

**Planning Applications Report**

**Planning Committee  
3<sup>RD</sup> February 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)

# Application number 11570/21



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Development Management Section

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# Bolton Council

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**Date of Meeting: 03/02/2022**

**Application Reference: 11570/21**

**Type of Application: Full Planning Application**  
**Registration Date: 07/07/2021**  
**Decision Due By: 05/10/2021**  
**Responsible Officer: Martin Mansell**

**Location: LAND AT MINERVA ROAD, FARNWORTH, BOLTON**

**Proposal:** ERECTION OF ONE 3-STOREY BLOCK COMPRISING 8NO APARTMENTS AND 2NO 5-BED MULTIPLE OCCUPANCY UNITS AND TWO 4-STOREY BLOCKS COMPRISING 16NO 5-BED MULTIPLE OCCUPANCY UNITS TOGETHER WITH ASSOCIATED ACCESS AND PARKING.

**Ward: Harper Green**

**Applicant: Dorbcrest Homes Limited**  
**Agent : Sedgwick Associates**

## **Officers Report**

**Recommendation: Approve subject to conditions**

### **Executive Summary**

- The proposal is for three large format buildings, one of three storeys in height and two of four-storeys containing 18 multiple-occupancy five-bedroom units and 8 two-bedroom apartments, 26 units in total with 89 car parking spaces
- A previous application was refused by Planning Committee in July 2020 (03818/18) on the grounds of impact on the character and appearance of the area, impact on the living conditions of nearby residents and on the basis of poor access to amenity space. The Applicant has sought to address these reasons for refusal by reducing the scale of Block 1 (closest to Minerva Road) by one storey and increasing the amount of external amenity space which would also now be split over two locations within the site. This also means that the number of car parking spaces would fall from 98 (as proposed by the refused application) to 89. That said, in order to ensure that the development is safe from surface water flooding, it will be necessary to raise the finished floor levels of the by 0.88m compared to the originally submitted plans; however the relationship with surrounding properties is considered to be acceptable.
- The application site is allocated for housing in Bolton's Allocations Plan (site ref. 61SC), therefore the principle of residential development has already been established
- The Applicant has stated that the target market for the proposed residential units are professionals, medical staff working at the neighbouring hospital or students attending the college

- Officers consider that the design and scale of the apartment blocks are acceptable given the location of the site between the hospital to the west and residential properties to the east
- As Block 1 has been reduced from 4 storeys to 3 storeys, the Council's recommended minimum interface distances are exceeded between all three blocks and existing neighbouring properties even when the significant changes in levels are taken into account. There remains a shortfall in recommended internal interface distance between the rear of Block 1 and the side of Block 2, however only a section of Block 1 would be affected. On balance, officers consider that the proposed layout is acceptable and would not unduly harm the amenity of future occupants.
- The submitted Transport Statement indicates that the impact of the development within the peak periods falls below the 30 two-way trips threshold for additional assessments on surrounding junctions. Although it is acknowledged that the highway network in this location is congested, based on the submitted Transport Statement and the previous approval for 69 dwellings on the site (95600/16) the Council's Highways Engineers raise no objection to the proposal
- The proposed number of parking spaces within the development exceeds the Council's maximum parking standards and cycle parking is also proposed
- Unlike the previous application, which proposed no energy performance measures, the application is supported by an Energy Statement which demonstrates that the Council's policy of 10% betterment over the existing Building Regulations baselines is achievable at the site, most likely via the use of solar panels. A condition would be imposed to secure this
- A landscaping scheme is recommended via a planning condition to mitigate for the previous loss of trees on the site and in order to achieve biodiversity net gain
- As the 18 shared occupancy units are not classed as dwellings, the Council's policy of requiring planning contributions cannot be applied
- It is considered that the proposed development complies with policy and the benefits of the proposed housing provision are considered to outweigh any minor harm identified. Members are therefore recommended to approve this application
- The application is before Committee as it is a major application with more than 5 objections (38 objections have been received)
- Cllr. Haworth has requested that the application be heard before Committee

### **Proposal**

1. The application proposes a residential development of three large format buildings, one of three storeys in height and two of four-storeys containing 18 multiple-occupancy five-bedroom units and 8 two-bedroom apartments, 26 units in total with 89 car parking spaces.
- Block 1 (three storeys, northern part of site) - 2 multiple-occupancy five-bedroom units and 8 two-bedroom apartments
  - Block 2 (four storeys, middle of site) - 8 multiple-occupancy five-bedroom units
  - Block 3 (four storeys, southern part of site) - 8 multiple-occupancy five-bedroom units

- Total - 18 multiple-occupancy five-bedroom units and 8 two-bedroom apartments, 26 units in total
2. The development would be served by 89 car parking spaces, bin stores and two areas of shared external amenity space.
  3. The blocks have been designed so that Block 1 (three storeys) faces onto Minerva Road, although set back into the site, Blocks 2 and 3 (four storeys) are perpendicular to Minerva Road with front elevations facing west towards the Royal Bolton Hospital site and rear elevations facing east towards the rear of properties on Kingsland Road.
  4. The development would be accessed via Minerva Road, close to the vehicular access to Bolton Hospital. A gated access is proposed.
  5. During the determination period, Officers identified that the development had not initially taken the recommendations of the submitted Flood Risk Assessment into account - it was recommended that the finished floor levels of Block 1 be raised above the level of the nearby highway to keep the new dwellings above any surface water flooding. This has resulted in the finished floor levels (and therefore the finished building height) being raised by 0.88m relative to the plans as originally submitted. The relevant drawing has been updated to this end. However, for the reasons set out in the "interface distances" section below, the impact on nearby dwellings is still considered to be acceptable.
  6. The application is before Committee for decision as it is a major application with more than 5 representations and in addition, Cllr Haworth has requested that the application is decided by Planning Committee.

### **Site Characteristics**

7. The site is currently vacant and has been for some time. Directly to the west of the site is Bolton Hospital and a footpath runs along the outer edge of the site. A band of trees, which sits within the Bolton Hospital site separates the two sites and beyond this are surface level car parks before reaching the hospital buildings. In June 2019, planning permission was granted at the site to the west for the erection of Bolton College of Medical Science.
8. To the east of the site are residential properties on Kingsland Road. The site itself bridges the different built landscapes of the hospital site and the more suburban residential environment of Kingsland Road to the east and Colchester Road to the south.
9. The site slopes downwards from west to east, from the hospital site to the rear of gardens on Kingsland Road. The properties on Kingsland Road are approximately one storey lower than the application site.
10. There was previously a mature band of trees along this boundary, however these were cleared previously and the boundary remains largely open with some naturally regenerated vegetation.

### **Policy**

#### *The Development Plan*

11. Committee should have regard to the requirements of the development plan as a whole. The following policies are considered to be particularly relevant.
12. Bolton's Core Strategy Development Plan Document (2011) - Strategic Objectives - SO5 Ensuring Bolton takes full advantage of its location in the Greater Manchester City Region, SO6 Ensuring

that transport infrastructure supports all aspects of the spatial vision, SO9 To reduce crime and the fear of crime, and improve road safety by ensuring that neighbourhoods are attractive and well designed, SO10 To minimise Bolton's contribution to climate change and mitigate and adapt to its adverse effects, SO11 Conserving and enhancing the best of Bolton's built heritage and landscapes, SO12 To protect and enhance Bolton's biodiversity, SO13 To reduce the likelihood and manage the impacts of flooding in Bolton, and to minimise potential flooding to areas downstream, SO14 Providing housing that meets the needs of everybody, SO15 To focus new housing in the existing urban area, especially in Bolton town centre, SO16 To develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities.

13. Bolton's Core Strategy Development Plan Document (2011) - H1 Healthy, P5 Accessibility, S1 Safe, CG1 Cleaner Greener, CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, SC1 Housing, RA2 Farnworth, IPC1 Infrastructure and Planning Contributions and Appendix 3 - Car parking standards.
14. Bolton's Allocations Plan (2014) - P7AP Strategic Route Network

#### *Other Material Considerations*

15. Supplementary Planning Documents - Accessibility, Transport and Road Safety (October 2013), Infrastructure and Planning Contributions (July 2016), Affordable Housing (February 2013), General Design Principles (June 2015), Sustainable Design and Construction (October 2016)
16. National Planning Policy Framework (July 2021) - building a strong and competitive economy, promoting sustainable transport, delivering a wide choice of high quality homes, requiring good design, promoting healthy communities, meeting the challenge of climate change, flood and coastal change, conserving and enhancing the natural environment
17. Relevant National Planning Practice Guidance - Air Quality, Build To Rent, Climate Change, Design, Flood Risk and Coastal Change, Health and Wellbeing, Housing, Land Affected By Contamination, Land Stability, Light Pollution, Natural Environment, Noise, Public Rights of Way, Planning Obligations, Renewable and Low Carbon Energy, Travel Plans, Transport Assessments and Statements, Use of Planning Conditions, Viability, Water Supply, Wastewater and Water Quality

#### **Analysis**

18. 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.

19. The main impacts of the proposal are:-

- \* principle of development
- \* impact on the character and appearance of the area
- \* impact on residential amenity
- \* impact on the highway
- \* impact on land contamination and stability



- \* impact on sustainable design and construction
- \* impact on trees and biodiversity
- \* impact on public right of way
- \* other matters

#### Principle of Development

20. Paragraph 4.50 of Bolton's Core Strategy (CS) recognises that the CS is a key determinant in quantity, location, quality, type and tenure of new housing. Policy SC1.2 of the CS encourages housing developments to utilise previously developed land. Policy SC1.3 details the Council's requirement in terms of affordable housing provision for development of 15 or more dwellings. Policy SC1.5 seeks to ensure that new housing has a density of at least 30 dwellings per hectare and achieves higher densities where possible, taking into account local character.
21. The site falls within the Harper Green Ward, however for the purposes of the Core Strategy and Allocations Plan it falls within the RA2 Farnworth policy area. RA2.9 seeks to develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
22. The site is allocated for housing in the Bolton Allocations Plan, site 61SC. The principle of residential development is therefore already established at this site.
23. The proposal for residential units on the site complies with policy SC1 in that it will contribute to the housing land supply in the Borough. Where Councils cannot demonstrate a 5-year supply of deliverable housing sites, paragraph 11(d) of the NPPF is engaged (along with footnote 7) which requires consideration as to whether the most important policies relating to the determination of the application are out-of-date.
24. Members will be aware that the Council is currently not able to demonstrate a 5-year supply of deliverable housing sites and that although the most recent Five-Year Housing Land and Housing Delivery Test December 2021 Position Statement gave a figure of 4.8 years, there is still a presumption in favour of sustainable development as the supply is under 5 years. The Statement also suggests that a supply of at least 5.5 years would be required for the LPA to sufficiently demonstrate a deliverable 5-year supply (taking into account completions and schemes falling away). The proposed development of new housing would significantly contribute to the Council's housing supply and Officers consider this should be given significant weight in the planning balance.
25. In their submitted Delivery Statement, the Applicant states that they own the site in its entirety and that as the site is substantially cleared and ready for the start of development, the only constraint on the developer getting on site is the need for a planning permission for viable development. They also point to their 40 years of experience in housing delivery. It is not intended to phase the development as such, but once planning conditions are discharged, remedial work can be completed and the site can be prepared for development. The first block to be completed will be the most southerly building and this will allow the construction team to move out of the site toward the access on Minerva Road. From discussions to date, some delay may arise to the start of the northerly block if temporary use of that part of the site for temporary parking in connection with the redevelopment of the adjacent site in the hospital is agreed, but there is no certainty that this will occur. It is anticipated that construction of the final building, the northerly block facing onto Minerva Road, would commence in about 9 months from the commencement of the development and that completion of the project is likely to take between 18 months and 2 years.



