

Application number 96546/16



Development & Regeneration Dept
Development Management Section

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Bolton Council

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Date of Meeting: 28/07/2016

Application Reference: 96546/16

Type of Application: Full Planning Application

Registration Date: 19/05/2016

Decision Due By: 13/07/2016

Responsible Officer: Helen Williams

Location: MERE BROW, CHORLEY OLD ROAD, HORWICH, BOLTON, BL6 6AX

Proposal: DEMOLITION OF EXISTING AND ERECTION OF NEW RESIDENTIAL DWELLING

Ward: Horwich North East

Applicant: Mr Wroe

Agent : Neil Pike Architects

Officers Report

Recommendation: Refuse

Proposal

Permission is sought for the demolition of the existing two-storey dwelling and detached double garage and the erection of a new dwelling (replacement dwelling).

The main part of the proposed dwelling would be part three-storey, part two-storey owing to the difference in ground level (the site slopes down to the north allowing the northern part of the proposed dwelling to be three storeys in height - it is only two storeys at the front). Additional accommodation is to be provided within the roof space of the main part of the dwelling, with dormer windows being proposed in the front, rear and side roof planes. Three integral garages are proposed at 'lower ground floor level', along with a 'basement' (which has patio doors in its western side elevation. A conservatory is also proposed above the garages at the side of the main part of the dwelling.

The proposed dwelling is also to have a single storey element to the eastern side and front of the main part of the dwelling, which is to accommodate two further garages, a study and a utility room. This element is to be 'L-shaped' and would also have a 'snug' within the roof space above the two garages (served by a dormer on the eastern elevation and a window within the front gable).

The main part of the proposed dwelling would be sited to the north west of the existing dwelling.

A new vehicular access is proposed into the site off Gingham Brow, which is proposed to curve around the protected trees along the western boundary of the site and to serve the three garages at the rear part of the proposed dwelling. The existing vehicular access to the front of the site (off Chorley Old Road) will also be retained and will serve the two garages at the front of the dwelling.

A Sycamore tree to the rear of the site and a Sycamore tree to the west of the site are proposed to be felled to accommodate the proposed dwelling and new driveway.

Site Characteristics

The application site comprises a two storey, detached, Edwardian dwelling and its large residential curtilage. A single storey double garage has been erected to the north west of the dwelling on a raised platform. The dwelling has been extended at the rear and eastern side with a flat roof, two storey extension and to the rear with a conservatory.

A driveway off Chorley Old Road serves the detached garage. There is another gated opening in the front boundary wall, however this is not a laid out vehicular access. A further gate is located within the western boundary wall, though this again is not a laid out access.

The application site is bounded with a stone wall along its southern, western and northern boundaries. The site is significantly elevated from Gingham Brow to the rear of the site, resulting in a tall stone boundary wall at the rear.

The trees along the western boundary of the site are protected by the Tree Preservation Order Bolton (Gingham Brow, Horwich) 1985 and mainly comprise Beech, Sycamore and Ash trees. The other trees within the site (including those along the northern boundary) are afforded protection as the site is within a conservation area.

Gingham Brow, the road that runs to the west and rear of the site, contains public right of way HOR138.

The application site is located within Wallsuches Conservation Area. The neighbouring houses to the east along Chorley Old Road are also Edwardian in design and two storey detached dwellings, though of differing designs.

The application site is also located within the Green Belt.

Policy

National Planning Policy Framework (NPPF)

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

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

SPD General Design Principles

Wallsuches Conservation Area Appraisal

Analysis

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

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

Similarly, proposals which accord with Development Plan policies should be approved unless there

are material considerations which would justify a refusal of permission.

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

The main impacts of the proposal are:-

- * impact on the purposes and openness of the Green Belt
- * impact on the character and appearance of the conservation area
- * impact on trees
- * impact on highways
- * impact on the amenity of neighbouring residents

Impact on the Purposes and Openness of the Green Belt

Section 9 of the National Planning Policy Framework (NPPF) concerns protecting Green Belt land. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to protect urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

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

Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate development in Green Belt. Exceptions to this include [amongst other things] the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

Bolton's Allocations Plan Policy CG7AP reflects national Green Belt guidance.

The proposed development is for a replacement building within the Green Belt, which will be in the same use of the building it is to replace (a dwelling). The scale of the proposed dwelling is however significantly greater than the dwelling it is to replace (also taking into account the detached garage), with the case officer estimating that the proposed new dwelling will be over three times larger than the existing development (when comparing existing and proposed floor areas). Indeed the existing dwelling is only two storeys in height, whilst the proposed dwelling will contain four floors within its main element. The proposed dwelling will also occupy a larger footprint than the existing dwelling and garage, and a larger proportion of the site.

The proposed dwelling is therefore contrary to the guidance contained within paragraph 89 of the NPPF (and Policy CG7AP criterion 4 of the Allocations Plan) as the dwelling will be (significantly) materially larger than the dwelling it is to replace. The proposed development would therefore be inappropriate development within the Green Belt, and by definition harmful to the Green Belt.

The applicant has not provided any 'very special circumstances' to outweigh this recognised harm.

The proposed development is therefore contrary to the guidance contained within section 9 of the NPPF and Bolton's Allocations Plan Policy CG7AP.

Impact on the Character and Appearance of the Conservation Area

Section 12 of the NPPF concerns conserving and enhancing the historic environment. Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take account of:

- * the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- * the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- * the desirability of new development making a positive contribution to local character and distinctiveness.

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Policy CG3.4 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.

Policy OA1 of the Core Strategy states that the Council will conserve and enhance the character of the existing landscape and physical environment, especially the conservation areas at Horwich town centre, Horwich Loco Works and Wallsuches and will ensure that development in Horwich and Blackrod respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone.

The application site is located within Wallsuches Conservation Area.

The proposal involves the demolition of a building within the conservation area. Paragraph 128 of the NPPF states, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The applicant has not submitted an assessment to describe the significance of the building to lost; they have instead stated within their Design and Access Statement that, "*The existing house is in poor condition due to its age and lack of [sic] maintenance. In addition to this the dwelling is deceptively smaller than its appearance presents.*"

The case officer considers that the existing dwelling makes a positive contribution to the character and appearance of the conservation area given that it is a handsome suburban Edwardian dwelling that is in keeping in the row of other Edwardian designed detached dwellings. The scale and siting of the existing dwelling is in character with the row of dwellings it is within, and follows the same strong building line (along this northern section of Chorley New Road).

As discussed above, the proposed dwelling will be over three times the scale of the existing dwelling it is to replace. The main part of the dwelling will be sited towards the rear (north) of the site and will appear as a three storey building (with dormers in its roof planes - creating a fourth storey) from the south west, west and north (Gingham Brow is a public highway and a public right of way). Given that the application site is elevated from Gingham Brow, the proposed dwelling will appear particularly prominent from these public view points, and it is considered that the scale and height of the dwelling would be over-dominant when viewed in conjunction with the neighbouring dwelling at Willow-Dene (and with the houses on Gingham Brow). Although there are dense, mature trees to the rear and western side of the site, the dwelling will be viewed between the tree trunks and not screened by the canopies.

It is considered that when viewed from the front (south and south east, from Chorley Old Road) the impact of the new dwelling on the character and appearance of the conservation area will not be as harmful as views from the west and north given that the dwelling will have more of an appearance of a two storey dwelling from the front (albeit with a single storey front and side 'L-shaped' element). The main part of the dwelling will however not follow the established building line of the road and numerous dormer windows (of differing styles) will be visible from both Chorley Old Road and Gingham Brow. Dormer windows are not characteristic of the area and indeed there are no other examples of dormer windows on prominent elevations in the vicinity of the application site. It is therefore considered that the proposed design of the roofs to the dwelling would be harmful to the character and appearance of the area.

The front, rear and western side elevations of the dwelling have been designed in an attempt to reflect the design of the neighbouring properties on Chorley Old Road with the use of gabled, rectangular, two storey bay windows; however the introduction of these design features do not aid in breaking up the large massing of the dwelling which ultimately makes it incompatible with the surrounding area.

The glazing within the pitched gabled elements to the roof (the gallery at the front and above the lounge to the western side) is also considered to be out of character with the conservation area.

For these reasons it is considered that the scale, height, siting and design of the proposed dwelling is not compatible with the character and appearance of the street scene and the conservation area, contrary to Policies CG3 and OA1 of Bolton's Core Strategy.

Impact on Trees

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

The proposed new vehicular access off Gingham Brow will result in the loss of a mature Sycamore tree and will also impact on the root protection zones of a number of large mature Sycamore and Beech trees. The Council's Tree Officers have stated that no design/build specification for the driveway has been submitted and therefore they are unable to support the proposed new access.

The Council's Tree Officers have confirmed that the rear elevation of the proposed dwelling will heavily impact on the root protection zone of a large Sycamore tree. They consider that the proposed dwelling is too close to this tree with the lower garage area requiring excavation and the accommodation above also being within the rooting zone of the tree.

The siting of the western corner of the dwelling will also result in the loss of a small early-mature Ash tree.

Officers also comment that the first floor windows in the western side elevation of the dwelling will look directly at the canopy of large Beech trees (being only a few metres away), which will make these rooms relatively dark and will increase pressure for these trees to be pruned in the future.

There are also a number of multi-stemmed Cypress trees along the boundary behind the proposed front garage that would require either pruning or removal, but there is no objection to this.

It is considered that the proposed development will result in the unacceptable loss of two Sycamore trees and one Ash tree, to the detriment of the character and appearance of the area, and contrary to Policies CG1.1, CG3 and OA1 of Bolton's Core Strategy.

Impact on Highways

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

The proposal includes the provision of five garage spaces, along with a new driveway off Gingham Brow to serve three of the garages. The existing driveway off Chorley Old Road is also to be retained.

The Council's Highways Engineers have raised no objection to the proposal and therefore it is considered that the proposed development complies with Policies P5 and S1.2 of the Core Strategy.

Impact on the Amenity of Neighbouring Residents

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

The siting of the proposed dwelling would not infringe upon a line drawn at a 45 degree angle from the nearest main window in the rear of the neighbouring dwelling at Willow-Dene. There are no main windows in the western elevation of Willow-Dene. It is therefore considered that the proposed would not harm the amenity of the neighbouring residents at Willow-Dene.

The proposed new dwelling will be over 40 metres away from Gingham House and over 50 metres away from Stocks Cottages; the recommended interface distance in such a circumstance would only be 27 metres (if the dwelling was considered to be a four storey dwelling) and therefore this distance is well exceeded.

It is therefore considered that the proposed development would not unduly harm the amenity of any neighbouring resident, compliant with Policy CG4 of Bolton's Core Strategy.

Conclusion

For the reasons discussed above it is considered that the proposed dwelling would by virtue of its size and height be inappropriate development in the Green Belt, would harm the character and appearance of the street scene and the conservation area, and would result in the unacceptable loss of two Sycamore trees and one Ash tree to the detriment of the character and appearance of the area. Member are therefore recommended to refuse this application for the stated reasons.

Representation and Consultation Annex

Representations

Letters:- Three letters of objection have been received from residents of Gingham Brow. These letters raise the following concerns:

- * The proposed development is excessive in size and plot width;
- * There is a considerably increased footprint and an increase in height;
- * The new development does not reflect the character of existing buildings with respect to siting, scale proportions, materials and detailing;
- * The proposed four storey property will severely dominate the landscape above our cottages;
- * Mere Brow contributes to the character of the area, being the first of five individually designed Edwardian detached houses;
- * A deviation from this style would be out of character; The proposal is out of character with Wallsuches Conservation Area;
- * Would have no issue with the applicant extending the existing property;
- * There is no indication as to why "poor condition...and lack of maintenance" justifies demolition;
- * The new dwelling is coming significantly close to the properties on Gingham Brow;
- * Privacy will be compromised; Major rooms now face Gingham Brow with large windows;
- * The vehicle access from Gingham Brow is both unsuitable and unnecessary;
- * The new access will cross the site's protected tree area.

Horwich Town Council:- raised an objection at their meeting of 23rd June 2016 on the grounds of the development being out of size and character with neighbouring properties in the conservation area.

Elected Members:- Cllr. Kellett has requested that the application be heard before Committee.

Consultations

Advice was sought from the following consultees: Tree Officers, Highways Engineers, Drainage Officers, Pollution Control Officers, Wildlife Officers and United Utilities.

Planning History

Application 96030/16 for the pruning of various trees and the felling of one sycamore and one ash was part approved and part refused in June 2016. The proposed felling of the sycamore tree was refused.

Application 41863/92 for the erection of a detached house and garages was refused in October 1992 and dismissed at appeal in June 1993.

Outline application 40938/92 for the erection of a detached house with double garages was refused in June 1992.

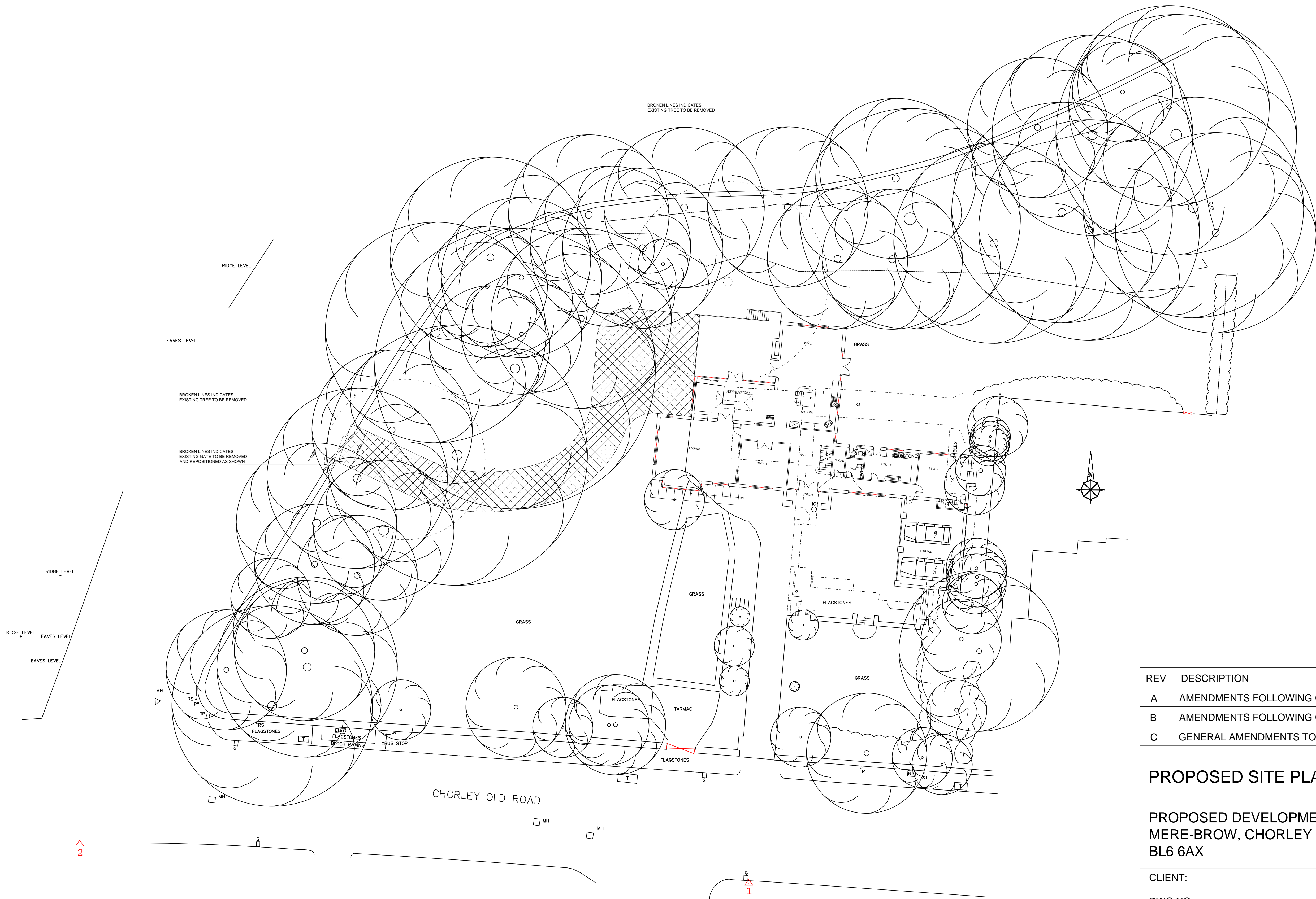
A two storey rear extension was approved in April 1990 (35964/90).

Outline application 23809/84 for the erection of a detached house and garage was refused in September 1984.

Recommendation: Refuse

Recommended Conditions and/or Reasons


1. The proposed development, by virtue of its height and scale, represents inappropriate development within the Green Belt and the Applicant has provided no very special circumstances to outweigh the harm caused and the proposal is contrary to national guidance contained within section 9 of the National Planning Policy Framework and Policy CG7AP of Bolton's Allocations Plan.
2. The proposed development, by virtue of its size, siting and design, will have a detrimental effect on the character and appearance of the street scene and Wallsuches Conservation Area, contrary to Policies CG3 and OA1 of Bolton's Core Strategy.
3. The proposed development would be contrary to Policies CG1.1, CG3 and OA1 of Bolton's Core Strategy in that it would result in the unacceptable loss of two Sycamore trees and one Ash tree from the site, to the detriment of the character, appearance and amenity of the application site and the area in which it is set.



REV	DESCRIPTION
A	AMENDMENTS FOLLOWING CLIENT MEETING 04.05.16 D.D
B	AMENDMENTS FOLLOWING CLIENT MEETING 11.05.16 D.D
C	GENERAL AMENDMENTS TO CLIENT SPECIFICATION 13.05.16 D.D

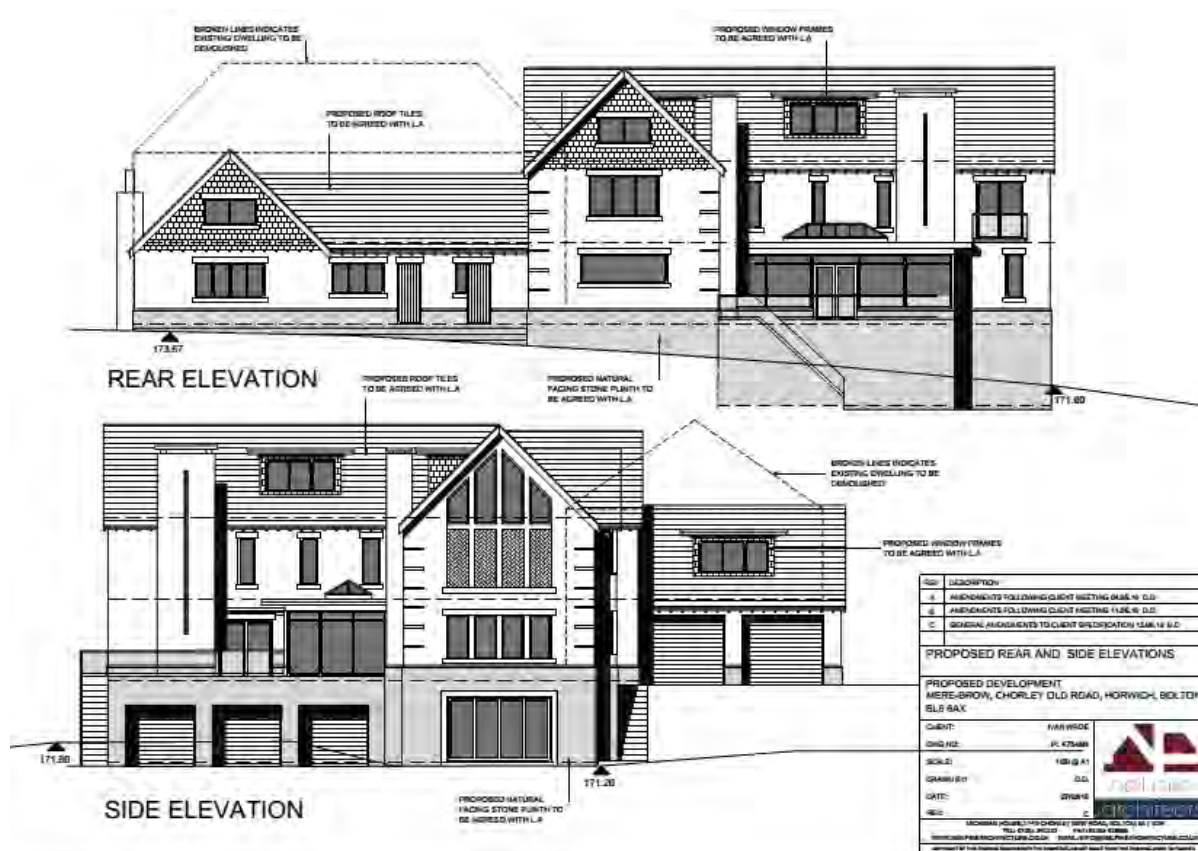
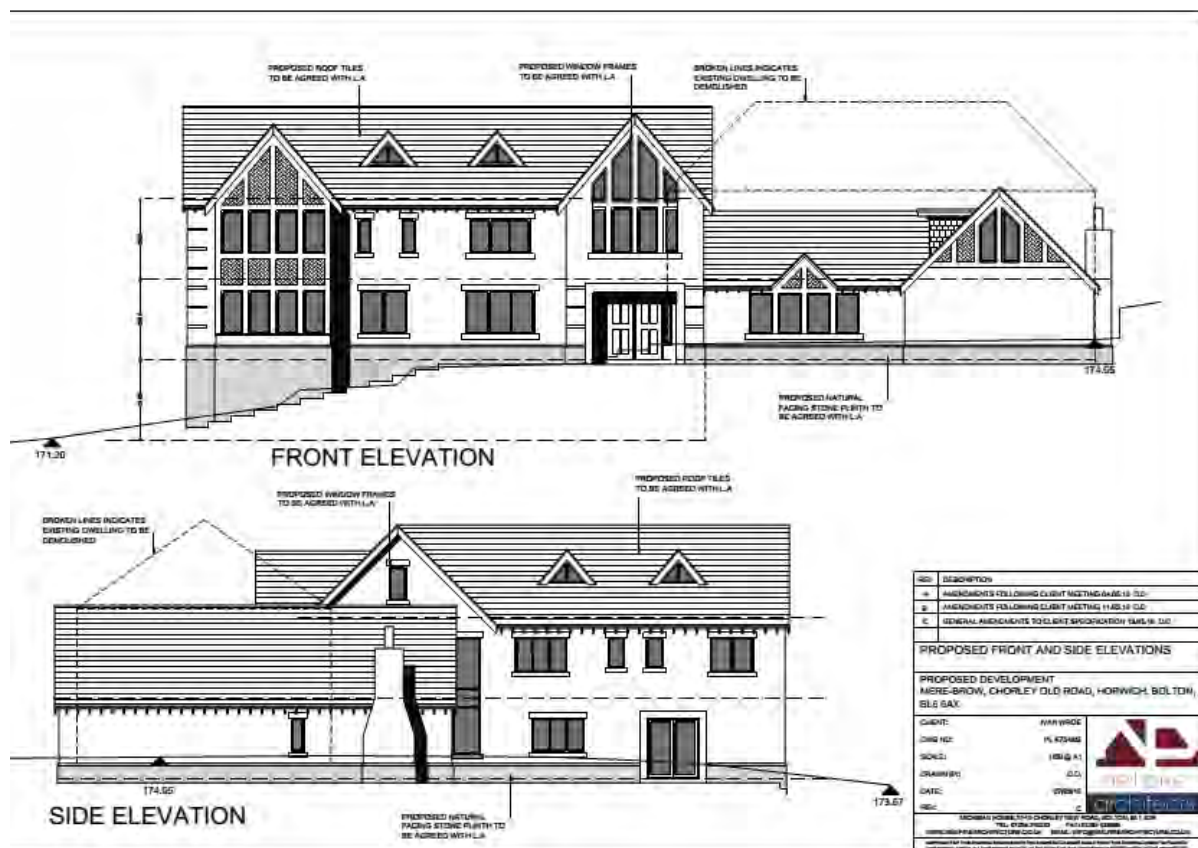
PROPOSED SITE PLAN

