

Planning Applications Report

Planning Committee

8th February 2018

**Bolton
Council**

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

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

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

The following abbreviations are used within this report: -

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

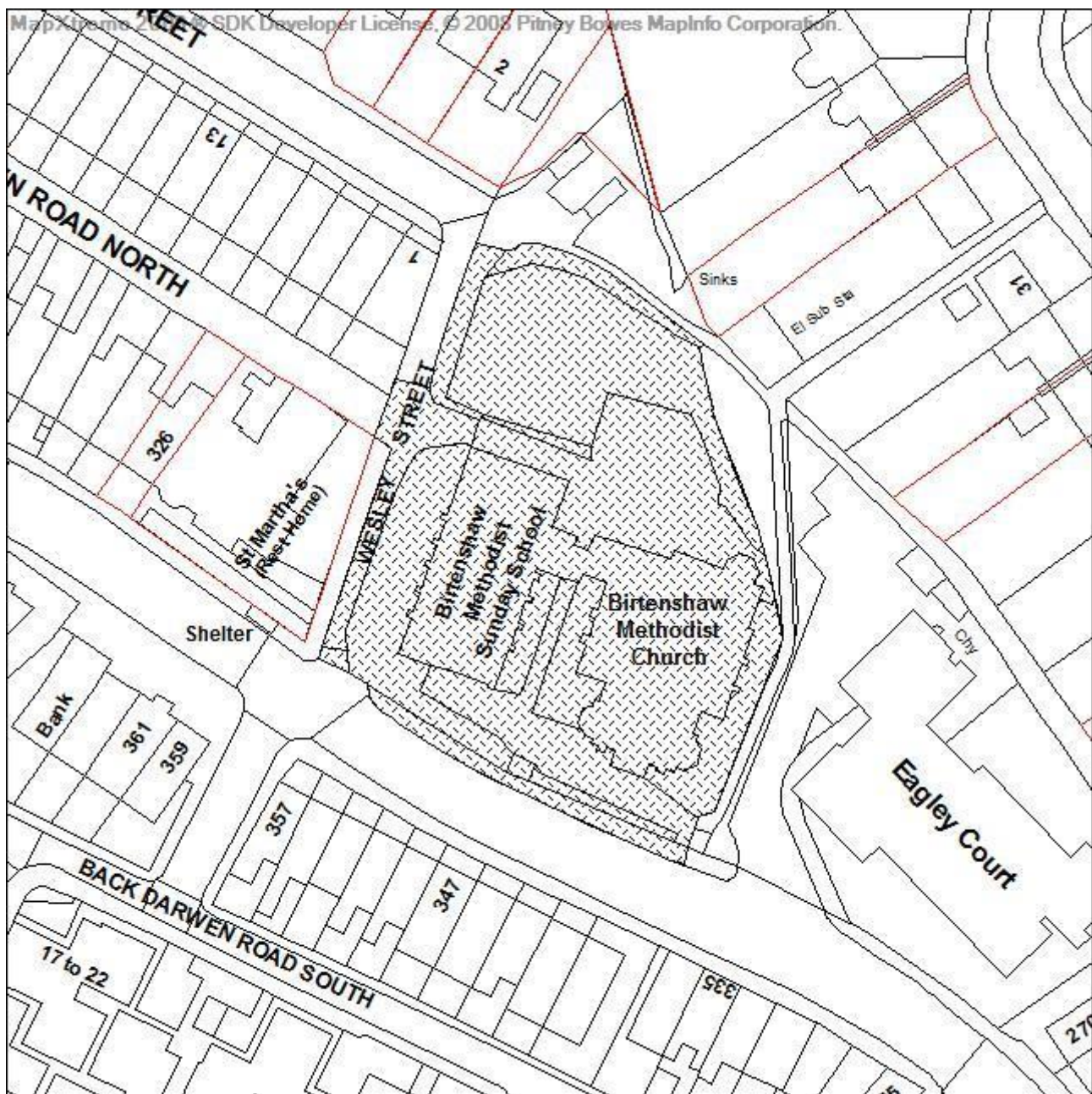
The background documents for this Report are the respective planning application documents which can be found at:-

www.bolton.gov.uk/planapps

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Application number 02369/17



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 08/02/2018

Application Reference: 02369/17

Type of Application: Full Planning Application
Registration Date: 22/11/2017
Decision Due By: 16/01/2018
Responsible Officer: Andrew Cotton

Location: BIRTENSHAW METHODIST CHURCH, DARWEN ROAD, BROMLEY CROSS, BOLTON, BL7 9JG

Proposal: CHANGE OF USE FROM D1 (VILLAGE HALL) TO (A3/A4) BAR/GRILL RESTAURANT INCLUDING ERECTION OF SINGLE STOREY EXTENSION TO SIDE AND REAR, RAMP/TERRACE TO FRONT, ENLARGEMENT OF CAR PARK, ALTERATIONS TO ACCESS AND DEMOLITION OF ADJACENT METHODIST CHURCH.

Ward: Bromley Cross

Applicant: Retreat Restaurants Ltd
Agent : R Potter

Officers Report

Recommendation: Approve subject to conditions

Proposal

1. Planning consent is being sought for the demolition of Birtenshaw Methodist Church, the conversion of Birtenshaw Village Hall into a bar/restaurant/grill (mixed use class A3/A4), the extension of the Village Hall, the creation of a car park and new access from Darwen Road. Minor alteration would be made to the lower section of Wesley Street close to Darwen Road which is shown as in the applicant's ownership resulting in the lower section of Wesley Road being widened and re-surfaced.
2. The proposed demolition would see the existing Methodist Church building removed and replaced with a surface car park to serve the needs of the restaurant and allow the creation of a new access to the site from Darwen Road. The new car park, combined with the existing parking to the rear of the site would result in a total of 46 no. parking spaces.
3. The proposed extension would sit to the east of the Village Hall and would allow the creation of a larger kitchen, laundry room, beer store, two store rooms and toilet facilities.
4. The open land to the east side of Wesley Street will be altered by the construction of a brick wall to allow the raised embankment to be reduced and as a result allow the widening of Wesley Street and as such would aid improved access to Back Darwen Street and Carlisle Street.
5. According to the application form the proposed use would accommodate 13 full time and 14 part

time employees (an equivalent of 20 full time employees). The proposed hours of use are:

- Monday to Thursday 11:00 - 23:00
- Friday and Saturday 11:00 – 24:00
- Sundays and Bank Holidays 11:00 – 22:30

Site Characteristics

6. The site to which this application relates comprises a two storey Church and two storey Village Hall building with a link between the two. The site extends to approximately 0.174 hectares and fronts onto Darwen Road to the south, Wesley Street to the west, and Eagley Court to the east. The surrounding properties are mainly residential in nature.
7. The site occupies a slightly elevated position from Darwen Road. An unadopted public footpath, not designated as a Public Right of Way (PRoW), runs along the east boundary of the site adjacent to Eagley Court.
8. The site is located outside of Bromley Cross Local Shopping Centre.

