

**Planning Applications Report**

**Planning Committee  
23<sup>rd</sup> June 2022**

**Bolton  
Council**

Bolton Council has approved a Guide to Good Practice for Members and Officers Involved in the Planning Process. Appendix 1 of the Guide sets down guidance on what should be included in Officer Reports to Committee on planning applications. This Report is written in accordance with that guidance. Copies of the Guide to Good Practice are available at [www.bolton.gov.uk](http://www.bolton.gov.uk)

Bolton Council also has a Statement of Community Involvement. As part of this statement, neighbour notification letters will have been sent to all owners and occupiers whose premises adjoin the site of these applications. In residential areas, or in areas where there are dwellings in the vicinity of these sites, letters will also have been sent to all owners and occupiers of residential land or premises, which directly overlook a proposed development. Copies of the Statement of Community Involvement are available at [www.bolton.gov.uk](http://www.bolton.gov.uk)

The plans in the report are for location only and are not to scale. The application site will generally be in the centre of the plan edged with a bold line.

The following abbreviations are used within this report: -

|      |  |
|------|--|
| CS   | The adopted Core Strategy 2011   |
| AP   | The adopted Allocations Plan 2014  |
| NPPF | National Planning Policy Framework   |
| NPPG | National Planning Policy Guidance  |
| PCPN | A Bolton Council Planning Control Policy Note                                  |
| PPG  | Department of Communities and Local Government Planning Policy Guidance Note   |
| MPG  | Department of Communities and Local Government Minerals Planning Guidance Note |
| SPG  | Bolton Council Supplementary Planning Guidance                                 |
| SPD  | Bolton Council Supplementary Planning Document                                 |
| PPS  | Department of Communities and Local Government Planning Policy Statement       |
| TPO  | Tree Preservation Order  |
| EA   | Environment Agency   |
| SBI  | Site of Biological Importance  |
| SSSI | Site of Special Scientific Interest  |
| GMEU | The Greater Manchester Ecology Unit  |

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

[www.bolton.gov.uk/planapps](http://www.bolton.gov.uk/planapps)

Date of Meeting: 23 June 2022

Application Reference: 12412/21

**Type Of Application**  
**Registration Date**  
**Decision Due Date**  
**Responsible Officer**  
**Authorizing Officer**

**Full Planning Permission**  
**11 October 2021**  
**9 January 2022**  
**Helen Williams**

**Location**

**LAND OFF INVERBEG DRIVE BOLTON BL2 6NA**

**Proposal**

ERECTION OF 94NO. RESIDENTIAL DWELLINGS,  
TOGETHER WITH ACCESS FROM INVERBEG DRIVE,  
CONSTRUCTION OF ROADS AND FOOTWAYS,  
LANDSCAPING, OPEN SPACE, DRAINAGE AND OTHER  
ASSOCIATED WORKS

**Ward**

Brightmet

**Applicant:** Mr P Sinclair

**Agent:** Ms R Hilton

## **OFFICERS REPORT**

**Recommendation:** Delegate the decision to the Director

### **Executive Summary**

- This application is before Members as it is a major application that has attracted 142 objections. The application is also a departure from the development plan (residential development proposed on an allocated recreation site) and there has been requests for the application to be heard at Committee from Cllrs. Warren and Hartigan, who have also objected to the proposals.
- All houses proposed would be affordable, with Bolton at Home being the Registered Provider.
- This allocated recreation site is currently used by Wyresdale Amateur Football Club, who are currently looking to relocate to another site approximately 450m away in Bury, owing to what the applicant has stated to be poor condition of the site's existing pitches.
- Para. 99b) of the NPPF allows for recreational land to be built on provided that the loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable location. Officers consider, for the reasons explained within the report, that the proposal would meet this exception. A Grampian condition is suggested to ensure that no residential development can be commenced until the permanent replacement facilities have been approved and temporary facilities are in use by the football club, and that no dwelling can be occupied before the permanent replacement pitches have been completed.
- The Council's Highways Engineers have raised no objection to the proposed development, for the reasons discussed within the report.
- The layout and design of the development is not considered to be incompatible with the area and it is not considered that the development would unduly harm the amenity of neighbouring residents.
- There would be a net biodiversity loss of 66.25% from the site following development, however the applicant has agreed to pay an off-site contribution of £44,260 as compensation, which would be used to create new habitat elsewhere in Brightmet (through a S106 Agreement). This would result in biodiversity net gain in the local area.
- It is considered, for the reasons discussed within this report, that the benefits of the proposal outweigh any harm caused (the planning balance).

- Members are recommended to delegate the decision to the Director, to allow for the signing of the required S106 Agreement.

### **Proposal**

1. Permission is sought for the erection of 94 dwellings, comprising 54 semi-detached houses, 26 mews/terraced houses and 14 maisonettes within two buildings. All property types are proposed at two storeys in height. The development would provide a range of accommodation; 16 1 bed properties, 14 2 bed properties, 48 3 bed properties and 16 4 bed properties. The proposed material palette is a mix of red brick and render.
2. Vehicular access into the residential development is proposed off Inverbeg Drive, a terraced street to the north of the site. A long spine road is proposed through the development, with three short culs-de-sac leading off the main road to the east. The proposed dwellings would either face the spine road, one of the three culs-de-sac or a shared surfaced street at the end of the culs-de-sac.
3. Each semi-detached and mews house would have two driveway parking spaces and a rear garden. The 14 1 bed maisonettes would have 16 parking spaces to the front and side of the two buildings and would have a communal rear garden area.
4. An area of communal green space is proposed at the entrance to the development, at the north western corner of the site. This is to be bordered to the north, west and south with hedge planting and along the eastern road boundary with trees and bulb planting. Street trees are proposed along both the spine road and culs-de-sac, along with some existing boundary trees to the south and east. Ornamental shrub planting is proposed to the fronts of properties and hedge planting is proposed along road frontages where driveways are not proposed.
5. All properties are to be affordable units, with Bolton at Home being the Registered Provider (RP) that would fund the delivery of the scheme and then own and manage the development. The application has been amended during the application process, increasing the number of properties proposed from 88 to 94, to meet the requirements of the RP and to better cater for the housing needs of the area.

### **Site Characteristics**

6. The application site measures 2.06 hectares and is allocated within Bolton's development plan (Allocation Plan) as a Recreation Site. The site is currently occupied by Wyresdale Amateur Football Club (WAFC) and accommodates two grass pitches (which occupy the majority of the application site), a single storey, red brick club house (at the north western corner) and an informal parking area (within the northern portion). The majority of the site is therefore greenfield (not previously developed), with the northern section being brownfield (previously developed).
7. The site slopes down gradually from the north to the south. There are hedges along the eastern and south western boundaries and trees along the southern and south eastern boundaries. Trees also border the site with neighbouring gardens to the west. The site is bound with metal palisade fencing around its northern section and wire and concrete post fencing to its east and south. Residential fences and hedges form the western boundaries.
8. Vehicular access into the application site is taken from Inverbeg Drive to the north, which is a residential street of 13 terraces and 1 semi-detached house. Inverbeg Drive is accessed off Rannoch Road, which leads to Falkland Road to the east and Torridon Road to the west. These latter residential streets lead to Bury Road (A58).
9. Public Right of Way BOL231 runs from the end of Inverbeg Drive around the north and east of the application site (it is not contained within the application site).
10. The application site is located with a residential, urban area. To the immediate north is Inverbeg Drive, where the two storey terraced houses are sited perpendicular with the northern boundary of the application site. To the west are the two storey, detached houses along Brodick Drive,



whose rear elevations face on to the application site. To the east are the culs-de-sac of Mendip Drive, Honiton Drive and Highbridge Close. Mendip Drive and Highbridge Close serve bungalows, as does the western end of Honiton Drive. The bungalows on the western side of Highbridge Close back on the application site and the last bungalows on Mendip Drive and Highbridge Close side onto it. The houses to the east are separated from the application site by the public footpath.

11. To the south of the application site is Blackshaw Primary School.

## **Policy**

### **12. Development Plan**

Core Strategy Policies: 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; RA3 Brightmet; IPC1 Infrastructure and Planning Contributions.

Allocations Plan Policies: P7AP Strategic Route Network; P8AP Public Rights of Way.

### **13. Other Material Considerations**

Supplementary Planning Documents: General Design Principles; Accessibility, Transport and Road Safety; Affordable Housing.