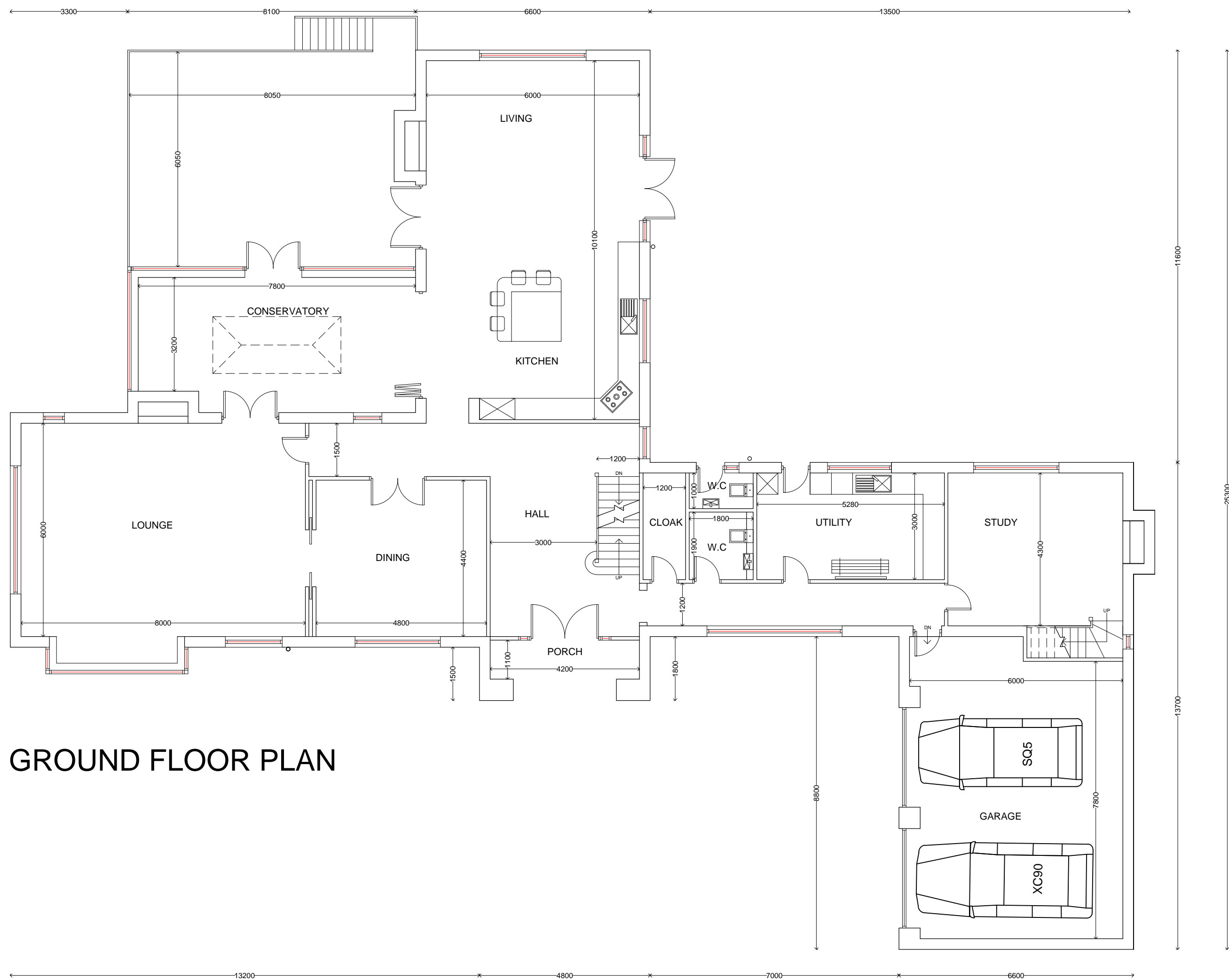
PROPOSED DEVELOPMENT
MERE-BROW, CHORLEY OLD ROAD, HORWICH, BOLTON,
BL6 6AX

CLIENT:	IVAN WROE	
DWG NO:	PL K754/01	
SCALE:	1/200 @ A1	
DRAWN BY:	D.D.	
DATE:	07/03/16	
REV:	C	

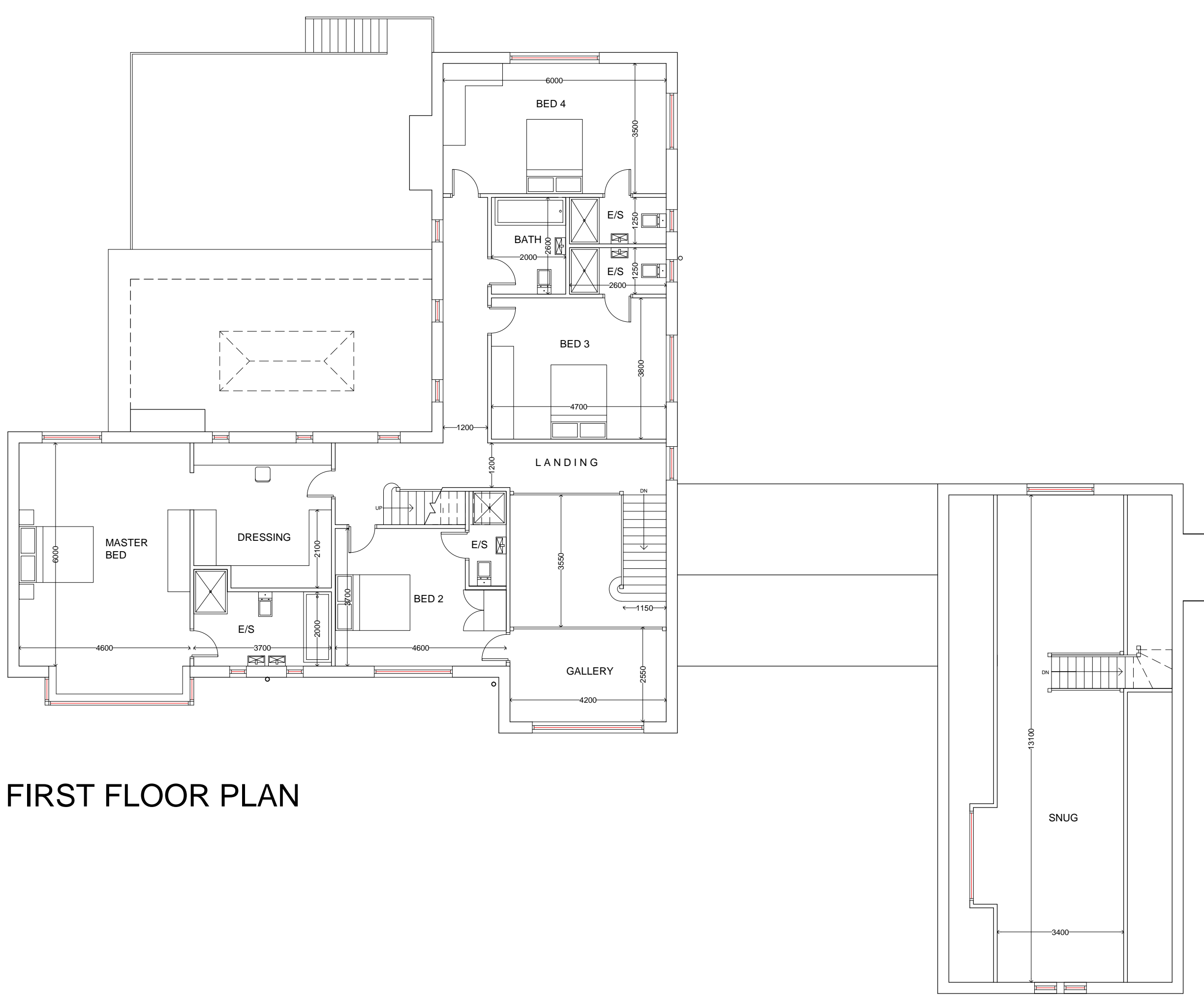
MICHIGAN HOUSE, 17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR
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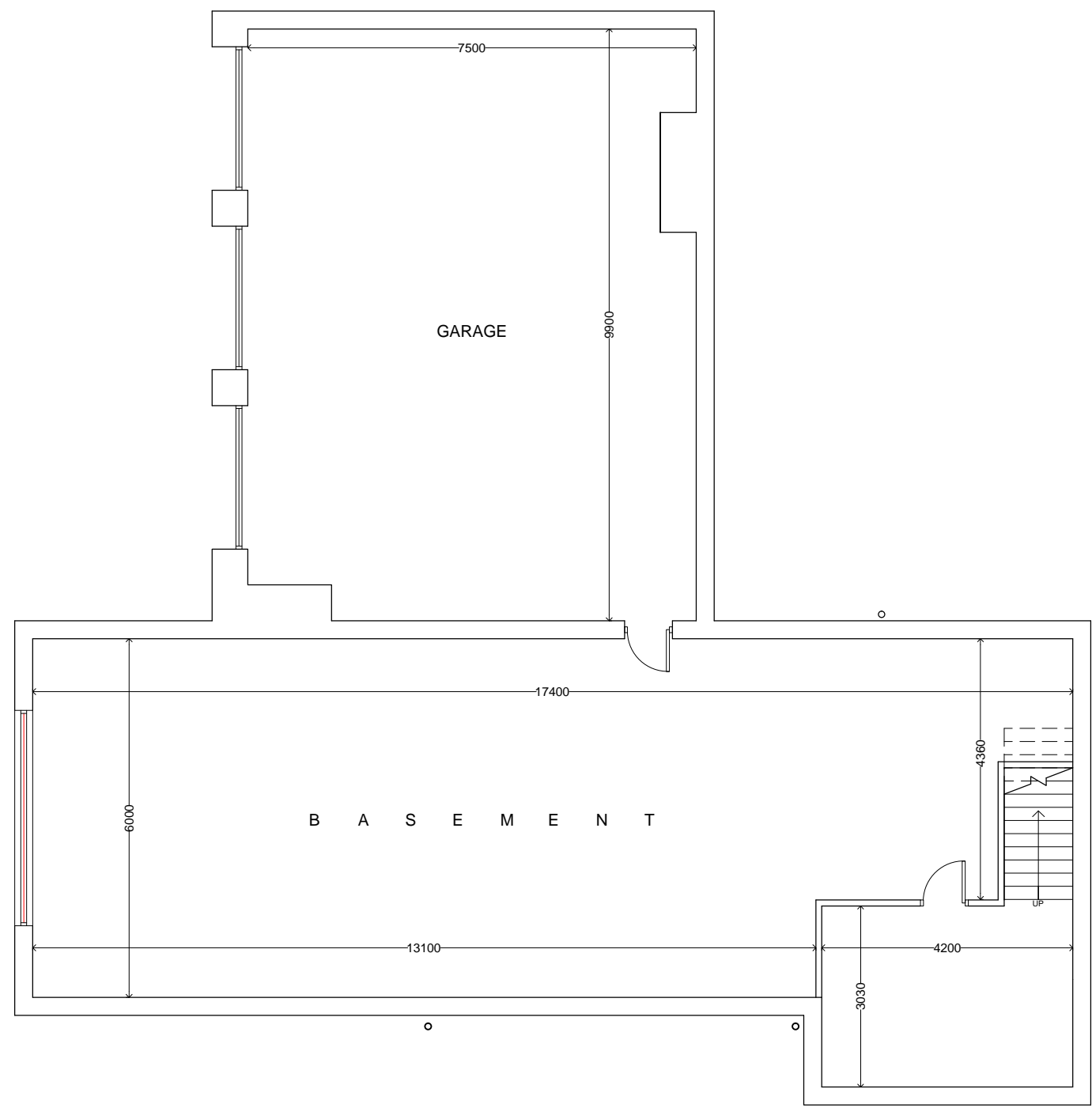




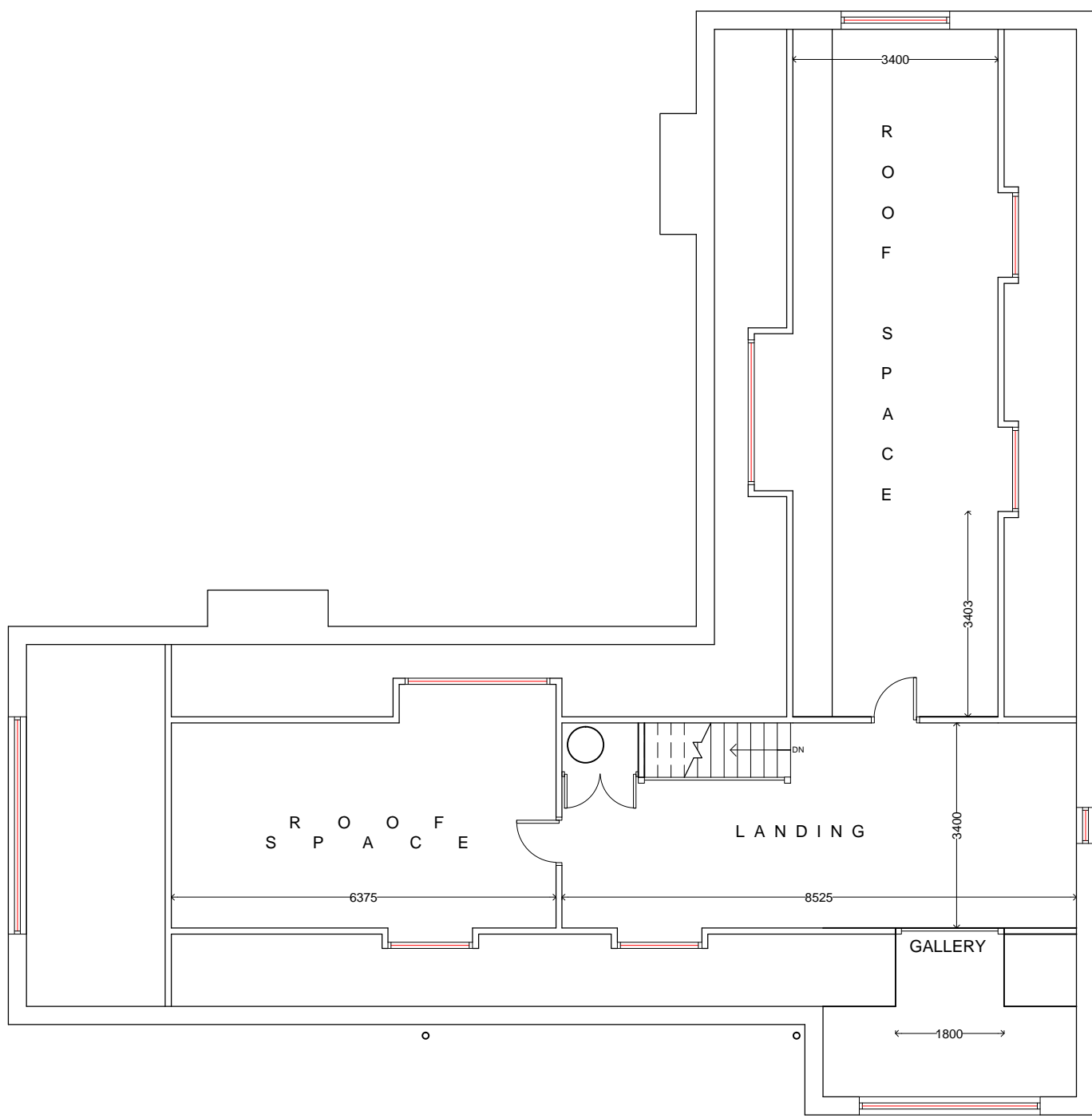
GROUND FLOOR PLAN



FIRST FLOOR PLAN



LOWER GROUND FLOOR PLAN




SECOND FLOOR PLAN

REV	DESCRIPTION
A	AMENDMENTS FOLLOWING CLIENT MEETING 04.05.16 D.D
B	AMENDMENTS FOLLOWING CLIENT MEETING 11.05.16 D.D
C	GENERAL AMENDMENTS TO CLIENT SPECIFICATION 13.05.16 D.D

PROPOSED FLOOR PLANS

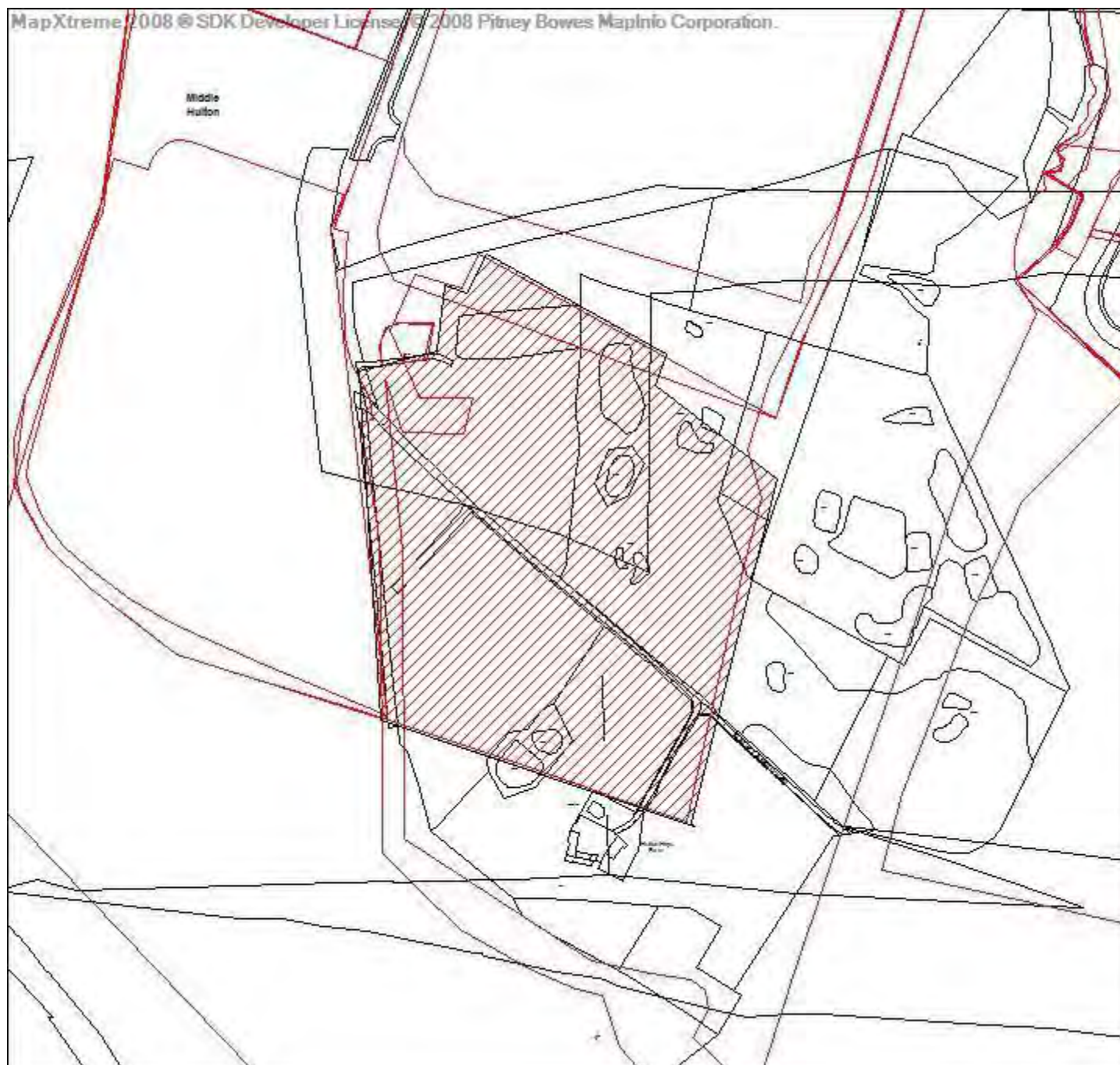
PROPOSED DEVELOPMENT
MERE-BROW, CHORLEY OLD ROAD, HORWICH, BOLTON,
BL6 6AX

CLIENT:	IVAN WROE	
DWG NO:	PL K754/02	
SCALE:	1/100 @ A1	
DRAWN BY:	D.D.	
DATE:	07/03/16	
REV:	C	

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Application number
96590/16



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Date of Meeting: 28/07/2016

Application Reference: 96590/16

Type of Application: Reserved Matters
Registration Date: 25/05/2016
Decision Due By: 23/08/2016
Responsible Officer: Paul Bridge

Location: PLOT E2 LOGISTICS NORTH, SOUTH OF A6 (SALFORD ROAD/MANCHESTER ROAD WEST), BOLTON

Proposal: RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION 90539/13 - ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR A BUILDING (USE CLASS B2/B8) WITH ANCILLARY OFFICE DEVELOPMENT (B1A)

Ward: Hulton

Applicant: Harworth Estates
Agent : Cushman & Wakefield

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant is seeking reserved matters approval for the erection of one industrial building which would comprise of a total of 26,650 sq.m of which 25,318 would be either B2 or B8 use together with ancillary office uses totalling just over 1,332 sq.m over two floors. The site would be accessed by both vehicular and pedestrian traffic from the inner spine road to the north. HGV bays would be located in the east and west elevations of the building with car parking for staff and visitors located along the western boundary of the site.

The overall dimensions of the building are 112 metres in width, 232 metres in length with a maximum height of c. 16.7 metres to the ridge of the roof. The office element would be contained within the northern most part of the building split over two floors thus breaking up the mass of the front elevation.

A total of 275 standard car parking spaces including 12 disabled/accessible spaces in addition to covered cycle storage facilities. The proposed ancillary offices would be located in the northern elevation of the building adjacent to main east / west link road which has been constructed linking the two main development parcels of the Logistics North site.

Site Characteristics

The application site occupies the plot located to the south of the approved and operational Aldi Regional Distribution Centre. The main east - west spine road which links the two main development parcels of the Logistics North employment area runs parallel with the site frontage. The site consists largely of improved grassland fields, bounded by a range of intact and defunct hedgerows dominated

by hawthorn and the remainder of deciduous plantation woodland. The plot supports five ponds. The site has a number of public rights of way which run through the site.

Plot E1 which is currently nearing completion occupies the site directly to the west with the Cutacre Country park forming the southern boundary of the site.

Policy

National Planning Policy Framework 2012

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

Allocations Plan: CG7AP Green Belt

Sustainable Design and Construction SPD, Accessibility and Transport SPD and General Design Principles SPD.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principle of employment development;
- * impact on the character and appearance of the site/area;
- * impact on surrounding land uses/users;
- * impact on land stability / site remediation;
- * impact on drainage;
- * impact on highway safety / accessibility;
- * impact on sustainability;
- * impact on ecology.

Principle of Employment Development

Members will recall that outline planning permission was granted, subject to the signing of a Section 106 Agreement, for the development of the Logistics North employment area in April 2014. A number of other permissions have been granted for the Aldi, MBDA, Joy Global and Plot A6 development plots with the MBDA, Aldi and Joy Global developments currently under construction on site.

The proposal is entirely consistent with the outline approval and the allocation of the wider site for employment use. The proposal would make provision for a B2 or B8 warehousing unit with ancillary

office accommodation. The proposal is currently a speculative build with no end users currently lined up.

The proposal complies with policy.

Impact on the Character and Appearance of the Area

Core Strategy policy CG3 seeks to ensure that development proposals conserve/enhance local distinctiveness. The application and wider site has permission for employment development with development parameters which prevent the development from exceeding 20 metres in height in the western parcel of land. The maximum height of the current proposal is 18.375 metres.

The Officer's report for the outline permission states:

'The long term effect of the country park proposals, which wrap around the western and southern sides of the development site, will be to create a strong woodland framework and will assist in screening the development; nevertheless the inherent scale and nature of the buildings proposed will result in a change to the landscape character and views in the locality.'

'There is no doubt that the scale and extent of development proposed is a significant land use that would impact on the character and appearance of the area. These impacts would be most substantial in the early stages before the country park planting is complete and has had time to mature. They would diminish as the works are completed and the planting matures to the point where these impacts are partly mitigated. It is of vital importance therefore that the country park proposals are implemented in a timely fashion and are retained and well-managed in the long-term.'

Whilst the proposed building is large in scale the development would be largely screened from the north and west by the wider Logistics North development - Aldi to the north and Plot E1 (speculative unit) to the west and would also be viewed from the east by the large industrial unit which is planned to be built on Plot G. Landscaping contained within the Country Park directly to the south would provide partial mitigation to screen some of the proposed new building.

However, it is expected that the proposed unit would still be viewed from the south / Country Park when completed. This is only to be expected by the construction of a building up to 16.7 metres in height together with the fact that the level of the land falls to the south. The development would however be viewed in the context of a completed high quality development at Logistics North. It is also noted that the development parameters which were approved under the original hybrid planning permission in 2014 (90539/13) granted approval for buildings of up to 20 metres in height. The proposal is therefore under this height parameter/recommendation.

The proposal is fully compliant with the site's allocation as a development site for primarily logistics / distribution uses and complies with policy.

Impact on Surrounding Land Uses/Users

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

The closest residential properties are some distance away to the west and south. It is considered that the properties are far enough away from the proposed development to not have any detrimental impact on their outlook.

Issues of noise emanating from the application site / operations would be controlled through Condition No. 14 on the outline permission for the site. This condition sets the noise limit from the

building and plant and equipment from the site to 39dB within 4 metres of the closest elevation of the residential property. This information needs to be submitted and approved prior to occupation of the proposed unit.

It is considered that the proposal complies with policy CG4.

Impact on Land Stability / Site Remediation

Core Strategy policy CG4 seeks to ensure that new development proposals affected by contamination and / or ground stability must include an assessment of the issues and potential risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.

The applicant has provided a comprehensive earthworks and remediation strategy for the proposed development which is currently being considered by the Coal Authority. The Council's Environmental Health officers have agreed in principle the remediation strategy for the site subject to clarification on a number of minor points.

Subject to further approval from the Coal Authority and the Council's EHOs it is considered that the proposal complies with policy.

Impact on Drainage

Core Strategy policy CG2 seeks the provision of a sustainable drainage system which is capable of reducing surface water run-off from the site in addition to policy CG1 which seeks to reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development.

Natural surface water runoff, infiltration and drainage regimes at the site have been fundamentally altered as a result of the previous opencast mining operations. The proposals for the wider site include a package of works for the diversion and re-profiling of the Cutacre and Wharton Brooks into a more natural form, together with the creation of an above ground surface water drainage system comprising:

- a series of swales and channels,
- a large number of small ecology and fishing ponds,
- a small number of large ponds to act as water storage bodies, and
- a pumping station.

This will ensure that flood risk to the proposed development is appropriately managed without increasing flood risk downstream of the site.

It is considered that the proposal would contribute to the wider sustainable drainage system and complies with plot level restrictions on surface water run-off and therefore complies with policy.

Impact on Highway Safety/Accessibility

Core Strategy policies P5 and S1 seek to ensure that new development proposals are accessible by a range of types of transport including pedestrians, cyclists and public transport uses. It is also necessary to ensure that developments should promote road safety.

The overall highway impact of the Logistics North site has been assessed at the outline stage in which Harworth Estates produced a robust Transport Assessment that has been accepted by Transport for Greater Manchester (TfGM) and Highways England (formerly the Highways Agency) and which demonstrated satisfactorily that the impact of the development can be mitigated. Public transport accessibility will be improved with significant investment in cycling and walking routes.

There are four public rights of way which lead through the site (No's 396, 398, 399 and 400) and would be affected by the development. These public rights of way were identified and considered at an early stage in the development process as part of the approval of outline planning permission under 90539/13. Prior to commencement of development the applicant is aware that they need to change the legal lines of the rights of way prior to commencement of development.

The proposal would make provision for a total of 275 car parking spaces which include 12 disabled/accessible spaces. The applicant also proposes covered cycle parking spaces. The car parking provision for the site would be below the Council's maximum standards.

It is considered that the proposal provides for sufficient curtilage car parking for staff and visitors with safe circulation space for all users of the site. It is also noted that whilst all the footpath groups have been consulted on the application with no subsequent objections, the proposal has only recently been advertised as affecting a public right of way. Therefore, Members are recommended to delegate the determination of the application to the Director of Place.

The proposal complies with policy.

Impact on Sustainability

The application is accompanied by a Sustainability Statement which proposes that the development would achieve a rating of BREEAM 'very good' or better.

The applicant has confirmed the development would achieve a BREEAM rating of very good.

The proposal complies with policy.

Impact on Ecology

Core Strategy policy CG1.1 seeks to safeguard and enhance biodiversity in the borough by protecting rural areas. The application site has five ponds located within it. Matters of ecology / biodiversity are controlled through the outline/hybrid permission that dates back to 2014 (90539/13).

Four out of the five ponds had Great Crested Newts located within them together with the ponds also supporting a number of other species including Smooth newts, common toads and common frogs.

Part of the reason the applicant has submitted was, subject to approval of permission is to enable them to submit a license to Natural England to translocate the Great Crested Newt population to other areas of the Cutacre Country park where additional ponds have been created / are to be created. This would assist in offsetting the loss of habitat within both Plot E2 and other areas of the Logistics North site where ponds and/or terrestrial habitat has been lost. Development would not commence until the Great Crested Newts had been removed from the site.

It is noted that the Council's Wildlife Officer and Natural England raise no objections to the proposal.

Conclusion

The proposal to develop plot E2 is entirely consistent with both the approved outline planning permission and masterplan for the wider site in terms of the principle of industrial development, the design, siting and massing of the proposal and the environmental and transport impacts. The proposal fully complies with policy and is recommended to delegate the decision to the Director of Place.

Representation and Consultation Annex

Representations

Letters/petitions:- no representations have been received as a result of the notification process.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: Advice was sought from the following consultees: Coal Authority, Design for Security - Greater Manchester Police, Environment Agency, Greater Manchester Archaeological Unit, Greater Manchester Ecology Unit, Health & Safety Executive, National Grid, Natural England, Peak & Northern Footpaths Society, The Ramblers Association, The Open Spaces Society.

Bolton Council's: Environmental Health Officers, Highway Engineers, Public Rights of Way Officer and Drainage.

Planning History

In November 2013 three planning applications were delegated to the Director of Development and Regeneration pending the signing of a legal agreement. These were as follows:

Ref: 90539/13 which provided for outline planning permission for phased employment development comprising of 102 ha of B8, B2 and ancillary uses.

Ref: 90543/13 which will grant full planning permission for the construction of a Regional Distribution Centre (including ancillary office accommodation); and

Ref: 90552/13 which will change the use of restored former Open Cast mine site to form a Country Park including remodelled landform, creation of ponds, watercourses and a mix of habitats, improved public access routes and the provision of a visitors' car park.

Reserved matters permission was granted planning permission (Ref: 91459/14) for the siting of a manufacturing facility with ancillary offices and outbuildings (Class B2) on Plot B1. Planning permission (reserved matters) was granted in August 2015 for the erection of (94417/15) two (B2 / B8) industrial units with ancillary office accommodation on Plot A6 fronting Salford Road. Reserved matters permission was granted by Planning Committee in November 2015 (Ref: 94999/15) for the erection of an industrial unit on Plot E1.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. Within the following timescales an Employment and Skills Statement shall be submitted to and approved in writing by the Local Planning Authority:
 - By 01/06/2017 an Employment and Skills Statement/Commitment for the site contractor for the construction phase of the development hereby approved shall be submitted to the Local Planning Authority for approval and once approved shall be implemented in full in accordance with an agreed timetable.
 - Prior to undertaking of the internal fit-out works, an Employment and Skills Statement for the proposed fit-out of the approved industrial building should be submitted to the Local Planning Authority for approval and once approved shall be implemented in full in accordance with an agreed timetable;
 - Prior to occupation of the approved development, an Employment and Skills Statement for the occupier of the approved development should be submitted to the Local Planning Authority for

approval and once approved shall be implemented in full in accordance with an agreed timetable.

Reason

To ensure that local employment benefits are addressed and secured.

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

Reason

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

3. Prior to first use of permitted development no less than 275 car parking spaces shall be provided in accordance with NK018447_0103 - Proposed Site Plan, dated 10.03.16;. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

To ensure that adequate provision is made for vehicles to be kept clear of the highway.

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

Reason

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

5. Within 6 months of the occupation of each building a Final BREEAM Certificate has been issued for it certifying that the approved scheme/standard as detailed within the approved BREEAM statement has been achieved and such Certificate shall be submitted to and approved by the Local Planning Authority.

Reason:

To reduce the impact on climate change and to improve the sustainability of the site.