Policy

National Planning Policy Framework

Core Strategy Policies: P5 Transport and Accessibility; S1 Safe Bolton; CG3 The Built Environment; CG4 Compatible Uses; OA5 North Bolton.

Supplementary Planning Document:

- Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas (September 2013)
- General Design (July 2013)

Analysis

9. 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.
10. It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.
11. The main impacts of the proposal are:-

- * Principle of the development
- * Impact on the character and appearance of the area
- * Impact on adjoining uses /users;

- * Impact on Highways
- * Impact on Local Employment
- * Other matters

Principle of Development

12. At the heart of national policy within the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development. The NPPF maintains the importance of supporting sustainable economic development and delivering homes (paragraph 17).

Sequential test

13. The NPPF sets out a presumption in favour of sustainable development. Paragraph 24 of the NPPF sets out the requirement for a sequential test for town centre uses that are not in an existing centre (which includes town centres and local centres).

14. As the proposed site is located outside of Bromley Cross Local Centre as defined under policy P2 of the Local Plan Core Strategy, the applicant has provided a sequential test in accordance with paragraph 24 of the NPPF, showing that there are no suitable sites within the Bromley Cross Local Centre which would be suitable for the proposed use, and that the site is the most sequentially preferable location for the proposal.

Loss of Community Facility

15. Point 2 of paragraph 70 of the NPPF states that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

16. The proposed demolition and change of use would result in the loss of a community facility, a Church and Village Hall (D1 use class), and as such justification for this loss is required from the applicant. The applicant has supplied the following justification:

- It was no longer viable for the Trustees of the church and hall to continue its use with membership falling from 60 in 1999 to 12 in 2015. There are several Methodist churches in the local area including in Harwood, Tonge Moor, Hawkshaw and Edgworth which the remaining members could utilise.
- In addition there are three other churches (of various denominations) within half a mile radius.
- The Methodist Church only retains buildings for religious purposes and so the buildings had to be sold.
- Any groups which were using the church hall have now relocated to other church halls and local schools since the church and hall closed in July 2016.
- 20 full time equivalent jobs created.

17. The justification provided by the applicant highlights that the proposal would result in the creation of 13 full time and 14 part time (20 full time equivalents) jobs in the local area is of significant benefit to the local economy. Additionally it is considered the creation of the proposed

new access would allow for better access/egress onto Darwen Road and subsequently would allow the currently narrow Wesley Street to be widened to provide better access to Back Darwen Road North and Carlisle Street. It is therefore considered that the loss of the community facility is outweighed by the benefits provided by the development.

18. In conclusion while the site is located outside of the Bromley Cross Local Centre, it is, as identified above in the submitted sequential test, considered to be in the most sequentially preferable site available closest to the Local Centre. Additionally considering the justification provided regarding the loss of community facility (D1 use) and the benefits the scheme would provide, it is considered that the benefits outweigh the loss. It is therefore concluded that the principle of the proposed development is acceptable and in accordance with paragraphs 17 and 24 of the NPPF.

Impact on the Character and Appearance of the Area

19. Policy CG3 and OA5 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, 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, and will maintain and respect the landscape character of the surrounding countryside and its distinctiveness.
20. The application site is located in a prominent slightly elevated position on Darwen Road, a main road through Bromley Cross. The existing Church and Village Hall buildings are prominent within the streetscene. While the buildings are not listed nor in a conservation area, they positively contribute to the character of the area and the streetscene.
21. Under the proposed plans the church would be replaced by a surface car park. While there are no statutory protections upon the church building, as stated above it is considered to contribute positively to the character of the area and as such its loss would have an impact.
22. However it must be considered that the church was originally constructed in 1835 of brick, the school (village hall) was added in 1888 and was constructed of stone, the church building was then clad in 1923 in stone. It therefore could be argued that the more significant asset is the stone built village hall building rather than the church. This building could be considered as a non-designated heritage asset. The NPPF advises that the effect of a non-designated heritage asset should be taken into account when determining a planning application. In weighing decisions that affect directly and indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
23. The sale of the Methodist Church and Hall was openly and widely advertised. The estate agents received nine expressions of interest; bids for the property involved the demolition of one or both buildings. The applicant has additionally pointed out that permission for the demolition of the church is not necessarily required and could be carried out under a prior notification to the Council.

24. Therefore considering the above, while the church building could be considered a non-designated heritage asset and it contributes positively to the character and appearance of the area, there is no prospect of listing the building or compulsory purchase from the Council, there is no economic interest in retaining both buildings, and there would be significant benefits arising from the change of use and conversion of the church hall. On balance it is considered that the proposal is justified.
25. The proposed extension would sit to the side and rear of the existing building and would be constructed of stone in a style to match the original church hall. It is considered that the proposed extension would allow the creation of the necessary facilities at the premises while, due to its location and construction would not have a detrimental impact upon character and appearance of the area. The proposed flue, and refuse area will be accommodated to the rear of the property and thus not visible from Darwen Road.
26. Therefore, it is considered the use and proposed alterations will not have an unacceptable impact on the character and appearance of the existing building in accordance with policies OA5 and CG3 of the Core Strategy and the SPD 'General Design Principles'. Any subsequent application for advertisement consent relating to the business would be dealt with on its own merits.