National Planning Policy Framework: 2. Achieving sustainable development; 5. Delivering a sufficient supply of homes; 8. Promoting healthy and safe communities; 9. Promoting sustainable transport; 11. Making effective use of land; 12. Achieving well-designed places; 14. Meeting the challenge of climate change, flooding and coastal change; 15. Conserving and enhancing the natural environment.

Bolton Council's Authority Monitoring Report 2019/20  
Bolton Council's Housing Delivery Action Plan (July 2021)  
Housing Delivery Test: 2021 measurement  
Bolton Draft Playing Pitch Strategy Assessment Report (2014)

## **Analysis**

14. Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise. Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission. Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission. It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

15. The main impacts of the proposal are:-

- principle of the development on an allocated Recreation Site
- impact on housing land supply
- impact on highways
- impact on the character and appearance of the area
- impact on the amenity of neighbouring residents
- impact on biodiversity
- impact on flooding and drainage
- impact on the adjacent public right of way
- impact on local infrastructure

## **Principle of the Development on an Allocated Recreation Site**

16. The application site is allocated within Bolton's development plan (Allocation Plan) as a Recreation Site. The site is currently occupied by Wyresdale Amateur Football Club (WAFC) and accommodates two grass pitches, a club house and an informal parking area. The site is private land and not publicly accessible to those not associated with the football club.
17. Core Strategy Policy CG1.3 is the relevant development plan policy for formal recreational sites and states that the Council will safeguard and enhance parks, gardens, allotments civic spaces, cemeteries and playing fields and improve the quality and multi-functional benefits of these assets.
18. Paragraph 99 of the NPPF is however a material planning consideration as this sets out the circumstances in which it is acceptable to build on existing open space, sports and recreational buildings and land. These circumstances are where:
  - a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
  - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
  - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
19. WAFC are proposing to relocate to a new site approximately 450 metres to the east of their existing facilities/the application site, at land to the west of Radcliffe Moor Road/Bury New Road, Radcliffe, Bury. A planning application for four pitches, a clubhouse, ancillary storage structures, parking and associated works on the new site is currently being determined by Bury Council and it is believed (at the time of writing this report) that the application will be heard at Bury's Planning Committee on 28<sup>th</sup> June with an officer recommendation for approval. The applicant considers that the two pitches at Inverbeg Drive are poor quality pitches and state that they do not meet the required Local Football Association standards. It has been reported that WAFC's first team have been playing at Essa Academy for the last two seasons as their Inverbeg Drive pitch has been unplayable for about 90% of the football season (the existing pitches are deficient and unable to sustain the level of play required by WAFC). The applicant has confirmed that the first team will continue to use temporary provision, regardless of the outcome of this planning application, given the poor quality of the pitches on the application site. The applicant asserts that the new facilities (including two additional pitches) would provide enhanced facilities and would enable the football club to expand, and that the four pitches would meet the required FA and Sport England's specifications. The applicant therefore asserts within their submission that the proposed development would meet criteria b) of NPPF paragraph 99 as the loss of the recreational facility would be replaced with better provision.
20. The applicant also mentions within their submission that Bury have an unmet need for football pitches and a shortage of quality facilities within their authority area whereas Bolton has an oversupply of adult football pitches, as identified within the Council's last Playing Pitch Strategy Assessment (2014). The applicant also contends that the new site is within walking distances of the existing facilities and therefore is still accessible to the existing community that use the pitches at Inverbeg Drive, despite being in a different local authority area.
21. The test of NPPF paragraph 99b) is whether the recreational facilities lost would be replaced with "equivalent or better" provision in a "suitable location": it is therefore not for the local planning authority to challenge whether or not WAFC should remain on their existing site. The number of pitches available to WAFC would double from two to four in their new proposed location, which is a clear quantitative improvement. The proposed new clubhouse (which is to include changing rooms, referee facilities and meeting rooms built in accordance with Sport England and FA standards) represents an improvement in quality compared to the existing clubhouse, which is not to these standards and about three times smaller than the proposed clubhouse. A formally laid out parking area for 78 vehicles is also proposed on the new site. It is considered that the new site is in a "suitable location" and Sport England has confirmed that despite the relocation site being in an adjacent local authority, it is still within the sports catchment area for football. Sport England define a suitable replacement location as, "A place to

which current or former regular users of a playing field, or those who may want to use the playing field now or in the future, can conveniently gain access by a variety of transport modes.” This is the case with the proposed Radcliffe Moor Road site, and it should also be noted that planning officers in Bury are supportive of the siting of the proposed new recreational facility.

22. Officers therefore consider that the principle of residential development on the application site is compliant with paragraph 99b) of the NPPF as replacement equivalent or better provision is being provided by the applicant.
23. Sport England originally objected to the proposed development (back in November) as the replacement facilities have not yet been granted planning permission by Bury Council and as there was no proposed legally binding mechanism to ensure that the application site would not be developed until the replacement site had been constructed and ready to be used. Sport England however withdrew their objection in February further to additional information being submitted by the applicant, but subject to a Grampian condition stating:

*“The development hereby permitted shall not be commenced until the replacement playing field and ancillary facilities permitted by planning permission 67658 [Bury’s Council’s planning application ref.] has been implemented and made available for use.”*

24. Following this, the applicant suggested an alternatively worded Grampian condition as the application for the replacement facilities has not yet been presented before Bury Council’s Planning Committee – there is not yet an approved replacement scheme, therefore the wording referred to a scheme that needs to be approved instead. The revised wording of the condition also referred to an interim arrangement for WAFC to use temporary arrangements until the new pitches on Radcliffe Moor Road are ready to be used, as there is a bedding in and maintenance period necessary before they can be played on, and also as WAFC are intending to relocate to alternative provision regardless of the outcome of this application before Bolton (owing to the current poor condition of the pitches at Inverbeg). This amended wording however referred to, *“No dwelling on the site shall be occupied unless and until the replacement pitches have been laid out and constructed in their entirety in accordance with the approved [Bury] scheme”*, rather than restricting the commencement of development until alternative pitches were available. Sport England therefore raised a concern as they did not feel they had the necessary comfort that the new replacement pitches would come forward as proposed (that is, they could be refused by Bury’s Planning Committee) and as WAFC’s pitches need to be replaced prior to any commencement of the residential development.
25. The wording of the required Grampian condition is therefore now suggested as follows:

*“The development hereby permitted shall not be commenced until a scheme for the provision of permanent replacement pitches and clubhouse has been approved in writing by the relevant local planning authority. The scheme must set out details of the size, location, type and make-up of the replacement pitches together with arrangement for access. The scheme must include a timetable for the provision of the replacement pitches.*

*Development shall also not commence until details of the temporary arrangements for the existing users of the sports pitches on the site, to be used until the approved permanent replacement pitches are available and ready for play, have been submitted to and approved in writing by the local planning authority. These temporary arrangements must be put in place to accommodate the needs of the existing users of the sports pitches on the site prior to the commencement of development.*

*No dwelling on the site shall be occupied unless and until the permanent replacement pitches have been laid out and constructed in their entirety, in accordance with the approved scheme. No more than 50% of the dwellings shall be occupied unless and until the clubhouse on the replacement pitches has been constructed in its entirety and made available for use, and the replacement pitches are available for play.”*

26. Officers consider that this suggested wording is acceptable as it would prevent any commencement of the residential development on the application until a scheme/application for replacement facilities for WAFC have been approved. It would also ensure that WAFC would have pitches available to them (as a temporary measure) until the new permanent pitches are ready to be played on (there is a need for a bedding in and maintenance period before the FA standard pitches can be first used). This would avoid any unnecessary delay in delivery the much needed affordable housing scheme.
27. With regards to the proposed temporary arrangements, WAFC are already using temporary arrangements at Essa Academy for their first team (and intend to continue to do so) and there has already been discussions between the club and the Council with regards to additional temporary use of local pitches, potentially at Newhouse Farm, for the other teams.
28. The applicant, Westchurch Homes, will be delivering the permanent replacement facilities for WAFC (or contractors employed by them). This therefore better ties the applicant into the Grampian condition and means that WAFC would not be left in a situation where they would have to organise the delivery of the permanent replacement provision themselves. The application site for the permanent replacement pitches (land off Radcliffe Moor Road) is also within the control of Westchurch Homes and the freehold interest of that land will be provided to WAFC, therefore WAFC would have full control over the permanent replacement pitches.
29. The revised suggested wording of the Grampian condition has been forwarded to Sport England for their comments. These will be reported directly to Members at the meeting.
30. Members will note in the history section to this report that a withdrawn planning application (62201/02) for residential development on the application site had been recommended for refusal by officers back in 2002, one of the reasons being the loss of recreation space. This 2002 application however did not propose a replacement facility for WAFC and was therefore contrary to policy.
31. It is considered that this latest application, whilst resulting in the loss of an allocated Recreation Site, would fully comply with planning policy as a Grampian planning condition would ensure that the loss of the existing facility would be replaced with better provision, in terms of quantity and quality, in a suitable location. The proposed development is thereby in accordance with paragraph 99b) of the NPPF.