6. Before the approved development is first brought into use the arrangements for HGV access, waiting and parking (including covered cycle parking) shall be laid out within the curtilage of the site in accordance with the submitted plans reference

NK018447_0103 - Proposed Site Plan, dated 10.03.16; and
NK018447_0113 - Proposed Cycle Shelters, dated 10.03.16.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the access road and that no obstruction is caused to the access road.

7. Within 4 months of the commencement of development full details of the proposed gatehouse and recycling area including the materials to be used within the external construction of these elements

shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to first use of the gatehouse and recycling area hereby approved.

Reason

To safeguard the visual appearance and character and appearance of the area.

8. Notwithstanding the provisions of Parts 24 and 25 of the Town and country Planning (General Permitted Development) Order 1995 (as amended or re-enacted) no external telecommunications equipment or structures shall be placed on the roof or any other part of the building without the prior written consent of the Local Planning Authority.

Reason

In the interest of the appearance and design of the building and the visual amenity of the area.

9. Prior to first occupation of each phase of the development hereby approved full details of open storage within the confines of the application site, if proposed, shall be submitted to and approved in writing by the Local Planning Authority. Submitted details should include the area proposed, proposed types of materials and/or equipment to be stored, means of enclosure / screening and maximum heights of external storage. The approved details shall be implemented in full and retained thereafter with no other external open storage areas being provided within the site.

Reason

To safeguard the visual appearance and character of the area.

10. The illumination of the lighting permitted by this consent shall be no greater than 5 LUX at the closest elevation with any residential property.

Reason

To safeguard the amenity of nearby dwellings.

11. Prior to first use of the development hereby approved, the 2.4 metre (dark green) high paladin / weldmesh boundary fence shall be erected fully in accordance with the design and siting details contained on drawing ref: NK018447_0112 - Proposed Perimeter Fence Details, dated 10.03.16 and shall be retained thereafter.

Reason

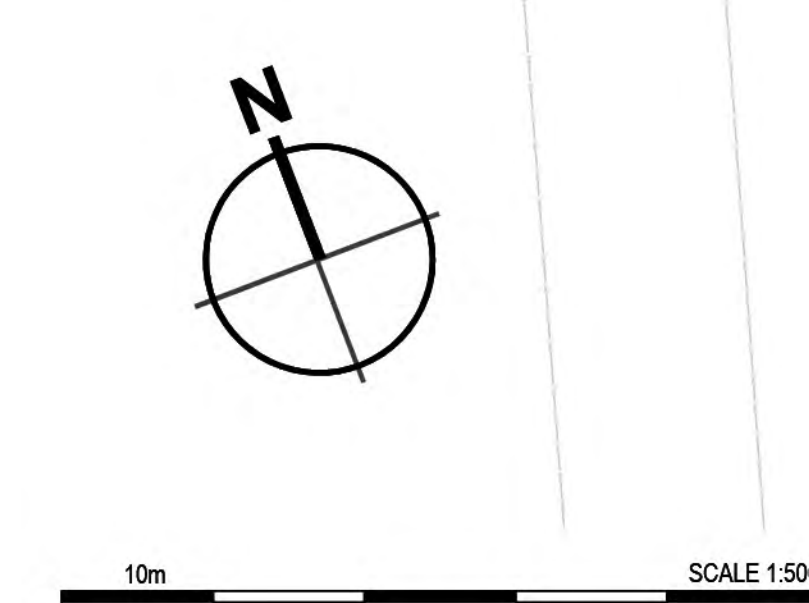
To ensure adequate standards of privacy and amenity are obtained and the development reflects the landscape and townscape character of the area.

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

NK018447_0103 - Proposed Site Plan, dated 10.03.16;
NK018447_0105 - Existing Site Levels, dated 10.03.16;
NK018447_0106 - Proposed Site Levels, dated 10.03.16;
NK018447_0107 - Proposed Building Plan, dated 10.03.16;
NK018447_0108 - Proposed Office Plan, dated 10.03.16;
NK018447_0109 - Proposed Elevations, dated 10.03.16;
NK018447_0111 - Proposed Roof Plan, dated 10.03.16;
NK018447_0112 - Proposed Perimeter Fence Details, dated 10.03.16;
NK018447_0113 - Proposed Cycle Shelters, dated 10.03.16;
NK018447 - RPS-XX-ZZ-DR-C-0600 - Scheme 2 External Levels, dated 07.03.16;

Reason

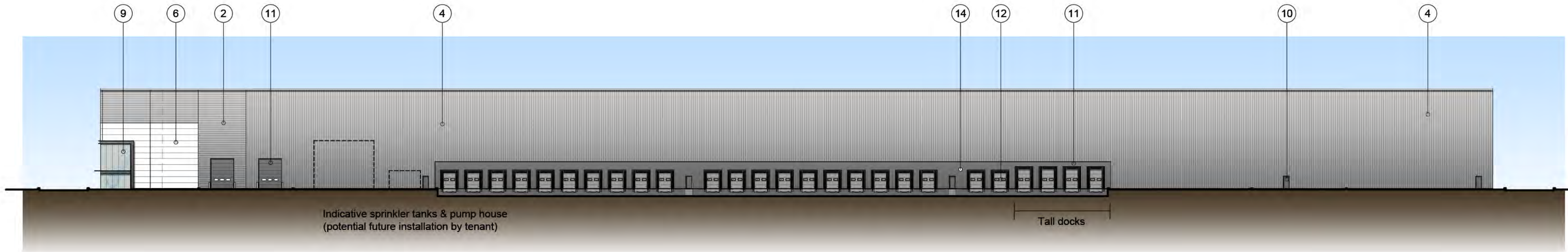
For the avoidance of doubt and in the interests of proper planning.



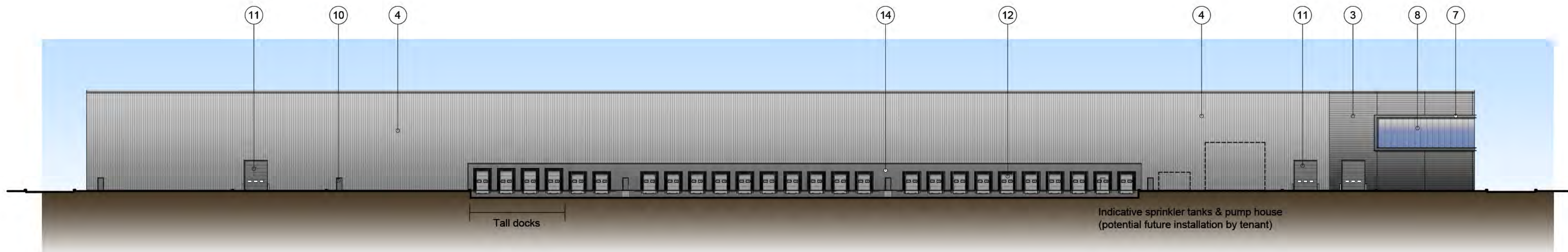
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Notes

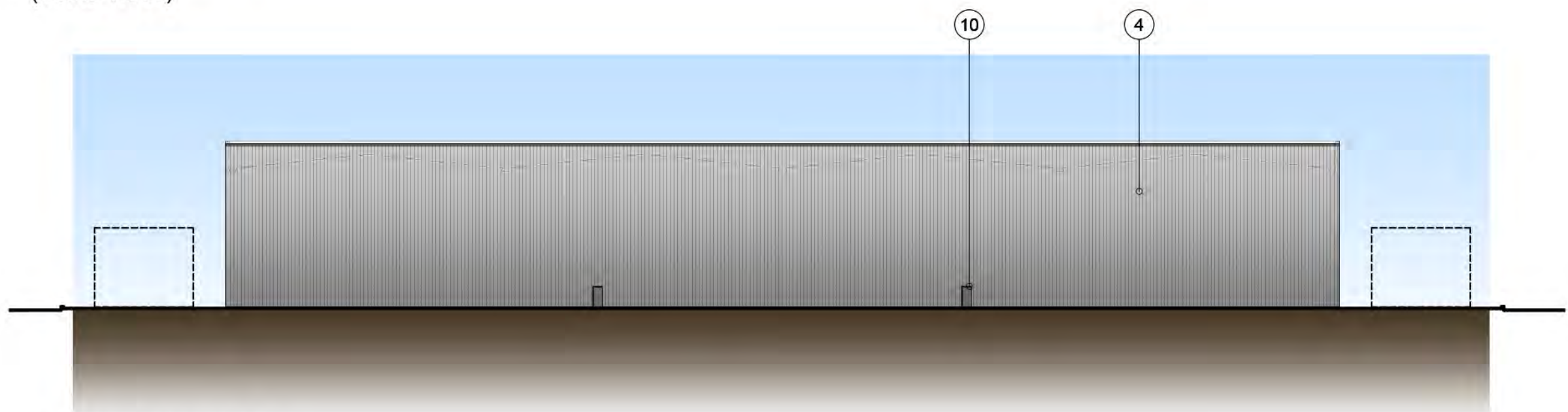
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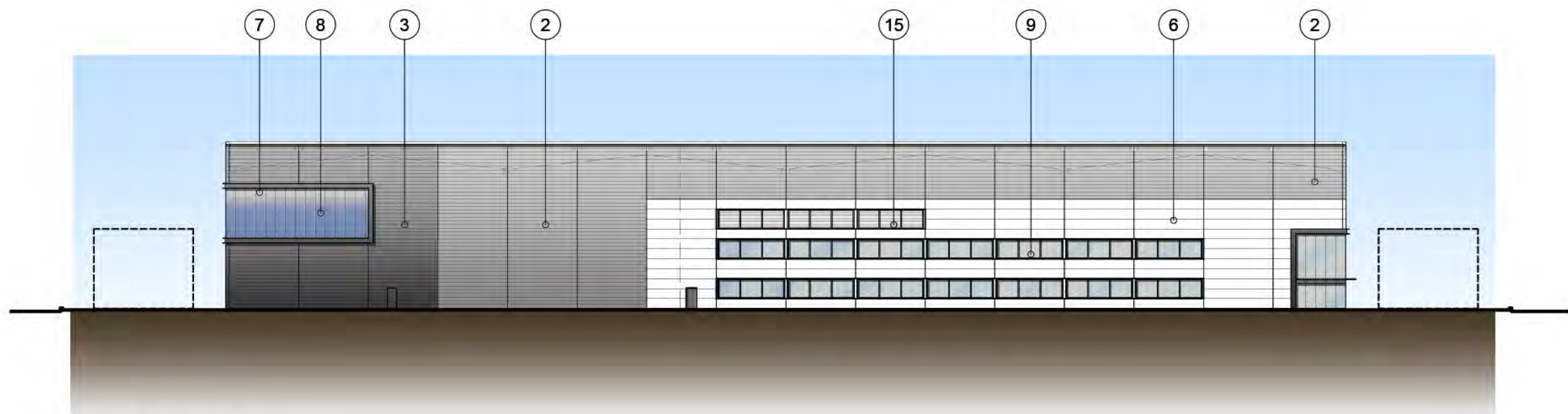
West Elevation
(Scale 1:500)



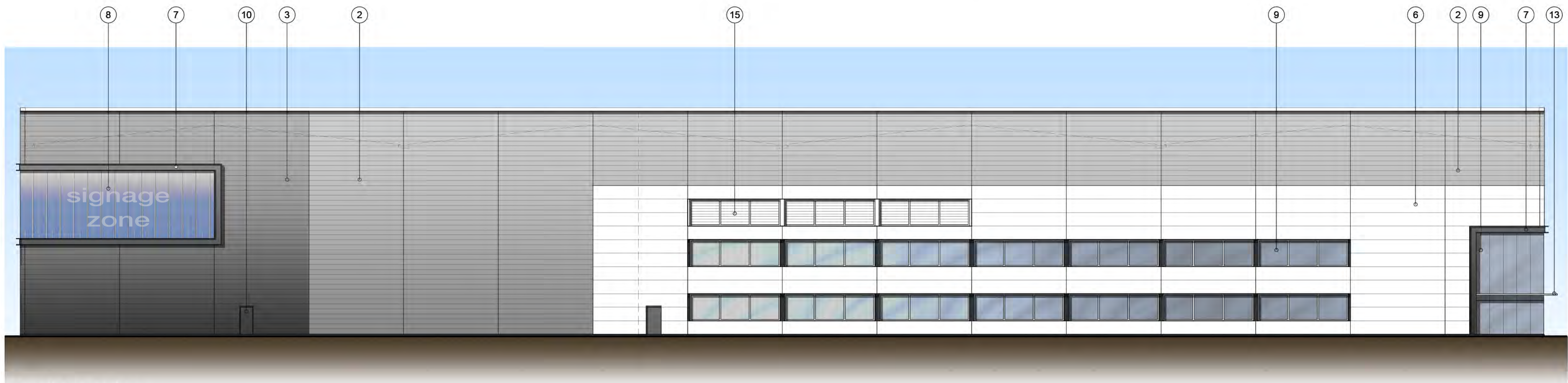
East Elevation
(Scale 1:500)



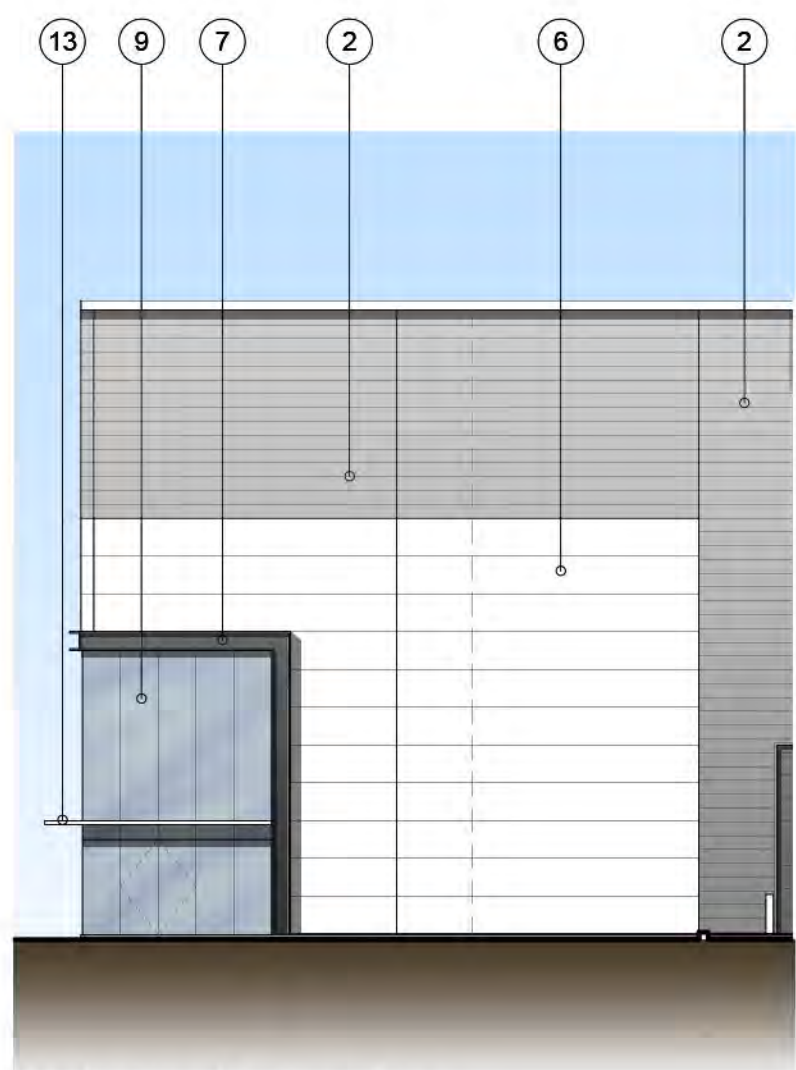
South Elevation
(Scale 1:500)



North Elevation
(Scale 1:500)



North Elevation
(Scale 1:200)



Part West Elevation
(Scale 1:200)

Key to Finishes

- 1 Horizontally laid profiled metal cladding with feature top hat sections. Colour Sirius (Light silver)
- 2 Horizontally laid profiled metal cladding with feature top hat sections. Colour Orion (Mid silver)
- 3 Horizontally laid profiled metal cladding with feature top hat sections. Colour Zeus (Dark silver)
- 4 Vertically laid profiled metal cladding. Sirius (Light silver)
- 5 Vertically laid profiled metal cladding. Colour Zeus (Dark silver)
- 6 Horizontally laid microrib metal cladding. Colour White (RAL 9010)
- 7 Feature steel l-section glazing surrounds. Colour Anthracite (RAL 7016)
- 8 Translucent polycarbonate wall cladding. Colour Light Blue
- 9 Metal glazing framework. Colour Dark Grey, Anthracite (RAL 7016) with blue tinted glazing
- 10 Metal personnel doors. Colour Anthracite (RAL 7016)
- 11 Level access doors. Colour Silver (RAL 9006)
- 12 Dock level doors. Colour Silver (RAL 9006)
- 13 Glass entrance canopy
- 14 Prowall concrete dock surround.
- 15 Aluminium Louvre blade system plant venting. Colour White (Ral 9010)



Rev	Description	By	Ckd	Date

Sherwood House,
Sherwood Avenue, Newark, Nottinghamshire, NG24 1QQ
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Client

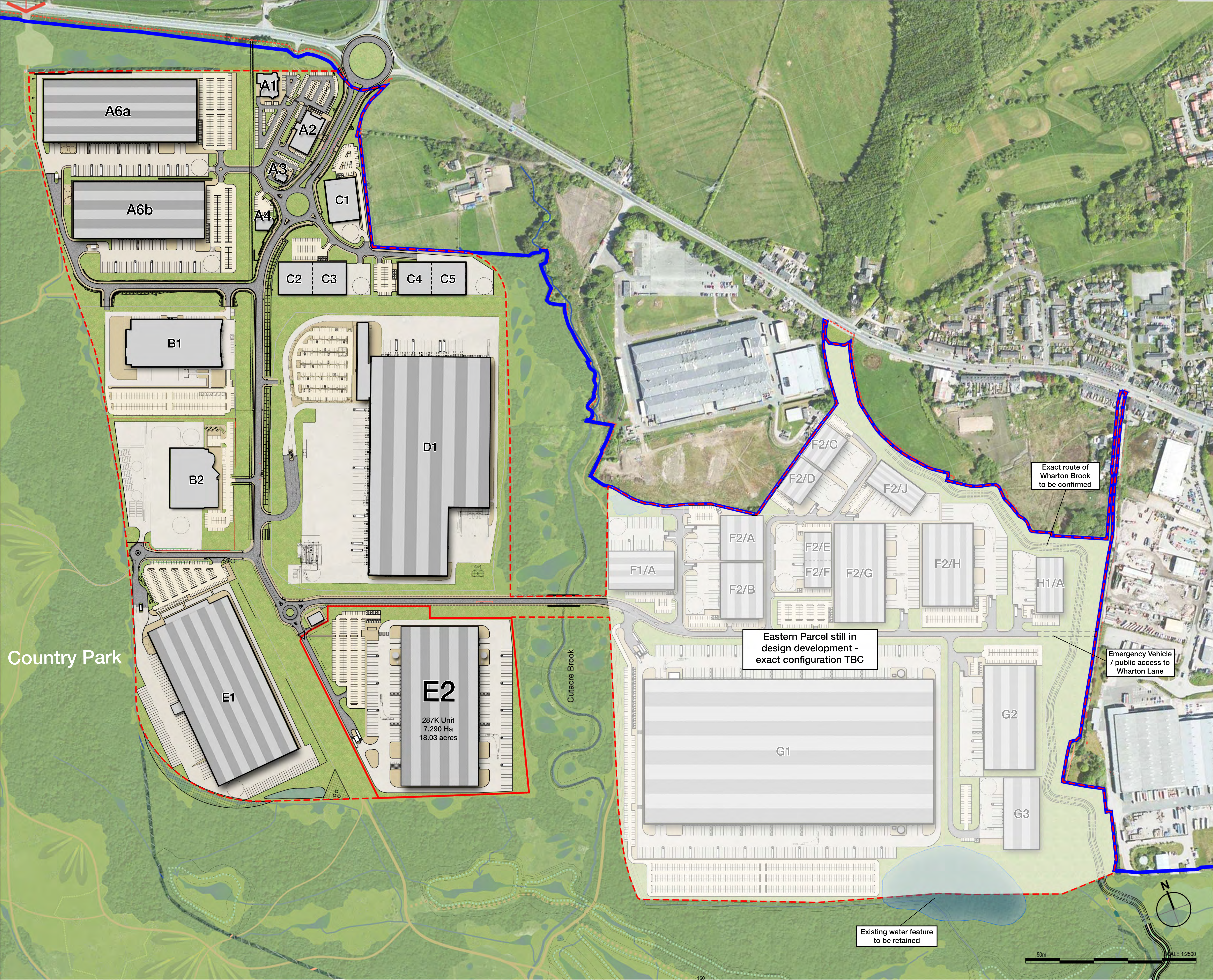
Project Logistics North
Plot E2

Title Proposed Elevations

Status	Scale	Date Created
Preliminary	1:200 @A1	10.03.2016
Project Leader	Drawn By	Checked by
KRP	AE	MH

Document Number	Revision	Subsidiary
NK018447 - 0109	-	S0
Project Number	Originator	Building Name

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KEY

— = Ownership Boundary

— = Planning Application Boundary

- - - = Development Boundary

Rev	Description	By	Ckd	Date

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HE Harworth Estates

Project Logistics North
Cutacre, Bolton

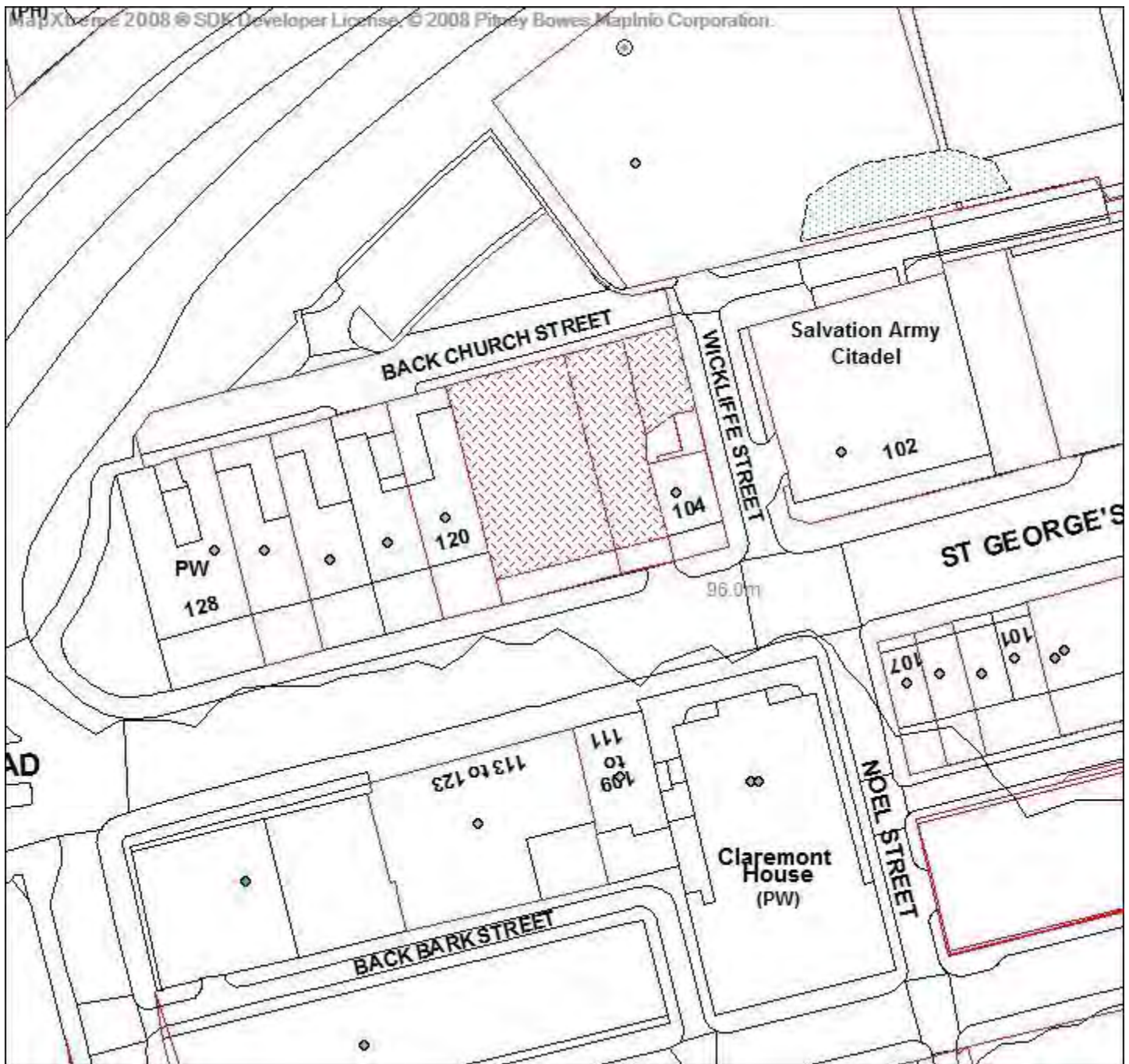
Title Plot E2 Site Context Plan

Status	Scale	Date Created
Preliminary	1:2500 @A1	10.03.2016
Project Leader	Drawn By	Checked by
KRP	AE	MJH

Drawing Number	Rev
NK018447_0102	-

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**Application number
96632/16**



**Development & Regeneration Dept
Development Management Section**

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

**Bolton
Council**

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Date of Meeting: 28/07/2016

Application Reference: 96632/16

Type of Application: Full Planning Application
Registration Date: 25/05/2016
Decision Due By: 23/08/2016
Responsible Officer: Martin Mansell

Location: 106-110 ST GEORGES ROAD, BOLTON, BL1 2BZ

**Proposal: ERECTION OF FIVE STOREY BUILDING COMPRISING 14NO.
TWO BEDROOM FLATS.**

Ward: Halliwell

Applicant: St Georges Housing Ltd.
Agent : Holborow & Ormesher LTD

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought for the erection of 5 storey apartment building fronting St Georges Road, consisting of one block containing 14 2-bedroomed apartments. Eleven car parking spaces are proposed with access from St Georges Road via Wickliffe Street and Back Church Street with the proposed building materials comprising of a dark red brick with a contrasting brick central area on the front elevation. Head and cills are proposed to be reclaimed stone and windows frames would be blue aluminium. The top floor is set back from the building edges and would be finished in Kingspan cladding. Balcony features are shown on the front elevations, though their projection is so little that they can still be considered as Juliet balconies. Two landscaped areas are shown either side of the building.

Site Characteristics

The site is a brownfield site following the demolition of the former Moonlight Club approximately 10 years ago. The long-term vacancy of the site is considered to be harmful to the character and appearance of the area. The site lies outside of the amended boundary of the St Georges Conservation Area which lies to the east, beginning at Duke Street. The site is within the boundary of Bolton town centre, in the Little Bolton character area (TC9).

Uses in the area are mixed, typical of the periphery of the town centre. Two storey terraces typically front St Georges Road, generally in office or residential use, with "set-piece" buildings such as Spinners Hall and the Claremont Church. In recent years, larger buildings have been constructed - the offices at 120 Bark Street, the NCP car park and the Salvation Army accommodation at Muamba House. Consent was recently granted for a three-storey block of apartments on land at the former Gilead House to the north-east. Number 104 St Georges Road, immediately to the east of the site and outside of the ownership of the applicant, means that the site has an irregular but generally square shape. Land at the rear contains public parking, used by local commercial occupiers and the

Medina Mosque.

Policy

National Planning Policy Framework - 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

Core Strategy Objectives: SO4 Transforming Bolton Town Centre, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO10 Climate Change, SO11 Built Heritage, SO14 Inclusive Housing, SO15 Sustainably Located Housing and SO16 Community Cohesion and Access.

Core Strategy Policies: P5 Transport, S1 Crime and Road Safety, CG1 Biodiversity, Open Space, Flood Risk and Climate Change, CG2 Sustainable Development, CG3 Design and the Built Environment, CG4 Compatible Uses, SC1 Housing Targets, TC9 Little Bolton and TC11 Design in Bolton Town Centre.