Impact on Adjoining Uses/Users

27. Core Strategy policy CG4 seeks to ensure that new development proposals are compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Detailed guidance is contained within the SPD on the location of restaurants, bars and hot food takeaways .
28. As the proposal includes a change of use of the ground and first floors of the Village Hall to a bar/restaurant, the impact on the living conditions of the proposed adjoining dwellings is an important consideration.
29. In addition, the Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways SPD states that ideally bars and restaurants should be within designated shopping areas to ensure that any proposed development does not result in detriment to the living conditions of residential occupiers or impact negatively on the vitality and viability of the centre. Guidance contained within paragraph 8 of the SPD states applications for new bars/restaurants will normally be approved within the Borough's designated shopping centres on the provision that they are not detrimental to the living conditions of residential occupiers nor would they have a negative impact on the vitality and viability of the centre.
30. The proposed café/restaurant would be accommodated at the ground and first floors of the property with an ancillary external seating area to the side adjacent to the car park area. The premise is surrounded by Wesley Street to the west, Darwen Road to the south, a public footpath to the north and east of the site. There are some residential properties beyond Darwen Road and Wesley Street and to the north beyond the footpath, however these are considered to be a sufficient distance away so as not to result in detrimental impact upon residential amenity.

31. Paragraph 10 of the SPD states that within groups of shops applications for restaurants /bars will be approved. However, where there is residential accommodation within 50 metres of any part of the application site, applications will be subject to a condition limiting their opening hours to between 09:00 and 23:30 Sunday to Thursday and between 09:00 and 24:00 Friday to Saturday. The hours proposed by the applicant are in accordance with those suggested by the SPD and are considered as acceptable. The hours of operation would be secured by a planning condition in order to safeguard the residential amenity of the future nearby residents.
32. In addition, further planning conditions will be attached to secure hours of deliveries, detailed landscaping scheme, and details of the external lighting scheme to be submitted for LPA's approval. It is noted that details of the proposed flue have been submitted, however a condition requiring a detailed specification of the flue is also suggested.
33. Having regard to the above, subject to planning conditions, it is considered that the proposals would comply with the standards of amenity and will be compatible with the surrounding uses in accordance with the Core Strategy policy CG4 and the above mentioned SPD and would in principle provide satisfactory levels of amenity for future and the existing surrounding residents.

Impact on Highways

34. Policy P5 of the Core Strategy states that the Council will ensure that development take into account [amongst other things] accessibility, servicing arrangements and parking. Policy S1.2 states that the Council will promote road safety in the design of new development. SPD Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas states that applications for bars/restaurants will not normally be required to provide parking within the site, except:
- Where parking restrictions exist in the vicinity of the application site applications will be refused if they will lead to the parking of vehicles on adjacent residential roads to the detriment of the occupiers of these properties; and
 - Where the site is near to a busy junction, a traffic light controlled junction or a place of limited visibility applications will normally be refused (unless designated car parking for the premises is provided).
35. In this instance, the proposal includes a surface car park which would provide 46 parking spaces. It is normal Council policy (SPD Accessibility, Transport and Road Safety) that access to any development proposal is taken from the lowest category of road were possible. During pre-application discussions it was agreed that Wesley Street (unadopted highway) would be unsuitable to provide access for service vehicles/sole access to the parking provision associated with this proposal, and that the site would benefit from an access direct from Darwen Road. The level of public floor area indicated for A3/A4 use-class indicated falls below the threshold indicated in national guidance for the submission of additional information (transport assessment) to substantiate development from a transport/highways perspective. The proposal will potentially have a limited impact on the operational capacity of the surrounding highway network and should pose limited road safety implications. The number of parking spaces proposed complies with the Councils maximum parking standards for the level of A3/A4

use-classes proposed. The site is accessible to sustainable transport provision and the town centre of Bromley Cross and its amenities.

36. Additional tracking information was submitted by the application at the request of the Highways Engineers. The Council's Highways Engineers have assessed the proposal and raise no objection subject to the imposition of a number of conditions.

Impact on Local Employment

37. Core Strategy policy P1.2 seeks to encourage new employment where it is compatible with residential amenity. This is in accordance within guidance contained within NPPF. The proposal would provide 13 full time and 14 part time jobs and would be broadly in accordance with the NPPF.

Other matters

Bin storage/litter

38. The property has an area to the rear of the building dedicated for the storage of refuse bins. It is considered that subject to a conditions requiring details of the enclosure to be submitted and approved this provision is acceptable.

Conclusion

39. The proposal would comply with policy and is recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters:- Two letters of objection raising the following concerns:

- increased traffic
- increased noise
- odours from cooking
- existing issues with vermin at the rear of the church
- loss of a beautiful building
- congestion on Darwen Road will increase

(Officer Comment: the above concerns are addressed within the officer report above with the exception of the issue of vermin, which is not within the remit of planning to control, however it is assumed that should the proposal receive permission and a restaurant open the owners would remedy this issue.)

One letter of support raising the following points:

- proposal will bring job opportunities to the area, economic benefits and enhance people's experience and fun in the area.

Petitions:-None

Town Council:-None

Elected Members:-Councillor Critchley requested that the planning application is referred to committee for a decision due to highways concerns.

Consultations

Advice was sought from the following consultees: Highways Engineers; Pollution Control; Drainage; Greater Manchester Ecology Unit; Greenspace Officers.

Planning History

None relevant.

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the development being first brought into use the Highway improvements indicated at the site access from Darwen Road as indicated on submitted site plan Drg No 6681.9B hereby approved scheme shall be implemented in full 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".

3. Prior to the development being first brought into use the Highway improvements indicated for Wesley Street as indicated on submitted site plan Drg No 6681.9B hereby approved scheme shall be implemented in full 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".

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

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

Reason

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

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

Reason

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

6. Before the approved/permitted development is first brought into use no less than 46 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres shall be marked out and provided within the curtilage of the site, in accordance with Drawing Ref: proposed general site layout rev B dated 18/1/18 . Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

7. 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'.

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

Reason

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

9. Before the development is first brought into use a detailed scheme shall be submitted to and approved by the Local Planning Authority showing the design, location, materials and size of the stone retaining wall as shown on the approved plans. The approved scheme shall be implemented in full prior to the first use and retained thereafter.

Reason

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

10. Prior to first the use of the development, details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, vibration, its appearance and finish shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and thereafter shall be permanently retained.

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance and in order to comply with Bolton's Core Strategy policies CG3 and CG4.

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

Reason

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

12. Before the development hereby approved is first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting/floodlighting. The lighting shall be designed to an illumination value of 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. Spill shields should also be fitted. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

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

13. Prior to the first use of the development, all materials resulting from the demolition of the Church Building shall be removed from the site.

Reason

For the avoidance of doubt and in the interests of proper planning, and to comply with policy CG3 of Bolton's Core Strategy.