#### Impact on Housing Land Supply

32. Policy RA3.1 of the Core Strategy states that the Council will develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas in Brightmet. Policy SC1 concerns housing development and SC1.3 requires 35% of dwellings on greenfield sites to be affordable.
33. Strategic objective 15 of the Core Strategy is, "To focus new housing in the existing urban area, especially in Bolton town centre, council-owned housing areas and in mixed-use developments on existing older industrial sites".
34. The application site is located within the existing urban area. Whilst the site is a greenfield/not previously developed site, the Council has no policies to restrict the development of greenfield sites and a presumption must instead be taken in favour of sustainable development (paragraph 11 of the NPPF). Brightmet is also one of three Renewal Areas identified within the Core Strategy where there is to be a focus for regeneration, including new housing. The Core Strategy envisages that between 35% and 45% of new housing development will be in the renewal areas.
35. It is also considered that the application site is in a sustainable location, within an existing residential area and with walking distance of shops, local services, schools and bus stops.
36. Paragraph 60 of the NPPF states that to support the Government's objective of significantly

boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

37. The Council cannot currently demonstrate a 5-year supply of deliverable housing sites. It is currently considered that the Council has a 4.8 year supply (December 2021 Position Statement to Members), however the last published information on the Council's housing supply (Bolton Council's Authority Monitoring Report 2019/20) refers to a 3.7 year supply between 2020-2025. The result of the 2020 Housing Delivery Test (HDT) published in January 2021 shows that Bolton has only delivered 66% of the annual housing requirement, meaning that the Council must prepare a Housing Delivery Test Action Plan, add a 20% requirement to its 5-year supply and determine planning applications in line with the presumption in favour of sustainable development.
38. A presumption in favour of the development should therefore be given, unless other material considerations indicate otherwise.
39. All properties are to be affordable units, with Bolton at Home being the Registered Provider (RP) that would fund the delivery of the scheme and then own and manage the development. The development would provide a range of accommodation; 16 1 bed properties, 14 2 bed properties, 48 3 bed properties and 16 4 bed properties. Bolton at Home has confirmed that there are a large demand for/shortage of affordable houses within Brightmet and that the last new affordable development on Withins Drive attracted the following expressions of interest:
  - 1 bedroom flats – 315 expressions of interest
  - 2 bedroom maisonettes – 168 expressions of interest
  - 2 bedroom houses – 401 expressions of interest
  - 3 bedroom houses – 475 expressions of interest
40. Bolton at Home has also welcomed the inclusion of the 16 proposed 4 bedroom properties, as they state that there is currently a very low number of these in the area and the ones they have have an extremely low turnover: 4 bedroom affordable properties are therefore highly sought after.
41. It is therefore considered that the proposed provision of 94 affordable dwellings should be given substantial planning weight in the determination of this application, in accordance with national planning policy guidance.

#### Impact on Highways

42. 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.
43. Policy P7AP of the Allocations Plan states that the Council will safeguard the Strategic Route Network along which major traffic flows will be directed and will support the development of public transport and improvements for cyclists in appropriate locations on this network.
44. Paragraph 111 of the NPPF states that developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
45. Vehicular access into the proposed residential development would be from Inverbeg Drive to the north, which is a residential street comprising 13 terraces and 1 semi-detached house. Inverbeg Drive is accessed off Rannoch Road, which leads to Falkland Road to the east and Torridon Road to the west. These latter residential streets lead to Bury Road (A58).

46. A Transport Assessment (TA) has been submitted with the application. The original TA considered the initially proposed 88 dwellings; this was then revised to consider the amended plans for 94 dwellings. The TA has been reviewed by the Council's Highways Engineers, who also sought advice from Transport of Greater Manchester (TfGM) as Bury Road is a Key Route Network (KRN)/Strategic Route Network (Policy P7AP). An additional technical note was provided by the applicant following initial comments from TfGM.
47. The TA has used industry standard software (TRICCS) to provide trip rates for the 94 dwelling development, which indicate that the traffic generation would potentially be 41 and 31 two-way trips respectively within the operational morning and afternoon peak periods of the surrounding local highways. Those levels of trip generation are considered to be immaterial and as the trips distribute across the highway network the impact will dilute. Also, as the submitted transport information indicates three potential access routes to the application site from Bury Road and Long Lane, this would distribute the traffic impact across the highway network. The Council's Highways Engineers therefore consider that the additional traffic from the proposed development would be negligible and should be accommodated with marginal additional detriment/severity to road safety, residential amenity and the operational capacity of the surrounding local highway network (the "test" of paragraph 111 of the NPPF).
48. It is noted that third party objections have raised concerns about the suitability of Inverbeg Drive as the proposed access into the development given its limited width, particularly when cars are parked on the street. Highways Engineers have however raised no objection.
49. The proposed road layout within the development will be a continuation of the existing road at Inverbeg Drive, at 5.5 metres in width and with 2 metre wide footways either side. Highways Engineers state that the site layout appears to meet the Council's standards for adoption but advise that it would need to be subject to a full S38 appraisal (which has now formally submitted by the applicant), and this need to would include a risk assessment for accessibility for emergency vehicles. The applicant is currently proposing an emergency access at the south eastern corner of the site, where the footpath link is proposed. The applicant has also amended the scheme during the application process to include traffic calming measures in front of plots 1-3 and 91-94 as recommended by the Council's Engineers.
50. Each house would have two driveway parking spaces and the 14 1 bed maisonettes would have 16 communal parking spaces. The Council's parking standards are set out in appendix 3 of the Core Strategy and these are maximum rather than minimum standards. The proposed parking provision for the 1, 2 and 3 bedroom properties match the maximum requirements, though two additional spaces are proposed for the maisonettes. Two parking spaces are proposed for each of the 16 4 bed houses, which is below the maximum standard of three spaces, but this means the provision is compliant with policy as the standards are maxima. The Council's Highways Engineers have commented that the proposed parking falls slightly below the Council's maximum parking standards, however they acknowledge that the application site is in a sustainable location, which provides additional justification for the parking levels proposal.
51. The Council's Highways Engineers recommend a number of planning conditions should the application be approved, and these are included within the suggested conditions to Members.
52. For the reasons discussed above, it is not considered that the proposed development would have an unacceptable impact on highway safety or the residual cumulative impacts on the surrounding road network. It is therefore considered that the proposed development would comply with Policies P5 and S1.2 of the Core Strategy, Policy P7AP of the Allocations Plan and paragraph 111 of the NPPF.

#### Impact on the Character and Appearance of the Area

53. Policy CG3 of the Core Strategy states that the Council will [amongst other things] conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, 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 RA3 relates specifically to developments in Brightmet and states [amongst other things] that the Council will require development to introduce increased levels of high quality, distinctive design that will enhance the local area.