Supplementary Planning Documents: General Design Principles, Building Bolton, Sustainable Design and Construction

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the area
- * impact on the road network
- * impact on housing provision
- * impact on sustainability

Impact on the character and appearance of the area

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

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

importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning decisions should aim to ensure that developments 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; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

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

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 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; 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.

The application site has a prominent frontage to St Georges Road located between the last row of terraces on St Georges Road and No. 104. The building would be taller than its neighbours by approximately a storey and a half, though it is considered that the set back of the top floor would reduce this visual difference by some degree. In any case, whilst the dominant built form still remains two-storey buildings of a domestic scale, other larger flat-roofed buildings have altered the character to one where 120 Bark Street and the NCP car park are now accepted features of the area. The regularity of the front elevation is not dissimilar to the regular frontages of the other properties fronting St Georges Road. Furthermore, similar development were approved at this site in the mid to

late 2000's, though these consents lapsed unimplemented.

The proposed development is relatively intensive but Policy TC11 states that the Council will make efficient and effective use of land in the town centre due to the existing levels of high density development, whilst ensuring that development provides adequate amenity space and privacy. It is considered that the development strikes this balance appropriately - densities are generally higher in a town centre context. Furthermore, in order to construct needed housing, the development must be viable for the developer.

GM Police have recommended that a full Crime Impact Survey be carried out. This is considered to be an overly onerous request for a development of this relatively small scale. The design means that natural surveillance at the front of the site is maximised.

The design and scale of the development is considered to be appropriate within its town centre context, consistent with Core Strategy Policy CG3, Building Bolton and the General Design SPD.

Impact on the Road Network

Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, improve road safety. Policy P5 seeks to ensure that new development takes into account accessibility, pedestrian prioritisation, public transport, servicing, parking and the transport needs of people with disabilities. Policy S1 seeks to promote road safety.

The proposed housing development consists of relatively small two-bedroomed units. The development is therefore not aimed at expanding families or families with adult children. It would be sited within Bolton town centre in a sustainable location close to town centre uses, though it is accepted that it is on the opposite side of the town centre from the interchange. The parking provision, at 0.78 spaces per unit, is considered to be acceptable for this particular development in this location. The Council's Highway Engineers accept this approach.

The existing free public parking area accessed from Back Church Street is oversubscribed. However, clearly free public parking provision within a town centre is always going to be at a premium. As with other such facilities, it operates on a first come first served basis and therefore it is not considered that a nearby application for housing should be rejected or reduced on this basis. The area is well served by the large NCP car parking at Bath Street / Duke Street, though obviously this provision is not free.

The access via Wickcliffe Street is not currently well-engineered but 11 car parking spaces is unlikely to result in an excessive amount of vehicle movements per day, even if the 15 spaces at the approved Salvation Army affordable housing scheme are developed, and this has therefore been accepted by the Council's Highway Engineers. Highways also require highway improvements at Wickcliffe Street to facilitate improved access in and out of the site and this will be required by a condition.

It is noted that the Council's Highway Engineers do not raise objection, subject to conditions. The proposal is considered to comply with Core Strategy Policies SO9, P5 and S1.

Impact on Housing Provision

The National Planning Policy Framework recognises the role of the planning system in providing the supply of housing required to meet the needs of present and future generations and the need to boost significantly the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development. The Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. Two of these

principles are that planning should proactively drive and support sustainable economic development to deliver the homes and thriving local places that the country needs whilst encouraging the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value.

The Core Strategy plans for an average of 694 additional dwellings per annum between 2008 and 2026, an overall total of 12,492 dwellings. The location of new housing will reflect the overall spatial option of concentrating development in Bolton town centre, renewal areas and at Horwich Loco Works.

The Housing Market Assessments have provided an evidence base to inform the required mix of housing types. This shows that there is a requirement to construct more larger houses than has recently been the case, as well as to continue to provide for the increasing proportion of small households. The Bolton Housing Needs Survey, which is part of the Housing Market Assessment, shows that there is a need to increase the provision of affordable housing to 35% of new housing, split 75% social rented housing and 25% intermediate housing.

Policies SO14, SO15 and SO16 of Bolton's Core Strategy are strategic objectives within the "Strong and Confident Bolton" theme and seek to provide housing that meets the needs of everybody, reflecting the needs of an ageing population and a growth in the number of households, 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 and to develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities.

Policy SC1 of Bolton's Core Strategy states that the council and its partners will identify a range of housing sites for additional provision of 694 dwellings per annum between 2008 and 2026. At least 80% of housing development will be on previously developed land in accordance with the Regional Spatial Strategy; the Transforming Estates programme will provide up to 20% of housing development on Greenfield land.

The Council will ensure that 35% of new housing is affordable, broken down into 75% for social renting and 25% for intermediate housing.

Officers note that national and local planning policies recognise the benefits of new housing on previous developed land in accessible locations, focusing on small households and with a particular focus on Bolton town centre to deliver a significant proportion of the housing targets. The site meets all of these criteria - it is a brownfield site in an accessible location a few minutes walk from the civic and retail core of Bolton town centre - and is therefore considered to be acceptable and indeed beneficial in terms of delivering new housing provision, consistent with Core Strategy Policy SC1 and the National Planning Policy Framework.

Impact on Sustainability

Core Strategy policy CG2 seeks to ensure that new residential development proposals of 5 dwellings or more are Code for Sustainable Homes Level 3 compliant, provide low carbon energy sources to reduce Carbon Dioxide emissions by 10% from regulated and unregulated energy use and to ensure surface water run-off from the site should be no worse than the original conditions. It is noted that the requirement for Code for Sustainable Homes has been superseded and is no longer a planning requirement.

The proposal would also have to ensure that surface water run-off would not exceed the existing conditions in addition to a reduction in CO2 emissions. The requirements of Core Strategy policy CG2 would be conditional upon any approval to ensure the proposal complies with policy.

Conclusion

At 14 units on a relatively small site this is an intensive development. However, many town centre locations can and have already absorbed intensive developments at this level. The design is considered to be acceptable within its context, particularly when this context is considered to include the larger buildings of 120 Bark Street and the NCP car park. The set back of the upper floor will further reduce any visual difference between neighbouring properties. Wickcliffe Street and Back Church Street are substandard but the number of vehicle movements for 11 car parking spaces is unlikely to be excessive.

Pollution Control colleagues recommend a condition for acoustic glazing; however, given the context the standards of the Building Regulation are considered to be sufficient in this instance.

The proposal represents the beneficial development of new housing provision, insufficient harm has been identified to outweigh this and therefore the application is recommended for approval.

Representation and Consultation Annex

Representations

Letters:- representations of objection have been received from two nearby properties fronting St Georges Road. The grounds of objection include:-

- the height and roof design of the proposed development is out of keeping with other properties in the conservation area. The development should be restricted to three stories with a traditional slated roof structure (Officer's note: the site now lies outside of the amended boundary of the Conservation Area)
- the proposed modern style flat roof with residential balconies is not in keeping with any other building in the conservation area
- the height of the building will dwarf no 104 St Georges Road which is to remain under this application.
- the single width carriageway of Wickliffe Street serves as access to the parking areas at the rear
- such a large building with the proposed number of tenants will cause an undue amount of traffic on Wickliffe Street and this will result in obstructions and delays given the present width of this road which requires widening for any viable build of the size being proposed
- a further nuisance will be caused to the members of the community centre who use their parking site at the rear of St Georges Road. The additional traffic that will be generated by the proposed build requires a two-way carriageway
- there is a private car park belonging to the Mosque but there is also a significant area of free unrestricted parking area which is very useful to us as a church in the evenings and weekends
- access to the development will affect access to the car parks and any future residential development on the land belonging to the Salvation Army which is also served by Wickliffe Street and proposed to be developed for affordable housing
- the colour chosen for the windows is not in keeping with the conservation area
- mine is a business premises and i believe that having such a large residential block (5 storeys) will cause obstruction and potentially detract from future clients using my business.
- for construction work to start on the proposed site will require the whole of our office to become effectively inaccessible given that the proposed plans are to build around our offices. The main road entrance will be blocked off leaving only a small path for our clients to enter the building, that is if they are able to see our offices (Officer's note: a certain amount of disruption is to be expected during construction and is rarely of such a scale that consent should be resisted on this issue)
- the proposed build would be an eyesore and would look alien at this end of St Georges Road opposite Claremont Church.
- the build would overshadow the other buildings on this block such as mine at no.104 and in my opinion further detracting from their value given the unnatural look

Consultations

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

Planning History

Planning permission was granted in February 2009 for the erection of a five storey building to accommodate 30 apartments together with 12 basement level car parking spaces (81192/08). The site included No. 104 St Georges Road.

Planning permission was refused in July 2008 for the erection of a five storey building for 31 apartments (79811/08) on the basis of inappropriate scale and design together with insufficient parking. The site included No. 104 St Georges Road.

Planning permission was granted in June 2007 for the erection of a five storey building (including basement storey) together with sixth storey in roof space to provide 24 units (77046/07)

Planning permission was granted in February 2007 for the erection of a four storey building comprising 18 apartments (76153/06).

An application to erect a building comprising 18 apartments was withdrawn in March 2007 (75365/06).

Conservation Area Consent to demolish in respect of the buildings comprising 106 - 110 St. George's Road together with land at the rear of 104 St. George's Road (but excluding the building at No. 104) was granted in July 2006 (74382/06).

Planning permission was granted in July 2006 for the erection of a building comprising 15 apartments (73988/06).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of development full details of the highway works at Wickliffe Street adjacent to no. 104 St Georges Road comprising 4.5m wide carriageway and 2 no. 1.5m wide footways and carriageway resurfacing shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety.

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

1) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.

2) Include a timetable for its implementation, and

3) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime

Reason

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

4. All new window frames to the building(s) shall be recessed a minimum of 0.07 metres behind the external face of the elevations of the development hereby approved.

Reason

In the interest of creating architectural depth and shading to the elevations.

5. Before the development hereby approved is first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting/floodlighting. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

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

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

Reason

To ensure the development reflects local distinctiveness.

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

Reason

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

8. Prior to the commencement of the development:-

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

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

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

Reason

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

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

Reason

In the interests of highway safety.

10. Prior to the commencement of development full details of the highway works at highway works at Wickliffe Street / Back Church Street radius comprising improvement to 3m radius shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety.

11. Prior to the commencement of development full details of the highway works at Wickliffe Street adjacent to the application site comprising 5.5m wide carriageway and 2 no. 1.5m wide footways and carriageway resurfacing shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety.

12. Prior to the development hereby approved/permitted being first occupied or brought into use the existing vehicular access onto St Georges Road shall be closed to vehicles and the existing highway (kerbing and footway) made good to adoptable footway standards. There shall thereafter be no means of vehicular access to or from St Georges Road.

Reason

In the interests of highway safety.

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

Reason

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

14. Before the approved/permitted development is first brought into use no less than 11 car parking spaces with minimum dimensions of 2.5 metres by 5 metres shall be marked out and provided within the curtilage of the site, in accordance with the approved drawing. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

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

Reason

To encourage drivers to make use of the parking and circulation area(s) provided.

16. Prior to the development hereby approved/permitted being first occupied or brought into use, all Traffic Regulation Orders required by the Local Highway Authority to mitigate the impact of the development speed limit shall be implemented in full.

Reason

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

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

Reason

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

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

Reason

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

19. The mullions, cills and heads to the window and external doors of the development shall be in natural reclaimed stone of a colour and texture to match to those of the existing building.

Reason

To ensure the development safeguards the visual appearance of the building.

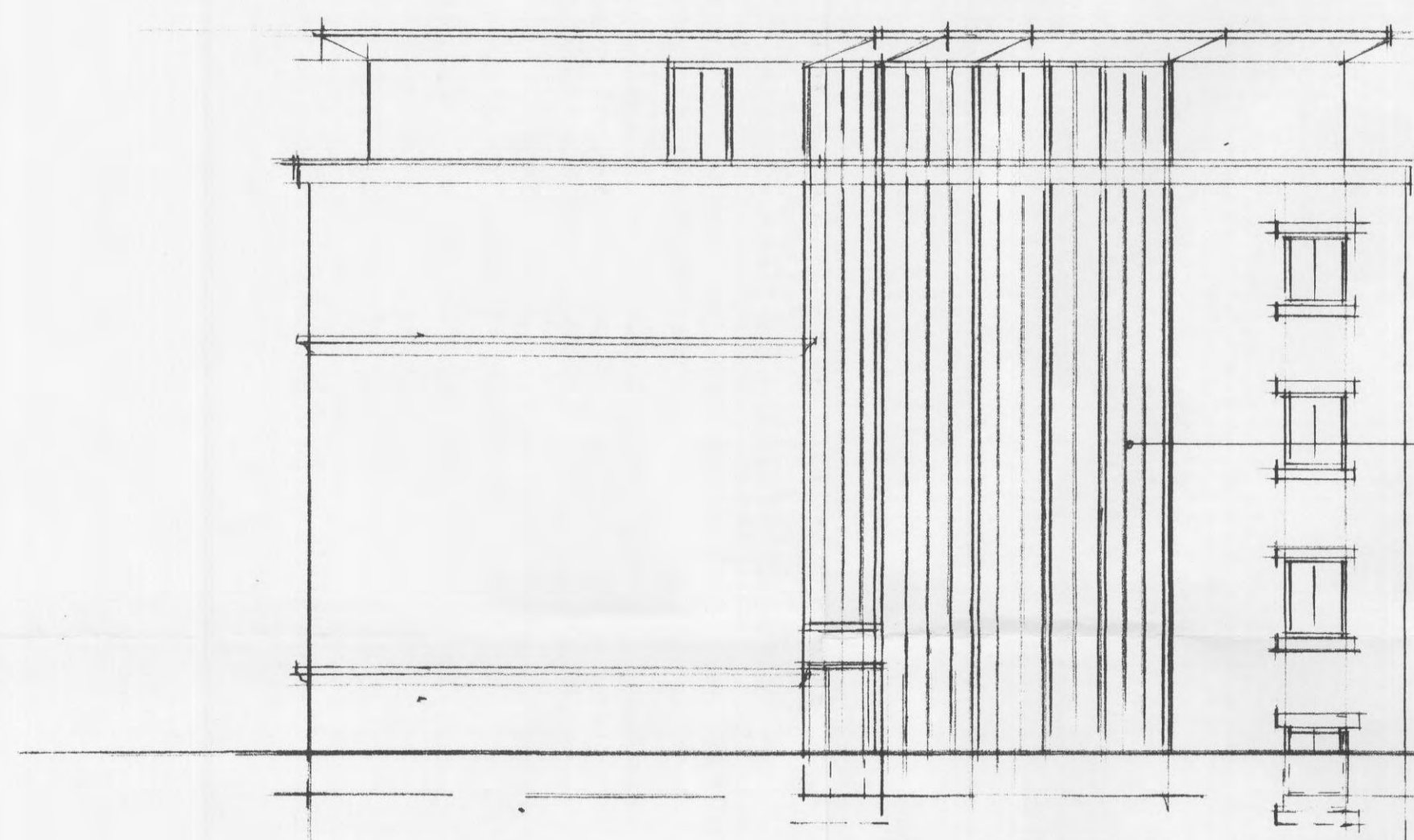
20. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

1612/15/01 rev A

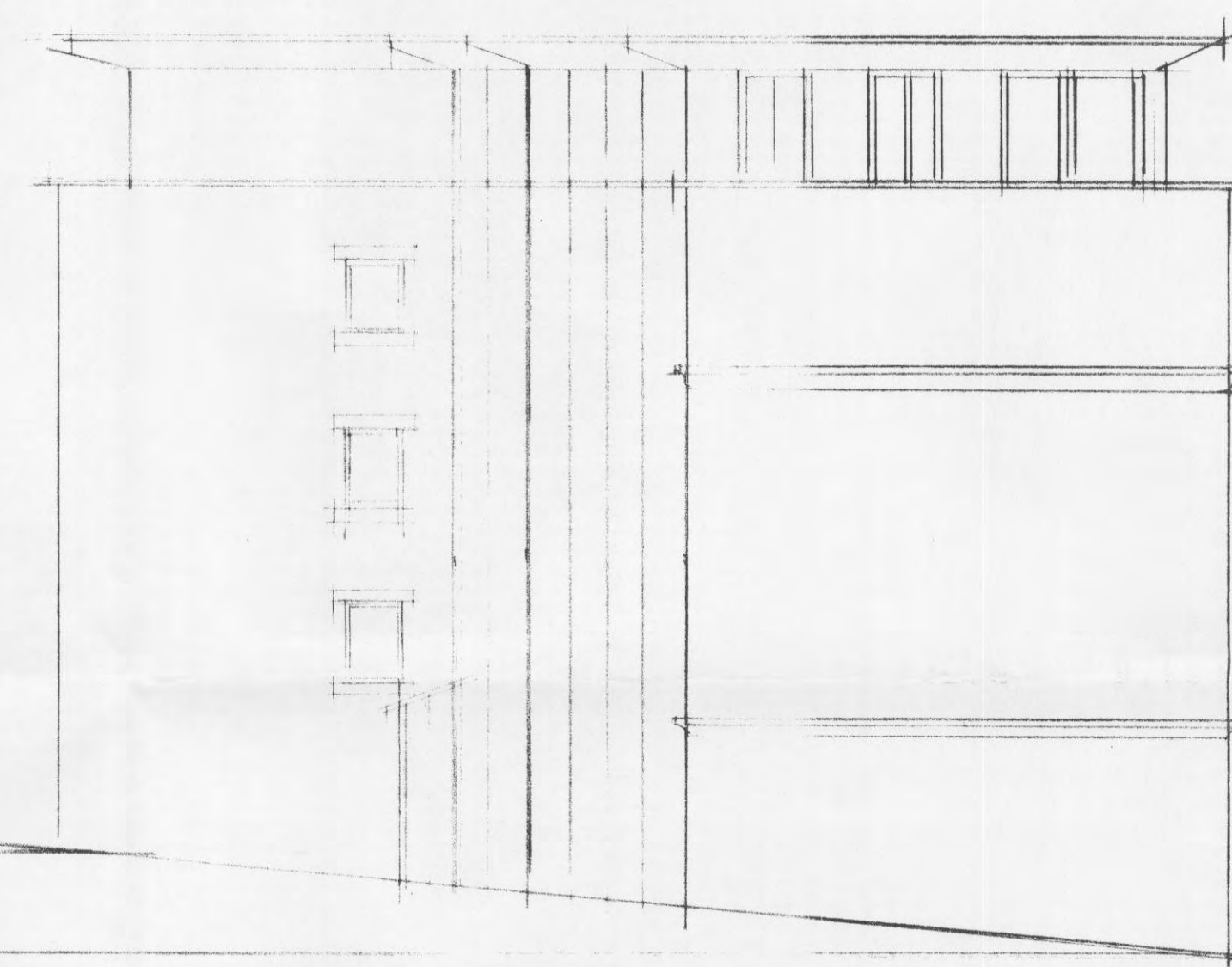
1612/15/02
1612/15/03

Reason

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



REAR ELEVATION



SIDE ELEVATION

GLAZING and MIXED
COLOUR PANELS

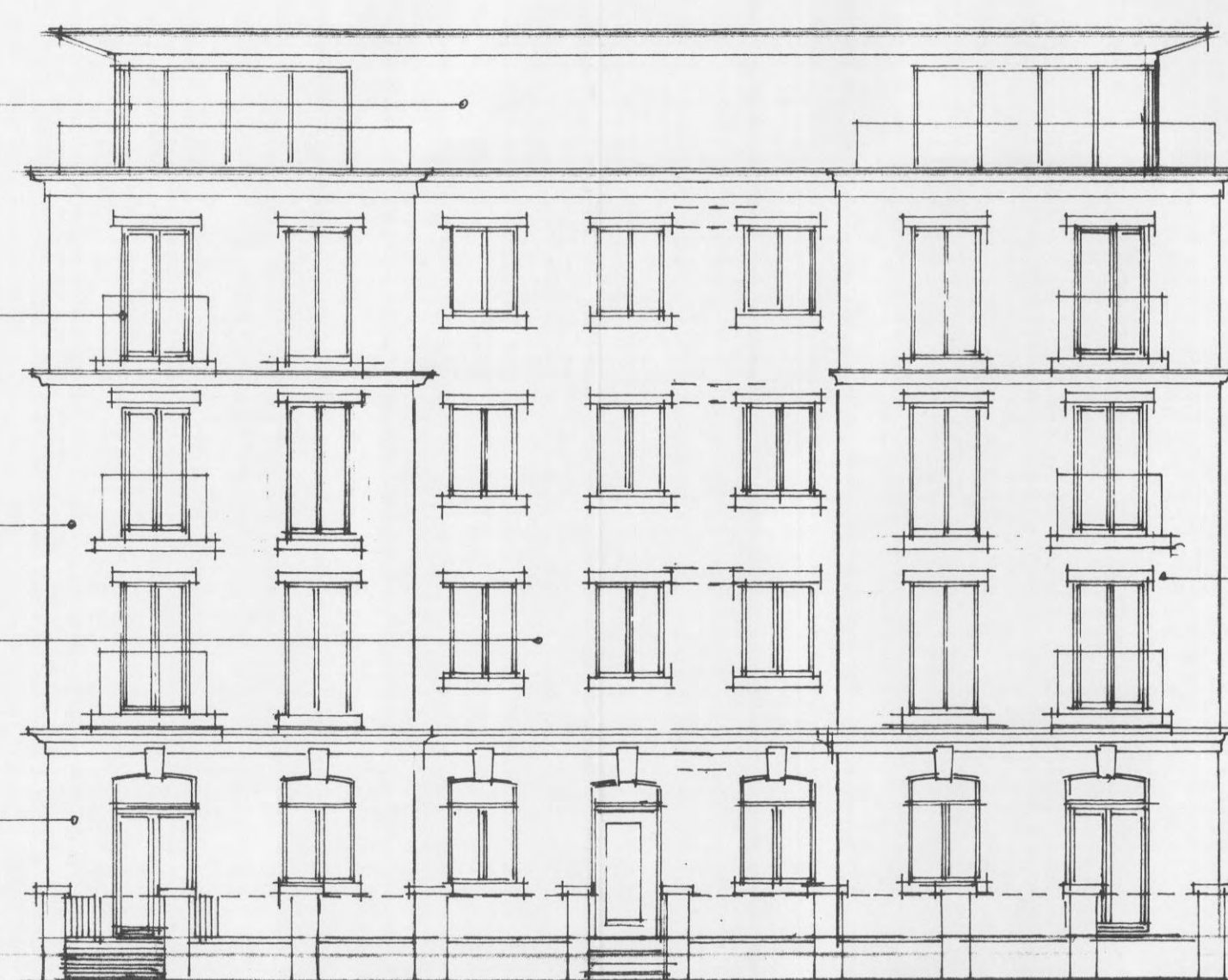
DARK GREY
KINGSPAN
INSULATED PANELS

DARK BLUE
POWDER COATED
ALUMINIUM WINDOWS

DARK RED FACING
BRICKWORK

CONTRASTING RED
BRICKWORK

STONE EFFECT
PANELLING



FRONT ELEVATION

RECLAIMED STONE
HEADS + CILLS,
CORNICE +
DENTIL MOULDING



SIDE ELEVATION

WICKLIFFE STREET

BOLTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
25 MAY 2016

CLIENT
106-110, St. Georges Road
BOLTON

JOB TITLE
PROPOSED FLATS

DRG. TITLE
ELEVATIONS

**HOLBOROW +
ORMESHER +
Limited**
*architectural &
interior design*

Station House
Adams Hill
Knutsford
Cheshire WA16 6DN
telephone : 01565 652275
fax : 01565 750501

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APPROVED								
SCALE	1 : 100 - A1							
DRAWING NUMBER	1612 / 15 / 03							

CLIENT
ST. GEORGES SWARN HOUSING LTD
423 HOLCOMBE ROAD
BURY BL8 4HB

JOB TITLE
106 - 110, ST. Georges Road
BOLTON

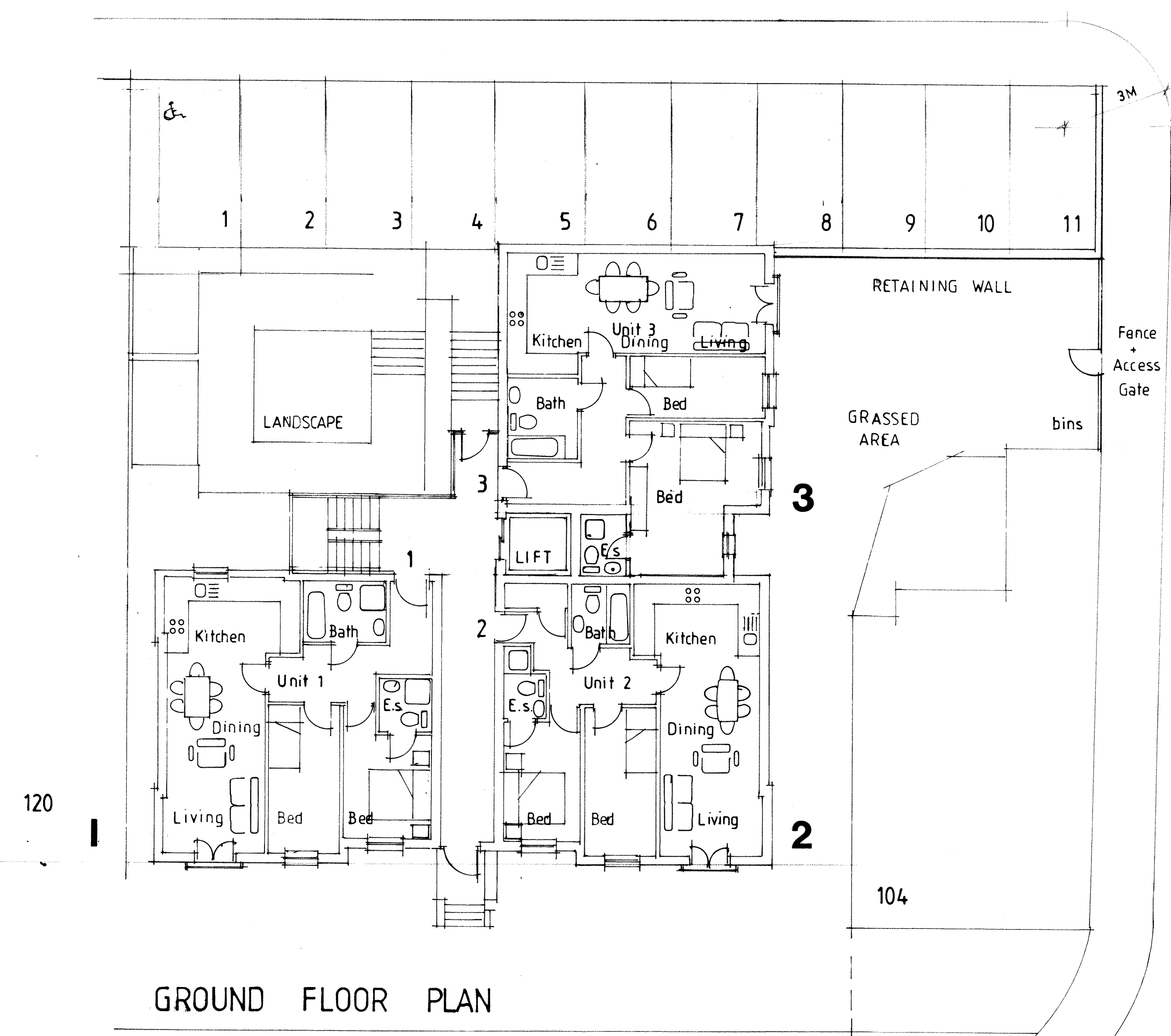
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**HOLBOROW
ORMESHER +
Limited**