26. The provision of 26 residential units is a benefit of the proposed development which should be given weight in the consideration of the application proposal. The remainder of the report will therefore consider the impact of the development proposal with regard to the 'tilted balance' and whether any harm identified outweighs the benefit of housing provision.

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

27. Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment.
28. Area policy RA2.15 seeks to ensure that development conserves and enhances the distinctive character of the existing physical and natural environment. RA2.16 seeks to ensure development respects and strengthens the traditional grid-iron pattern and the street-scaping.
29. The application proposes three large format apartment blocks, one of three storeys and two of four storeys. The site bridges the residential environment to the east which is characterised by traditional 2-storey semi-detached properties and the hospital site to the west which is characterised by large format hospital buildings. In addition, planning permission has recently been granted for a contemporary 5-storey building directly to the west of the site to accommodate Bolton College of Medical Science. The application site therefore forms an important link between these two quite different built environments. Whilst Members previously refused a similar application at this site, it is considered that the reduction in height of Block 1 (the most prominent element) from four storeys to three storeys means that, after taking the scale of nearby existing and approved hospital buildings into account, a refusal on the grounds of impact on the character and appearance of the area could not be sustained.
30. During the determination of the previous application, design input resulted in positive modifications to the external elevations of the buildings, which resulted in a much higher quality scheme, which will serve to link the residential nature of the eastern environment with the hospital site to the west. The development is as previously proposed, other than the reduction in height of one storey to block 1, the increase in external amenity space and the reduction in car parking spaces
31. Some landscaping is proposed along the Minerva Road boundary, as well as a wall of brick and railings. Wooden fencing is proposed along the boundary with the residential properties on Kingsland Road. A weldmesh style fence is proposed along the boundary with the hospital site.
32. Overall, the proposal is considered to comply with Policy CG3 of the Core Strategy as well as the guidance contained in SPD General Design Principles.

#### Impact on Residential Amenity

33. Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security and does not generate unacceptable nuisance, odours, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.
34. Policy S1 of the Core Strategy seeks to ensure that the design of new development takes into account the need to reduce crime and the fear of crime. Policy RA2.17 seeks to ensure that development, "make[s] efficient use of land in inner Bolton due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and

conform to the overall spatial approach."

35. SPD General Design Principles sets out the Council's minimum interface standards between dwellings and amenity space standards.

#### *Interface Distances*

36. The layout of the proposed development has been designed to respect interface distance guidance. The side elevation of Block 1 will not contain any principal room windows and therefore there will be no overlooking of properties on Kingsland Road from this block. The main issue to consider therefore is whether or not the building would be so unacceptably dominant when viewed from 38 and 40 Kingsland Road that it would harm living conditions by way of poor outlook from principal windows. The Council's guidance sets a base interface of 13.5 metres for the relationship between principal elevations of existing dwellings and new two-storey development but requires judgements to be made over developments greater than two storeys and where there are level changes between sites, suggesting that the target interface distance should be "plus 3 metres for each additional storey or equivalent levels difference". The first floors of 38 and 40 Kingsland Road would be broadly level with the ground floor of Block 1, meaning that there is a levels difference of approximately one storey between the proposed development and the existing dwellings, therefore it is necessary to add an additional 3 metres. The proposed development would be three storeys in nature, therefore it is necessary add a further 3 metres, resulting in a target interface distance of 19.5 metres. Both 38 and 40 Kingsland Road benefit from substantial rear single storey extensions, though the extension at 40 Kingsland Road is not shown on the submitted sections. This results in an interface of approximately 21 metres to the ground floor rear extension of 39 Kingsland Road and 20 metres to the ground floor rear extension of 40 Kingsland Road, with the interface to the first floor elements of both dwellings being around 24.5 metres. All interfaces therefore exceed the recommended interface of 19.5 metres.
37. Blocks 2 and 3 both have principal elevations facing the rear of dwellings on Kingsland Road, distances of 34 metres (block 2) and 40 metres (block 3) have been achieved, which exceeds the interface distance guidance and takes into consideration the levels difference here, the required distance of 30 metres is therefore comfortably exceeded. To the south, an interface distance of approximately 26 metres is achieved between the side of the apartment block and the rear of properties on Colchester Drive, which is in excess of the 19.5 metres interface (13.5 metres plus 6 metres for the two additional storeys) recommended by the SPD guidance.
38. Within the site, there is a shortfall in interface distances between the rear principal room windows of Block 1 and the blank side elevation side elevation of Block 2. The recommended interface would be 19.5 metres (13.5 metres plus an additional 6 metres) and the proposed interface is approximately 14 metres; however only a section of Block 1 will be affected and only the ground and first floors would have their outlook affected and given that future residents will be aware of the site layout prior to residing here, this is on balance considered to be acceptable. It should be noted that no overlooking would occur between Blocks 1 and 2 as Block 2 has no principal windows in its northern elevation. The main issue to consider therefore is whether or not Block 2 would be so unacceptably dominant when viewed from some of the units within Block 1 that it would harm living conditions by way of poor outlook from principal windows. For the reasons stated, this is not considered to be the case.

#### *Amenity Space*

39. The site layout plans have been amended following the refusal to incorporate two areas of communal amenity space for residents at both the north and south of the site. Whilst a plan has been submitted stating that the amount of available amenity space would amount to 2,900

square metres, Officers consider that, once the shape of some of the areas were to be taken into account and bearing in mind the need for new planting, the actual usable amount of amenity space would be approximately 1,300 square metres. Nevertheless, this would substantially exceed the 682 square metres proposed by the refused application and substantially exceed the SPD guidance of 18 sq m per apartment - though of course these standards envisaged their application at typical apartment developments and are not directly applicable to multiple-occupancy units. Officers are reasonably satisfied that the scheme before Members strikes an appropriate balance between the need to make efficient use of land in sustainable locations whilst accommodating built form, parking, amenity space and landscaping.

#### *Bin Stores*

40. Three brick built bin stores are proposed, to be located close to the block they will serve. They have each been designed to accommodate 5 large (1,100 litre) bins, the Council's Waste and Recycling Team have confirmed that the provision for bins and bin stores are suitable for the number of residential units proposed.

#### *Crime and Fear of Crime*

41. An updated Crime Impact Assessment has been submitted addressing the development proposal and the site specific safety and security. The report reiterates that the site will be secured by strong boundary treatment – a low wall with railings to Minerva Road which will provide security yet visibility through, the site will be gated for security purposes. To the eastern and southern boundary will be a 2m high wooden fence which, and to the western boundary with the footpath and hospital beyond, will be a weldmesh fence to prevent unauthorised access into the site. The development has been designed to provide natural surveillance within the site. The bin store and bike stores are dislocated from the apartment buildings and the Officer's have requested that these are relocated closer to the blocks to provide better safety and security as well as accessibility. External lighting is proposed to the buildings and car parks for the safety and security of future residents.
42. Greater Manchester Police note that the Crime Impact Statement has not been written by a suitably qualified security consultant. However, Officers have carefully considered the submitted Crime Impact Statement and find that it addresses the relevant issues appropriately. It notes the high levels of footfall within the area, meaning that the site benefits from good passive surveillance. The development would be subject to unified management, meaning that elements such as bin stores, fencing and parking would be appropriately managed. The proposal is considered to comply with policy S1 of the Core Strategy and an informative will be added to advise that the development should be constructed in line with Secure by Design principles.
43. Overall, the proposal is considered to comply with Bolton's Core Strategy policy CG4 and SPD 'General Design Principles'.

#### Impact on the Highway

44. Policy P5 of the Core Strategy states that the Council will ensure that development takes into account [amongst other things] accessibility by different types of transport, prioritising pedestrian, cyclists, public transport users over the motorised vehicles users, servicing arrangements and parking. Policy S1.2 seeks to promote road safety in the design of new development. Appendix 3 of the Core Strategy sets out the Council's maximum parking standards.
45. Paragraph 111 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

46. The Council's Highway Engineers note that the principle of residential development has previously been approved under applications 66431/03, 72716/05 and 95600/16. They also note that a transport consultant has submitted a transport statement and a travel plan in order to substantiate this development proposal from a transport and highways perspective. Although this part of the highway network suffers from congestion issues within the AM and PM operational peak periods, the transport statement appears to indicate that the level of traffic impact associated with development taking into consideration committed development on the site, will be marginal above the existing baseline traffic situation at that location. The statement reiterates that the additional traffic should be accommodated with minimal additional detriment or severity to road safety, amenity and the operational capacity of the surrounding highway network. The information indicates that the traffic impact associated with the level of additional development will fall below the 30 two-way trip requirement indicated in national guidance for the requirement to analyse surrounding junctions on the local highway network. The residual cumulative impact of development from a traffic perspective could not be considered as severe acting on the submitted transport work and would be compliant with current planning policy guidance as set out within the NPPF. The transport statement reiterates the sites accessibility to sustainable modes of transportation and the submitted travel plan with its achievable set of sustainable travel targets will to help to create that modal shift. This again is compliant with current planning policy guidance.
47. Highway Engineers consider that, at 89 spaces, the level of parking provision appears more than sufficient to support development, coupled with the sites sustainability. The site is accessible for refuse collection and submitted tracking analysis using industry standard software demonstrates the ability to enter/leave the site in forward gear.
48. For the reasons set out above, the proposal is considered to comply with Bolton's Core Strategy policies S1 and P5.

#### Impact on Land Stability and Contamination

49. Policy CG4.3 states that development proposals on land that is (or is suspected to be) affected by contamination or ground instability must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.
50. A Preliminary Risk Assessment has been submitted with the application and assessed by the Council's Pollution Control officers. They are satisfied with the submitted information and recommend a condition requiring further site investigations and remediation if necessary.
51. A coal report for the site has been assessed by The Coal Authority. As there is evidence of coal mining legacy works on the site, a condition is required for further intrusive site investigations to be undertaken prior to the commencement of development. The proposed site layout has been designed to ensure that the proposed buildings avoid the mine shaft and more sensitive areas of the site.