54. Section 12 of the NPPF seeks to achieve well-designed places. It states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps makes development acceptable to communities. Paragraph 131 of the NPPF states that trees make an important contribution to the character and quality of urban environments. Planning decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.
55. Owing to the elongated shape of the application site, a long spine road is proposed through the development, with three short culs-de-sac leading off the main road to the east. The proposed dwellings would either face the spine road, one of the three culs-de-sac or a shared surfaced street at the end of the culs-de-sac. A mix of semi-detached, terraced and maisonette style houses are proposed within the development and they would be constructed from a combination of red brick and render.
56. All dwellings are proposed at two storeys in height, which is considered in keeping with the surrounding scale of development in the area.
57. Third party concerns have been raised with regards to the proposed density of the development, particularly as the number of dwellings proposed has increased from 88 to 94 during the application process. The proposed density of the development is 45.6 dwellings per hectare. 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. Section 11 of the NPPF also encourages making effective use of land and states that it, in terms of achieving appropriate densities, it is important to ensure that developments make optimal use of the potential of each site. Officers do not consider that the proposed density of the development would be incompatible with area given that the built form/grain of the development is not dissimilar to the residential development found to the west and north of the application. All houses will have ample private amenity space and recommended interface distances between houses (both proposed and existing) are achieved. The dwellings are also all proposed at two storeys in height, therefore the scale of the surrounding existing residential development is respected.
58. It is acknowledged that the linear layout of the dwellings is quite monotonous, especially the long line of houses along the western boundary of the development, however the layout of the development is somewhat dictated by the shape of the site. The line of dwelling along the western boundary nevertheless mirrors the linear arrangement of the neighbouring houses along Brodick Drive and the applicant has sought to break up any monotony by interspersing different house types along the streets and adding street trees (as encouraged within NPPF paragraph 131).
59. It is also recognised that the layout of the development is somewhat car dominated, in that the majority of parking spaces are proposed to the front of the dwellings, only leaving a limited front green area to those properties that have such a parking arrangement. The proposed street trees would however help to break up and soften these parts of the development, as would the siting of houses with proposed front gardens between those higher density houses.
60. Following initial comments from the Council's Design and Conservation Officer a footpath link connecting the southern part of the development to the public right of way to the east of the site (to the rear of Highbridge Close) has been added to the proposed layout. This would help improve the permeability and connectivity of the development with the surrounding development.

61. An area of communal green space is proposed at the north western corner of the site, which would help to create a more attractive entrance into the development. This is to be bordered to the north, west and south with hedge planting and along the eastern road boundary with trees and bulb planting. As well as the aforementioned street trees, existing boundary trees would remain to the south and east, ornamental shrub planting is proposed to the fronts of properties and hedge planting is proposed along road frontages where driveways are not proposed. Hedge planting is also proposed between the side of plot 94 and the public right of way, in accordance with advice from the Council's Landscape Architects.
62. Overall, it is considered that the layout, design and scale of the proposed development would be compatible with the character and appearance of the surrounding residential area, compliant with Policies CG3 and RA3 of the Core Strategy.

#### Impact on the Amenity of Neighbouring Residents

63. Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security, and does not generate unacceptable nuisance, odours, fumes, noise or light pollution. SPD General Design Principles sets out the Council's recommended interface distances between dwellings. This states that the recommended interface distance between single or two storey dwellings is 21 metres (where facing elevations both contain main room windows). Where a single or two storey dwelling with an elevation containing a main room window faces a two storey blank elevation (no main windows) the recommended interface distance is 13.5 metres.
64. The Council's recommended interface distances between dwellings are achieved throughout the proposed development. There will be at least 21 metres between the rears of the neighbouring houses along Brodick Drive and the houses proposed at plots 4 to 29 and at least 21 metres between the rears of the houses on Highbridge Close and the dwellings proposed at plots 43 to 66. The end bungalows at Honiton Drive and Mendip Drive are sited side on to the proposed development and therefore no main windows in these properties would be overlooked. The dwelling at plot 90 has the potential to overlook into the rear garden of 16 Mendip Drive, however at a distance of approximately 13 metres away it is not considered that this would constitute undue overlooking, and this relationship is not unexpected in a residential area.
65. By the nature of the proposal, there will inevitably be some disturbance to neighbouring residents during the construction period. The Council's Pollution Control Officers are therefore recommending that the applicant submits a construction management plan, detailing how construction disturbance is to be kept at a minimum, for the Local Planning Authority's approval prior to commencement of development.

#### Impact on Biodiversity

66. 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.
67. Paragraph 174d) of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

#### *Trees and hedges*

68. One category C and two category U trees are proposed to be removed to accommodate the proposed development. A small group of category C trees in the north western corner of the site, a group of category C trees along the eastern boundary, and part of the category U group of trees at the south eastern corner where the footpath is proposed are also proposed to be removed, as are the category C trees within the southern group of trees along the southern



boundary that are found within the application (rather than adjoining it). Category C trees are those of low quality and value and category U trees are in a such a condition that they cannot realistically be retained.

69. The remainder of the trees within and adjoining the site are proposed to be retained and would be protected during the construction phase of the development by protective fencing. The existing hedges along the western and eastern boundaries of the site are to be retained and would be managed by Bolton at Home.
70. The Council's Tree Officers have raised no objection to the proposed development, subject to conditions requiring an arboricultural method statement, protective fencing during construction and replacement planting through a landscaping scheme.

#### *Ecology*

71. An ecological survey and assessment, including a bat survey, has been submitted with the application, which has been received by the Council's Greenspace Officers and Greater Manchester Ecology Unit (GMEU). The survey confirms that the application comprises mown grassland, margins of Bramble scrub and tall ruderal herbs and boundary hedges, and that the clubhouse building and trees on the site are of low suitability for the use of roosting bats. No protected species have been detected on the site.
72. Japanese Knotweed, *Crocasmia* and *Cotoneaster* species have been identified on the site and therefore would need to be removed prior to commencement of development. This would be conditioned should the application be approved.
73. Should the application be approved, the ecological assessment, the Council's Greenspace Officers and GMEU recommend that alternative accommodation for bats and nesting birds is provided within the development. This would be secured through a planning condition.

#### *Biodiversity Net Gain*

74. Both local and national planning policy concerning biodiversity requires there to be enhancement and net gains for biodiversity. The Environment Act and Places for Everyone will eventually require (some time in 2023) a minimum biodiversity net gain of 10% for proposed development, but until that time there is no set percentage requirement, only a requirement for enhancement.
75. An Assessment of Biodiversity Net Gain and a biodiversity metric calculation has been submitted by the applicant. These have been assessed by the Council's Greenspace Officers and GMEU and the metric confirms that the proposed development would result in the loss of 2.93 habitat units, which equates to a percentage loss of 66.25%.
76. The applicant has been unable to accommodate sufficient biodiversity net gain measures within the site. Following consultation with GMEU it has instead been considered appropriate to seek a financial contribution (biodiversity net gain compensation) from the applicant to secure habitat creation and long-term management at a suitable off-site location, through a Section 106 Agreement. GMEU has advised that a compensatory figure of £11,000 per lost habitat unit should be sought. The applicant has agreed to pay £40,260, which is equivalent to 3.66 habitat units and therefore includes a net gain of over 10%. GMEU has advised that the Council uses this contribution to focus on improving grassland habitats (given that the predominant habitat loss of the site would be grassland) and therefore part of Leverhulme Local Nature Reserve may be suitable.
77. For the reasons discussed, it is not considered that the proposed development would result in an unacceptable loss of trees. Subject to the applicant entering a Section 106 Agreement to secure the biodiversity net gain compensation, the proposed development would result in biodiversity net gain. It is therefore considered that the proposed development complies with Policy CG1.2 of the Core Strategy.

### Impact on Flooding and Drainage

78. 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, concentration new development in areas of lowest flood risk. Policy CG2.2 states that the Council will ensure that all proposals for 5 or more residential units demonstrate the sustainable management of surface water run-off from developments. On greenfield sites the rate of run-off should be no worse than the original conditions before development.
79. The application site is located within Flood Zone 1. Flood Zone 1 is an area of low risk flooding, with a risk of flooding lower than a 1 in 1000 year event.
80. A Flood Risk Assessment and a proposed drainage strategy has been submitted with the application. The Council's Drainage Officers raise no objection to the proposal and recommend that a standard pre-commencement surface water drainage condition is imposed on any approval. It is therefore considered, subject to this condition, that the proposed development would comply with Policies CG1.5 and CG2.2 of the Core Strategy.

### Impact on the Adjacent Public Right of Way

81. Policy P8AP of the Allocations Plan states that the Council will permit development proposals affecting public rights of way provided that the integrity of the right of way is retained.
82. Public Right of Way BOL231 runs from the end of Inverbeg Drive around the north and east of the application site (it is not contained within the application site). The Council's Public Rights of Way Officer has confirmed that the proposed development would not affect the integrity of this right way and therefore it is considered that the proposal complies with Policy P8AP of the Allocations Plan.