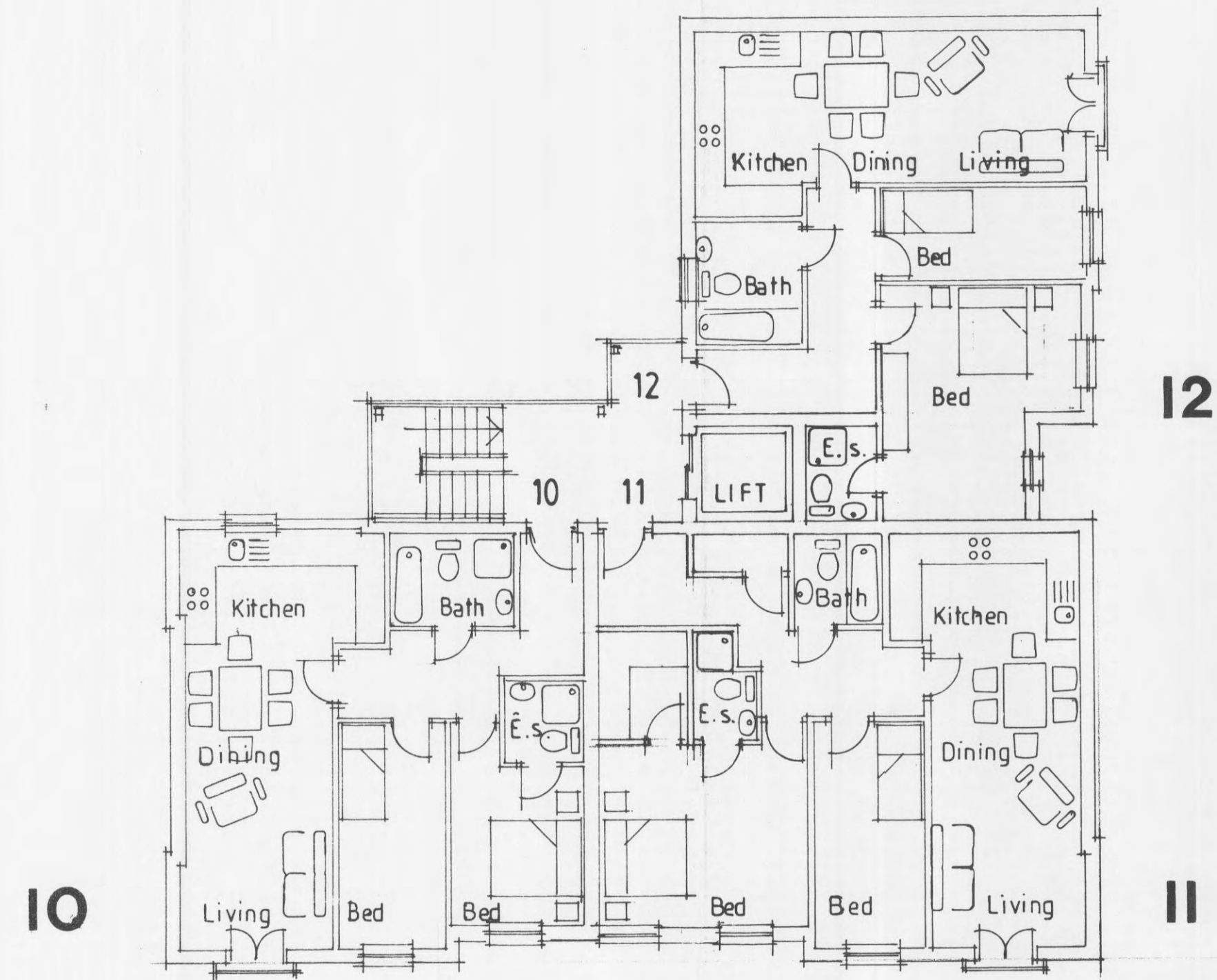
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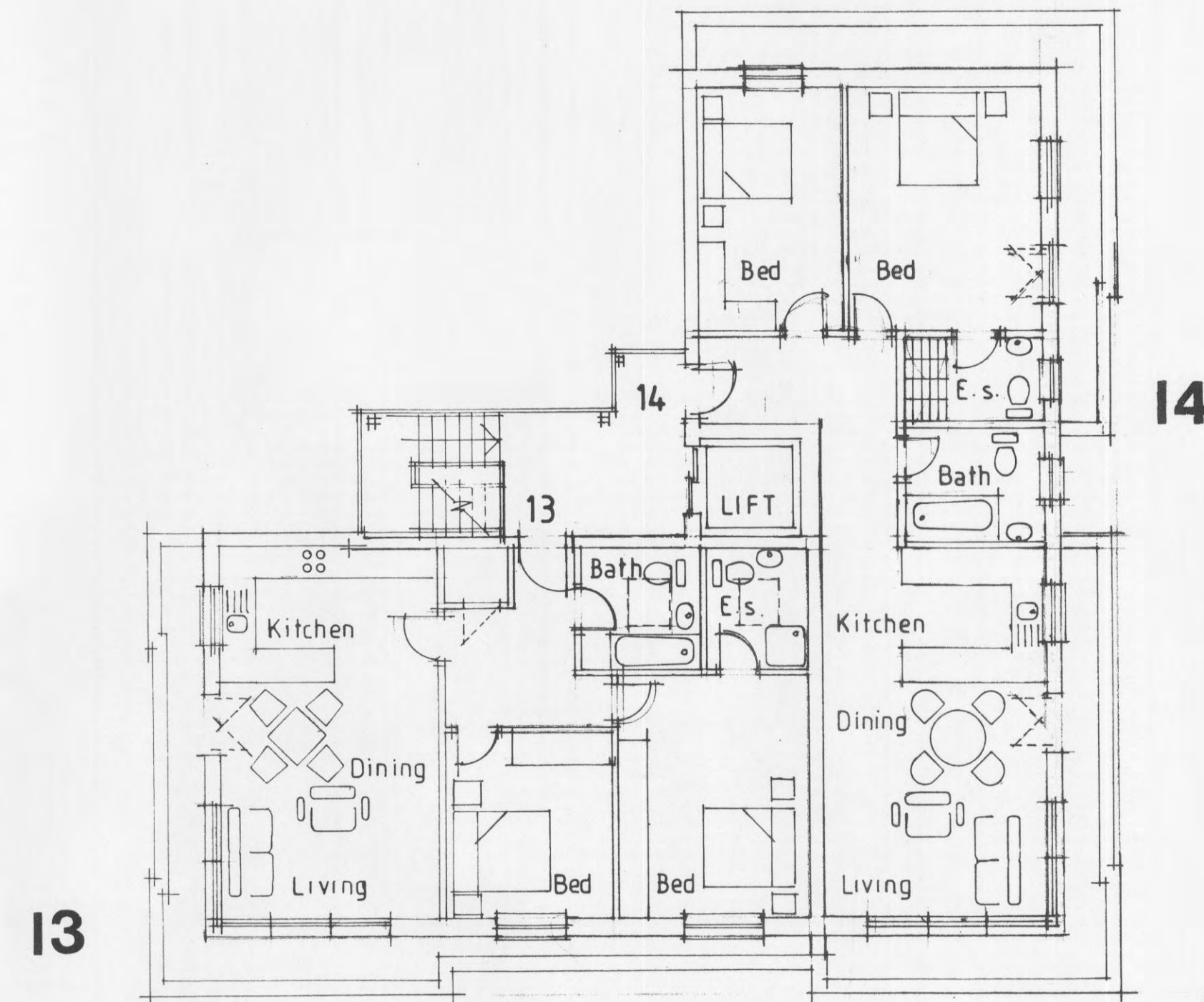
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PROPOSED 14 FLATS ST. GEORGES ROAD BOLTON

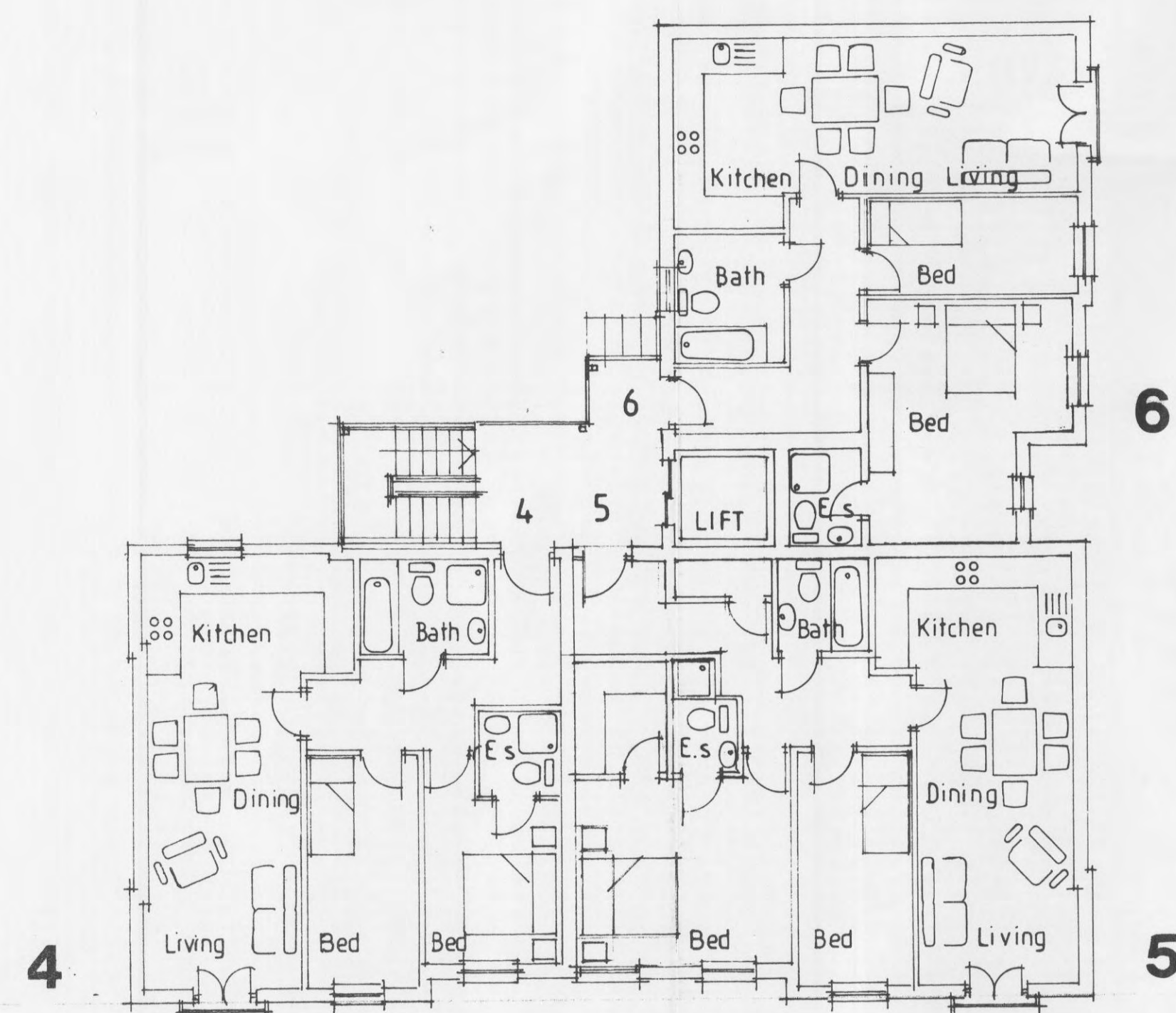


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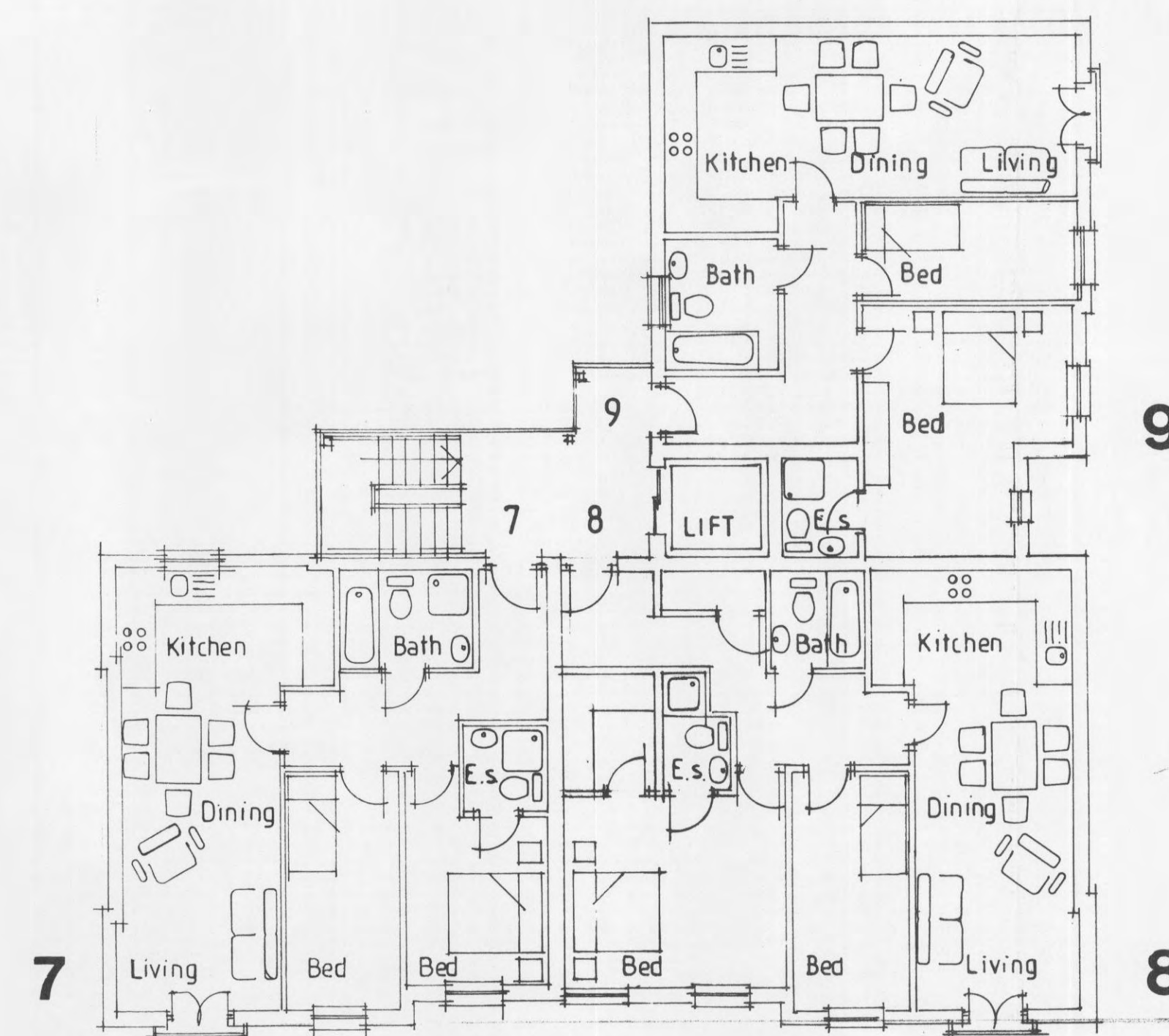


FOURTH FLOOR

BOLTON COUNCIL
DEVELOPMENT & PRESERVATION
RECEIVED
25 MAY 2016



FIRST FLOOR



SECOND FLOOR

CLIENT
106-110, St. Georges Road
BOLTON

JOB TITLE
PROPOSED FLATS

DRG. TITLE
UPPER FLOOR PLANS

**HOLBOROW +
ORMESHER +
Limited**
**architectural &
interior design**

Station House
Adams Hill
Knutsford
Cheshire WA16 6DN
telephone : 01565 652275
fax : 01565 750501

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DRAWING NUMBER 1612/15/02								

Application number 96638/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 28/07/2016

Application Reference: 96638/16

Type of Application: Full Planning Application

Registration Date: 25/05/2016

Decision Due By: 19/07/2016

Responsible Officer: Martin Mansell

Location: 25 DEANS_GATE, BOLTON, BL1 1HG

Proposal: CHANGE OF USE OF VACANT GROUND FLOOR UNIT FROM PAY DAY LOAN SHOP (SUI GENERIS) TO BOOKMAKERS (SUI GENERIS) TOGETHER WITH ALTERATIONS TO SHOP FRONT.

Ward: Great Lever

Applicant: Done Brothers (Cash Betting) Ltd

Agent : ID Planning

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought for the change of use of the ground floor of 25 Deansgate from a vacant pay day loan shop (sui generis) to betting shop (sui generis).

Members will be aware that this property was used for many years as a bank or building society - most recently, and prior to its occupation by the Money Shop until May last year, the building accommodated a small branch of the HSBC bank. Prior to 2015 uses such as bank building societies, betting shops and loan shop were all included within Class A2; however, the Order was amended last year to remove betting shops and loan shops from Class A2. This means that the existing and proposed used are now sui generis uses, outside of any of the defined use classes, and therefore planning permission is required to move between the two uses.

The ground floor measures 108 square metres. The Applicant envisages that the business would involve 2 full-time and 2 part-time jobs.

The Applicant is Betfred, formerly known as Done Bookmakers. The Applicant states that the purpose of the application is the relocation of their existing business at 12 Deansgate (corner of Deansgate and Crown Street) to the application premises. They go on to state that they have no intention to operate two bookmakers on the same stretch of Deansgate and that it would not be in their interest for them to offer 12 Deansgate to another bookmaker - therefore, in their view, the Council would retain future control over the use of 12 Deansgate.

Site Characteristics

The site is location at the junction of Deansgate and Mealhouse Lane. It is a reasonably prominent and attractive building due to its junction location within the core shopping area and is noted in the

Deansgate Conservation Area Character Study as a building of merit. It is considered to be located at a point on Deansgate where the character begins to change from one characterised by national retailers - Marks and Spencer, Waterstones, Wilkinsons - to the public house and evening economy uses clustered around the junction with Churchgate. To the south on Mealhouse Lane are some small retail units followed by the vacant former Crown and Cushion bar and snooker hall which benefits from an unimplemented consent for conversion to apartments. Further south are the Boots store and the main entrance to the Crompton Place shopping centre.

Policy

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

Core Strategy Objectives

SO3 Economic Opportunities of Bolton Town Centre, SO4 Transforming Bolton Town Centre, SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO11 Built Heritage, SO16 Community Cohesion and Access

Core Strategy Policies

S1 Crime and Road Safety, CG3 Design and the Built Environment, CG4 Compatible Uses, TC1 Civic Core, TC11 Design in Bolton Town Centre

Supplementary Planning Documents

General Design Principles, Building Bolton

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the Deansgate Conservation Area
- * impact on Bolton town centre
- * impact on economic development

Impact on the Character and Appearance of the Deansgate Conservation Area

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

The National Planning Policy Framework contains 12 core land-use planning principles that should

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

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

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

The application refers to the installation of a new shopfront; however, little information has been provided about this. The elevation drawings appear to show little more than new glazing and frames and new glazed door. Clarity will be sought over this issue and reported at the meeting but on the basis of the information provided to date there would seem to be little concerns over the heritage value of the building being affected.

The vacancy of the building is considered to be to some degree harmful to the character and appearance of the area; however, this must be balanced against the likelihood of the existing Betfred unit becoming vacant.

The impact on the character and appearance of the area is considered to be fairly neutral.

Impact on Bolton Town Centre

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

The Core Strategy notes that Bolton town centre is the principal location for employment in the whole borough with an emphasis on retailing, offices and leisure; it is subject to considerable development pressure, and its role within the borough is a vital one. It goes on to state as an aim that Bolton town centre will continue to be a vibrant mix of uses and will be the principal location for retailing, leisure, cultural and civic activities.

The Core Strategy proposes to increase the quantity of retail floor space in the borough, concentrated mostly in Bolton town centre. A transformed and vibrant Bolton town centre is essential to Bolton's prosperity. The quality and scale of retailing will ensure that Bolton town centre is vibrant, safe, active and prosperous. It will act as a retail centre to serve the whole of the borough, as well as a wider catchment area. There is existing capacity within the town centre for further retail development, and this will provide for most of the additional comparison floor space. The Retail and Leisure Study also shows that Bolton town centre needs more high quality retail units, building on developments that have recently been completed or are proposed.

Good urban design is recognised as being essential for producing attractive, high-quality, sustainable places in which people will want to live, work and relax. It is of particular importance for creating a successful and flourishing town centre.

Core Strategy TC1 is a spatial policy which relates specifically to Bolton Town Centre and states that the Council will continue to support the civic and retail core as the principal location in the borough for retailing with an emphasis on renewal and improvement to achieve high quality floor space / support the expansion of restaurants, food-orientated public houses, and financial and professional services / promote Victoria Square for leisure and civic activities, and outdoor seating ancillary to restaurant and café uses / give priority to providing good pedestrian links to Bolton transport interchange and car parks.

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.

It is accepted that this proposal, if approved, would result in this part of the Marks and Spencer frontage having two bookmakers on either side - the existing Ladbrokes to the west and the application site itself, albeit separated by the width of Mealhouse Lane. However, it is considered that the retail health of this part of the town centre, characterised by national retailers, is sufficiently robust to cope with the proposal used without significant harm.

Clearly, the Government's intention in removing bookmakers from Class A2 was to allow Local Planning Authorities to control the expansion and increase of such uses where this had the potential to harm town and city centres. Officers do not consider that it is necessary to exercise such control in this particular case and at this particular point in time.

The impact on Bolton town centre is considered to be fairly neutral.

Impact on Economic Development

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

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

The Applicant envisages that the proposed use would involve 2 full-time and 2 part-time jobs. However, this is not likely to be significantly different to the existing situation at 12 Deansgate. Therefore, the impact on economic development is considered to be fairly neutral.

Conclusion

The Applicant states that it is their intention to close the existing Betfred premises at 12 Deansgate and relocate them at the application site, 25 Deansgate. It is their view that this is unlikely to result in two bookmakers at these two sites because it would not be in their interest to either operate two such branches nor permit a competitor to take over the lease. It is considered that this possibility cannot entirely be ruled out but is thought to be less likely than the proposal simply resulting in a move. It is possible for an Applicant to enter into a Unilateral Undertaking under S106 to relinquish

existing rights to operate a use at a site but this is not considered to be appropriate in this instance as the potential harm caused by bookmakers operating from both 12 and 25 Deansgate is not considered to be too great as to justify these requirements. Members may of course take a different view.

Members will be aware that any moral issues relating to the operation of bookmakers carry little or no weight in the planning system. Furthermore, issues of vitality and viability tend to focus more on gross footfall rather than the character or spending intentions of a customer. In general, Officers would characterise the approach taken by the Planning Inspectorate on appeals for such uses as being one that recognises the footfall and activity that bookmakers can generate, potentially into the evening in certain locations, which also accepting that they do have the potential to overly dominate a particular area if control is not exercised appropriately.

Officers take the view that whilst more preferable uses may exist - for instance, the Council is encouraging new restaurant uses in the town centre - and even if there were to be two bookmakers at 12 and 25 Deansgate, it is not considered that this part of Deansgate would be so overly characterised by bookmakers that it would harm its vitality and viability. It is not considered that a refusal can be justified in this instance.

The use of the application site as a bookmakers is considered to be acceptable and therefore the application is recommended for approval.

Representation and Consultation Annex

Representations

Letters:- one letter of objection has been received from a firm of planning consultants operating on behalf of a competitor of Betfred. The representation makes the following points:-

- our clients wish to object to the above application on the grounds of harm to the vitality and viability of Bolton town centre and non-compliance with the adopted local plan.
- the lawful use of the premises is a Class A2 use as the former Money Shop use vacated the premises before the Use Class Order was amended on 15th April 2015. Class A2 uses benefit from permitted development rights akin to Class A1 uses as the Government acknowledges that Class A2 uses contribute in a positive way to the vitality and viability of town centres. On the other hand, betting shops were at the same time specifically removed from the A2 use Class because of a genuine concern at national level of the potential harm to vitality and viability caused by the concentration of betting shop use on the high street. This is not therefore an application from one sui generis non-retail use to another sui generis non-retail use, but rather an application from an acceptable and permitted non-retail use in a core town centre location to a betting shop use, where the caution regarding the future potential long term impact on vitality and viability must be exercised.

(Officer's note: this report recognises the potential harm of uncontrolled proliferation of such uses, but don't consider it to be likely to occur as a result of this single planning application)

- paragraph 23 of the NPPF recognises the importance of competitive town centres that provide customer choice and a diverse retail offer and which reflects the individuality of town centres.
- we fail to see how the change of use an existing Class A2 premises to a betting shop use in the retail core meets the aims and objectives of the NPPF and Policy TC1 of the adopted Core Strategy. The loss of an existing Class A2 use to a non-prescribed use in the town centre, with its limited customer draw, will simply place more pressure on existing Class A1 uses in the retail core. The subject proposal will therefore have a deleterious cumulative impact on the long term vitality and viability of the retail character of Bolton town centre.

(Officer's note: this report addresses whether or not the proposed use is likely to meet with or conflict with the aims and objectives of national and local policy)

- within the Deansgate frontage, from its junction with Mealhouse Lane to its junction with Bradshawgate; there are 11 commercial premises of which 6 premises or 54.5% are already in non-retail use. The loss of the existing Class A2 use to betting shop use will have a negative impact on the vitality and viability of the town centre. Often diversity of use can be a good reason to allow non-retail uses. However, in this case there are already at least 9 sui generis licensed gaming premises within a 400 metre radius of the application site. Indeed, there is a betting shop on the opposite side of the street as well as in the adjoining parade. As such there is no reason to allow the loss of a prime retail unit in a key strategic location to accommodate another licensed gaming premises. Betting shops are already well represented in the town centre and the addition of yet another licensed gaming premises will not add to the footfall in the area.

(Officer's note: this report addresses whether or not the proposed use would have a negative impact on the vitality and viability of the town centre and concludes that it would not)

- whilst vacancies occur even in the strongest retail locations we do not believe there is sufficient reason or material consideration to set aside NPPF and adopted local plan policy in

this instance. Whilst there may be some short term benefits of the proposal in terms of employment, bringing a vacant unit back into use and increased footfall, these must be set against the long term need to protect the health and character of the retail core. It is the Council's duty to ensure the long term vitality and viability of the town centre and the loss of the premises to a betting shop use will have a negative impact.

(Officer's note: it is not considered that Officers have set aside NPPF and adopted local plan policy)

- it is also the case that this is an important local building which is identified as an 'Unlisted Building of Merit' in the Deansgate Conservation Area. The application site is also commemorated as being the first (1672) meeting place of the Protestant Dissenters of Bolton such that its use as a betting shop could harm its historic character and setting.

(Officer's note: it is not considered that the use has the potential to harm heritage value, for this reason given in the report)

- The subject building is prominently located and turns the corner of Deansgate and Mealhouse Lane. The ground floor fenestration is equally framed by eight columns of the Tuscan Order providing an attractive appearance and active views into and out of the property. The subject proposal however intends to block all of the windows with static displays such that no active views into the frontage will be retained. Consequently the proposal may have a harmful impact on the appearance and setting of this non-designated heritage asset in the conservation area in breach of policy TC11 of the Core Strategy.