14. Given the Phase I Report recommends that a Phase II Report is not required, a watching brief should be kept during construction and prior to completion of the development hereby approved. If contamination or gas migration is found or suspected, the developer shall contact the Local Planning Authority immediately and submit proposals for investigation and remediation of the contamination or gas migration within seven days from the date that it is found or suspected to the Local Planning Authority for approval in writing.

Reason

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

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

Reason

To ensure the development fits in visually with the existing building and safeguards the character and visual appearance of the locality and in order to comply with Core Strategy policy CG3.

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

1100 – 2300 Monday – Thursdays
1100 – Midnight Friday – Saturday
1100 - 2230 Sundays and Bank holidays

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance and in order to comply with Bolton's Core Strategy Policies CG3 and CG4.

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

0800 -1800 Mondays – Fridays
0900-1600 Saturdays
1000-1600 Sundays or Bank Holidays.

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance and in order to comply with Bolton's Core Strategy policies CG3 and CG4.

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

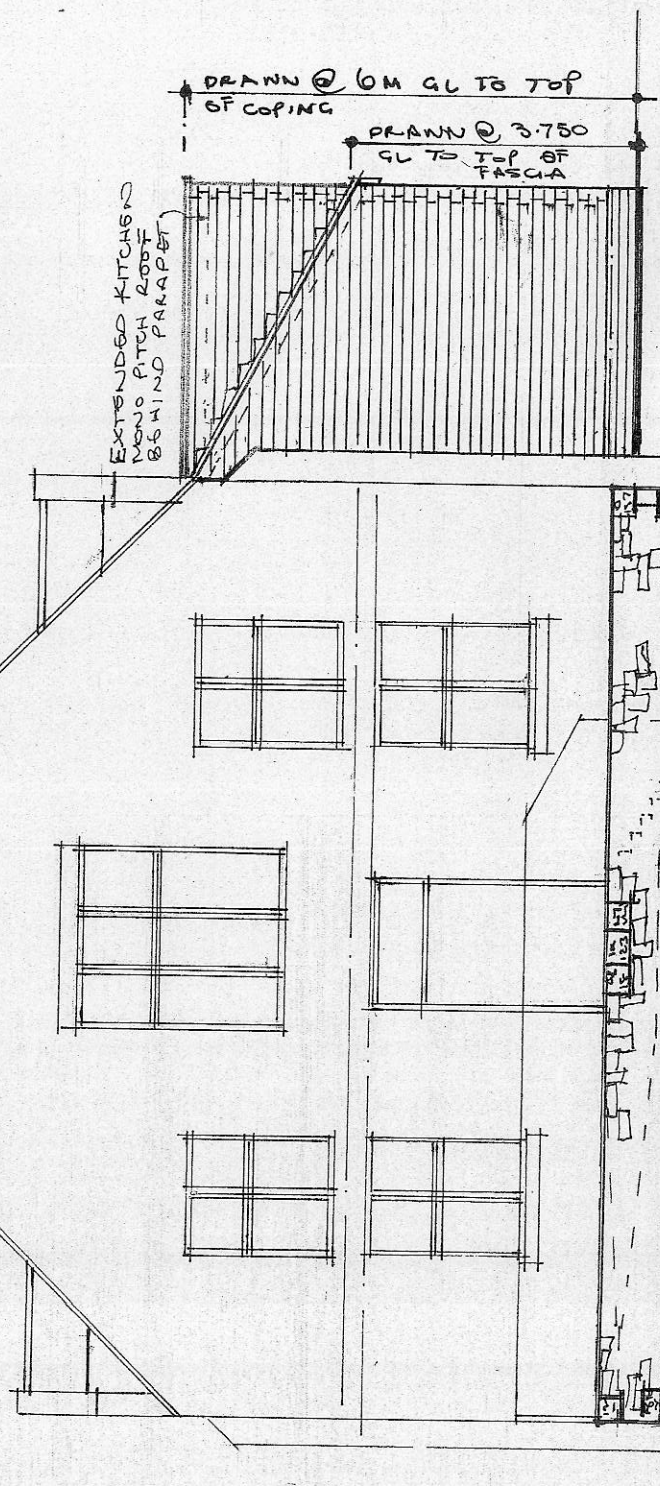
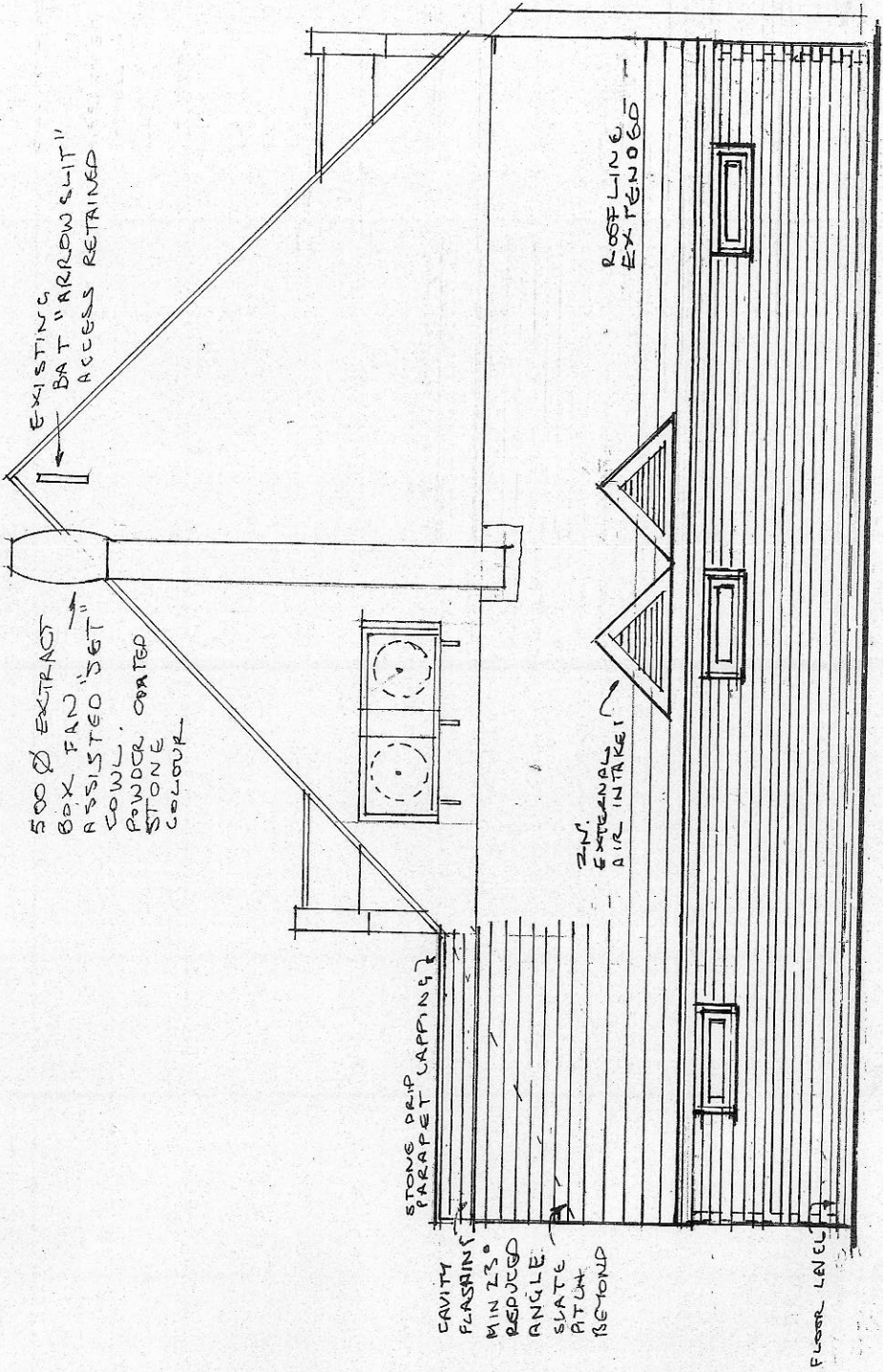
Proposed General Site Layout ref: Rev B dated 18/01/2018