### Impact on Local Infrastructure

83. Policy IPC1 of the Core Strategy states that the Council will seek to ensure that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or to mitigate the impact of that development. In doing so, the Council will ensure that a scheme is made acceptable in planning terms and achieves the objectives of sustainable development. In determining planning applications the Council will apply a threshold of 15 dwellings in assessing whether planning contributions will be required from proposed housing developments.
84. As the applicant is proposing a 100% affordable scheme through a Registered Social Landlord (RSL) there is no policy requirement for the applicant to contribute to any other infrastructure obligations.

### Other Matters

85. Contaminated land – The preliminary risk assessment submitted with the application has been approved by the Council's Pollution Control Officers. Should the application be approved a condition would be imposed to require remediation of the site and a completion report to be submitted prior to first occupation.
86. Coal mining legacy – The Coal Authority has confirmed that no built development is proposed within the zone of influence of a shaft and therefore no Coal Mining Risk Assessment is required. They are satisfied that no former mining features pose a risk to the application site.
87. Designing out crime – A Crime Impact Statement has been submitted with the application. Greater Manchester Police support the measures proposed within this.
88. Electronic vehicle charging points – A condition is suggested to secure these within the development.

### Planning Balance and Conclusion

89. Officers consider the loss of the allocated recreation land should only be given some negative weight in the planning balance, as the proposal would be compliant with planning policy as better replacement provision will be provided in a “suitable location”. Officers also consider that the loss of biodiversity from the site should also only be given some negative weight, as again the proposed development would be compliant with policy in that biodiversity net gain/enhancement would be achieved off-site.
90. Members are advised that the provision of 94 affordable dwellings in an area where there is an identified demand and shortage should be given substantial weight in the planning balance.
91. As the Council is currently unable to demonstrate a 5-year housing land supply, a presumption in favour of sustainable development must be given. It is considered that the proposed development does constitute sustainable development in that it meets the economic, social and environmental objectives of NPPF paragraph 8. Officers therefore consider that the planning balance is weighted in favour of approving this application and that there are no adverse impacts that would significantly and demonstrably outweigh the benefits.
92. Members are therefore recommended to delegate this decision to the Director to allow for the Section 106 Agreement to be signed, to secure the required off-site biodiversity contribution.

## **Representation and Consultation Annex**

### **Representations**

**Letters:-** 142 objections have been received, which raise the following main concerns:

#### *Highways*

- Inverbeg Drive is too narrow for the proposed access;
- The road network is not suitable for another 94 houses;
- The roads leading to Bury Road are effectively single lane owing to parked cars;
- Highway safety concerns;
- Pedestrian safety concerns, especially for children;
- Increase in traffic on the residential roads;
- Getting onto Bury Road will get more difficult;
- Additional traffic surveys should have been undertaken (officer comment: the Council's Highways Engineers, in consultation with TfGM consider the transport work undertaken to be robust);
- Concerns about accessibility for emergency vehicles on the local roads;
- Condition of local roads is already poor and the development will make them worse (Officer comment: The roads leading to the application site are adopted and therefore the responsibility of the Local Highway Authority);

#### *Green space/recreation space*

- Loss of green space. Only/one of only a few green space in the area/estate;
- The site should remain as a recreational site;
- The site could be used as public playing fields (officer comment: The Council cannot consider alternative uses for the site, only the application/s submitted to them);
- Brownfield sites should be built on instead or empty properties brought back into use;
- Loss of the football club. Losing a club to Bury. Brightmet has limited sports opportunities;
- The pitches proposed in Bury have not been granted permission yet so they are an uncertainty;
- Green spaces are important to people's well-being;
- The site is used for community based events. It is used by the community (officer comment: the site is privately own and whilst community events may be held on the site, the site is otherwise not publicly accessible);

#### *Layout/design*

- Too many houses proposed for the site/over development;
- Would appear cramped, there would be limited space between properties;
- Layout/design of the development not in keeping with the surrounding area;
- Lack of parking within the development;
- Little green space is proposed within the development. No communal space;

#### *Biodiversity*

- Impact on wildlife owing to loss of habitat;
- Loss of trees/vegetation;
- Japanese knotweed will need to be correctly disposed of;

#### *Residential amenity*

- Overlooking of neighbouring properties. Loss of privacy;
- Will no longer be a quite and peaceful place to live. Increase in pollution (air, noise and light) (officer comment: the proposal is for a residential development within an existing residential area, and therefore this is considered to be a compatible use/development);
- Disruption, disturbance and pollution caused by the HGVs and building work;
- Damage to neighbours' vehicles during the construction period (officer comment: this would be a private, civil issue);
- Impact on the well-being and mental health of neighbouring residents (officer comment: there

- is no evidence presented that the proposed development would have such an impact);
- Concerns about who will be responsible for maintenance where proposed garden boundaries would adjoin existing neighbours' boundaries (officer comment: this would be a private, civil issue);

#### *Other issues*

- Brightmet already has a high percentage of social housing compared to other areas of Bolton. The proposed social housing is not compatible with the surrounding private houses character (officer comment: the current demand for social housing in Brightmet is reported in the analysis. Tenure is not considered to be a determining factor in whether or not the development is compatible to the character and appearance of the area);
- Concerns about flooding;
- The site is in a high risk coal area;
- Impact on local schools, doctors, dentists and local services;
- Impact on local drainage, utilities and potential gas leaks (officer comment: any added pressure on utilities would be a matter between the developer and the utility company. United Utilities have raised no objection to the proposal);
- Concern that the adjacent public right of way will be affected;
- Mud on road during the construction period (officer comment: this would be addressed within the required construction management plan);
- Increase in crime and anti-social behaviour;
- Concerns about access being retained to the garages at the bottom of Inverbeg Drive (officer comment: this access is not affected by the proposed development);
- A previous application for residential development on the site was refused. This development is larger.

**Elected Members:-** Cllr. Warren and Cllr. Hartigan have objected to the proposed development. Cllr. Warren has also requested a Committee site visit.

Cllr. Warren has raised the following concerns:

- Would be an overdevelopment of the site. An increase from 88 to 94 dwellings is completely unacceptable;
- Inverbeg Drive is extremely narrow and this as the only access into a development would be unacceptable;
- Detrimental impact on Inverbeg Drive;
- Bolton will lose a sporting facility as it is being replaced in another Borough (Bury), this is completely unacceptable;
- The application for the replacement sporting facilities in Bury should be determined before this application;
- The reason that the pitches are in a poor condition is due to flooding and the sewers and drains around the Brodick Drive area struggle to cope with the current homes and rain, therefore there are considerable concerns that this development would also add to the issues with drainage and flooding in the area;
- Lack of greenspace proposed within the development and there will be zero biodiversity net gain;
- This area would be able to support part ownership schemes and mixed tenure due to the standard house price in the area would also support affordable homes and provide greater diversity of socioeconomic groups;
- The roads within the development are extremely narrow, which would cause issues on Inverbeg Drive and within the development itself;
- The design of the properties is not in keeping with the area. The heights at two and a half storeys are unacceptable and adds to overdevelopment and the cramped appearance (officer comment: all properties are now proposed at two storeys, following the amended plans).

Cllr Hartigan has raised the following concerns:

- Overlooking and loss of privacy to the bungalows on Mendip Drive, Highbridge Close and Honiton Drive;
- Loss of light and overshadowing to the bungalows on Mendip Drive, Highbridge Close and Honiton Drive;
- Lack of parking proposed for visitors, delivery drivers, post vans, services, maintenance, council bin wagons, etc;
- Highway safety concerns. There have been a number of very serious crashes in the area;
- Traffic;
- Overdevelopment of the site. There are no open spaces within the development but for a slight opening as you enter;
- This application should be withdrawn for the same reasons as the previous 2002 application;
- Worried that the developers have only carried out the legal minimum with regards to nature conservation;
- Loss of a sports facility and two open green spaces (this site and the field in Bury where the replacement facilities are proposed).

*It is considered that concerns raised, without a specific officer comment in response, have been addressed within the analysis of this report.*

### **Consultations**

Advice was sought from the following consultees: Highways Engineers, Drainage Officers, Design and Conservation Officer, Greenspace Officers, Tree Officer, Landscape Officers, Pollution Control Officers, Public Rights of Way Officer, Strategic Housing Officers, Asset Management and Pupil Place and Planning Unit, Strategic Development Unit, Economic Strategy, Sport England, Greater Manchester Ecology Unit, Environment Agency, Primary Care NHS Bolton, Greater Manchester Police, Coal Authority, Bolton Ramblers, Peak and Northern Footpaths Society, Open Space Society and United Utilities.