(Officer's note: advertisements or other physical elements behind glazing are not subject to control. This could take place for any use, including the retail use suggested)

Consultations

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

Planning History

Advertisement consent was granted in April 2014 for the display of non-illuminated shop fascia signs (91612/14)

Advertisement consent was granted in May 2011 for the display of non-illuminated shop fascia signs for the Money Shop (85909/11)

Consent was granted in March 2000 for alterations to the front entrance including the installation of power-assisted doors and the formation of an access ramp for people with disabilities (56300/00)

Recommendation: Approve subject to conditions

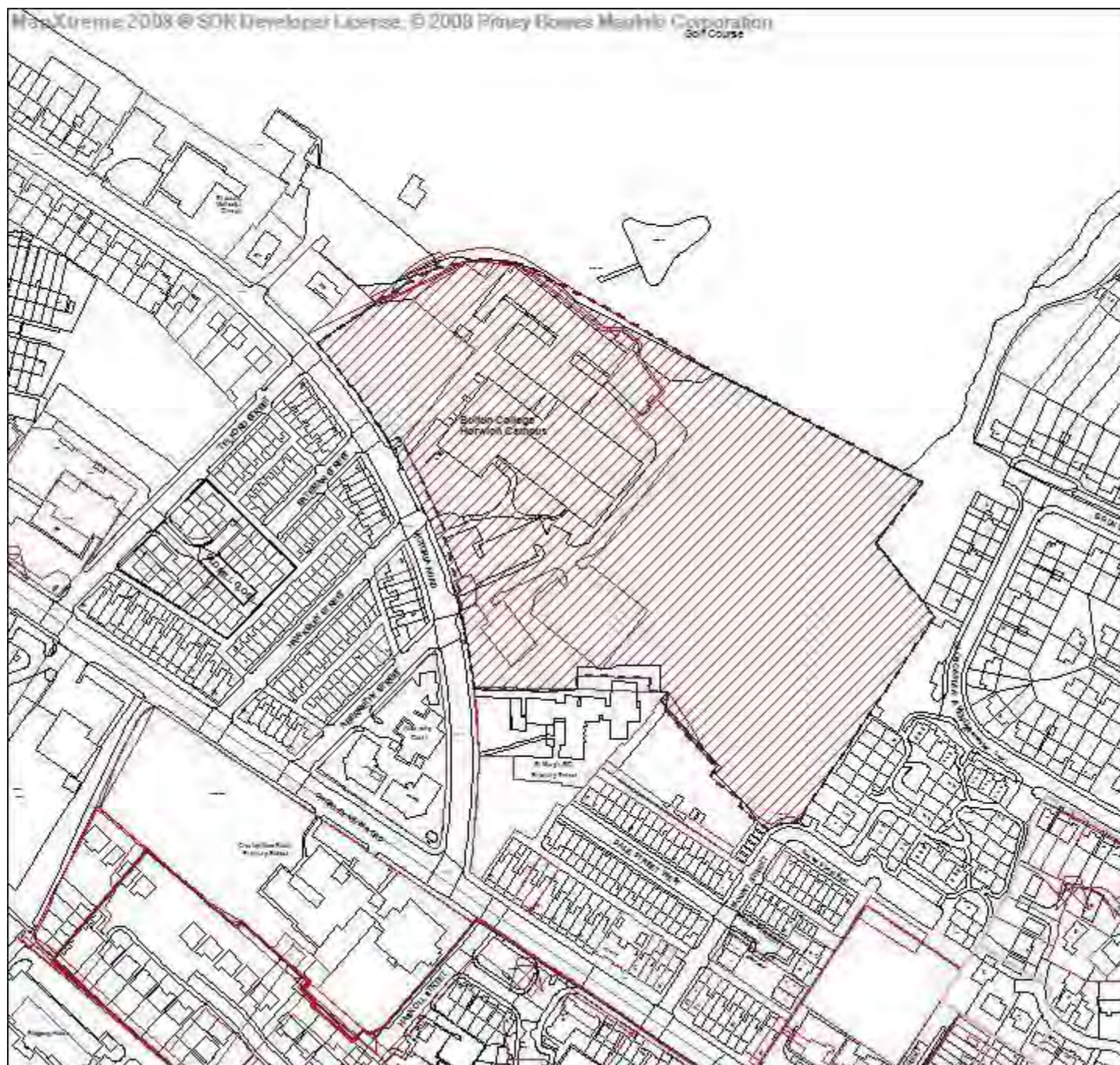
Recommended Conditions and/or Reasons

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

Reason

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

Application number 96670/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 28/07/2016

Application Reference: 96670/16

Type of Application: Reserved Matters
Registration Date: 31/05/2016
Decision Due By: 29/08/2016
Responsible Officer: Helen Williams

**Location: FORMER BOLTON COMMUNITY COLLEGE HORWICH CAMPUS,
VICTORIA ROAD, HORWICH, BOLTON, BL6 6ED**

**Proposal: RESERVED MATTERS APPLICATION FOR THE ERECTION OF
130 DWELLINGS TOGETHER WITH ASSOCIATED ACCESS,
LANDSCAPING AND INFRASTRUCTURE.**

Ward: Horwich North East

Applicant: Jones Homes (North West) Ltd
Agent :

Officers Report

Recommendation: Approve subject to conditions

Proposal

Outline planning permission (all matters reserved) was approved in June 2015 for the erection of up to 140 dwellings on the former Bolton Community College (Horwich) campus site (91358/14). The planning approval was accompanied by a Section 106 Agreement, which required the following:

- * 15% of the dwellings (on site) to be affordable, with 70% for rent and 30% as intermediate housing;
- * £362,000 towards primary education;
- * £440,000 towards secondary education;
- * £138,460 towards public open space;
- * £31,360 towards health provision;
- * £25,000 to fund a traffic management scheme on Victoria Road.

A Reserved Matters application has now been submitted for 130 dwellings on the site (10 fewer than applied for under the outline application). This application applies for the reserved matters of access, appearance, landscaping, layout and scale for the proposed 130 dwellings. No amendments to the signed Section 106 Agreement have been sought.

The two proposed vehicular accesses into the development site from Victoria Road were shown in the indicative layout for outline permission.

The proposed 130 dwellings mainly comprise a mix of two storey detached and semi-detached dwellings located around a ring of internal roads. 16 two storey town houses are also proposed, along with a three storey apartment building (one bed apartments) sited at the southern corner of

the southernmost access into the site. The dwellings are to be a mix of two, three and four bedroom properties and are of a "standard" Jones Homes design.

Each dwelling is to have a front and rear garden and driveway parking (the larger properties will have a garage). The apartment building will have communal amenity space and a parking area containing 18 spaces.

17 affordable units are proposed on site (15% of 130 is 19.5 but taking into account the vacant building credit clause within the agreed Section 106 this equates to 17 units). 12 are to be for affordable rent and five are to be intermediate dwellings.

Site Characteristics

The application site measures 3.92 hectares and is occupied by the buildings and land associated with the former Horwich campus for Bolton College. The site is now vacant.

The site contains two large college buildings to the north of the site, a car parking area to the front and south east of the site, and fields to the east and south of the site. There are two vehicular accesses into the site off Victoria Road, opposite 276 Victoria Road and 302 Victoria Road. A path exists from Craven Street East into the southernmost corner of the site, but this is not a public right of way.

The application site slopes steeply down towards Victoria Road; the college buildings are elevated from Victoria Road and the land continues to rise steeply to the north and east. The west of the site contains a number of plateaus that have been cut into the hillside. Nellie's Clough is culverted under the site to the south of the site.

Victoria Road links Chorley New Road in the south with Church Street in the north. Chorley New Road (A673) and Church Street (B6226) are the two main thoroughfares through Horwich.

Immediately to the south of the application site is St. Mary's R.C. Primary School and immediately to the north is Horwich Golf Club. The remainder of the site is neighboured by residential properties, with terraced rows immediately across Victoria Road to the west and to the south on Dale Street West, flats and town houses to the east at Craven Court and on Gloucester Avenue, and semi-detached and detached dwellings to the north on Victoria Road.

St. Mary's Primary School is at a lower ground level than the application site whilst the houses on Gloucester Avenue and Craven Court are at a higher ground level and overlook the site.

The application site is allocated as housing land with Bolton's Allocations Plan (sites 95SC and 96SC).

Policy

National Planning Policy Framework (NPPF)

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

Allocations Plan Policies: P8AP Public Rights of Way

SPD General Design Principles, SPD Accessibility, Transport and Road Safety and SPD Affordable Housing.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on urban regeneration and the borough's housing supply
- * impact on the character and appearance of the area
- * impact on the highway
- * impact on the amenity of neighbouring and future residents
- * impact on flooding and drainage
- * impact on biodiversity

Impact on Urban Regeneration and the Borough's Housing Supply

The National Planning Policy Framework (NPPF) encourages the effective use of land by reusing land that has been previously developed (brownfield land) and states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Policy SC1 of the Core Strategy states that the Council will identify a range of housing sites for additional provision of 694 dwellings per annum between 2008 and 2026 and ensure that at least 80% of housing development will be on previously developed land. Policy OA1.4 states that the Council will concentrate sites for new housing in Horwich town centre, at Horwich Loco Works and on other sites within the existing urban area.

The application site is a previously developed site within an urban area of Bolton. The site is allocated within Bolton's Allocations Plan as housing land (sites 95SC and 96SC) and the principle of residential development on the site (up to 140 dwellings) has been approved under outline planning permission 91358/14. This application is the Reserved Matters application for the outline approval.

It is also considered that the application site is in a highly sustainable location, being close to Horwich town centre, local shops, schools, facilities, places of work and local transport links. Chorley New Road is well served by buses and Horwich Parkway train station is approximately 1.5 kilometres away.

Policy SC1.5 of the Core Strategy states that the Council will ensure that new housing has a density of at least 30 dwellings per hectare, and achieve higher densities where possible taking into account local character. The proposed development (130 dwellings within 3.92 hectares) will have a density of 33.2 dwellings per hectare.

It is considered that the proposed development would contribute towards additional housing provision in the borough, on a highly sustainable, previously developed and allocated site within the

urban area. It is therefore considered that the proposal would comply with Policies SC1 and OA1.4 of the Core Strategy.

Impact on the Character and Appearance of the Area

Policy CG3 states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Policy OA1 states that the Council will conserve and enhance the character of the existing landscape and physical environment and ensure that development in Horwich and Blackrod respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone.

The topography of the site limits some of the areas where development can be built (that is the sloping nature of the site). This has therefore led to a low density scheme (and with 10 dwellings fewer than proposed under the outline approval). The proposed family dwellings are also able to benefit from spacious gardens in most instances.

The proposed dwellings will all be two storeys in height, which is in character with the existing housing in the area. They will comprise a mix of detached, semi-detached and town houses (10 different house types), which will be sited around the internal road and small culs-de-sac. The curve of the roads and the differences in house types will create varied internal street scenes.

The proposed apartment building will be sited at the southernmost access into the site and will be three storeys in height. It is considered that this will create a focal feature at the entrance to the site. The houses proposed along the Victoria Road frontage of the site will directly front the road, providing an active frontage to the development and reflecting the existing urban grain of the area. The setting back of the houses along the Victoria Road frontage also allows for replacement tree planting, which will help soften the appearance of the development.

A landscaping scheme has been proposed for the whole site, which will introduce new planting in front of and between the proposed dwellings.

It is considered that the proposed development would be compatible with the character and appearance of this predominantly residential area of Horwich, compliant with Policies CG3 and OA1 of Bolton's Core Strategy.

Impact on the Highway

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

A transport assessment was submitted with the outline planning application for the development, which was assessed by Transport for Greater Manchester (TfGM) during the application process. The transport assessment (for 140 dwellings) also took into account other proposed developments in the area and found:

- * The site access junctions were predicted to operate well within capacity;
- * The Chorley Old Road/Victoria Round roundabout and the Chorley Old Road/Stocks Park Drive junction were not predicted to experience any changes in traffic;
- * The Beehive roundabout was predicted to experience an increase in traffic of 1.6% and 1.1%

- during the weekday am and pm peaks respectively; and
- * The Chorley New Road/Victoria Road junction was predicted to experience an increase in traffic of 3.6% and 3.1% during the weekday am and pm peaks respectively.

TfGM and the Council's Highways Engineers concluded that the proposed development would not result in a material impact on the local highway network.

At the request of the Local Highways Authority, the applicant agreed to contribute £25,000 towards a traffic management scheme for Victoria Road between Ramsbottom Road and Chorley New Road, in order to allay public concern about the local highway network. This contribution has been secured within the Section 106 Agreement for the development.

The two proposed vehicular accesses into the development site from Victoria Road were shown in the indicative layout for outline permission.

The Council's Highways Engineers have raised no objection to the proposed highways works within this Reserved Matters application and state that the proposed layout appears to comply with the Council's standards for adoption. They confirm that the number of parking spaces proposed within the development comply with the Council's parking standards. Engineers also comment that the applicant will be required to promote waiting restrictions at the proposed access points onto Victoria Road and around the turning provision within the site (to prevent vehicular obstruction to access/egress and manoeuvrability, and to fund the promotion of a 20mph speed within the site (which is now a requirement under Council policy). Conditions are therefore suggested to secure these requirements.

It is considered that the proposed development would not jeopardise highway safety (and it has previously been established that the proposal would not materially impact on the local highway network), compliant with Policies P5 and S1.2 of the Core Strategy.

Impact on the Amenity of Neighbouring and Future Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security, and does not generate unacceptable nuisance, odours, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.

The Council's recommended interface requirements between dwellings are set out in SPD General Design Principles.

The houses proposed along Victoria Road (where they front onto the road) will be over 21 metres away from the front elevations of the existing terraced houses on Victoria Road. The recommended minimum interface distance between dwellings is 21 metres. It is acknowledged that the proposed houses along Victoria Road will be elevated by approximately 2 metres above the road to the north of the site, however it is still considered that the proposed interface distances would be acceptable, and the proposed new planting would also lessen the potential for any overlooking.

The proposed three storey apartment building will be facing the entrance to Abernethy Street and the car park to Abernethy Court. It is therefore considered that the proposed siting and height of the apartment building would not unduly harm the amenity of any existing neighbouring dwelling.

The new dwellings are proposed to be spaciouly laid out within the development, and it is not considered that the amenity of any future resident of the development would be unduly affected.

The proposed apartment building will be approximately 30 metres away from St. Mary's Primary School and the nearest dwelling (at plot 81) will be side on to the school. The rear gardens of plots 58 to 70 would border the school to the north east. It is not considered that the proposed development would provide any undue privacy concerns for the school (the adjoining boundaries would be fenced).

It is therefore considered that the proposed development would not harm the amenity of any existing neighbouring resident or future resident, compliant with Policy CG4 of the Core Strategy.

Impact on Flooding and Drainage

Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk. Policy CG2.2c states that proposals should demonstrate the sustainable management of surface water run-off from development. On brownfield sites the rate of run-off should be 50% less than conditions before development.

The culverted watercourse of Nellie's Clough (classified as a main river) crosses the application site to the south and east and there is another culverted watercourse (an ordinary watercourse) at the north west of the site. There are adopted sewers within the site (for the former college).

The applicant has submitted a further flood risk assessment and drainage statement with this Reserved Matters application. At the time of writing this report the applicant (following a request from the Council's Drainage Officers) had submitted additional drainage information, however this had not been assessed by the Drainage Officers. The suitability of the drainage information submitted will therefore be reported directly to Members at the meeting.

The Environment Agency has raised an objection to the siting of some houses within 3 metres of the centreline of Nellie's Clough culvert, as this makes access for the routine maintenance and emergency works for it difficult. At the time of writing this report the applicant has confirmed that they are making minor amendments to the layout of the development to address this objection. Again, further information on this will be reported to Members directly at the meeting.

Impact on Biodiversity

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

A thorough ecological assessment of the application site was carried out at outline stage. This confirmed that the majority of the trees that would have to be felled for the development were of low landscape and ecological value (and they could be mitigated for by replanting on the site), that the buildings on site have low bat roosting potential and the trees have negligible potential, that there is a low risk of great crested newts and reptiles, but that large areas of Japanese knotweed and Himalayan balsam have been identified. The application has therefore submitted a survey and report as to how these will be controlled and eradicated. It is suggested that the recommendations of this report be conditioned on any approval.

It is also recommended that Greater Manchester Ecology Unit's former recommendations that bat boxes are incorporated within the development and that a further bat survey be carried out prior to commencement of demolition be conditioned.

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

Other Matters

Horwich Town Council has raised an objection to the proposed development on the grounds of the loss of the college's former playing field/football pitch. The loss of the former playing field was fully addressed during the outline planning stage (under application 91358/14) and the application decision was referred to the Secretary of State for this reason. The Secretary of State did not intervene ("call-in the decision") and therefore the whole of the site has had outline permission since June 2015 for residential development. The site is now also allocated within Bolton's Allocation Plan as allocated housing land.

Conclusion

For the reasons discussed above it is considered that the proposed development would contribute towards the provision of housing in the borough on previously developed land, would be compatible with the character and appearance of the area, would not jeopardise highway safety, would not harm the amenity of neighbouring or future residents, and would not harm biodiversity. Members are therefore recommended to approve this application.

Representation and Consultation Annex

Representations

Horwich Town Council:- raised an objection to the proposed development at their meeting of 23rd June 2016 on the grounds of the loss of the football field, traffic congestion and highway safety concerns.

Consultations

Advice was sought from the following consultees: Highways Engineers, Drainage Officers, Public Rights of Way Officer, Pollution Control Officers, Landscape Officers, Wildlife Officers, Strategic Housing Officers, Economic Strategy Officers, Strategic Development Unit, Asset Management and Planning Unit (Education), the Environment Agency, Greater Manchester Ecology Unit, Ramblers Association, Peak and Northern Footpath Society, the Open Spaces Society, Greater Manchester Police's Architectural Liaison Officers, and NHS Property Services.

Planning History

Outline planning permission was granted in June 2015 for the erection of up to 140 dwellings (all matters reserved) (91358/14). This permission was accompanied by a Section 106 Agreement.

Permission was granted in August 2005 for the installation of a replacement sign on the front elevation (71382/05).

Permission was granted in June 1995 for the formation of a new car park (46918/95).

Alterations to elevations by facing the walls with brick cladding and the erection of pitched roofs were approved in April 1995 (46581/95).

A new entrance with canopy and access ramp was approved in January 1993 (42301/92).

Permission was granted in July 1984 for the use of land for instruction of heavy structural engineering and the erection of a garage for ancillary storage (23415/84).

A single storey extension to the existing engineering workshop was approved in February 1979 (9868/78).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of development, a scheme for the provision of public art shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme.

Reason

The Council, in accordance with Core Strategy Policy IPC1 expects public art from all development above one hectare in area.

3. Immediately prior to demolition all buildings shall be re-assessed for bat roosting potential and emergence surveys carried out, the findings of which shall be submitted to and approved in writing by the local planning authority. Any new ecological impacts that may emerge from these surveys not addressed in the previous approved scheme should be mitigated for via a revised or new bat mitigation scheme, to be submitted to and approved in writing by the local planning authority.

Reason

Due to the delay between the submission of the outline planning application and the potential commencement of development, and to comply with policy CG1.2 of Bolton's Core Strategy.

4. Should the approved Phase 1 Report recommend that a Phase 2 Report is required, then prior to commencement of any site investigation works, design of the Phase 2 site investigation shall be submitted to, and approved in writing by, the Local Planning Authority. Site investigations shall be carried out in accordance with the approved design and a Phase 2 Report shall then be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The Phase 2 Report shall include the site investigation data, generic quantitative risk assessment, detailed quantitative risk assessment (if required) and recommendations regarding the need or otherwise for remediation.

Reason

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

5. Prior to any earthworks on site an amphibian survey shall be undertaken of the small lodge to the north of the site, to inform the preparation and implementation of ecological measures required through condition 6. Survey methods shall follow national good practice guidelines.

Reason

Due to the delay between the submission of the outline planning application and the potential commencement of development, and to comply with policy CG1.2 of Bolton's Core Strategy.

6. Prior to any earthworks a pre-cautionary survey for reptiles (common lizard) shall be undertaken to inform the preparation and implementation of ecological measures required through condition 5. Survey methods shall follow national good practice guidelines.

Reason

Due to the delay between the submission of the outline planning application and the potential commencement of development, and to comply with policy CG1.2 of Bolton's Core Strategy.

7. Prior to the commencement of development an ecological mitigation plan shall be submitted to and approved in writing by the local planning authority. The content of the mitigation plan should include:
 - * Information on existing features to be retained and or enhanced;
 - * Information on habitat creation and replacement tree planting;
 - * Provision of bird nesting opportunities;
 - * Provision of bat roosting opportunities;
 - * Details of how ecological connectivity will be retained from north to south for commuting bats;
 - * Details of habitat enhancement for other ecological constraint identified through conditioned surveys;
 - * Details of maintenance and monitoring of all proposed mitigation measures.The approved plan shall be implemented in accordance with the approved details.

Reason

To control the ecological enhancement of the site and to comply with policy CG1.2 of Bolton's Core

Strategy.

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

Reason

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

9. Prior to the development hereby approved/permitted being first occupied the two means of vehicular access to the site from Victoria Road shall be constructed in accordance with the drawing refs. VRH Site Layout P-001 Rev. B and 10-04 Rev. P1.

Reason

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

10. Prior to the development hereby approved/permitted being first occupied the redundant vehicular accesses onto Victoria shall be closed to vehicles and the existing highway (kerbing and footway) made good to adoptable footway standards. There shall thereafter be no means of vehicular access to or from Victoria Road, other than as shown on drawing ref: VRH Site Layout P-001 Rev. B.

Reason

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

11. Before the approved/permitted development is first brought into use car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with drawing ref: VRH Site Layout P-001 Rev. B. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

12. Prior to the occupation of the dwelling houses hereby permitted provision shall be made for the parking or garaging of motor vehicles adjacent to each of the dwelling houses in the area identified for that purpose on the approved plan. Those areas shall thereafter be retained at all times for that purpose. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order) other than (a) garage(s), no extensions, porches, outbuildings, sheds, greenhouses, oil tanks, wind turbines or satellite antennae shall be erected within that area.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply with policy S1.2 of Bolton's Core Strategy.

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

Reason

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

14. Prior to the development hereby approved/permitted being first occupied or brought into use, all Traffic Regulation Orders required by the Local Highway Authority to mitigate the impact of the development and to implement a 20mph speed limit shall be implemented in full.

Reason

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

15. Prior to the development being first occupied details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation and retained thereafter.

Reason

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

16. No dwelling shall be occupied until the access road(s), footway(s) and footpath(s) leading thereto have been constructed and completed in accordance with the drawing ref: VRH Site Layout P-001 Rev. B .

Reason

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

17. The garages hereby approved/permitted shall be made available at all times for the parking of motor vehicles.

Reason

The loss of garage spaces would be likely to lead to an increase in on-street parking to the general detriment of highway safety and in order to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

18. The avoidance, control and eradication of invasive species on site shall be carried out in full accordance with the submitted "Survey & Recommendations" report prepared by Japanese Knotweed Solutions Ltd.

Reason

Large areas of Japanese knotweed and Himalayan balsam have been identified on site, along with small stands of other invasive species, and to comply with policies CG1.2 and CG4 of Bolton's Core Strategy.

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

VRH SITE LAYOUT; P-001 Rev. B; "Site Plan - Planning"; dated 1.6.16
10-04 Rev. P1; "Site Access"; dated Mar 16
10-06 Rev. P1; "Proposed Highways Works"; dated Mar 16
1 Bed Apt-P01; "1 Bedroom Apartments"; dated 05.01.16

2014 SUT-P-01; "The Sutton"; dated 06.12.12
BAN-P-01 (2010) Rev. A; "The Banbury - Hipped roof with conservatory"; dated 20.11.12
BAN-P-01 (2010) Rev. A; "The Banbury - Gabled roof with conservatory"; dated 20.11.12
BAYS-P-01 (2010); "The Bayswater - Hipped roof with conservatory"; dated 20.11.12
BAYS-P-01 (2010); "The Bayswater - Gabled roof with conservatory"; dated 20.11.12
BIRCH-P-01; "The Birch"; dated 05.12.12
BIRCH-P-10 Rev. C; "The Birch"; dated 10.02.14
CRAN-P-01; "The Cranford"; dated 05.12.12
DAV-P-01 (2010) Rev. A; "The Davenham - Hipped roof with conservatory"; dated 11.12.12
DAV-P-01 (2010) Rev. A; "The Davenham - Gabled roof with conservatory"; dated 11.12.12
HOL-P-01 (2010); "The Holcombe - Gabled roof with conservatory"; dated 21/01/14
HOL-P-01 (2010); "The Holcombe - Hipped roof with conservatory"; dated 21/01/14
HOL-P-01 (2010); "The Holcombe - Feature Hipped roof with conservatory"; dated 21/01/14
Lan-cons-SK01 Rev. B; "Langley, Birch and Langley 3"; dated 27/04/05
LANG-P-01; "The Langley"; dated 23.09.14
MAR-P-01; "The Marton"; dated 06.12.12
THOR-P-02; "Thornton"; dated 23/09/14
SDL-2016-092; "Detached Single Garage 3047x6065"; dated 13/01/16
SDL-2016-094; "Detached Double Garage 6065x6065"; dated 13/01/16
SDL-2016-095; "Paired Single Garage 3047x6065"; dated 13/01/16
33-001; "Soft Landscape Detail"; dated 24/5/2016
33-002; "Soft Landscape Detail"; dated 24/5/2016
10-01 P3; "Engineering Appraisal"; dated 01.06.16 [proposed levels only]

Reason

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

The Contractor is responsible for checking dimensions and any discrepancy to be verified with the Architects before proceeding. Figured dimensions to be worked to only. DO NOT SCALE

AFFORDABLE HOUSING KEY

Intermediate

Rent

Red line defines curtilage of application.

KEY:

Existing retained Trees - Refer to Arboriculturist report and layout for defined strategy.

Trees Removed

Existing Hedges

Proposed Hedges

Proposed Trees

Tree root protection

Parking bays 2.5x5m

SG DG Garage - Underline denotes garage designated parking space

75.60 Approx. Proposed Finished ground floor level

Rear Garden access gate

Feature Gable

Boundary Treatments

timber screen fence SF 10

Brick wall

stone wall to match existing retained stone wall

SURFACE FINISHES

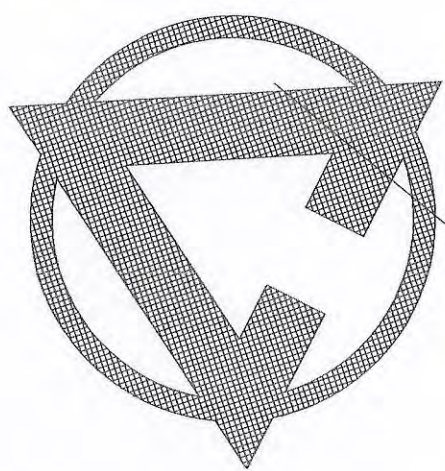
Plasmore brindle brick paved feature adopted road areas

Proposed Tarmac road/ footpath to be adopted by the Local Authority. Service strips where indicated to be landscaped

Driveways to detached properties to be in plasmore brindle brick paving

other private driveways and parking areas to be in tarmac

EXTG WATERCOURSE retained with 6m easement



Total Site Area 39,705 m²

Housetype Schedule

1 Bed Apts	9
Thornton	14
Langley	4
Birch	56
Cranford	8
Marton	2
Sutton	2
Holcombe	11 (incl. 4 with DG)
Banbury	13
Bayswater	4
Davenham	7
TOTAL	130

NEW MH DIVERT INTO ROAD 8502

SOLTON COUNCIL DEVELOPMENT & REGENERATION RECEIVED
17 JUN 2016
96670116

B	1.6.16	wdc	drainage easement added plots 130 131 91 92 moved boundary red edge amended plot 12 area	AR
A	27.5.16	wdc	materials and boundary key added	TL
Rev	Date	By	Description	Chk'd

location
Victoria Road
HORWICH

title
SITE PLAN- Planning

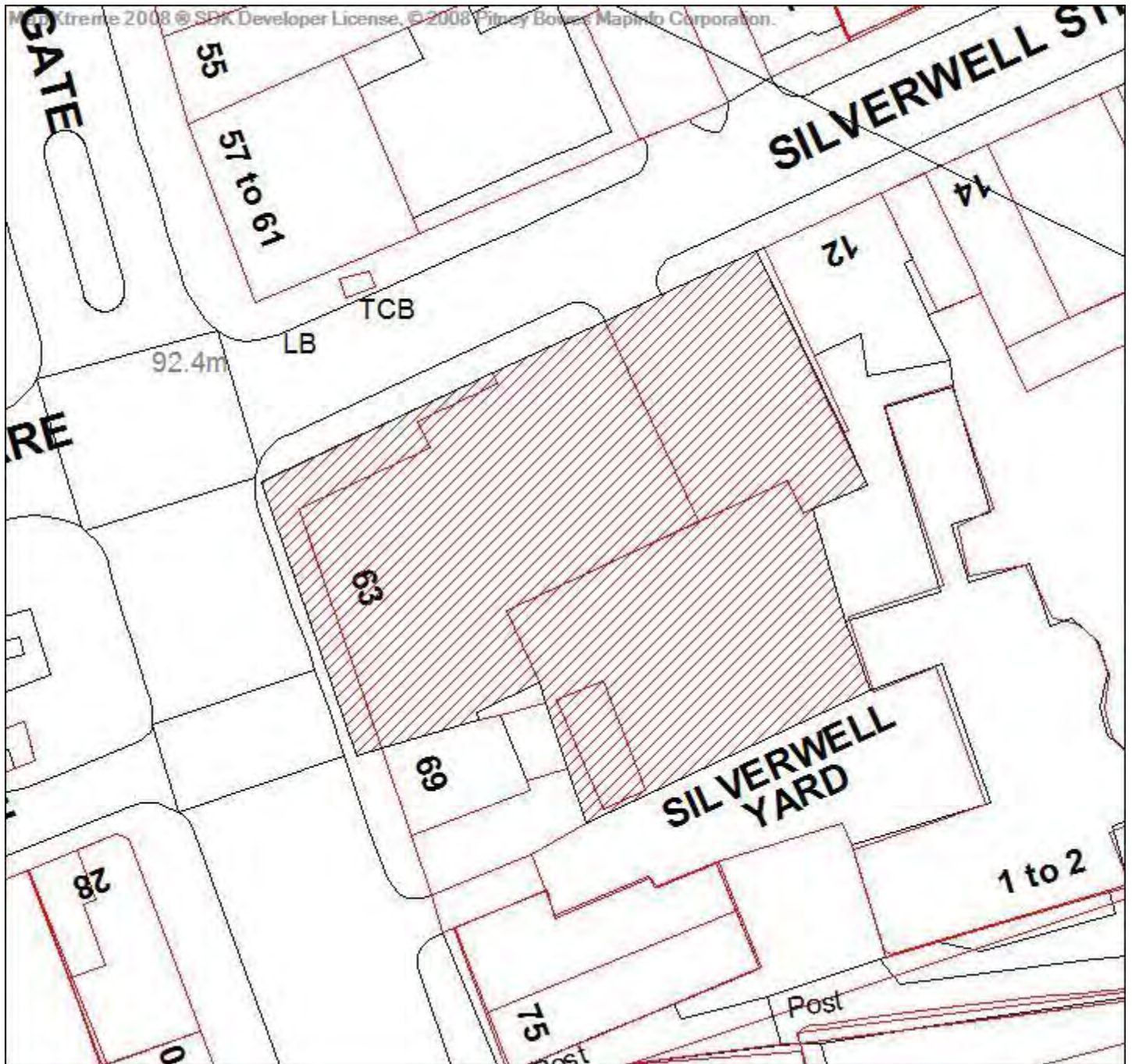
scale	size	drawn by	checked by	date
1:500	A1	TDH		07/12/15

drawing no.	rev
VRH SITE LAYOUT P-001 Previously SK 09/12/15/1	B



JONES HOMES
EMERSON HOUSE, HEYES LANE, ALDERLEY EDGE, CHESHIRE. SK9 7LF
Tel: (01625) 588400 Fax: (01625) 588270

Application number
96720/16



Development & Regeneration Dept
Development Management Section

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

**Bolton
Council**

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Date of Meeting: 28/07/2016

Application Reference: 96720/16

Type of Application: Prior Approval Offices to Dwellings

Registration Date: 06/06/2016

Decision Due By: 31/07/2016

Responsible Officer: Martin Mansell

Location: 63 BRADSHAWGATE, BOLTON, BL1 1QD

Proposal: NOTIFICATION OF PRIOR APPROVAL FOR CHANGE OF USE FROM OFFICES (CLASS B1) TO DWELLINGHOUSES (CLASS C3).