#### Impact on Sustainable Design and Construction

52. Policy CG2 of the Core Strategy makes the requirement for developments to incorporate sustainable design and construction methods into the built form of the buildings.
53. Policy CG2.2(b) requires new developments of 5 or more residential units to incorporate appropriate decentralised, renewable or low carbon energy sources to reduce CO2 emissions of predicted regulated and unregulated energy use by at least 10% below the Building Regulations

part L.

54. The Applicant has provided a Sustainability Statement with the application submission which indicates that the 10% betterment over the currently Building Regulations could be achieved by the use of solar panels. A condition will be imposed to this effect.
55. Policy CG2.2(c) requires new developments of 5 or more residential units to demonstrate the sustainable management of surface water run-off from developments. A Floodrisk and Drainage Assessment has been submitted with the application proposal. The Council's Floodrisk team have been consulted and are satisfied with the details provided other than some issues regarding long term maintenance, which will be secured by condition. As noted above, it will be necessary to raise the levels of Block 1 by 0.88m in order to ensure that it is safe from surface water flooding. The section showing these amended levels would be added to the condition listing the approved plans
56. Subject to conditions, the proposal is considered to meet the requirements of Core Strategy policy CG2.2(c) in terms of sustainable design and construction.

#### Impact on Trees and Biodiversity

57. Core Strategy policy CG1.2 seeks to, "safeguard and enhance biodiversity in the borough by protecting sites of urban biodiversity including trees ... from adverse development, and improving the quality and interconnectivity of wildlife corridors and habitats."
58. The application site was cleared previously to commence works on a previously approved residential scheme which has not been taken forward. Since the site clearance the land has naturally regenerated with trees of low amenity which will be removed to develop the current development proposal. There is a belt of off-site trees to the western boundary of the site and conditions will be required to ensure the trees protection during the construction process.
59. Due to the loss of trees on the site agreed via previous planning approvals, trees which were considered to be of high amenity value, a landscape plan is required which will include replacement tree planting to mitigate for the loss of some of these trees. The Applicant has worked with Officers to increase the amenity space and landscape areas on the site and have agreed amendments to the layout to secure additional tree planting to mitigate against the loss of trees on the site in the past. A condition for a landscape plan is recommended.
60. Other conditions are recommended to ensure the retention and mitigation against the loss of habitat such as fencing suitable for wildlife, bat and bird boxes.

#### Impact on Public Right of Way

61. Policy P8AP of the Allocations Plan states that, *"The council and its partners will permit development proposals affecting public rights of way, provided that the integrity of the right of way is retained"*.
62. The line of Public Right of Way Farnworth 017 runs directly to the west of the application site. The footpath is shown on the submitted plans and will not be impacted upon by the development proposal.

#### Other Matters

##### Target Market

63. The application is supported by a statement detailing the target market for the proposed residential units. The site is directly adjacent to the hospital and the forthcoming Bolton College

of Medical Science. It is intended that the future residents will therefore be professionals, medical staff working at the hospital or students attending the college. The units have been designed to be convenient for and accommodate staff and students working shifts and irregular hours. The proximity of the development to the hospital and new teaching block will allow ease of access without dependence on public transport at unsocial hours or the use of a car.

64. A letter has been received from the Director of Finance of Bolton NHS Foundation Trust, stating that the Trust does not object to the development and would consider using the development to accommodate hospital staff.
65. The Agent has confirmed that this is the market that the development is being built for, it is development that does not rely on any public funds and is directed at people who are employed on the hospital and campus sites, with the quality of finish and on-site provision that will be expected by that market.

#### *Delivery Statement*

66. The submitted Delivery Statement confirms that the Applicant is keen to start on site once planning permission is granted. The site is to be developed by the Applicant and will not therefore be delayed by sourcing a separate construction firm to build out the project. Once pre-commencement planning conditions are discharged, work on site will commence, starting with the southerly building (Block 3). It is anticipated that completion of the project will take approximately 18 months to 2 years.

#### *Infrastructure Contribution*

67. 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.
68. Policy IPC1 continues that for new residential development specific contributions will be sought for:
- Affordable housing
  - Open space provision and maintenance
  - Health and well-being
  - Education
  - Community facilities
69. SPD "Affordable Housing" (adopted February 2013) provides further detail to the policies in the Core Strategy that concern affordable housing.
70. SPD "Infrastructure and Planning Contributions" (adopted July 2016) provides further detail on policies in the Core Strategy that concern planning contributions. The SPD contains information on when planning obligations may be needed, the type and scale of contributions, the circumstances when financial rather than direct provision will be required, how financial contributions will be calculated, and the form and timing of legal agreements. In addition, chapter 5 of the SPD covers viability, recognising that the need for the Council to take viability into account when considering planning contributions. Specifically, policy IPC1 of the Core Strategy requires, "that the council applies flexibility in its application through consideration of

the requirements for planning obligations with an assessment of scheme viability." The SPD acknowledges that, "it may be appropriate for the council and developers to negotiate a lower contribution if marginal financial viability would mean that development would not go ahead if the full planning contribution were charged."

71. The development proposes 8 multiple-occupancy five-bedroom units and 8 two-bedroom apartments, 26 units in total. Advice has been sought from the Council's legal team on what constitutes a "dwelling" and from the SPD guidance in terms of whether the infrastructure contribution policy is applicable to the development proposal. A "dwelling" includes a house, flat or maisonette. The SPD refers to "new residential development" and "new housing". In view of this, a pragmatic approach has been taken to assessing the likely impact of the proposed development on local infrastructure. The 8 two-bedroom apartments may impact upon local infrastructure in its entirety, however their number falls below the 15 unit threshold. The shared occupancy units will not impact upon affordable housing, open space or education and no community facilities have been identified for contribution purposes. Therefore, the only applicable infrastructure contribution has been identified as health and well-being.
72. Bolton CCG has been consulted on the application proposal, however they have not confirmed that a contribution is required in this instance. No health and well being contribution is therefore requested from the Applicant.
73. A condition will be required for the provision of public art on site given the proposal exceeds the threshold for this requirement.

#### **Local finance considerations**

74. Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The following is considered to be a local financial consideration in this case:
75. New Homes Bonus for the proposed units – this is not a material planning consideration.

#### **Conclusion**

76. The proposal complies with policy SC1 of the Core Strategy in that it will contribute to the housing land supply in the Borough. As the Council cannot demonstrate a 5-year supply of deliverable housing sites, paragraph 11(d) of the NPPF is engaged (along with footnote 7), which requires consideration of whether any harm identified outweighs the benefit of housing provision.
77. It is acknowledged that significant concerns have been raised by local residents, mainly raising concerns about traffic and parking congestion, the height of the proposed buildings, impact on privacy and overshadowing and concerns about the type of accommodation proposed, as well as concerns about crime and the fear of crime. All of these issues have been dealt with in detail in the Analysis section of the report.
78. It is acknowledged that the two of the proposed buildings are high at 4 storeys, however the site bridges the gap between the hospital site where large format buildings are prevalent and the 2-storey residential environment to the south and east. The blocks have been designed to comply in full with interface distances to surrounding properties, taking into consideration site levels and therefore other than a minor internal shortfall detailed in the report, the proposal complies with policy in this respect.
79. The on-site parking provision exceeds policy requirements and the proposal is not therefore



considered to present a parking problem for surrounding roads. Highway Engineers are satisfied that the proposed development will not result in an unacceptable impact on the highway network and complies with Core Strategy policies P5 and S1.

80. The Applicant has provided clarification as to the target market of the development and a Crime Statement, the proposal is considered to comply with CS policy S1.
81. The previous application was refused by Planning Committee in July 2020 (03818/18) on the grounds of impact on the character and appearance of the area, impact on the living conditions of nearby residents and on the basis of poor access to amenity space. It is considered that the Applicant has appropriately responded to all three reasons for refusal by reducing the height of Block 1 by one storey and increasing and redistributing the amount of amenity space.
82. Overall, the proposed development is considered to comply with policy and the benefits of housing provision are considered to outweigh any harm identified. Members are therefore recommended to approve the application.

## **Representation and Consultation Annex**

### **Representations**

**Letters:-** A letter has been received from the Director of Finance of Bolton NHS Foundation Trust, stating that the Trust does not object to the development and would consider using the development to accommodate hospital staff.

38 letters of objection have been received from occupants of properties on Kingsland Road, Colchester Drive, Broadway, Silverdale Road, Grange Road, Seymour Grove, Cambridge Close, Leyton Close, raising the following comments (officer's comments are shown in italics where the point raised has not been addressed in the main body of the report):

- The development is too high on already elevated land (*Officer's comment – recommended interface distances have been achieved between proposed and existing dwellings, taking into consideration levels differences*)
- There is no supporting evidence that the hospital requires this development: there is no mention of key worker accommodation in the planning application (*Officer's comment – the applicant has provided details of the target market for the development*)
- Minerva Road is the main ambulance route and is already congested
- The plans do not provide affordable family homes and are not in keeping with a residential neighbourhood (*Officer's comment – the site is considered to bridge the traditional residential environment to the east and the large format hospital site to the west. This is a mixed use area with the hospital, school and Bolton Science and Technology Centre nearby*)
- Concerns about the siting of the cycle/ bins stores - pose a security threat, risk attracting antisocial behaviour and smells from the bins to the back of existing dwellings (*Officer's comment – new boundary treatment is proposed along the eastern boundary and the site itself is to be gated to increase security. The Applicant was asked to move bin stores away from this boundary but not done so to date*)
- No detail regarding siting of boundary fence: will this be stepped back to maintain green corridor for wildlife or sited up to our fence? (*Officers comment - The fence will be sited along the boundary with the residential properties, an area of landscaping is to run along the application site side of the fence*)
- The design of the buildings are hospital like and institutional
- Fumes from cars
- Previous loss of trees from the site
- Concerned about the height of the buildings and blocking out light to the rear of properties on Kingsland Road.
- The design of the roof will make it appear like a 5-storey building.
- Concern about overlooking and impact on privacy.