### **Planning History**

62201/02 - Erection of 75 dwellings and associated works on existing Wyresdale AFC playing fields - withdrawn by the applicant in October 2002. The application had been recommended for refusal by officers, before the withdrawal, for the following reasons:

1. *Substandard access - the accesses proposed from Mendip Drive and Honiton Drive were considered to be too narrow.*
2. *Greenfield site - in 2002 planning policy required a sequential approach to development on sites, with brownfield sites needing to be considered first. This was not satisfied by the applicant.*
3. *Loss of recreational space, as no replacement facility was being proposed.*

23892/84 - Erection of two garages for storage of machines, etc. and erection of a chain link fence along the northern boundary - approved November 1984.

3454/72 - Use of site for residential development - refused in August 1972 as the site was zoned for recreational use. A subsequent appeal was also dismissed.

### **Recommendation: Delegate the decision to the Director**

### **Recommended Conditions and/or Reasons**

Subject to the following conditions, which have been imposed for the reasons stated:-

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

## Reason

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

- 2 The development hereby permitted shall not be commenced until a scheme for the provision of permanent replacement pitches and clubhouse has been approved in writing by the relevant local planning authority. The scheme must set out details of the size, location, type and make-up of the replacement pitches together with arrangement for access. The scheme must include a timetable for the provision of the replacement pitches.

Development shall also not commence until details of the temporary arrangements for the existing users of the sports pitches on the site, to be used until the approved permanent replacement pitches are available and ready for play, have been submitted to and approved in writing by the local planning authority. These temporary arrangements must be put in place to accommodate the needs of the existing users of the sports pitches on the site prior to the commencement of development.

No dwelling on the site shall be occupied unless and until the permanent replacement pitches have been laid out and constructed in their entirety, in accordance with the approved scheme. No more than 50% of the dwellings shall be occupied unless and until the clubhouse on the replacement pitches has been constructed in its entirety and made available for use, and the replacement pitches are available for play.

## Reason

To ensure that the replacement pitches and clubhouse, of an equivalent or better quantity and quality, are provided and to comply with paragraph 99b) of the National Planning Policy Framework.

Reason for pre-commencement condition: Details of the permanent replacement recreational provision must be agreed prior to commencement of this development and the proposed temporary arrangements must be in place prior to the football club having to relocate.

- 3 The development hereby approved shall be carried out in accordance with the approved Preliminary Risk Assessment: Inverbeg Drive Bolton, dated June 2021 (ref: 20WCH012/G1) by BETTS GEO.

Prior to commencement of development and before any physical site investigation, a methodology shall be approved in writing by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration. Provision of a comprehensive site investigation and risk assessment examining identified potential pollutant linkages in the Preliminary Risk Assessment should be presented and approved by the Local Planning Authority.

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

Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved in writing by the Local Planning Authority.

Prior to occupation of the development hereby approved a Completion Report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended use shall be submitted to and approved in writing by, the Local Planning Authority.

## Reason

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

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

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

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

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

## Reason

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

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

- 5 Prior to the commencement of development, including demolition, ground works or vegetation clearance a Construction Management Plan (CMP) shall be submitted to and approved in writing by the local planning authority. The CMP shall include the following details:
- a) Hours of construction and deliveries;
  - b) Details of the precautions to guard against the deposit of mud and substances on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances prior to entering the highway;
  - c) Dust suppression measures;
  - d) Noise emission suppression measures;
  - e) Construction routes in and around the site;
  - f) Compound locations together with details of the storage facilities for any plant and materials including off-site consolidation if appropriate, the siting of any site huts and other temporary structures, including site hoardings and details of the proposed security arrangements for the site;
  - g) Parking of vehicles associated with construction, deliveries, site personnel, operatives and visitors;
  - h) Sheetting over of construction vehicles.



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

Reason

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

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

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

1. The trees and hedgerows within or overhanging the site which are to be retained have been surrounded by fences of a type to be agreed in writing with the Local Planning Authority prior to such works commencing.

2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).

Reason

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

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

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

Footpath to the south of plots 43-50 (T12 Willow)  
Drainage proposals by T12 (Willow)

No development or site clearance shall take place until the Local Planning Authority has agreed the measures in writing, and these measures shall then be implemented fully in accordance with the approved details.

Reason

To ensure the safe development of the site and favourable retention of trees and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

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

- 8 Development shall not commence until a scheme for the eradication of invasive weed species within the application site has been submitted to and approved in writing by the Local Planning Authority. This shall include a timetable for implementation. Should there be a

delay of more than one year between the approval of the scheme and its implementation or the commencement of development then a new site survey and, if necessary, further remedial measures shall be submitted for the further approval of the Local Planning Authority. The scheme shall be carried out as approved and retained thereafter.

Reason

To ensure the safe development of the site and eradication of an invasive species and to comply with policy CG1 of Bolton's Core Strategy.

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

- 9 Prior to the commencement of all work, including demolition, details shall be submitted to and approved in writing by the Local Planning Authority for alternative on-site bat and nesting bird accommodation. Prior to the erection of any fencing, details of access for hedgehogs through the site shall be submitted to and approved in writing by the Local Planning Authority. The approved schemes shall be implemented in full and retained thereafter.

Reason

To safeguard and enhance biodiversity and to comply with policy CG1.2 of Bolton's Core Strategy.

Reason for pre-commencement condition: Any works on site could harm protected species so details of the matters set out above must be submitted and agreed in advance of works starting.

- 10 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The approved materials shall be implemented in full thereafter.

Reason

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

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

Reason

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

- 12 No soil or soil forming materials shall be brought to the site until a testing methodology including testing schedules, sampling frequencies, allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information has been submitted to and approved in writing by the Local Planning Authority. The approved testing methodology shall be implemented in full during the importation of soil or soil forming material.

Prior to the development being first brought into use or occupied a verification report

including soil descriptions, laboratory certificates and photographs shall be submitted to and approved in writing by the Local Planning Authority.

Reason

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

- 13 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. PL01-SK03 Rev G; "Proposed Site Layout"; revision dated 29.03.22.

Reason

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

- 14 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 in order to comply with Core Strategy policies S1 and P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

- 15 Before the approved/permitted development is first brought into use car parking spaces shall be provided within the curtilage of the site, in accordance with details in approved drawing PL01-SK03 Rev G. Such spaces shall be made available for the parking of cars at all times.

Reason

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

- 16 Prior to first occupation of the development hereby approved/permitted, all developer obligations shall be fulfilled to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult, advertise, promote and implement Traffic Regulation Orders to implement a 20 mph speed limit within the development and to implement parking restrictions within the development.

Reason

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

- 17 Details of the electric vehicle charging points to be provided within the development shall be submitted and approved in writing by the Local Planning Authority prior to first occupation. The electric vehicle charging points shall be provided in accordance with the approved scheme prior to occupation and shall be maintained for the life of the approved development.

Reason

To safeguard the amenity of the occupiers of the proposed development in respect of atmospheric pollution, and to incorporate high standards of sustainable design within the

development, in compliance with policies CG2 and CG4 of Bolton's Core Strategy.

- 18 Trees and shrubs shall be planted on the site in accordance with the approved landscape scheme [drawing references: 6684.01 Rev B and 6684.02 Rev B] prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape and in order to comply with Core Strategy policies CG1 and CG3.

- 19 Prior to each dwelling hereby approved being first occupied, the approved boundary treatment for that plot (as shown on approved drawing BT01 Rev F; "Boundary Treatment and Details"; revision dated 31.03.21) shall be implemented in full.

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.

- 20 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 fencing, walls, gates or other means of enclosure shall be erected to the front of any of the dwellinghouses hereby approved, other than those expressly authorised by this permission.

Reason

To safeguard the character and appearance of the development and street scenes, and to comply with Policy CG3 of Bolton's Core Strategy.