Ward: Great Lever

Applicant: Empire Property Concepts Ltd

Agent : Peacock and Smith

Officers Report

Recommendation: Prior Approval Granted with Conditions

Proposal

This is not an application for planning permission - it is an application for Prior Approval for change of use from vacant offices to 74 apartments. The vast majority of the units would be one-bedroomed "studio" flats though a very small proportion of true one-bedroomed flats are also proposed.

In May 2013, the government introduced a permitted development right for change of use from Class B1(a) Offices to Residential (Class C3). This right is subject to the developer notifying the Council of their intention and seeking a view as to whether further information is required on the following issues:-

- flood risk
- land contamination
- transport and highways impacts

In April 2016, this legislation was amended to permit all Local Planning Authorities to also take into account "the impacts of noise from commercial premises on the intended occupiers of the development". The application is accompanied by information on these four issues, together with the usual internal layout plans.

No changes to the external appearance are proposed, nor any extension. The units typically consist of a main room serving the functions of bedroom, living room and kitchen together with a small ensuite shower/WC. The units are, essentially, "bedsits".

Members are advised that this application is subject to a strict 56-day time limitation. If a decision is not made at Planning Committee in July, the proposed development would become permitted by default.

Site Characteristics

The site is that of Sun Alliance House, a six storey office building on Bradshawgate to the south of Nelson Square. It is considered to have an individual design inconsistent with the general Victorian character of the area. It is understood that the offices have been vacant for some years.

The application relates solely to floors one, two, three, four and five. The ground floor is occupied by a drinking establishment known as "Downtown" which uses the floorspace previously occupied for many years by the Tiggi's restaurant. It is understood that Downtown operates until the early hours at weekends. To the north is the Post Office bar, again operating until the early hours at weekends and attracting large amounts of people.

Whilst activity levels in the area are relatively low during the day and on weeknights, during the evenings and early hours of weekends the area undergoes a transformation to form the main focus of the evening economy area attracting large numbers of people to the drinking establishments already referred to together with those to the west fronting Nelson Square and also Bradshawgate in general and local taxis and takeaways.

Legislation

The Town and Country Planning (General Permitted Development) (England) Order 2015 - Class O

Policy

National Planning Policy Framework - promoting sustainable transport, delivering a wide choice of high quality homes, promoting healthy communities, meeting the challenge of climate change, flood and coastal change

Analysis

The amendment to the General Permitted Development Order contains no reference to the usual Section 38 test as to whether the development is in accordance with policies in the Development Plan. It does state that the Local Planning Authority should "have regard to the National Planning Policy Framework [...]" as if the application were a planning application - however, recent Planning Inspectorate decisions have made it clear that the NPPF is only relevant insofar as it relates to the four specific considerations of flood risk, land contamination, transport and highways impacts and the impact of commercial noise

The sole considerations of the application for Prior Approval are:-

- * impact on flood risk
- * impact on land contamination
- * impact on transport and highways
- * impact of commercial noise

Impact on Flood Risk

The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should take full account of flood risk. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. A sequential approach should be adopted, directing new development to areas at lowest risk of flooding.

The proposal is accompanied by an extract from the Environment Agency's maps showing that the site falls within Flood Zone with less than a 1:1,000 annual probability of flooding. This is the lowest category of flood risk. It is also noted that none of the residential units would be located at ground floor level.

There is considered to be no impact on flood risk.

Impact on Land Contamination

The National Planning Policy Framework encourages the remediation and mitigation of despoiled, degraded, derelict, contaminated and unstable land, where appropriate. where a site is affected by land contamination, responsibility for securing a safe development rests with the developer and/or landowner. The amendment to the General Permitted Development Order states that if the Local Planning Authority determines that the site will be contaminated land, they should refuse to grant planning permission (presumably a planning application would be required instead).

There is no planning history that would indicate that the land is at risk of contamination. It is also noted that the proposal contains no intention of the requirement for groundworks such as trenches, foundations, piling, etc. with all residential activity limited to the floor above ground floor level. The proposal is for a change of use of the existing building only.

There is considered to be no impact on land contamination.

Impact on Transport and Highways

The National Planning Policy Framework states recognises that the transport system needs to be balanced in favour of sustainable transport modes - though it notes that the method of achieving this will vary between urban and rural areas. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

The application notes the sustainable town centre location, close to major public transport nodes (including the soon to be relocated bus interchange) together with local services and places of employment and leisure. It also notes that it will be clear to future occupants that limited parking facilities will be available at this site and therefore occupants can make an informed decision as to whether this form of accommodation suits their needs. A number of parking spaces are available at the site; however, it has not been possible to determine the exact number as the site is currently inaccessible and no site plan has been provided. Nevertheless, given the highly sustainable location and the small size of the units, Planning Officers would not recommend refusal on highways grounds even if no spaces were available.

The Council's Highway Engineers agree with this assessment and do not object to the proposal.

Impact of Commercial Noise

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

The applicant has provided a professional acoustic survey, carried out by Environmental Noise Solutions Limited. The survey sought to determine the ambient noise climate at the application site, assess the impacts of noise from commercial premises, particularly from drinking

establishments (Class A4) in the locality and provide recommendations for a scheme of sound attenuation works to protect the proposed residential development from the ambient noise climate.

This survey has been assessed by the Council's Pollution Control Officers who find the proposed development undesirable due to potential ingress of noise from the ground floor drinking establishment and street noise from the night time economy affecting the amenity the proposed residential dwellings. However, as the applicant has provided a Noise impact Assessment which states that it is possible to provide a good standard of amenity they recommend that all the proposed mitigation measure for the control of noise are conditioned if Members are minded to approve the application.

Whilst it is not possible to guarantee that occupants would not be affected by noise, provided that the mitigation measures are conditioned and implemented, Officers do not considered that a refusal could be defended on the basis of noise impact.

Conclusion

Planning Officers consider this to be, in some respects, a poor form of development. The unit sizes are extremely small and typically consists of a single main room serving all the functions of bedroom, living room and kitchen together with a separate shower/WC and a store. There is no "mix" of unit types and therefore the proposal represents the provision of a single type of small, basically one-roomed accommodation likely to be attractive only to students or other persons of limited income. Were this a usual planning application, the Council and its Officers would normally wish to consider matters such as:-

- safety of occupants whilst accessing the area (we have previously required contributions for improved lighting, CCTV etc on similar proposals)
- designing out crime, secured by design issues etc
- amenity space
- the mix and range of sizes of the units
- the likely occupiers of the units

It is very likely that the proposal would be found to be substandard in terms of these issues. However, this is not a planning application and the amendment to the General Permitted Development Order makes it clear that the sole considerations are limited to flood risk, land contamination, transport and highways impacts and the impact from commercial noise. Similarly, conditions are only permitted insofar as they relate to these four stated considerations. If the Local Planning Authority is satisfied as to the impacts on flood risk, land contamination and transport/highways impacts and noise, then the proposal is permitted development. In the case of this proposal, Planning Officers are satisfied that the impacts of these four limited factors are acceptable and therefore have no option but to recommend that Prior Approval is granted. Conditions relating to bin and cycle storage are recommended.

Representation and Consultation Annex

Representations

None. The application appears at Planning Committee at the request of Councillor Hornby.

Consultations

Advice was sought from the following consultees: Highway Engineers, GM Police (however, crime is not a material consideration in this instance)

Planning History

A previous Prior Approval application for 31 flats was withdrawn by the Applicant in November 2013 (90974/13)

An application for an additional floor and change of use to a hotel was withdrawn in July 2013 (85918/11)

Recommendation: Prior Approval Granted with Conditions

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. Before development commences details of on-site cycle parking to be provided within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented in full before the development hereby approved is first occupied or brought into use and retained thereafter.

Reason

To encourage cycle use and provide adequate facilities for cyclists and to comply with policy P5 of Bolton's Core Strategy.
3. Acoustic insulation and mitigation measures entirely in accordance with the recommendations of Section 5 of the submitted Noise Impact Assessment by Environmental Noise Solutions Limited (dated 19th May 2016) shall be implemented in full prior to the first occupation of any unit and retained in full thereafter.

Reason

To safeguard the living conditions of occupiers from noise pollution and to comply with policy CG4 of Bolton's Core Strategy.
4. Before the development is first brought into use a detailed scheme shall be submitted to and approved by the Local Planning Authority showing the design, location and size of a facility to store refuse and waste materials. The approved scheme shall be implemented in full within 21 days of the Local Planning Authority approving the scheme in writing and retained thereafter.

Reason

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



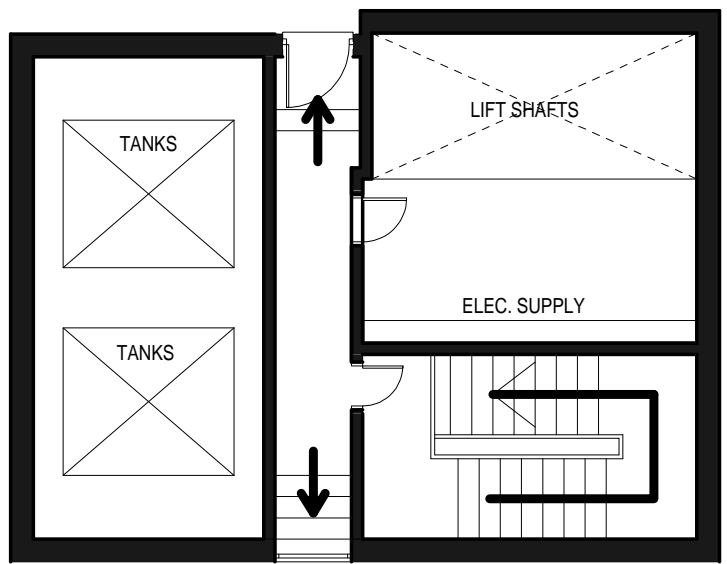
THIRD FLOOR PLAN 14



FOURTH FLOOR PLAN 14



FIFTH FLOOR PLAN 14



SIXTH FLOOR

REVISIONS

CLIENT
EMPIRE PROPERTIES

DRAWING TITLE
PROPOSED FLOOR PLANS 3 / 4 & 5

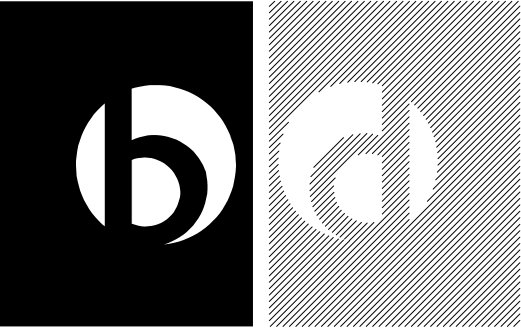
PROJECT:
PROPOSED CHANGE OF USE
FROM OFFICES TO STUDIO
APARTMENTS
BRADSHAWGATE
BOLTON

DRAWING No
016 / 007 / PP1

DRAWING DATE
FEBRUARY 2016

DRAWN BY
IKB

SCALE
1:100 @ A1



BARRATON DESIGN STUDIO

BARRATON DESIGN STUDIO
UNIT 1
BRANCROFT FARM
BAWTRY ROAD
AUSTERFIELD
DONCASTER
SOUTH YORKSHIRE
DN10 6EZ

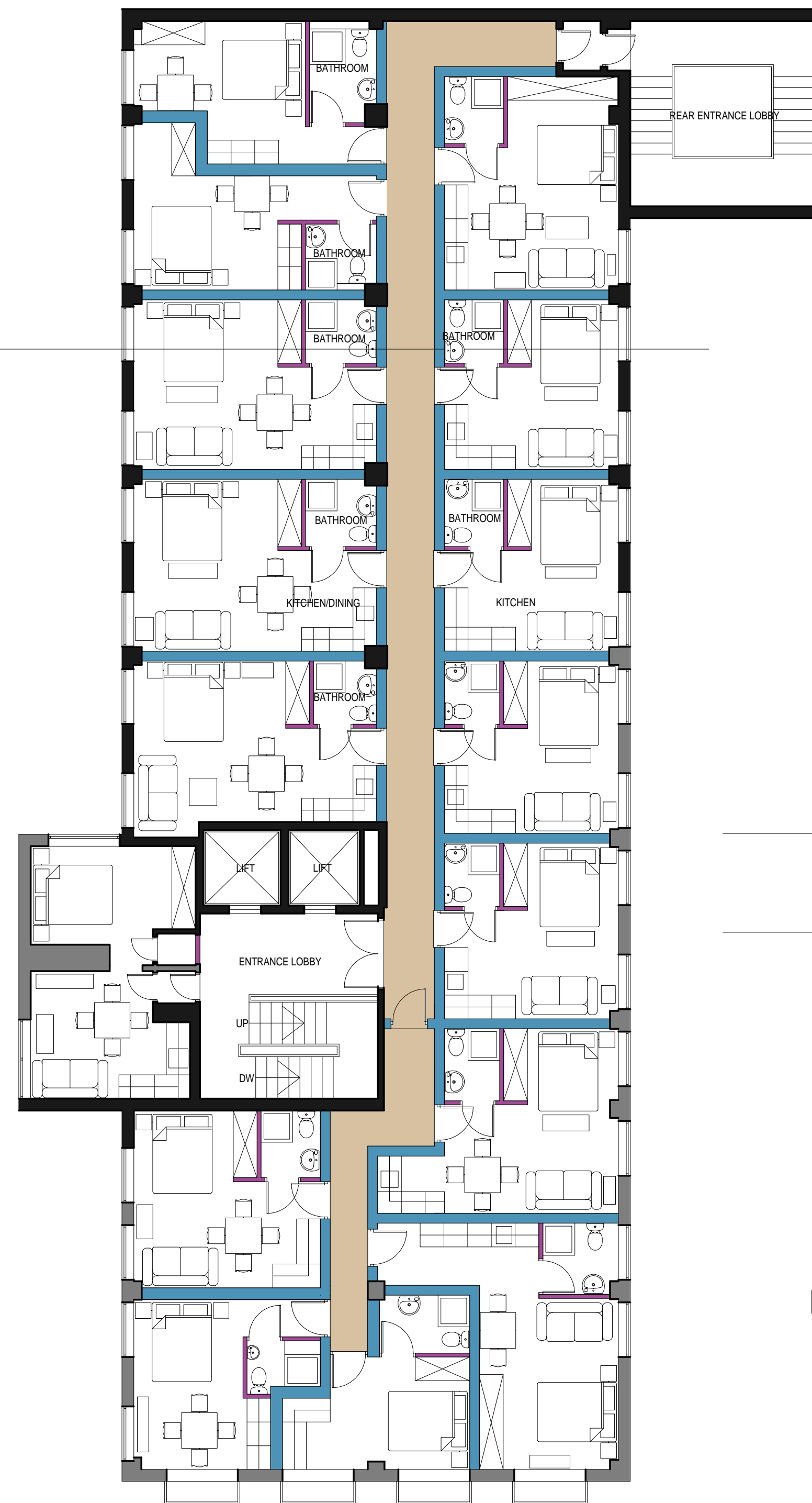
TEL: 01302 771188
EMAIL: ianbarraton30@gmail.com



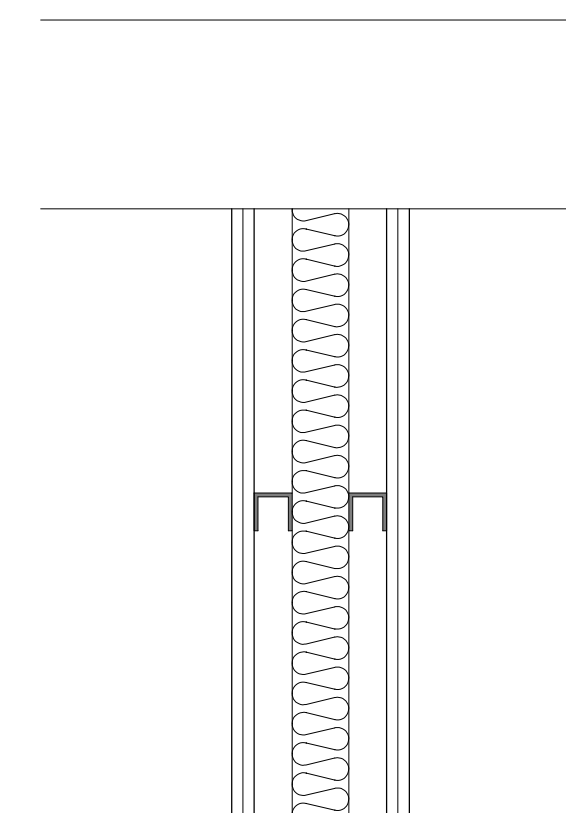
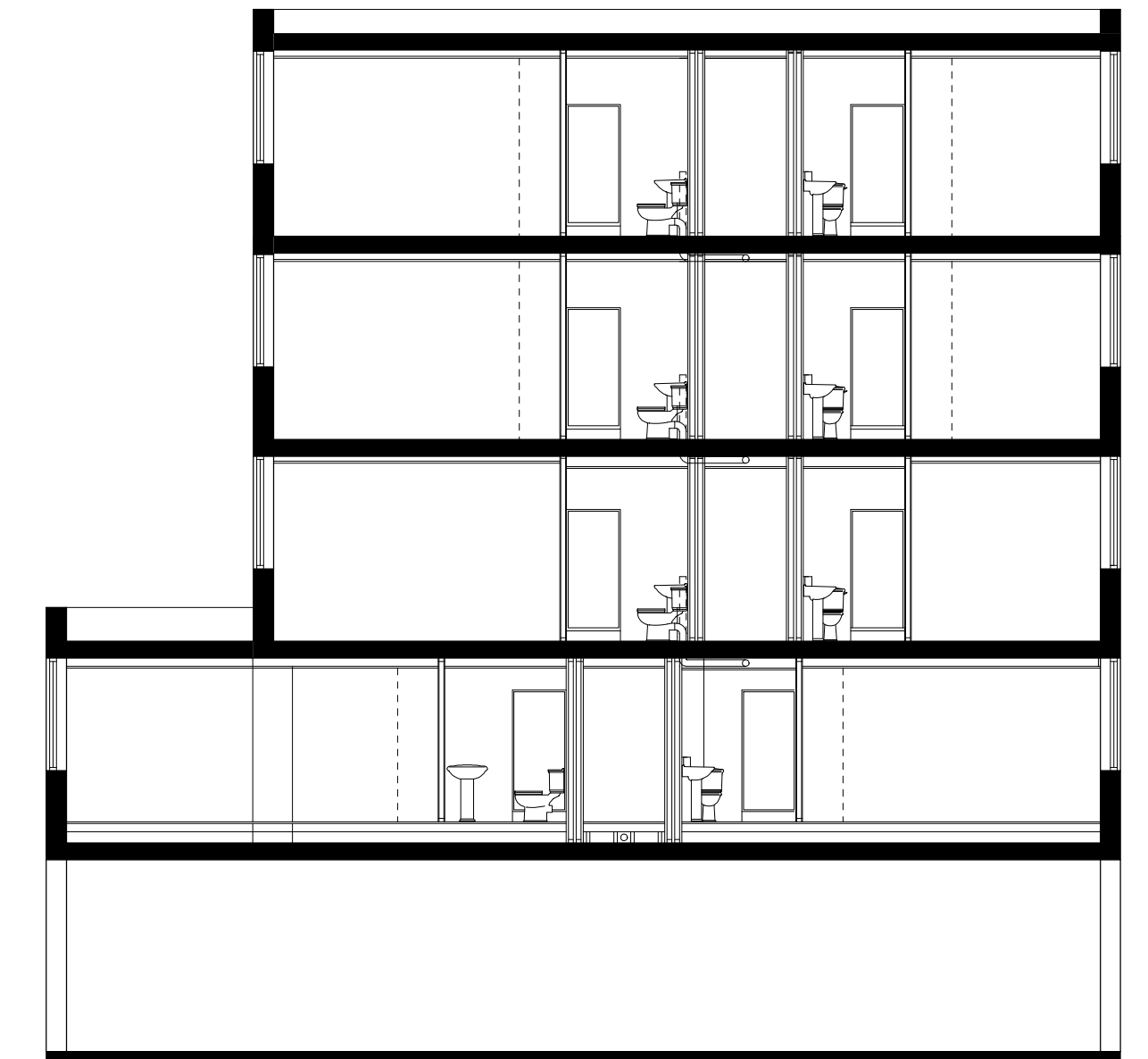
SCALE BAR 1 : 100



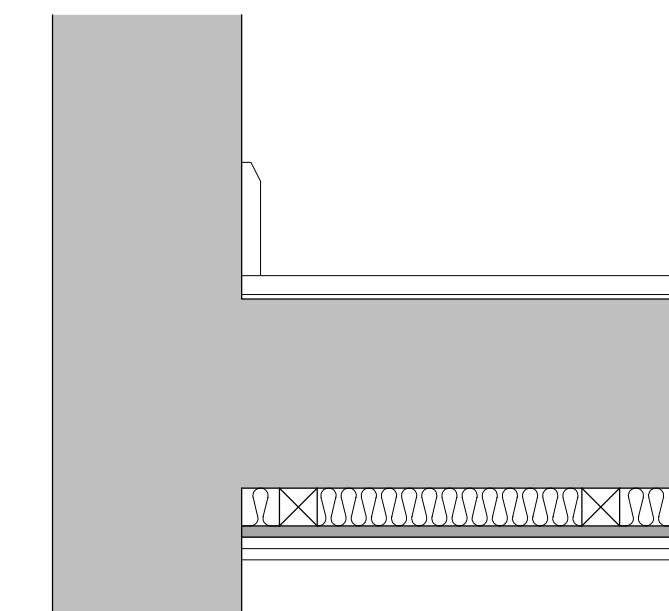
FIRST FLOOR PLAN 17



SECOND FLOOR PLAN 16



PARTY WALL



SEPERATING FLOOR

REVISIONS

CLIENT
EMPIRE PROPERTIES

DRAWING TITLE
PROPOSED FLOOR PLANS 1 & 2

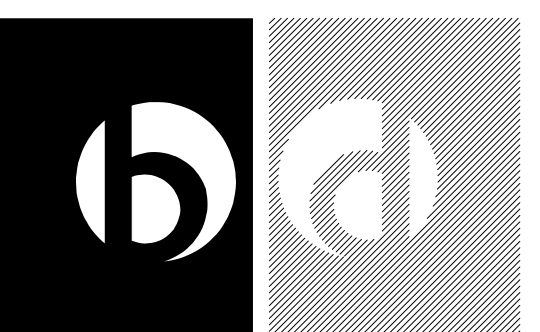
PROJECT:
PROPOSED CHANGE OF USE
FROM OFFICES TO STUDIO
APARTMENTS
BRADSHAWGATE
BOLTON

DRAWING No
016 / 007 / PP1/2

DRAWING DATE
FEBRUARY 2016

DRAWN BY
IKB

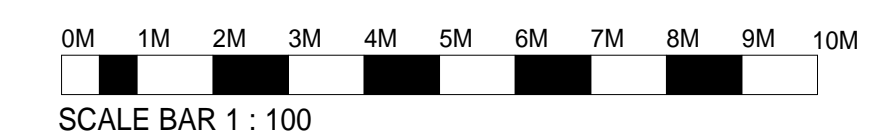
SCALE
1:100 @ A1



BARRATON
DESIGN STUDIO

BARRATON DESIGN STUDIO
UNIT 1
BRANCROFT FARM
BAWTRY ROAD
AUSTERFIELD
DONCASTER
SOUTH YORKSHIRE
DN10 6EZ

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EMAIL: ianbarraton30@gmail.com



SCALE BAR 1 : 100

Application number
96783/16



**Development & Regeneration Dept
Development Management Section**

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

Bolton Council

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Date of Meeting: 28/07/2016

Application Reference: 96783/16

Type of Application: Full Planning Application
Registration Date: 14/06/2016
Decision Due By: 08/08/2016
Responsible Officer: Helen Williams

Location: TOPPINGS, FOXHOLES ROAD, HORWICH, BOLTON, BL6 6AL

Proposal: DEMOLITION OF DWELLING AND ERECTION OF TWO DETACHED DWELLINGS.

Ward: Horwich North East

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

Officers Report

Recommendation: Approve subject to conditions

Proposal

This application is a resubmission of planning application 96070/16, for the demolition of the existing bungalow on the site and the erection of two detached, two storey dwellings, which was refused under delegated powers in April 2016 for the following three reasons:

- 1. The proposed development, by virtue of its siting, scale, massing and design, will have a detrimental effect on the character and appearance of Wallsuches Conservation Area and the street scene and is contrary to Policies CG3 and OA1 of Bolton's Core Strategy.*
- 2. The siting and scale of the proposed balconies/roof terraces would create undue overlooking between the two proposed dwellings and would impact detrimentally on the privacy and living conditions of future residents of the development and is contrary to Policy CG4 of Bolton's Core Strategy.*
- 3. The proposed development would result in the unacceptable loss of trees from the site, to the detriment of the character, appearance and amenity of the application site and the conservation area in which it is set, contrary to Policies CG1.2, CG3 and OA1 of Bolton's Core Strategy.*

This resubmitted application again seeks to demolish the existing bungalow and erect two detached, two storey dwellings. However the following main changes have been made:

- * The footprints of both dwellings have been reduced in size (plot 1 by reducing the depth (length of side elevations) and plot 2 by reducing the depth of the southern projecting two storey part, where the garage is sited);
- * The front elevation of plot 1 has been set further back into the plot by approximately 3.5 metres (it is now sited approximately 7.5 metres back from Foxholes Road);

- * The "garage half" of plot 1 will now be slightly projecting forward to the two storey part of the dwelling, rather than being set back;
- * Plot 2 has been moved 1 metre further in and away from the north western boundary;
- * The length of the proposed balcony/roof terrace at plot 2 has been reduced;
- * The gap between the two dwellings has been increased from just a footpath to 6 metres.

