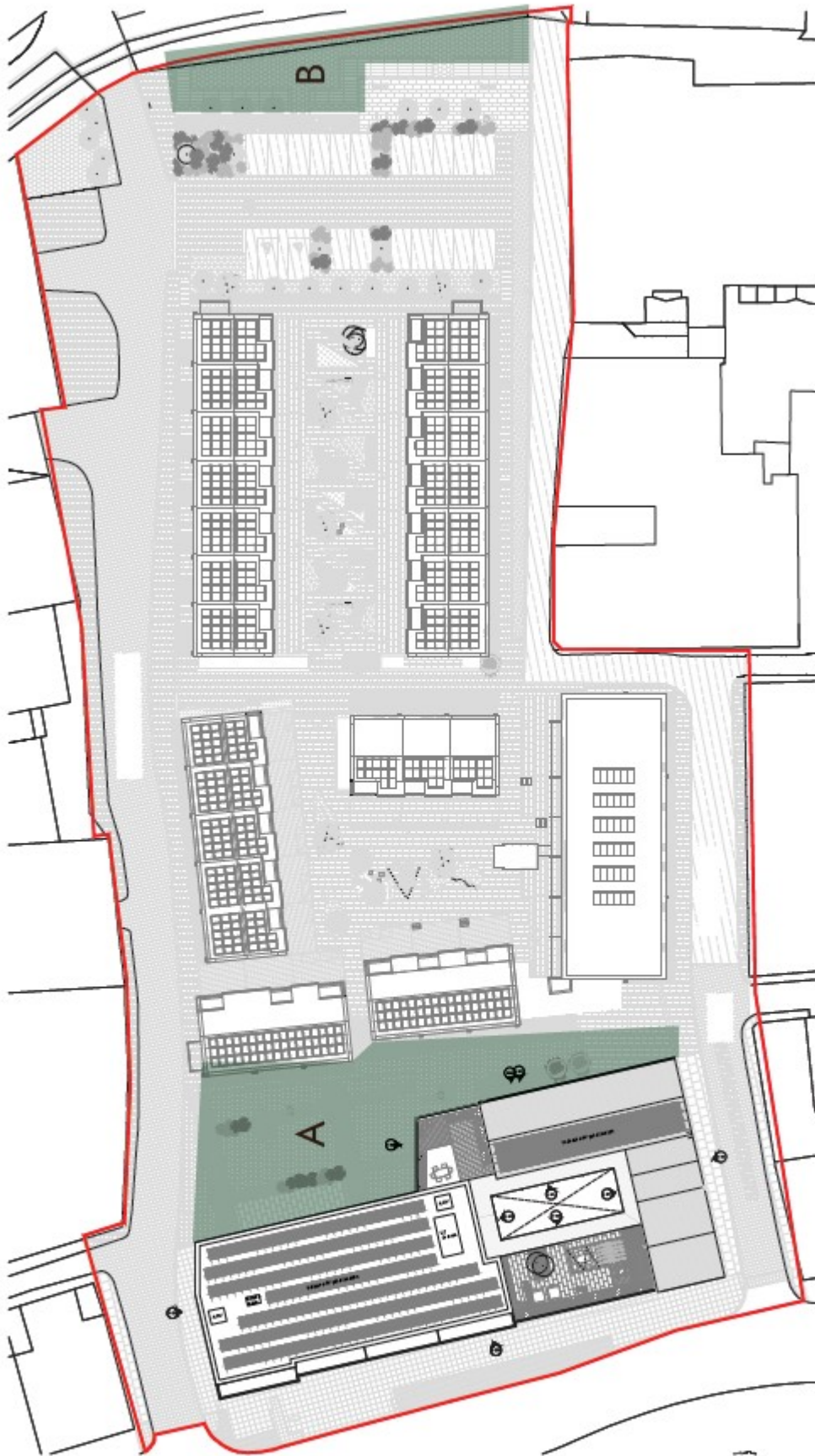


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			P10	21/12/21	LB	CT	Planning amendment				3661A	21/12/21	Planning	1:250 @ A1	
														Rev	
											D - 097				P10

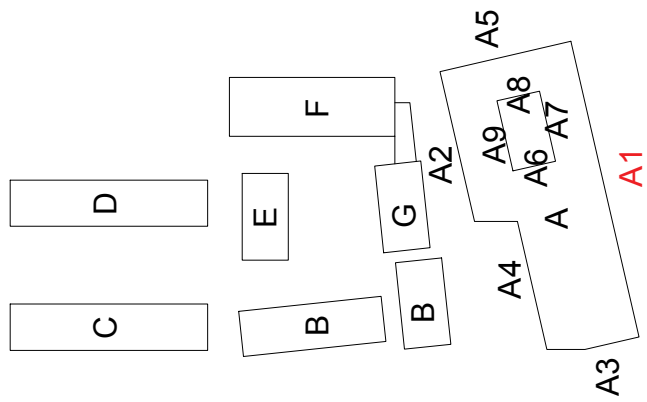


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			By	CT	Description	Planning amendment	Status	Planning	Date	21/12/21	Rev	P13
			Chkd	CT	Chkd	CT	Drawing Title	GA Plan (1 of 3) - Level 00	Drawing Number	D -120	Rev	P13

Note: Areas quoted do not account for construction tolerance and are not to be used as contract areas. The quoted areas are subject to change through design development



Site plan - proposed amended scheme

[illegible]