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

SL01; "Site Location Plan"; dated Aug 2021  
PL01-SK03 Rev G; "Proposed Site Layout"; revision dated 29.03.22  
752-KNO-113 Rev B; "KNOWL EBH (KNO-EBH)"; dated March 2020  
752-KNO-114 Rev B; "KNOWL EHRH (KNO-EHRH)"; dated March 2020  
752-KNO-115 Rev B; "KNOWL EFRH (KNO-EFRH)"; dated March 2020  
752-KNO-116 Rev B; "KNOWL MB (KNO-MB)"; dated March 2020  
752-KNO-117 Rev B; "KNOWL MHR (KNO-MHR)"; dated March 2020  
752-KNO-118 Rev B; "KNOWL MFR (KNO-MFR)"; dated March 2020  
872-ARU-113 Rev F; "ARUNDEL EBH (ARU-EBH)"; revision dated 26.05.2021  
872-ARU-114 Rev F; "ARUNDEL EHH (ARU-EHH)"; revision dated 26.05.2021  
872-ARU-115 Rev F; "ARUNDEL ERH (ARU-ERH)"; revision dated 26.05.2021  
872-ARU-116 Rev F; "ARUNDEL MB (ARU-MB)"; revision dated 26.05.2021  
872-ARU-117 Rev F; "ARUNDEL MH (ARU-MH)"; revision dated 26.05.2021  
902-CHA-116 Rev A; CHATSWORTH MB (CHA\_MB)"; dated March 2020  
912-GOS110 Rev E; "GOSFORD EBG (GOS-EBG)"; revision dated 27.05.2021  
1070-RAM-113 Rev A; "RAMSDELL EBH (RAM-EBH)"; revision dated 01.03.33 [sic]  
1070-RAM-115 Rev A; "RAMSDELL EFRH (RAM-ERH)"; revision dated 01.03.33 [sic]  
614A2-M42-BUR113; "BURGHLEY ALT 2 EBH (BUR-EBH)"; dated Jan 20  
614A2-M42-BUR116; "BURGHLEY ALT 2 MB (BUR-MB)"; dated Jan 20

6684.01 Rev B; "Landscape Proposal Sheet 1 of 2"; revision dated 02.03.22  
6684.02 Rev B; "Landscape Proposal Sheet 2 of 2"; revision dated 02.03.22  
BT01 Rev F; "Boundary Treatments & Details"; revision dated 31.03.22  
HL01 Rev F; "Hard Landscape Plan"; revision dated 31.03.22  
MP01 Rev F; "Materials Plan"; revision dated 31.03.22  
RP01 Rev F; "Refuse Plan"; revision dated 31.03.22

#### Reason

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





general notes:  
do not scale the drawing.  
all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing.  
this drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing.  
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| Schedule      |      |     |      |     |            |
|---------------|------|-----|------|-----|------------|
| Houetype      | Code | Bed | sqft | No. | Total sqft |
| Burghley (GF) | Bur  | 1   | 545  | 8   | 4360       |
| Burghley (FF) | Bur  | 1   | 614  | 8   | 4912       |
| Knowl         | Kno  | 2   | 752  | 14  | 10528      |
| Arundel       | Aru  | 3   | 872  | 39  | 34008      |
| Chatsworth    | Cha  | 3   | 902  | 4   | 3608       |
| Gosford       | Gos  | 3   | 912  | 5   | 4560       |
| Ramsdell      | Ram  | 4   | 1070 | 16  | 17120      |

|       |    |       |
|-------|----|-------|
| Total | 94 | 79096 |
|-------|----|-------|

|                      |       |            |
|----------------------|-------|------------|
| Gross                | 5.1   | Acres      |
| Net                  | 4.75  | Acres      |
| Coverage (sqft/acre) | 16652 | sqft/acres |

KEY

- Land Ownership
- Existing trees to be retained
- Indicative planting
- Indicative hedging
- Denotes shared drives
- Denotes raised tables
- Definitive PROW Bolton 231 (Route as amended on 24th June 2021 via Modification Order)

|   |          |    |   |
|---|----------|----|---|
| G | 29.03.22 | WL | Plot 42 drive length reduced                          |
| F | 28.03.22 | WL | Plot 42 car drive amended                             |
| E | 28.03.22 | WL | Plot 42 car drive added                               |
| D | 22.02.22 | AT | 1070 name changed to Ramsdell. Schedule updated       |
| C | 21.02.22 | WL | 1182 changed to 1070. Schedule updated                |
| B | 17.02.22 | WL | Roots changed to hips                                 |
| A | 11.02.22 | WL | 1100 changed to 1070. 3 run Aru replaced with 1 x Cha |

|      |      |    |             |
|------|------|----|-------------|
| Rev. | Date | By | Description |
|------|------|----|-------------|

Client:



**mck associates limited**  
architecture | building surveying | urban design  
burnaby villa ■ 48 walling street road ■ fulwood ■ preston ■ pr2 8bp  
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Project:  
INVERBEG DRIVE  
BOLTON

Drawing Title:  
PROPOSED SITE LAYOUT

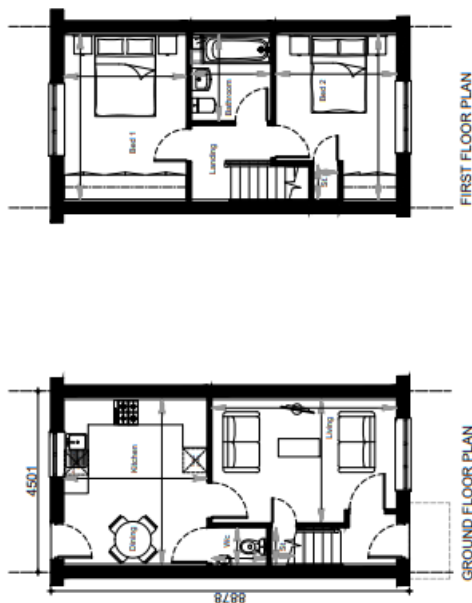
|                   |                          |                 |                   |
|-------------------|--------------------------|-----------------|-------------------|
| Drawn:<br>W.L.    | Checked:                 | Scale:<br>1:500 | Date:<br>JAN 2022 |
| Job No:<br>20-039 | Drawing No:<br>PL01-SK03 | Rev:<br>G       |                   |

A1

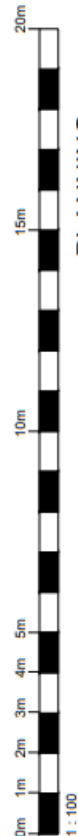
PLANNING



general notes:  
do not scale the drawings.  
all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencement. this drawing is to be read in conjunction with all relevant drawings and specifications relating to the work whether or not indicated on the drawing. Copyright reserved to rock associates ltd, and this drawing may not be used or reproduced without prior written consent.



| Room Item   | $\bar{m}$ | $\sigma^2$ | $\bar{m}^2$ | $\sigma^4$ | $\bar{m}^2/\sigma^2$ | $\bar{m}^2/\sigma^2 \pm 1.41 \sqrt{1/\sigma^2}$ |
|-------------|-----------|------------|-------------|------------|----------------------|---|
| WC          | 0.92      | 0.048      | 0.85        | 0.023      | 17.7                 | 14.1  |
| Living Room | 4.08      | 0.352      | 16.65       | 0.124      | 13.5                 | 11.9  |
| Dining      | 4.08      | 0.352      | 16.65       | 0.124      | 13.5                 | 11.9  |
| Kitchen     | 4.08      | 0.352      | 16.65       | 0.124      | 13.5                 | 11.9  |
| WC          | 0.90      | 0.186      | 0.81        | 0.034      | 21.2                 | 17.4  |
| Stair       | 0.90      | 0.072      | 0.81        | 0.005      | 21.2                 | 17.4  |
| Bedroom 1   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 2   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 3   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 4   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 5   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 6   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 7   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 8   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 9   | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 10  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 11  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 12  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 13  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 14  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 15  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 16  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 17  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 18  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 19  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 20  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 21  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 22  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 23  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 24  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 25  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 26  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 27  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 28  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 29  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 30  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 31  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 32  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 33  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 34  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 36  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 37  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 50  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 64  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 65  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 66  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 67  | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 110 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 113 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 114 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 115 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 122 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 127 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 130 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 155 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 156 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 157 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 158 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 159 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
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| Bedroom 163 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 164 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 165 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 166 | 4.08      | 0.306      | 16.65       | 0.094      | 17.7                 | 14.1  |
| Bedroom 167 | 4.08      |            |             |            |                      |   |