- Concern about the land level differences meaning that people will be able to access rear gardens (*Officer's comment: the application submission includes details of replacement fencing to the eastern boundary with Kingsland Road*)
- The access to the site is opposite the high school on a busy road and will impact detrimentally on existing congestion
- Concern that the increase in the volume of traffic will delay ambulances accessing the hospital
- Concern about drainage and flooding into gardens
- Concerns about increase in traffic, the use of residential roads as "rat runs" and impact on highway safety, especially for school children
- Vermin
- Increase in crime due to high intensity living and crime associated with HMOs
- The type of accommodation offered will not be attractive to staff at Bolton Hospital
- Design overbearing and due to the height of the buildings they will overlook existing houses and invade privacy.
- Concerns that the development is going to be like the previous "Cottage Homes" and used for emergency accommodation
- Concerns about anti-social behaviour and crime
- The Crime Report submitted with the application is out of date (*Officers comment: the updated Crime Impact Assessment was written in April 2019*)
- Family housing is required in this area
- The proposed development is not good for the long term development of the area
- Overdevelopment of the site in terms of units and car parking
- Fear of increased crime rates and the development will make properties more vulnerable
- The site was cleared two years ago and has been left in a derelict state, with damage to garden fences due to land slipping
- Prior to this developer coming onto the site and decimating the natural landscape the site was full of wildlife
- Annoyance with some of the developers assumptions and statements within the application, saying the site was derelict and overgrown, it is now, following the developers destruction of the protected trees and woodland, not to mention the effect on the wildlife and, dumping of surplus materials
- There are limited amenities in the area – where will the residents work, shop and socialise

- Lack of green space in the area
- The ginnel that runs along the side of the site is already used for anti-social behaviour, a HMO will further exacerbate this
- The development could accommodate up to 200+ residents which would be too high a density and result in traffic congestion and over development
- The blocks in this development are too high and are not in keeping with nearby residential homes and will dominate the locality
- The development will result in the loss of green space and will impact on environmental pollution
- Lack of car parking – where will these people park?

Non-material planning matters raised:

- Who will manage the development?
- Who will own the development?
- Distrust of the Applicant and what they have done to the site so far
- Concern about the type of people the proposed residential units will attract
- Concerned about the negative impact on house prices

**Petitions:-** none received.

**Elected Members:-** Cllr Haworth has requested a determination by Planning Committee

### **Consultations**

Advice was sought from the following consultees:

Bolton Council: Pollution Control, Landscape, Tree and Woodland Officers, Highways, Floodrisk, Public Rights of Way, Economic Strategy, Strategic Development.

External Consultees: United Utilities, The Coal Authority, GM Police, Ramblers Association, The Open Space Society, Peak and Northern Footpaths, Policy and Transport Planning, GMEU, Environment Agency.

### **Planning History**

A previous application was refused by Planning Committee in July 2020 (03818/18) on the grounds of impact on the character and appearance of the area, impact on the living conditions of nearby residents and on the basis of poor access to amenity space.

Planning permission was approved in 2016 for the erection of 17 x 3-bed houses and 12 x 2-bed apartments (95600/16)

A reserved matters application was approved in June 2006 (Ref: 72716/05) by Planning Committee for the siting, design, external appearance, means of access and landscaping for the erection of 45 x 2 bed roomed flats.

Outline planning permission was granted by Planning Committee in February 2004 (Ref: 66431/03) for residential development of the current application site. Means of access was the only reserved matter considered at the outline stage.

The eastern side of the site was included in The Bolton (Minerva Road) Tree Preservation Order 2003.

**Recommendation:            Approve subject to conditions**

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

1.     **COMMENCEMENT**

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

Reason

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

2.     **CONTAMINATED LAND**

1. Prior to any physical site remediation, a methodology shall be submitted to and approved in writing by the Local Planning Authority. This methodology shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
2. The approved Remediation Method Statement and Environmental Management Plan details the sampling and mitigation protocol for asbestos and dust management. Should the remediation strategy require updating once item (i) of this condition has been completed and approved by the Local Planning Authority, the updated strategy shall be submitted to and approved by the Local Planning Authority.
3. Any additional or unforeseen contamination encountered during development shall be reported to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this shall be submitted to and approved by the Local Planning Authority.
4. Upon complete of the approved remedial schemes, and prior to occupation of the dwellings hereby approved, a completion report demonstrating that the scheme has been appropriately implemented and that the site is suitable for its intended end use shall be submitted to and approved in writing by the Local Planning Authority. The validation of the scheme may be undertaken on a phased basis as plots and groups of plots are completed and made available for occupation.

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.

3.     **COAL MINING LEGACY**

Prior to the commencement of development, the following shall be undertaken:

- The undertaking of a scheme of intrusive site investigations which is adequate to properly assess

the ground conditions and the potential risks posed to the development by past coal mining activity;

- The submission of a report of findings arising from the intrusive site investigations, including details of any remedial works necessary for approval; and
- Implementation of those remedial works.
- Upon completion of any approved remediation scheme(s), and prior to occupation, a completion report demonstrating that all remedial works undertaken on site were completed in accordance with those agreed by the LPA, that the scheme has been appropriately implemented.

Reason

To ensure the safe development of the site and in order to comply with Bolton's Core Strategy policy CG4.3.

Pre Commencement Reason

The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework.

#### 4. **SURFACE WATER DRAINAGE**

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. **LEVELS**

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

Reason

To safeguard the visual appearance and or character of the area and in order to comply with Core

Strategy policies CG3 and CG4.

Reason for Pre-Commencement Condition:

Any changes in land levels on site could affect the character and amenity of the area and the living conditions of nearby residents, thereby details of existing and proposed land levels must be agreed with the LPA prior to commencement.

6. **TREE PROTECTION MEASURES**

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 and siting as detailed on the Tree Protection Plan, 5861.02, dated April 2019.
2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).
3. No development shall be started until a minimum of 14 days notice has been given to the Local Planning Authority confirming the approved protective fencing has been erected.

Reason

To protect the health and appearance of the 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. **HIGHWAY WORKS**

Prior to the commencement of development full details of the highway works at:

1. Access from Minerva Road (5.5m carriageway/2 x 2.0m footway provision/2 x 5.0m radii) as indicated on drawing ref: Proposed Site Layout, drawing ref: 1000 Rev H, dated 17/2/20; and
2. Resurfacing of footway across the Minerva Road frontage.

Shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

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

Pre-commencement reason:

The full details of the necessary highways works have not been agreed at application stage and are therefore required prior to the commencement of development.

8. **BIODIVERSITY**

Prior to the commencement of any above ground construction works, details shall be submitted to and approved in writing by the Local Planning Authority for on-site bat and bird accommodation and the proposed location of this. The approved scheme shall be implemented in full and retained thereafter.

Reason

To safeguard and enhance biodiversity on the site and in order to comply with Bolton's Core Strategy CG1.2.



9. **PARKING**  
No less than 89 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres shall be marked out, numbered and provided within the curtilage of the site, in accordance with approved plan drawing ref: Proposed Site Layout, drawing ref: 1000 Rev J. The parking spaces shall be completed in accordance with the phasing scheme to be submitted and approved as a requirement of condition 10 of this planning permission. 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.
10. **VEHICLE AREAS**  
Prior to the development hereby approved being first occupied, a phasing scheme detailing how each part of the site to be used by vehicles are to be laid out, constructed, surfaced and drained, and when they are to be completed, 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.
- 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'.
11. **ELECTRIC VEHICLE CHARGING POINTS**  
Prior to the laying of any service routes on site, details of the electric vehicle charging points to be provided and the timing of their delivery shall be submitted and approved in writing by the Local Planning Authority. 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 in compliance with policy CG4 of Bolton Core Strategy and to comply with Supplementary Planning Document 'Sustainable Design and Construction'.
12. **BRICK SAMPLE**  
No above ground construction works shall take place until full details of the red brick to be used externally on the building(s) has been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, manufacturer, colour and texture of the brick. The approved materials shall be implemented in full and retained thereafter.
- Reason
- To ensure the development reflects local distinctiveness and to comply with policy CG3 of Bolton's Core Strategy.
13. **LANDSCAPE SCHEME**  
Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the

Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

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

14. **LIGHTING**

Before the development hereby approved is first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting. The lighting shall be designed to an illumination value of no greater than 5 lux at the nearest residential properties. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. Spill shields should also be fitted. The lighting proposed shall be designed to minimise the impacts on nocturnal mammals such as bats, following guidance within section 5 of the submitted Ecology Report "Ecological Survey and Assessment" by Erap Ltd, dated September 2015. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution and in order to comply with Bolton's Core Strategy policies CG1, CG3 and CG4

15. **SECURITY MEASURES**

Prior to the first occupation of the development by any residents, evidence that the security measures recommended by paragraphs 4.6, 4.10 and 4.12 of the submitted Crime Impact Statement have been implemented at the site shall be submitted to and approved by the Local Planning Authority. Such security measures as are implemented shall be retained in full thereafter.

**Reason**

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

16. **SUSTAINABLE DEVELOPMENT**

Prior to the first occupation of the development by any residents, evidence that a means of incorporating appropriate decentralised, renewable or low carbon energy sources to reduce the CO2 emissions of predicted regulated and unregulated energy use by at least 10% has been implemented at the site (in accordance with the submitted Energy Statement Ref: 2021.028, Element Sustainability) shall be submitted to and approved by the Local Planning Authority. Such sustainability measures as are implemented shall be retained in full thereafter.

Reason

In the interests of tackling climate change in accordance with Policy CG2.2 of Bolton's Core Strategy.

17. **ACCESS ROAD AND FOOTWAYS**

No dwelling shall be occupied until the access road(s), footway(s) and footpath(s) (5.5m carriageway/2.0m footway/1.0m service margin) leading thereto have been constructed and completed in accordance with the drawing ref: Proposed Site Layout, drawing ref: 1000 Rev J.

Reason

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

18. **ARBORICULTURAL METHOD STATEMENT**

The development hereby approved shall be carried out in full accordance with the following submitted documents:

- Arboricultural Impact Assessment and Method Statement, ref: PD8561/AIA&AMS/APR19, dated April 2019
- Tree Survey Report, PD/5861/TSR/Mar19, dated March 2019
- Tree Protection Plan, 5861.02, dated April 2019
- The Preliminary Drainage Layout HYD325/101/Rev B showing the route of services (if there are any changes to the proposed service routes, then details must be submitted to the local authority for written approval prior to any groundworks to lay the service routes, no works shall be commenced until written approval is received)

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.

19. **MATERIALS**

Other than as required by condition 12, the development hereby permitted shall be constructed entirely of the materials, including windows and door details, details of which are shown on plan refs and retained thereafter:

- **Proposed Elevations Block One, 19-P-003 Rev A, dated 23/01/20**
- **Proposed Elevations Block Two 19-P-004 Rev A, dated 23/01/20**
- **Proposed Elevations Block Three , 19-P-005 Rev A, dated 23/01/20**

Reason

For the avoidance of doubt as to what is permitted and in order to comply with Bolton's Core Strategy policy CG3.

20. **BOUNDARY TREATMENT**

Prior to the first occupation of the development hereby approved, the boundary treatment (timber fencing, walls, railings and weldmesh fencing) as shown on drawing ref: Proposed Site Layout - Enclosures Plan, 3000 Rev B, shall be erected fully in accordance with the approved details and retained thereafter. The fencing hereby approved shall be installed with hedgehog holes, details of which shall be submitted to and approved in writing by the local planning authority prior to the installation of the fencing and retained as approved thereafter. The approved scheme shall be implemented in full prior to first occupation and retained thereafter.