Proposed General Landscape and drainage layout provisional ref: 10 dated 12/01/2018
Site drainage plan ref: 12 dated 12/01/2018
Proposed front and rear elevations ref 8A dated 12/01/2018
Proposed side elevations ref:7 dated 12/01/2018

Reason

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

ELEVATIONS REAR



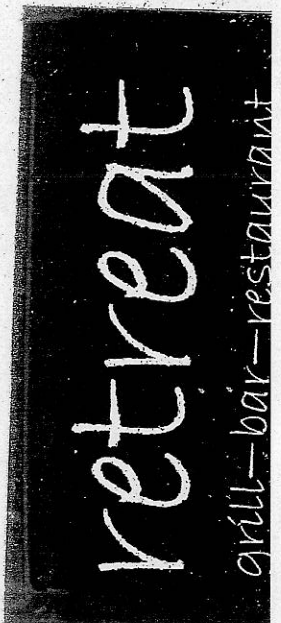
FRONT RAMP & STEPS BUILT IN SITE RECLAIMED STONE, INCLUDING ORIGINAL CHURCH CONCRETE STONE BLOCKS, HANDRAILS SIZING BY SPECIALIST DESIGN, TO COMPLY WITH BUILDING REGULATIONS

BOXTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
12 JAN 2018

REVISIONS:
A 10/1/18
1. ALL EXTENSION WALLS STONE FACED WITH SAWAGED STONE FROM DE MOLISHED CHURCH
2. KITCHEN ENTRANCE PLUG & AIR INTAKES NOISED
3. 2 NA AIR COND UNITS NOISE RATED ADDED

PLANNING SUBMISSION ONLY

PROPOSED FRONT AND REAR ELEVATIONS		
PROPOSED	Scale	Job No
Grill Bar Restaurant - AT	1:100	66818A
BIRTENSHAW VILLAGE HALL		
DARWEN RD. BROMLEY CROSS		
BL7 9JG		



PROPOSED SIDE ELEVATIONS

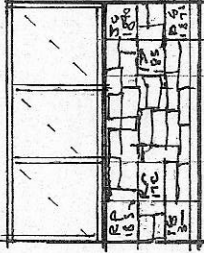
PROPOSED
Grill Bar Restaurant - A1
BIRITENSHAW VILLAGE HALL
DARWEN RD. BROMLEY CROSS
BL7 9JC

Scale 1:100
Job No. 66817
DWG

R. POTTER 01204 707720
9 OSBOURNE CLOSE
FARNWORTH BOLTON BL47PL

retreat
and bar-restaurant

PRAWN @
2.9m 0.1A



REVISIONS
1. ALL EXTENSION WALLS FACED WITH
CALCARED STONE FROM DEWLEIGH
CHURCH.
2. KITCHEN FIVE AIR INTAKES ADDED
3. 2ND FLOOR BASE BAPPED AIR CONDITIONING
UNITS ADDED.

500g
EXTRACT
15 ET"
COUL
STONE COLOUR
POWDER
COATING.