Plot 1 continues to be proposed as a part two storey, part "one and a half" (room in roof) dwelling, owing to the steep gradient of the site, and containing four bedrooms. Substantial glazing is again proposed within the south western side elevation, though this elevation is not as lengthy as previously proposed. A balcony is still proposed on the south western side elevation and the main garden area to the dwelling front and southern side. A patio area is proposed to the rear (north east).

The proposed access to plot 2 continues to be proposed from the unadopted side street between the application site and 1 Foxholes Road (Foxholes Farm). The dwelling is again proposed at two storeys, with three bedrooms and with a balcony/terraced area on the south western elevation. A driveway and turning area are proposed to link the side road off Foxholes Road with the garage. The main garden area is proposed to the south west and north west.

The proposed external materials for the two dwellings have not been stated within the application (instead the plans state "finish to LA approval").

Site Characteristics

The application site comprises a bungalow ("Toppings") and its front, rear and side gardens (its curtilage). A flat roof single garage is attached to the northern side of the dwelling at the side/rear of the dwelling. A driveway runs off Foxholes Road to the garage. The front curtilage is open, with only a very low picket fence at the front (fronting Foxholes Road).

The site rises steeply to the north, so that the dwelling is elevated (has higher eaves level) at the south western side.

There is a protected oak along the south eastern boundary of the site (protected under Bolton (Foxholes Farm) TPO 1999. The other trees within the site (mainly located in the rear garden) are also afforded protection as they are sited within a conservation area.

Adjoining the south western boundary of the site is an unadopted road off Foxhole Road, which serves the rear of Foxholes Cottages. This has been gravelled. A low dry stone walls forms the boundary of the site at this location.

Adjoining the north eastern boundary of the site is the private driveway to Stoney Acre.

Foxholes Road is a narrow residential road, adopted to ancient standards. There are no footways to the highway. The road rises steeply to the north.

To the south west of the application site are the two storey, stone Foxholes Cottages (nos 1 to 8). To the north east is the dwelling at Glendale, a split level bungalow (two storeys at the southern/lowest level of the site; garage at ground floor level). On the opposite side of Foxholes Road from the application site are the two storey detached dwellings at Fox Gill and Stonebeck and the detached stone built Foxholes House (which sides onto the road).

The application site is located within Wallsuches Conservation Area. Foxholes Cottages and Foxholes House are traditional stone built dwellings. The other houses within the conservation area at this

section of Foxholes Road are modern in design and construction (twentieth century) and have (with the exception of the application property) spacious curtilages.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Transport and Accessibility; S1 Safe Bolton; CG1.2 Urban Biodiversity; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA1 Horwich and Blackrod.

SPD General Design Principles

Wallsuches Conservation Area Appraisal

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the conservation area
- * impact on the amenity of neighbouring residents
- * impact on trees
- * impact on the highway

Impact on the Character and Appearance of the Conservation Area

Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Policy CG3.4 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.

Policy OA1 refers specifically to developments in Horwich and Blackrod and states that the Council will conserve and enhance the character of the existing landscape and physical environment, especially the conservation areas at Horwich town centre, Horwich Loco Works and Wallsuches, and ensure that development respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone.

The application site is located at the western end of Wallsuches Conservation Area. Foxholes Cottages (to the south west of the site) and Foxholes House (to the south east) are traditional stone

built dwellings, which make a positive contribution to the conservation area. The other houses within the conservation area at this section of Foxholes Road are modern in design and construction (twentieth century) and have (with the exception of the application property) spacious curtilages.

It was considered that the previously proposed dwellings (proposed under application 96070/16) would, by reason of their siting, scale, massing and design, harm the character and appearance of the street scene and the conservation area, contrary to the aforementioned Core Strategy policies.

The applicant has now made a number of amendments to their latest application to address the concerns originally raised by the case officer within their report. These amendments are discussed as follows:

Plot 1 was originally proposed to be sited only approximately 3 metres away from the back of Foxholes Road, substantially forward of the front building line of the existing bungalow (Toppings). It was considered under the determination of application 96070/16 that the proposed dwelling at plot 1 would be a lot more prominent within the street scene than the existing bungalow given its siting, height, width and more contemporary design, and would appear overbearing in comparison with the adjacent Foxholes Cottages and Foxholes House. The applicant has sought to address this (within this resubmitted application) by setting the front building line of plot 1 a further 3.5 metres back into the site (approximately 7 metres back from the edge of Foxholes Road), giving the plot a longer front garden. It is considered that the re-siting of the dwelling would make it less prominent within the street scene, though the massing of the dwelling would now be greater when viewed from the front, with the "garage part" of the dwelling being sited further forward. It is however considered that plot 1's relationship with the siting of Foxholes Cottages is improved and the established grain of development on this stretch of Foxholes Road is better respected with the proposed re-siting.

Within application 96070/16 plot 2 was proposed to be sited close to the rear of plot 1, with only a footway separating the rear elevation of the north eastern half of plot 1 and the south eastern side elevation of plot 2. It was considered that this lack of separation would result in the two dwellings appearing almost as one building, particularly when viewed from the north. The applicant has now reduced the footprints of both proposed dwellings, which has allowed for a separation distance of 6 metres between the rear elevation of plot 1 and the south eastern elevation of plot 2. It is considered that this increased separation lessens the overall massing of the development when viewed from the north and provides more space around the dwellings.

It was also felt that the footprint and massing of the previously proposed dwellings would be out of character with the area and especially out of keeping with the built form of the conservation area. The reduction in the footprints of the two dwellings, and in turn their massing, has resulted in a less cramped form of development than previously proposed and has increased the proportion of garden curtilage around each dwelling.

The design of the amended dwellings has not greatly changed and they are still of a contemporary design, with large sections of glazing within their south western elevations. Whereas Foxholes Cottages and Foxholes House are traditional stone built dwellings, the other houses within the conservation area at this section of Foxholes Road are modern in design and construction (twentieth century). The majority of the later built dwellings are constructed from brick, with Glendale and Lamorna having elements of white render. The applicant has not stated what materials the two proposed dwellings would be constructed from, only instead stating on their plans that the elevations would be finished "to LA approval". Given the character of the neighbouring dwellings to the north east of the site, officers consider that a brick built development would be the best solution for this site. The principle of a contemporary development on the application site is not objected to given that there is a clear difference in the design of the dwellings on Foxholes Road after the more

traditional stone dwellings at Foxholes Cottages and Foxholes House.

Whilst Officers consider that the proposed development represents a missed opportunity for the application site (as one, sensitively sited dwelling on the site would have been more in keeping with the existing urban grain and the character and appearance of the conservation area) it is considered, on balance, that the proposed development (as amended) would not so detrimentally harm the character and appearance of the street scene and the conservation area that it would warrant a refusal in this case.

It is therefore considered that the proposed development would now comply with Policies CG3 and OA1 of Bolton's Core Strategy.

Impact on the Amenity of Neighbouring Residents

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

1 Foxholes Cottage

The side elevation of the extended cottage faces the application site. The side elevation of the cottage does not contain any main windows and therefore it is considered that there would be no undue overlooking from plot 1 into the property. A balcony is proposed on the side elevation of plot 1. It is considered that there would not be any undue overlooking from this balcony into the garden of the cottage given an approximate 15 metre distance and as the pitched roof of the side extension to the cottage would obscure the view. Plot 2 will be approximately 254 metres away from the rear garden of the cottage and will be sited at an angle away; it is therefore considered that there would not be any undue overlooking from plot 2.

Foxholes House

No main windows are proposed in the front elevation to plot 1, which will face the side of Foxholes House. An interface distance of approximately 22 metres will be achieved between these two properties, which exceeds the recommended interface distance in this situation. The proposed balcony on the side elevation of plot 1 will have the potential to overlook the garden at the southern side of Foxholes House, however this will be at a distance of approximately 19 metres away and it is considered that this would be no worse a situation than the existing relationship of the front of 1 Foxholes Cottages with the garden to Foxholes House.

Fox Gill

The front elevation of Fox Gill will be over 31 metres away from the front of plot 1, which far exceeds the required interface distance of 13.5 metres in this situation.

Glendale

There are main room windows in the side elevation of Glendale facing the application site. These will be at least 30 metres away from the proposed dwellings which far exceeds the required interface distance of 13.5 metres in this situation. Furthermore Glendale is elevated from the application site.

Stoney Acre

The front of Stoney Acre will be approximately 36 metres away from the rear of plot 2, which exceeds the recommended interface distance of 21 metres.

12 and 14 Stoneycroft Avenue

The proposed dwellings will be approximately 35 metres away from the rears of these neighbouring

properties, which far exceeds the required interface distance. There is potential for the balconies to the side elevations of plots 1 and 2 to overlook the rear gardens of the dwellings on Stoneycroft Avenue, however it is considered that the distances involved would not make this overlooking harmful.

Future occupiers of the proposed dwellings

The second reason for refusing application 96070/16 was that it was considered that the proposed balconies/roof terraces to the two proposed dwellings would enable the future residents of the dwellings to overlook into each other's gardens (particularly from the balcony at plot 2 into the side garden and proposed patio area for plot 1), contrary to Policy CG4 of the Core Strategy. The extent of the balcony/roof terrace at plot 2 has been reduced and it is no longer considered that this potential overlooking would be so undue (given the new distances involved) to warrant a refusal for this reason.

It is therefore considered that the proposed development would comply with Policy CG4 of the Core Strategy.

Impact on Trees

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

There is a protected Oak along the south eastern boundary of the site (protected under Bolton (Foxholes Farm) TPO 1999. The other trees within the site (mainly located in the rear garden) are also afforded protection as they are sited within a conservation area.

The previous application for the development (96070/16) was also refused as the proposed dwellings would have resulted in the removal of a Cherry Plum, and in plot 2 being positioned within the root protection zone of the two Cypress trees along the north west boundary of the site. It would be considered that the loss of these trees would have been harmful to the character and appearance of the area.

Plot 2 is now proposed a metre further away from the north western boundary of the site. The Council's Tree Officers have confirmed that the repositioning of plot 2 would enable the Cherry Plum to be retained although some pruning would be required to accommodate scaffolding during development.

Tree Officers comment that plot 2 will still infringe into the root protection zone of the larger of the two Cypress trees, however this would only equate to approximately 1.5 metres in and is on one quadrant of the rootplate. They therefore advise that with a careful hand dig method the foundation works could be undertaken without damaging the long term health of the tree.

Tree Officers also comment that the proposed access to plot 2 will be in close proximity to a protected Oak tree, which is on neighbouring land. The applicant has however proposed a cellular confinement system for the access, which the Tree Officers consider to be acceptable. Additional details concerning the proposed route of services to the properties would however need submitting (via a condition) to ensure that they do not impact on the root protection zones of trees.

The submitted plans propose the removal of a number of small fruit and ornamental conifer trees. Tree Officers consider that these trees are not worthy of retention due to their form, condition and limited visual amenity. Officers also confirmed that the Willow is a poorly formed specimen.

The Council's Tree Officers conclude their comments by stating that the proposed development would not have a detrimental impact on the trees shown for retention within the site.

It is therefore considered that the proposed development would not result in the unacceptable loss of trees from the site and the trees to be removed would not harm the character and appearance of the area, compliant with Policy CG1.2 of the Core Strategy.

Impact on the Highway

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

Plot 1 is proposed to be accessed off Foxholes Road, from the same access point as the existing driveway to the bungalow (Toppings). An integral garage and a driveway are proposed for the dwelling.

Plot 2 is to be accessed off the unadopted side road off Foxholes Road, which adjoins the south western boundary of the application site. A driveway incorporating a turning area is proposed to enter plot 2 from the corner of this side road up to the proposed integral garage.

The Council's Highways Engineers have raised no objection to the proposed accesses or to the proposed provision of parking for each dwelling. It is therefore considered that the proposal would not jeopardise highway safety and would provide for sufficient off-street parking, compliant with Policies P5 and S1.2 of the Core Strategy.

Conclusion

For the reasons discussed above it is considered, on balance, that the proposed development would not harm the character and appearance of the street scene or conservation area to such an extent that it would warrant a refusal. It is also considered that the proposed development would not unduly harm the amenity of neighbouring residents or future residents of the proposed dwellings, would not result in the unacceptable loss of trees, and would not jeopardise highway safety. Members are therefore recommended to approve this application subject to the suggested conditions.

Representation and Consultation Annex

Representations

Letters:- 28 letters of objection have been received, which raise the following concerns:

- * The new application is not materially different to that previously refused; Only minor amendments have been made;
- * For consistency this new application should be refused on the same grounds as the previous application (officer's comment: all applications must be determined on their own merits);
- * Overdevelopment of the site; Two dwellings are being squashed onto the site;
- * Scale of the two dwellings is out of character with the conservation area; The floorspace increase is three times that of the existing bungalow;
- * The design, scale, height, massing and choice of materials are not sympathetic to the conservation area;
- * The development would be overbearing, intrusive and unsympathetic;
- * Impact on spacious character of the area;
- * Loss of green space/garden space; It is a clear example of "garden grabbing";
- * The existing dwelling is in keeping with the conservation area, the new dwellings will not be;
- * The existing dwelling is not dilapidated and an eyesore as stated by the applicant;
- * Impact on privacy for neighbouring residents (overlooking into windows and gardens);
- * Loss of trees; Not good for the environment or the character of the conservation area;
- * No arboricultural report has been submitted to justify the removal, pruning or root severance of trees on the site;
- * The access in and out of the proposed driveway to plot 2 is dangerous and unacceptable;
- * There is a covenant on the side road meaning it cannot be breached onto or widened (officer comment: this is not a material planning consideration and is instead a civil matter);
- * Increase in traffic on Foxholes Road;
- * Foxholes Road is unsuitable for additional traffic, it is steep, narrow and winding;
- * Highway and pedestrian safety; Potential safety hazards for road users, including cyclists and pedestrians;
- * Further on-street parking, to the detriment of the area and highway safety;
- * Reduced access for emergency services vehicles;
- * Impact on birds and wildlife from loss of trees and green space;
- * Increased surface water run-off due to loss of garden area;
- * Insufficient information has been submitted in terms of drawings of the existing bungalow, figures and tree report;
- * Loss of aspect/view (officer comment: this is not a material planning consideration);
- * Noise and disturbance from construction (officer's comment: this can only be given limited planning weight due to construction being an inevitable part of development and as it will only be temporary);
- * An approval will set a dangerous precedent for similar development in the area (officer's comment: each planning application is assessed on its own merits);
- * Devaluation of neighbouring properties (officer's comment: this is not a material planning concern).

Petitions:- A petition of objection containing 61 signatures has been received. This raises the following concerns:

- * Side, depth, width and massing of the proposed development would have an unacceptably adverse impact on the amenities of the site and surrounding area; unsympathetic; Overbearing and intrusive;
- * Overlooking, loss of privacy;
- * Our belief that Toppings does not have permission to use to unadopted access road around

Foxholes Cottages for plot 2 (officer's comment: this is not a material planning consideration and is instead a civil matter);

- * The siting and scale of the proposed balconies/roof terraces would create undue overlooking between the properties and the residents on Stoneycroft Close, Foxholes Farm and Stoneyacre;
- * Pedestrian safety and hazards for other road users;
- * Represents an unneighbourly form of development owing to its size and siting;
- * Would be a clear example of "garden grabbing" and would set a precedent for over development of other properties on Foxholes Road (officer's comment: each planning application is assessed on its own merits);
- * There have been previous refusals for similar applications in the area (officer's comment: each planning application is assessed on its own merits);
- * Unacceptable level of parking proposed;
- * Potential increase in on-street parking;
- * Loss of trees and bushes to make way for parking, which is out of keeping;
- * Potential hazardous effect on water run-off into neighbouring properties owing to increase of hardstanding;
- * No very special circumstances.

Horwich Town Council:- The application is to be heard before the Town Council at their meeting of 21st July. Comments will be reported to Members directly at the meeting.

Elected Members:- Cllr. Silvester has objected to the proposal as he believes that the proposal is an over development of the site (just as the previous proposal was), would spoil the character and appearance of the conservation area, that the height and scale of the two properties are not suitable for the location and would not complement the area, and that the application is not in the best interests of the area.

Consultations

Advice was sought from the following consultees: Tree Officers, Highways Engineers, Wildlife Liaison Officers and Pollution Control Officers.

Planning History

Planning application 96070/16 for the demolition of dwelling and erection of two detached dwellings was refused under delegated powers in April 2016 for the following three reasons:

4. *The proposed development, by virtue of its siting, scale, massing and design, will have a detrimental effect on the character and appearance of Wallsuches Conservation Area and the street scene and is contrary to Policies CG3 and OA1 of Bolton's Core Strategy.*
5. *The siting and scale of the proposed balconies/roof terraces would create undue overlooking between the two proposed dwellings and would impact detrimentally on the privacy and living conditions of future residents of the development and is contrary to Policy CG4 of Bolton's Core Strategy.*
6. *The proposed development would result in the unacceptable loss of trees from the site, to the detriment of the character, appearance and amenity of the application site and the conservation area in which it is set, contrary to Policies CG1.2, CG3 and OA1 of Bolton's Core Strategy.*

A notice of intention was given under application 95453/15 for the felling of one fir tree. The LPA decided that a TPO would not be made in January 2016.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of the development:-

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

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

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

Reason

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

3. Before the approved development is commenced details of the existing and proposed ground levels within the site and on adjoining land including spot heights, cross sections and finished floor levels of all buildings and structures shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and retained thereafter.

Reason

To safeguard the visual appearance and or character of the area and to comply with policy CG4 of Bolton's Core Strategy.

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

Reason

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

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

Reason

To ensure the development reflects local distinctiveness and to comply with policy CG3 of the Core Strategy,

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

1. The trees within or overhanging the site which are to be retained/or are subject of a Tree Preservation Order (TPO) have been surrounded by fences of a type to be agreed in writing with the Local Planning Authority prior to such works commencing.
2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).
3. No development shall be started until a minimum of 14 days written notice has been given to the Local Planning Authority confirming the approved protective fencing has been erected.

Reason

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

7. Prior to the commencement of development full details of the routes of all proposed services shall be submitted to and approved in writing by the Local Planning Authority. Services shall thereafter be installed in full accordance with the approved details.

Reason

To safeguard the health of the trees within the site, and to comply with policy CG1.2 of Bolton's Core Strategy.

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

Reason

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

9. Prior to the development being first occupied or brought into use, details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation and retained thereafter.

Reason

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

10. Before the approved/permitted development is first brought into use no less than 3 car parking spaces for Plot 1 and 2 car parking spaces for Plot 2 shall be provided within the curtilage of the site. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

11. Prior to the development hereby approved being first occupied, full details of how the access road to Plot 2 will be laid out, constructed and surfaced shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full, as well as being made available for the use of vehicles at all times the development is in use thereafter.

Reason

To safeguard the health of the trees within and adjoining the site and to encourage drivers to make use of the parking and circulation area provided, and to comply with policies P5, S1.2 and CG1.2 of Bolton's Core Strategy.

12. The garages hereby approved/permitted shall be made available at all times for the parking of motor vehicles.

Reason

The loss of garage spaces would be likely to lead to an increase in on-street parking to the general detriment of highway safety and in order to comply with policy P5 and Appendix 3 of Bolton's Core Strategy.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order) no extensions, porches, garages, outbuildings, sheds, decking, greenhouses, dormers or any other alterations to the roof (other than those expressly authorised by this permission) shall be constructed.

Reason

To safeguard the character and appearance of the dwelling and as the plot sizes are limited and any extension would result in an unsatisfactory scheme, and to comply with policies CG1.2, CG3 and CG4 of Bolton's Core Strategy.

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

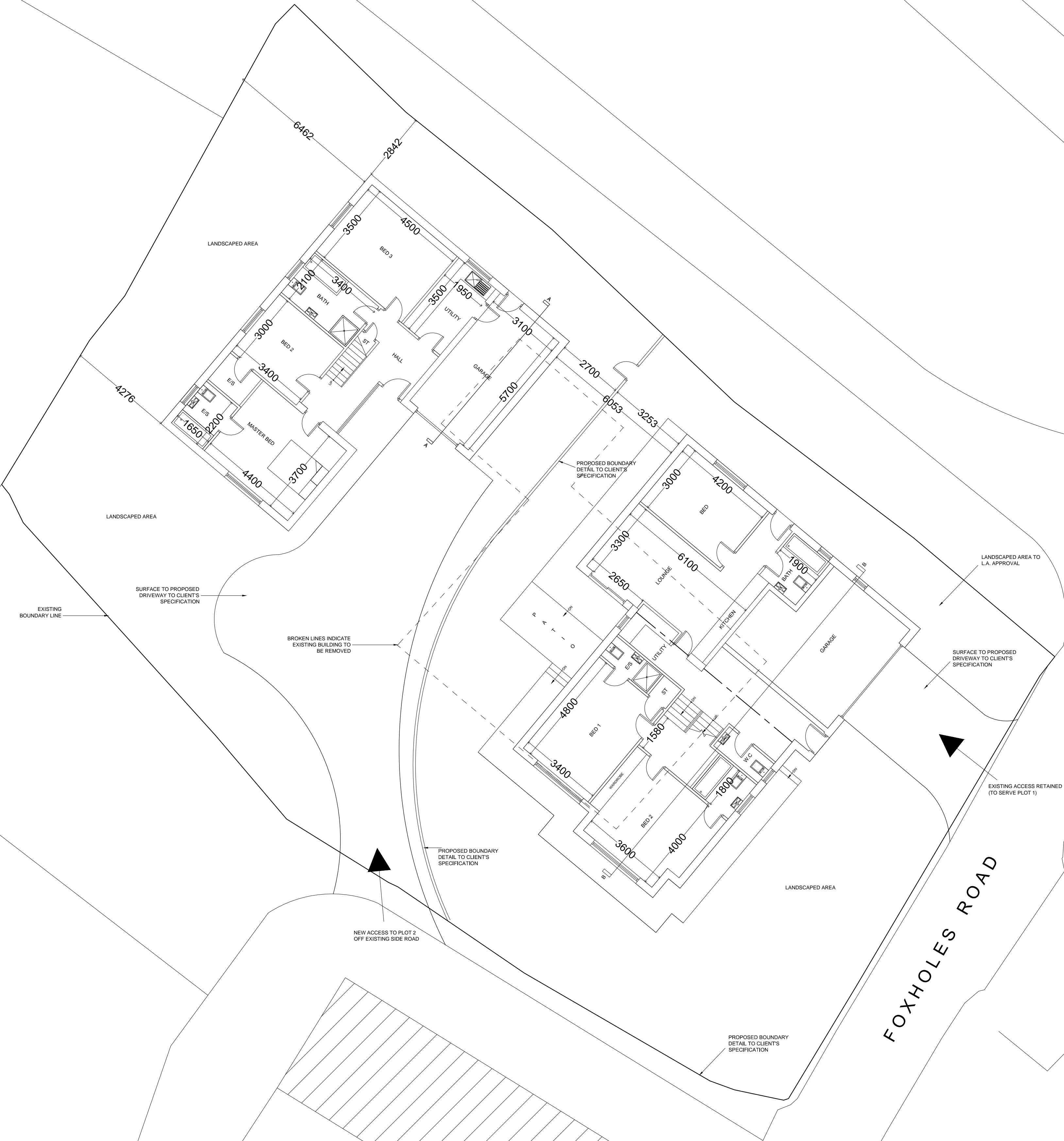
PL K737/01 Rev. C; "Proposed Site Plan"; dated 07.06.16
PL K737/02 Rev. B; "Plot 1 - Proposed Lower Ground & Ground Floor Plan"; dated 07.06.16
PL K737/03 Rev. B; "Plot 1 - Proposed First Floor Plan & Roof Space"; dated 07.06.16
PL K737/04 Rev. B; "Plot 1 - Proposed Front & Rear Elevations"; dated 07.06.16
PL K737/05 Rev. B; "Plot 1 - Proposed Side Elevations"; dated 07.06.16
PL K737/07 Rev. B; "Plot 2 - Proposed Floor Plans"; dated 07.06.16
PL K737/08 Rev. B; "Plot 2 - Proposed Front & Side Elevations"; dated 07.06.16
PL K737/09 Rev. B; "Plot 2 - Proposed Rear & Side Elevations"; dated 07.06.16

Reason

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

GLENDALE

STONEBECK



REV	DESCRIPTION
A	PLOTS SLIGHTLY RE-POSITIONED ON SITE 18.04.16 R.S.P.
B	PLOTS SIZES SIGNIFICANTLY REDUCED 12.05.16 R.S.P.
C	FURTHER AMENDMENTS FOLLOWING CONSULTATION WITH PLANNING AUTHORITY 07.06.16 R.S.P.

PROPOSED SITE PLAN

PROPOSED RESIDENTIAL DEVELOPMENT
TOPPINGS, FOXHOLES ROAD, HORWICH
BOLTON, BL6 6AL

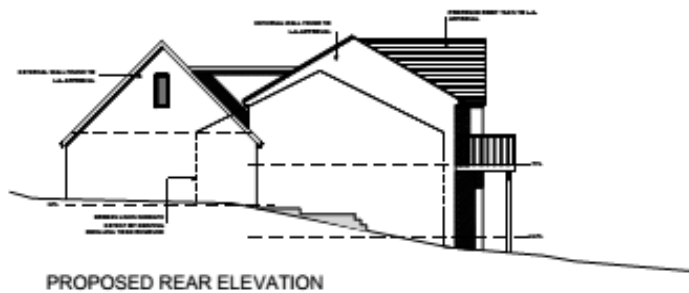
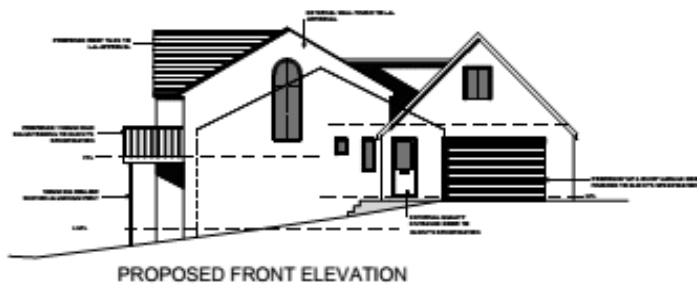
CLIENT:	HOLT
DWG NO:	PL K737/01
SCALE:	1/100 @ A1
DRAWN BY:	R.S.P.
DATE:	22/12/15
REV:	C



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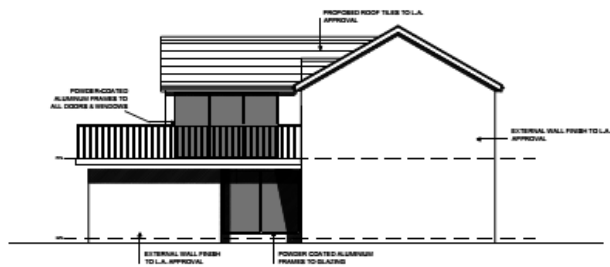
Plot 1



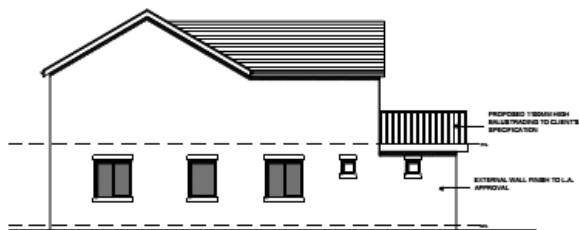
Plot 2



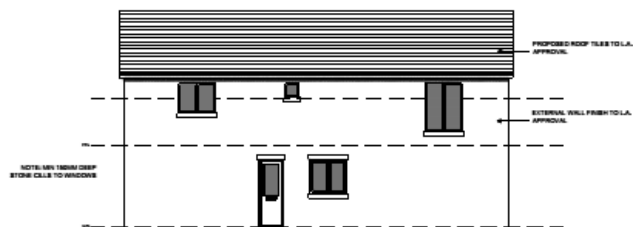
FRONT ELEVATION
(SOUTH)



SIDE ELEVATION
(EAST)



SIDE ELEVATION
(WEST)



REAR ELEVATION
(NORTH)