Reason

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

21. **APPROVED PLANS**

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

**Proposed Site Layout, drawing no. 1000, Rev J**

**Proposed Site Layout - Showing Extent of Private Amenity Space, drawing no. 4000 Rev B**

**Proposed Site Layout - Cross Sections, drawing no. 6000 Rev D**

**Proposed Elevations Block One, 17-148 19-P-003 Rev B,**

**Proposed Elevations Block Two, 17-148 19-P-004 Rev A**

**Proposed Elevations Block Three, 17-148 19-P-005 Rev A**

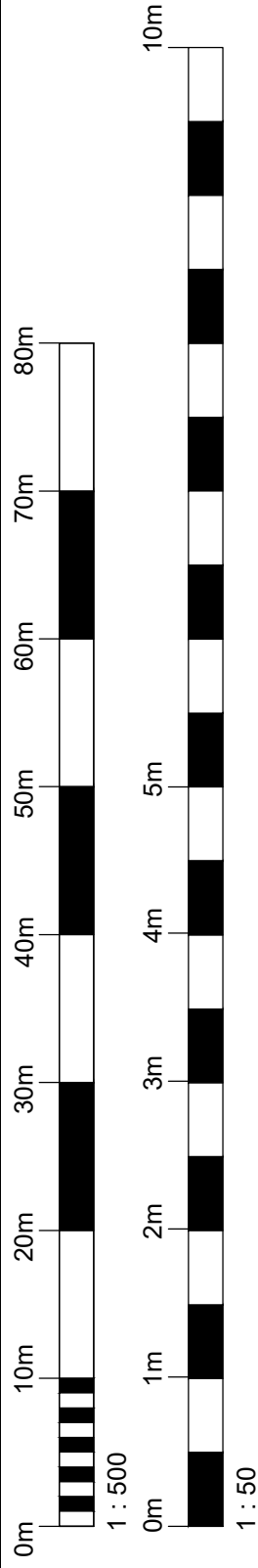
**Proposed Floor Plans Block One, 17-148 19-P-001 rev B**

**Proposed Floor Plans Blocks Two & Three, 17-148 P-001 rev A**

Reason

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





general notes:  
this drawing is a preliminary 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.  
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AMENITY SPACE - 2900m<sup>2</sup>  
(SHADED GREEN AREA)

SITE AREA = 7466 sq. m. (1.845 acres)



SITE PLAN

SCALE 1:500

B	24.8.20	SCK	PARKING LAYOUT REDUCED & REVISED, LAYOUT OF AMENITY SPACE REVISED, AMENITY SPACE REPOSITIONED, ADDITIONAL LANDSCAPING ADDED, AMENITY SPACE AREA REVISED, PARKING LAYOUT REVISED, LANDSCAPING UPDATED, AMENITY AREA REVISED
A	17.2.20	SCK	PARKING LAYOUT REDUCED & REVISED, LAYOUT OF AMENITY SPACE REVISED, AMENITY SPACE REPOSITIONED, ADDITIONAL LANDSCAPING ADDED, AMENITY SPACE AREA REVISED, PARKING LAYOUT REVISED, LANDSCAPING UPDATED, AMENITY AREA REVISED
Rev	Date	By	Comment
Client			

DORBCRESTHomes

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burmby villa ■ 46 wadding street road ■ linwood ■ preston ■ pz2 8bp  
tel: 01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk

Proposed Development At  
Minerva Road, Farnworth  
Bolton

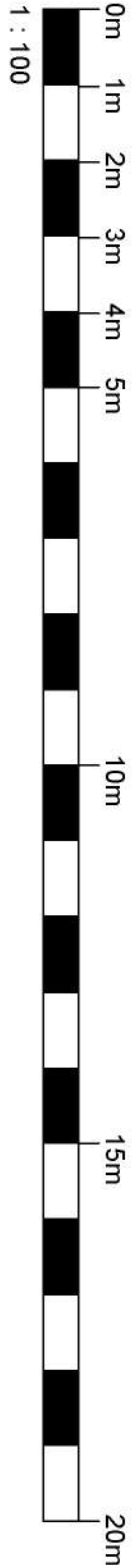
Proposed Site Layout  
Showing extent of Private Amenity Space

Drawn: SK	Checked:	Scale: 1:500 (A1)	Date: Dec 2017
Job No: 17-148	Drawings No: 4000	Rev: B	









FRONT ELEVATION




REAR ELEVATION

SIDE ELEVATION

general note:  
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 and shall be used for construction purposes only.  
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A		23.1.20	SCK	ELEVATIONS REVISED
Rev	Date	By	Description	
Client	DORBCREST HOMES			

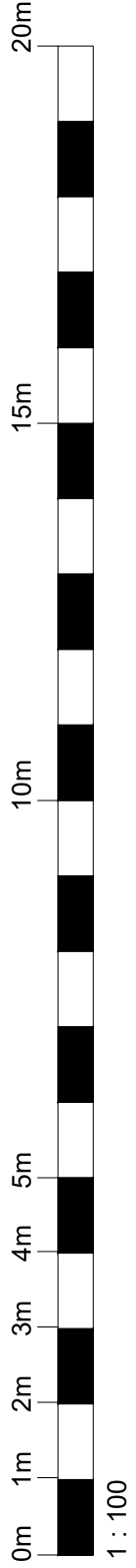


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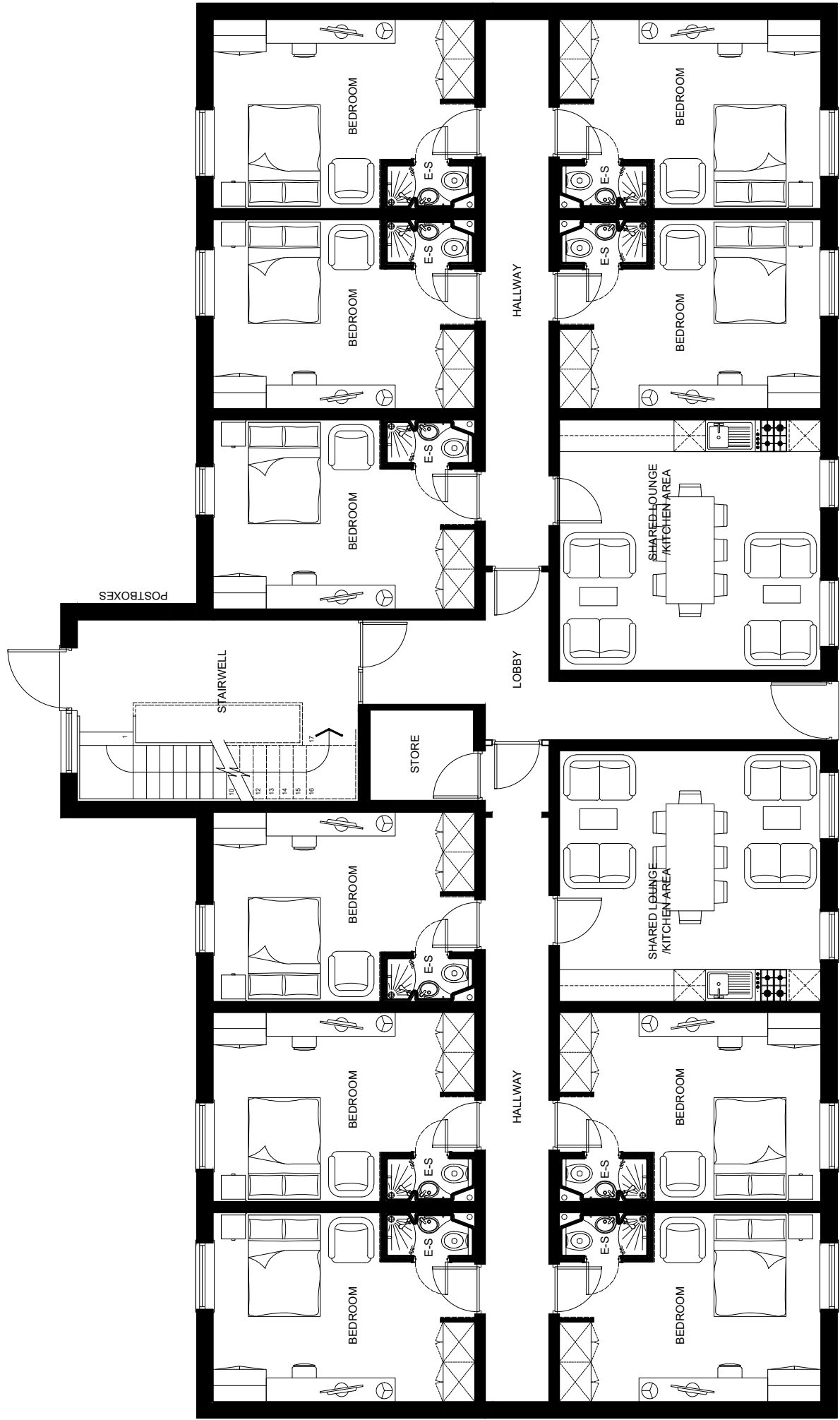
Burnaby Mills ■ 48 Welling Street Road ■ Lilwood ■ Preston ■ PR2 8BP  
Tel: 01772 774510 Fax: 01772 774511 email: [mck@mckassociates.co.uk](mailto:mck@mckassociates.co.uk)  
Project: MINERVYA ROAD  
FARNWORTH

Drawing Title: PROPOSED ELEVATIONS BLOCK TWO			
Client:	SK	Checked:	Scale:
Job No:	17-148	Drawing No:	19-P-004
		Date:	Rev:
		DEC 2017	A