VAULTED CEILING
TO EXTENSION

AIR
INTAKE

M.13

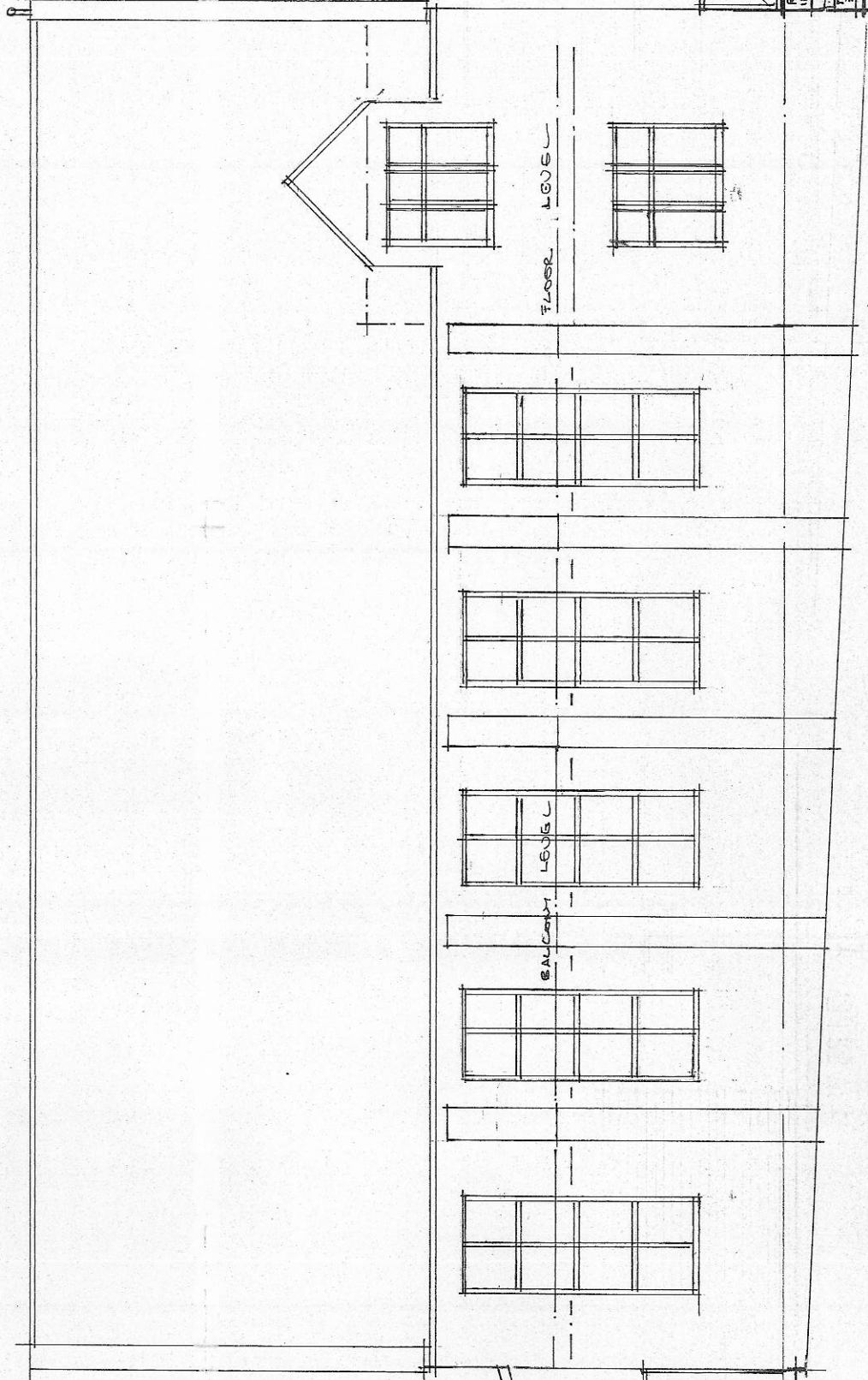
FLOOR LEVEL

SALEWAY LEVEL

FLOOR LEVEL

ELEVATIONS : SIDE

NEW ENTRANCE RAMP
AND STEPS TO
SPECIALIST DESIGN



FLOOR LEVEL

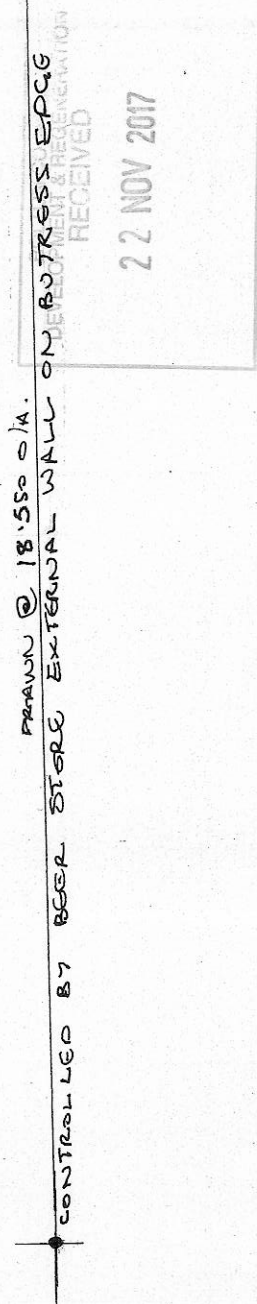
SALEWAY LEVEL

EXISTING COILING

WESLEY STREET

JACKSON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
12 JAN 2018

POST & RAIL VEHICLE
BARRIER
CARPARK



PLANNING SUBMISSION 05/27/0

PROPOSED
CROWND ELEC PLAN

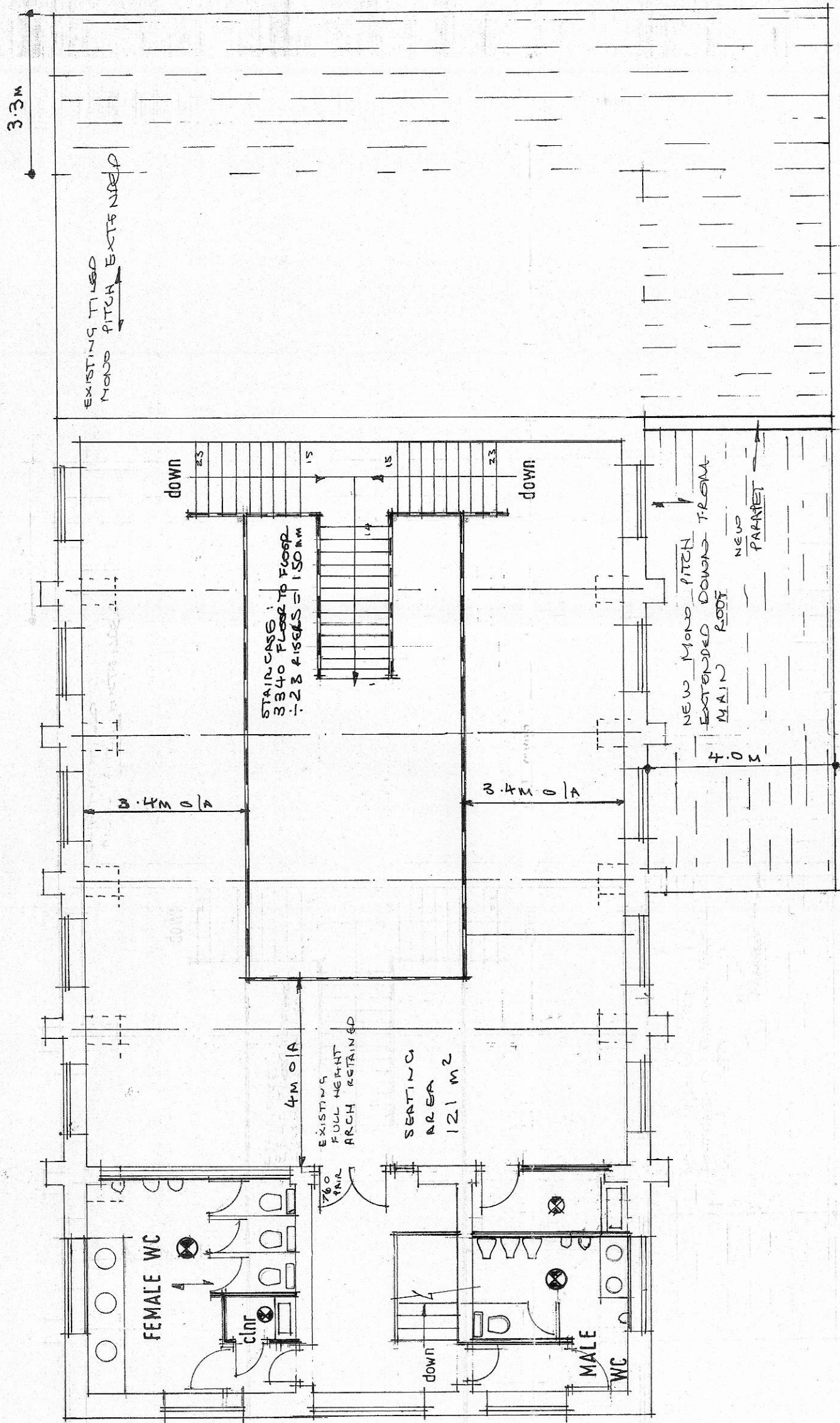
PROPOSED
Grill Bar Restaurant AT
BIRTENSHAW VILLAGE HALL
DARWEN RD. BROMLEY CROSS
BL7 9JG