## PLANNING

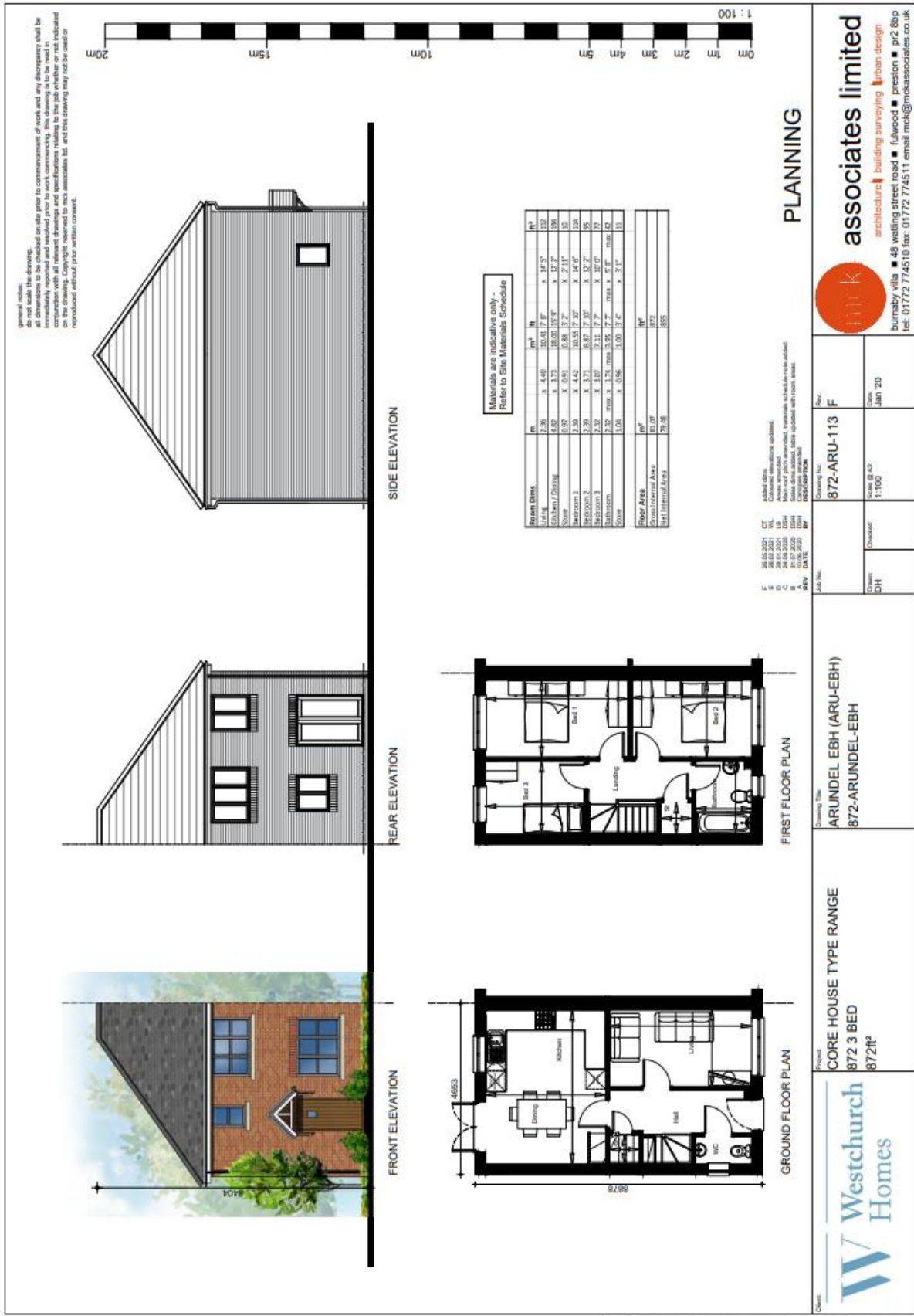


associates limited

burnaby villa ■ 48 walling street road ■ fulwood ■ preston ■ pr2 8bp  
tel: 01772 774510 fax: 01772 774511 email mck@mkassociates.co.uk

|           |             |            |
|-----------|-------------|------------|
| Job No:   | Drawing No: | Sheet:     |
|           | 752-KNO-117 | B          |
| Designer: | Scale:      | Date:      |
| W.L       | 1:100       | MARCH 2020 |


 Westchurch Homes  
 752-KNOWL-MHR  
 KNOWL MHR (KNO-MHR)  
 Drawing 1.00  
 Project





|   |   |                        |                                   |                            |   |
|---|---|------------------------|-----------------------------------|----------------------------|---|
|  | <b>Project</b><br>CHATSWORTH MB (CHA-MB)<br>902-CHATSWORTH-MB | <b>Job No.</b><br><br> | <b>Company No.</b><br>902-CHA-116 | <b>Year</b><br>A           |  <b>mekki associates limited</b><br>architecture ■ building surveying ■ urban design<br>burnaby villa ■ 48 wadding street ■ fukewood ■ precision ■ pr2 80p<br>tel: 01 772 774510 fax: 01 772 774511 email: mekki@mekkiassociates.co.uk |
|   |   | <b>Drawn:</b><br>W.L   | <b>Checked:</b><br>P.M            | <b>Date:</b><br>MARCH 2020 |   |







# Bury application – Proposed relocated football facilities for WAFC





NOTES:  
1. All documents prepared by the architect and any works executed from these documents and drawings, shall unless otherwise agreed, remain the property of the architect and must not be reproduced by, lent or disclosed to, a third party without the written consent of Good & Tilston.  
2. DO NOT SCALE OFF THIS DRAWING.  
3. All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.  
4. ALL LEVELS TO BE CHECKED ON SITE.  
5. All discrepancies between information shown on the drawings and the information on site, shall be referred to the architect before proceeding.  
6. All component sizes and references to be checked prior to the ordering of materials.  
7. Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building owner prior to construction.  
8. All drains, to which additional connections are to be made, are also to be checked as necessary to ensure they are suitable to accommodate additional capacity and the type of effluent being connected.  
9. All relevant boundary positions are to be checked prior to proceeding.



|   |  |     |          |
|---|--|-----|----------|
| C | Handstanding added                           | JLC | 22.09.21 |
| B | Vehicular access updated & cycle store added | JLC | 14.09.21 |
| A | Building & car parking layout updated        | JLC | 03.08.21 |

| Rev      | Revision                             | Int. | Date |
|----------|--------------------------------------|------|------|
| Client   | Bolton Wyresdale F.C.                |      |      |
| Project  | Proposed New Facility                |      |      |
| Location | On Land At Radcliffe Moor Road, Bury |      |      |

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|                          |  |          |  |        |  |          |  |          |  |                         |  |         |  |  |         |  |  |  |  |    |  |  |  |  |   |  |  |  |  |
|--------------------------|--|----------|--|--------|--|----------|--|----------|--|-------------------------|--|---------|--|--|---------|--|--|--|--|----|--|--|--|--|---|--|--|--|--|
| Drawing Title            |  |          |  |        |  |          |  |          |  | Proposed Carpark Layout |  |         |  |  |         |  |  |  |  |    |  |  |  |  |   |  |  |  |  |
| G&T Job No:              |  | Scale:   |  | Drawn: |  | Checked: |  | Date:    |  | Revision:               |  |         |  |  | Status: |  |  |  |  | S4 |  |  |  |  | C |  |  |  |  |
| 2102                     |  | 1:200@A1 |  | MDJ    |  | RPW      |  | 16.07.21 |  |                         |  |         |  |  |         |  |  |  |  |    |  |  |  |  |   |  |  |  |  |
| Drawing Purpose:         |  |          |  |        |  |          |  |          |  | Planning Drawing        |  |         |  |  |         |  |  |  |  |    |  |  |  |  |   |  |  |  |  |
| Bill Project             |  | Origin   |  | Zone   |  | Level    |  | Type     |  | Rate                    |  | Dwg No: |  |  |         |  |  |  |  |    |  |  |  |  |   |  |  |  |  |
| 2102-GTA-00-00-DR-A-1003 |  |          |  |        |  |          |  |          |  |                         |  |         |  |  |         |  |  |  |  |    |  |  |  |  |   |  |  |  |  |