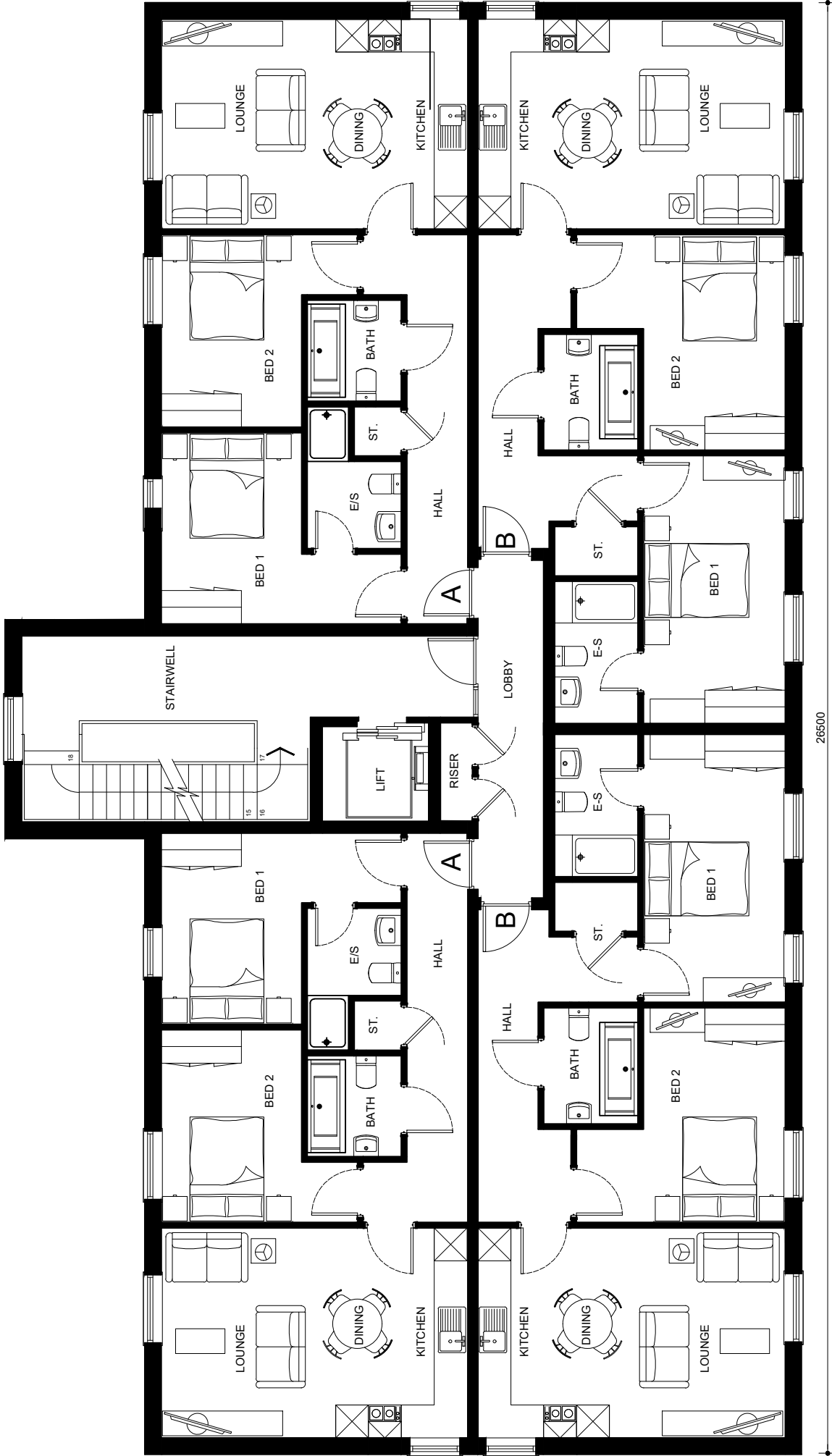


1 : 100



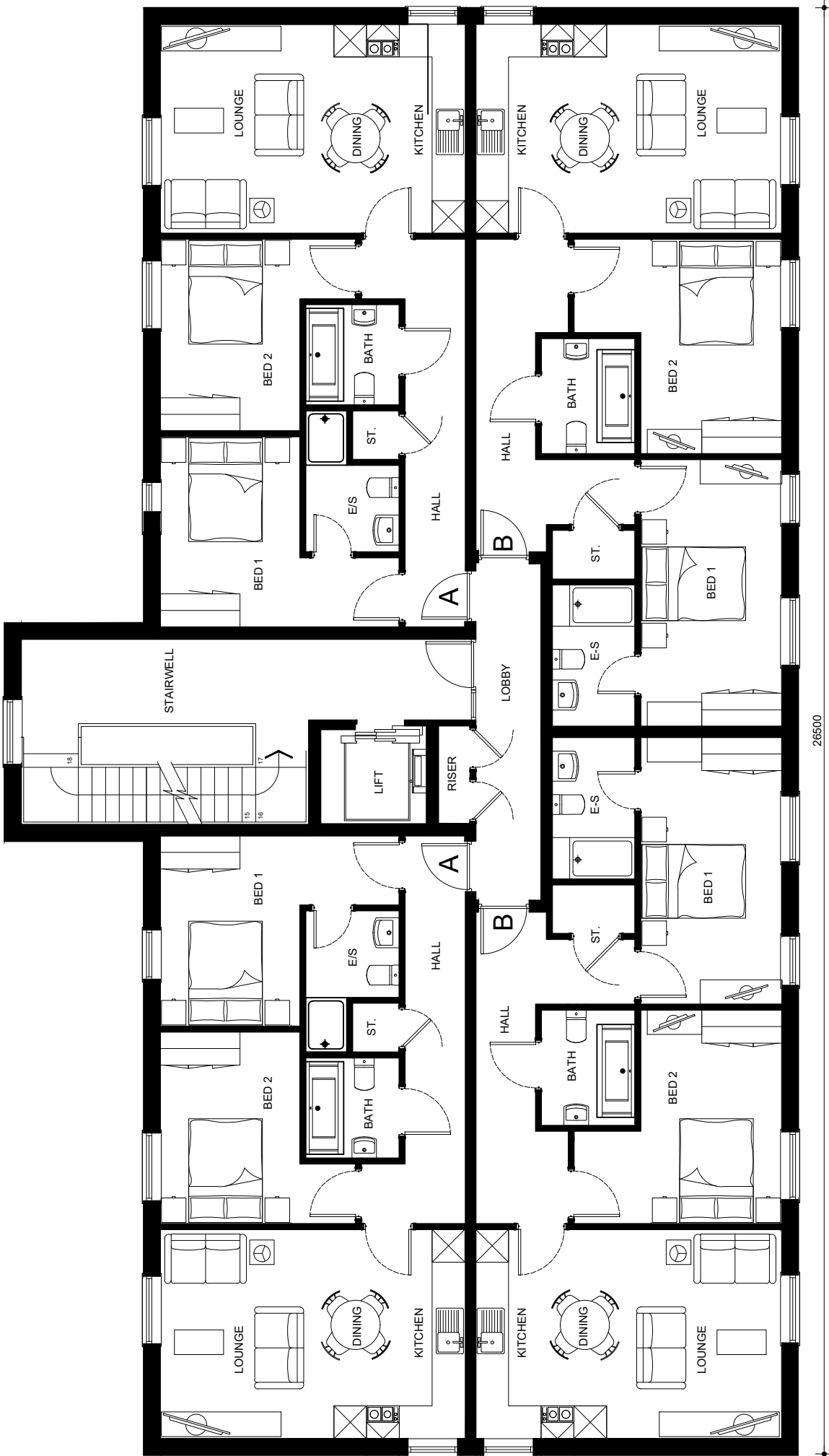
GROUND FLOOR PLAN

APARTMENT SIZE - 133m2  
ROOM SIZE - 17.45m2



FIRST FLOOR PLAN

APARTMENT A SIZE - 61.74m2  
APARTMENT B SIZE - 67.64m2



SECOND FLOOR PLAN

APARTMENT A SIZE - 61.74m2  
APARTMENT B SIZE - 67.64m2

general notes:  
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B	24-8-20	SCK	THIRD FLOOR OMITTED
A	23-1-20	SCK	WINDOW POSITIONS UPDATED
Rev	Date	By	Description

DORBCREST HOMES

mck

associates limited

architecture

building surveying

urban design

burraby villa ■ 46 walling street road ■ linwood ■ p22 bdp

01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk

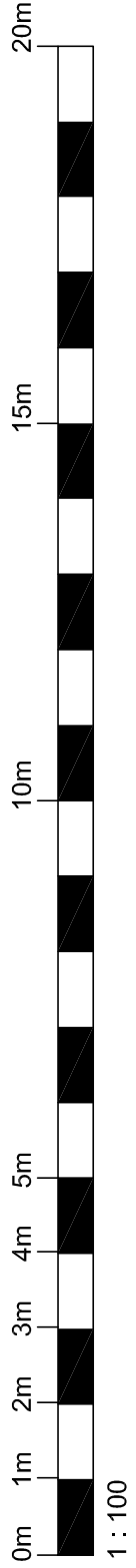
Project:

MINERVA ROAD

FARNWORTH

Drawing Title: PROPOSED FLOOR PLANS BLOCK ONE			
Drawn: SK	Checked:	Scale: 1:100	Date: DEC 2017
Job No: 17-148	Drawings No: 19-P-001	Rev: B	