scale	1:100	1899	Job 1100	dr 5
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R POTTER 01204 707720
9 OSBOURNE CLOSE
FARNWORTH BOLTON BL47PL

revert

avill-hor-restaurant



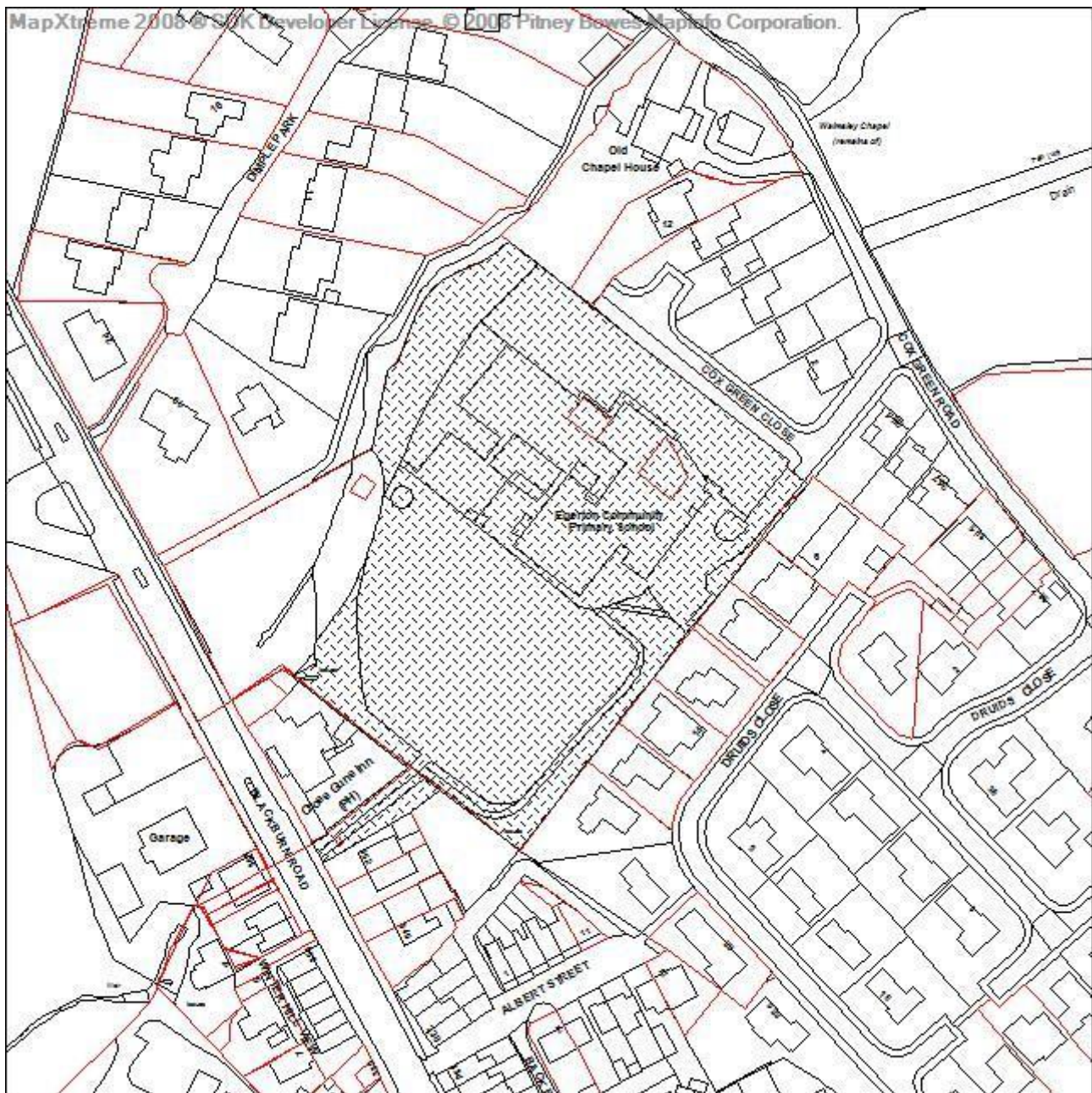
BOLTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
22 NOV 2017

retreat
grill-bar-restaurant

retreat

PROPOSED FIRST FLOOR PLAN		Scale: 1:100	Job No: 6681	Drawn: 6
PROPOSED Grill Bar Restaurant AT BIRTENSHAW VILLAGE HALL DARWEN RD. BROMLEY CROSS BL7 9JG				
POTTER 01204		707720		
9 OSBOURNE CLOSE		FARNWORTH BOLTON BL47PL		

Application number 02140/17



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 08/02/2018

Application Reference: 02140/17

Type of Application: Full Planning Application
Registration Date: 06/11/2017
Decision Due By: 31/12/2017
Responsible Officer: Andrew Cotton

Location: EGERTON PRIMARY SCHOOL, COX GREEN ROAD, EGERTON, BOLTON, BL7 9RE

Proposal: ERECTION OF A 2.4M HIGH VMEX MESH SECURITY FENCE AROUND THE NORTH EASTERN AND PART OF THE SOUTHERN BOUNDARIES OF THE SCHOOL BUILDING TOGETHER WITH THE INSTALLATION OF AN ELECTRIC GATE