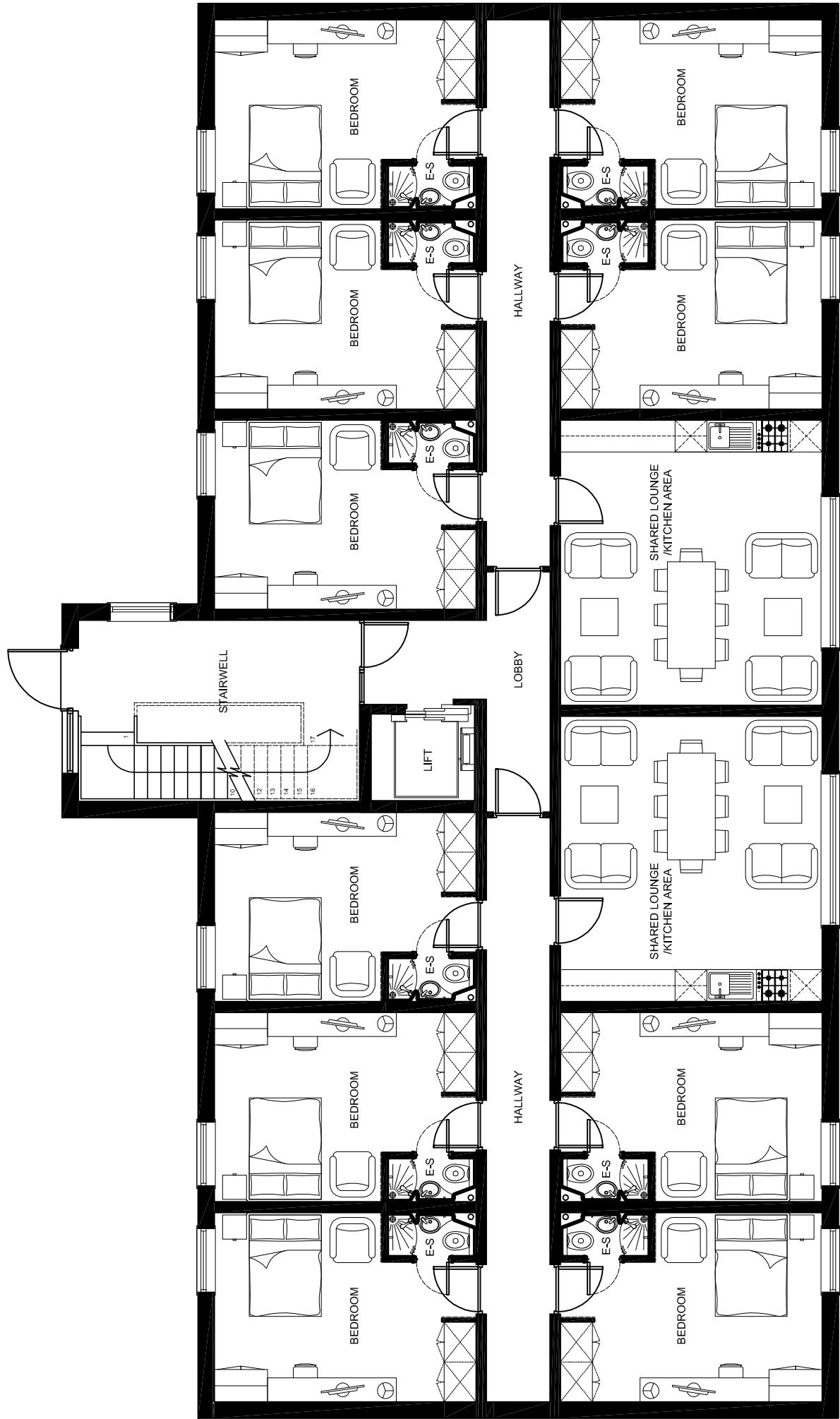
NOTE:REFER TO SITE PLAN FOR BLOCK LOCATION



1 : 100

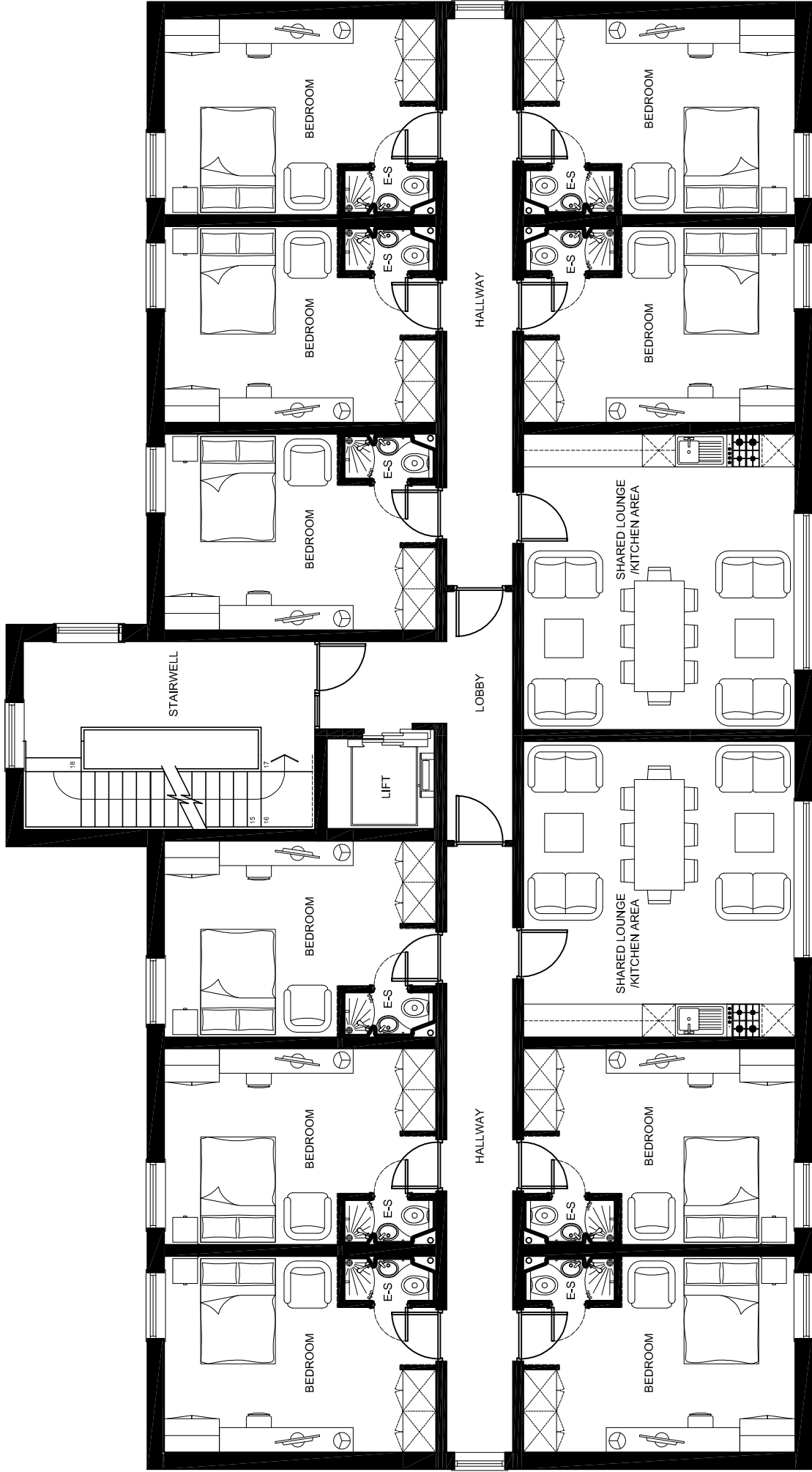
general notes:

1. This drawing is a preliminary design and is subject to change without notice. All dimensions shall 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. The client acknowledges that the drawings are for information only and are not to be used for construction without the written consent of mck associates ltd. and this drawing may not be used or reproduced without prior written consent.

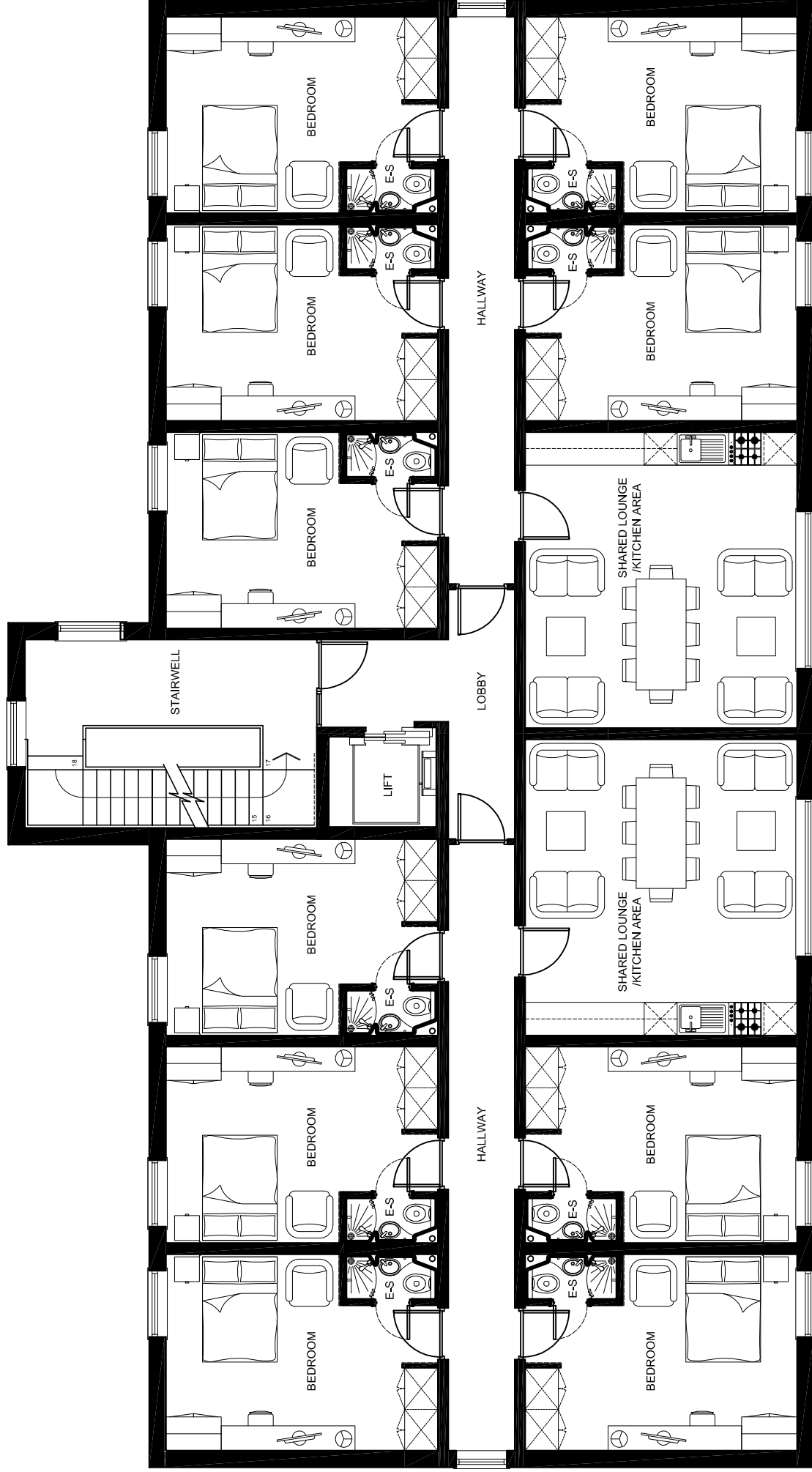


GROUND FLOOR PLAN

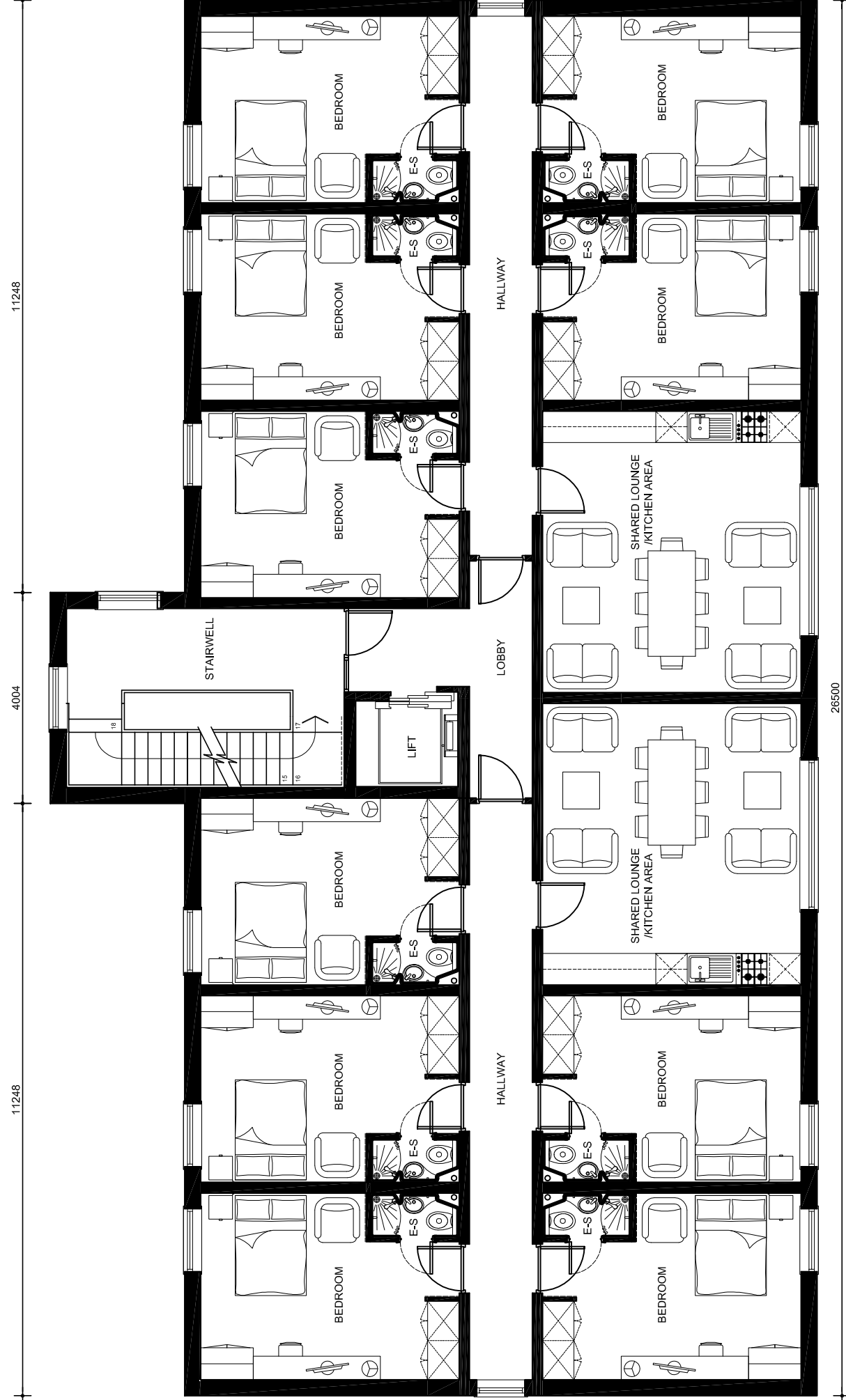
APARTMENT SIZE - 133m<sup>2</sup>  
ROOM SIZE - 17.45m<sup>2</sup>



SECOND FLOOR PLAN



FIRST FLOOR PLAN



THIRD FLOOR PLAN

DORBCREST HOMES

Client: Dorbcrest Homes

By: mck associates ltd.

Date: 17/12/2017

Description: Planning

A1

PLANNING

**mck associates limited**  
architecture | building surveying | urban design  
buraby villa ■ 46 walling street road ■ linwood ■ preston ■ pz2 8bp  
tel: 01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk

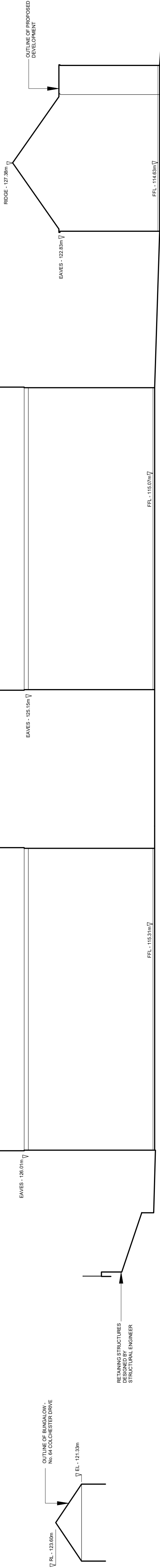
MINERVA ROAD  
FARNWORTH

PROPOSED FLOOR PLANS

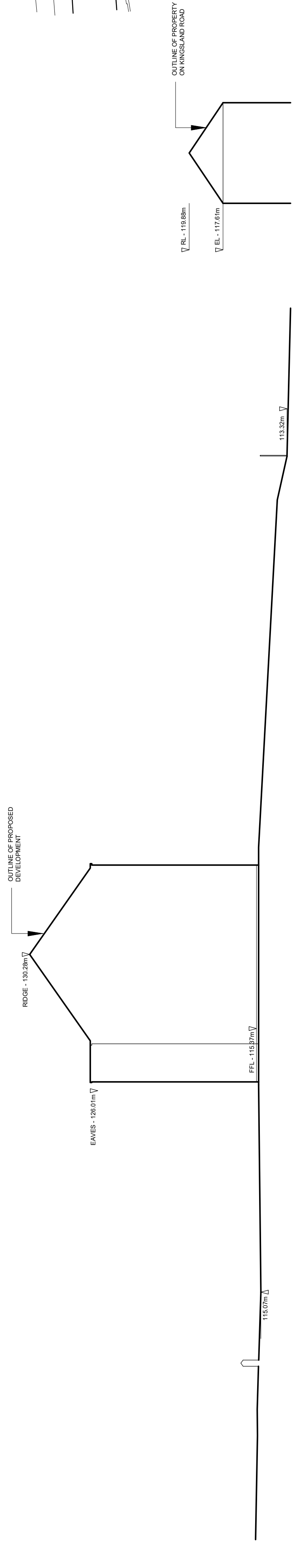
Drawn By	Checked By	Scale	Date
SK		1:100	DEC 2017
Job No.	Drawing No.	Rev.	
17-148	P-001	A	



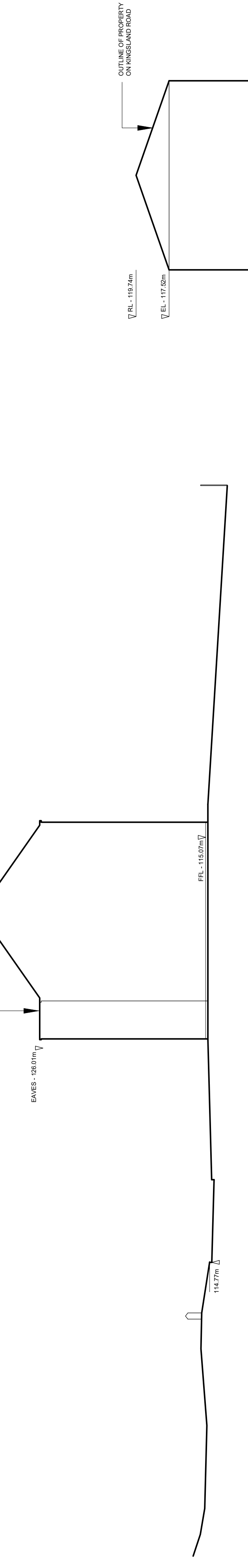
general notes:  
1. This drawing is a preliminary design and all dimensions shall be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. This drawing is to be read in conjunction with all relevant drawings and specifications and shall not be used for construction without the written consent of the author. The author shall not be responsible for any errors or omissions or for any consequences arising from the use of this drawing. The copyright is reserved to mck associates ltd and this drawing may not be used or reproduced without prior written consent.



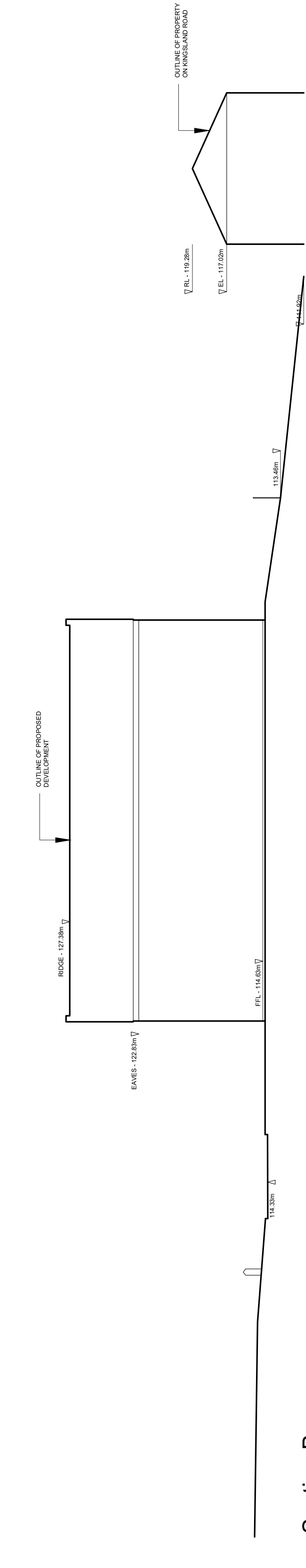
Section E



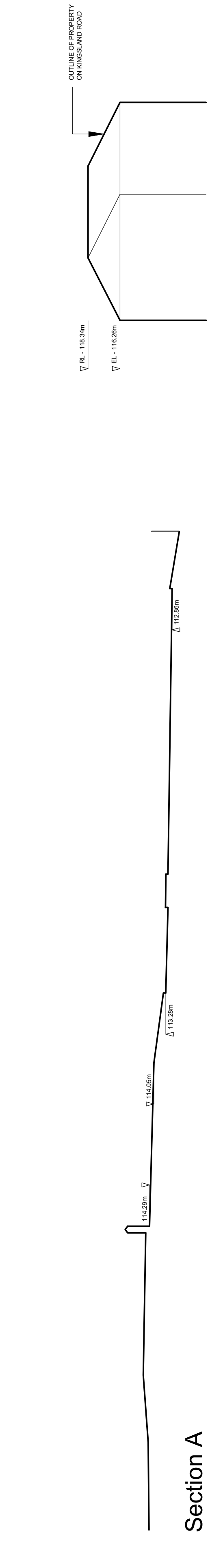
Section D



Section C



Section B

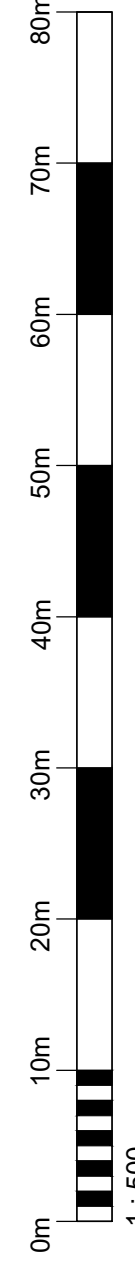
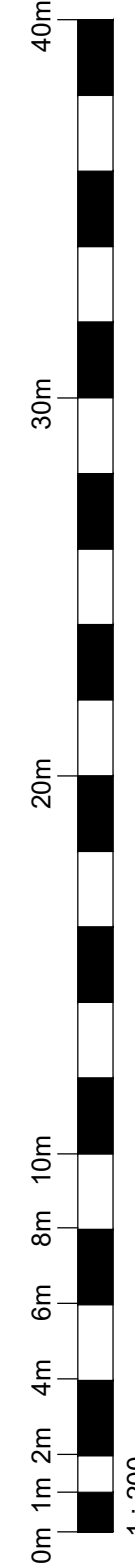


Section A



Site Plan

Scale 1:500



A1

PLANNING