Ward: Bromley Cross

Applicant: Egerton Community Primary School
Agent : Walker Design

Officers Report

Recommendation: Approve subject to conditions

Background

1. This application was deferred at Committee on 14th December 2017 for further information. Members wished the applicant to clarify how the gates would be operated and to engage with the local residents to address concerns. The applicant has since provided a statement relating to how the proposed gates would be operated. The applicant is currently liaising with the neighbours and local councillors to arrange a meeting to discuss concerns regarding the management of the existing school traffic and highway issues.
2. Monday to Friday the gates would be opened at 08:40 to allow pupils to be dropped off and close at 09:10 to secure the school for the day. The gates would then be opened at 15:20 to allow children to be picked up and closed again at 15:40. Any deliveries are scheduled with the school and can call through or use the intercom to gain access. Pedestrian access will be controlled by staff throughout the day. All staff would have a key fob for access.
3. Friday to Monday the gates would be left open to allow access to the discretionary footpath. Gates would open at 15:40 on Fridays and remain that way until 07:30 Monday morning. It is stated that this would be monitored by the school and should the school feel the grounds are not be respected during weekends the school may close the gates during these times.

Proposal

4. Permission is sought for the erection of new 2.4 metre high mesh fencing and electronic gates to replace the existing low level fencing and gates to the front and side elevations of the school site. The applicant has stated that the works are required as currently the site and buildings are not up to current security standards. The proposed fence would be 2.4m high mesh fencing, powder coated green, complete with fully automated vehicle and pedestrian gates with remote

intercom links.

Site Characteristics

5. The site consists of a single storey primary school, a car park and a playground to the rear of the site. The main vehicular and pedestrian entrances are off Cox Green Close which lies to the north of the site. The site is surrounded by residential properties of various types.
6. The southern boundary of the school site lies adjacent to the Egerton Conservation Area but is not within the Conservation Area. In any case, the fencing is proposed to the northern opposite portion of the school site, adjacent to Cox Green Close.

Policy

7. National Planning Policy Framework - requiring good design, promoting healthy communities
8. Core Strategy Policies: S1 Safe Bolton, CG3 The Built Environment, CG4 Compatible Uses and OA5 North Bolton
9. SPD General Design Principles

Analysis

10. 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.
11. The main impacts of the proposal are:-
 - * impact on the character and appearance of the area
 - * impact on the living conditions of neighbouring residents
 - * impact on school security
 - * impact on Highways and Pedestrians

Impact on the Character and Appearance of the Area

12. Core Strategy policies CG3 and OA5 seek to ensure that development proposals conserve and enhance local distinctiveness with developments which are compatible with the surrounding area.
13. There are many examples in the borough of school grounds being surrounded by 2.4 metre high weldmesh fencing. Indeed Class A of Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 allows for fencing up to 2 metres in height to be installed at schools without the benefit of planning permission.
14. This proposal details that the fence will be a standard 2.4 metres high weldmesh and is therefore considered to be acceptable with regards to the impact on the character and appearance of the area.

Impact on the Living Conditions of Residents

15. Core Strategy policy CG4 seeks to ensure that new development proposals are compatible with

surrounding land uses and occupiers by way of amenity, privacy, safety and security.

16. The proposed fencing faces the front of the properties on Cox Green Close. To some extent these properties are screened by an existing hedgerow / shrubbery lining the boundary, this landscaping is to remain. The mesh fencing would be powder coated green so as to blend in as far as possible with the surrounding landscape. It is considered that this type of fencing is compatible adjacent to residential properties and given the level of screening the proposal would not result in a detrimental impact to the living conditions of the residents.
17. The introduction of a fence at the proposed location is not considered to have a significant detrimental impact in terms of the existing levels of noise. The existing field area to the north east of the school is currently capable of being utilised by children attending the school.
18. The proposal is considered to comply with Policy CG4 of Bolton's Core Strategy.

Impact on School Security and Crime Reduction

19. Policy S1.1 of the Core Strategy states that the Council will ensure that the design of new development will take into account the need to reduce crime and the fear of crime.
20. At present the school occupies a vulnerable position with both pedestrian and vehicular movements uncontrolled access. The existing school boundary fence is approximately 1.2 metres high and is inadequate in preventing intrusion on to the school grounds.
21. The addition of this fence will greatly increase the security to the school.

Impact on Highways and Pedestrians

22. Policy P5 of the Core Strategy the Council will aim to ensure that parking provision and servicing arrangement are taken into consideration when it comes to new development.
23. The Council's Highways Team have assessed the proposal and have raised no objections.
24. The Council's Public Rights of Way Officer has been consulted on the issues regarding the concessionary footpath and has made the following comments. Landowners can protect themselves from future claims that a public path has come into being by implied dedication by making a deposit under s31 of the Highways Act 1980. The landowner has made such a deposit (dated 2008). This however this will not prevent the recognition of public rights of way which have arisen following 20 years usage prior to the date of the original deposit, or of rights of way that are proven to exist from historical documentary evidence. The Council has a statutory duty to investigate such matters should we become aware that the definitive map and statement is inaccurate or incomplete.

Diversion of concessionary footpath

25. An application has been received by the Council's Public Rights of Way (PRoW) Officer for a Definitive Map Modification Order (DMMO). The Council's PRoW Officer has confirmed that this process can in some cases take a number of years to complete. This is a process which is separate from planning and in the determination of this application the Council cannot pre-empt the outcome of this process. Therefore a decision must be made based upon the current situation in which the footpath is not a designated PRoW. It is recommended an informative be included, should permission be granted, explaining that should the DMMO application be successful and the pathway be designated as a PRoW the applicant may be required to re-instate the footpath.

26. Factually the pathway is not a Public Right of Way. The Council cannot assume a claim may come forward in the future and therefore based on this it is considered that the presence of the concessionary footpath should not affect the determination of this application.

Other Matters

27. It is worth noting that the school is able to erect 2 metre high fencing without the need for planning permission using Permitted Development Rights under Part 2 Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015. Therefore a fence and gates could be erected in the same position as proposed that is 0.4 metres smaller without the need for planning permission.

Conclusion

28. It is considered that the proposal fully complies with Core Strategy policies and is therefore recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters:-

19 comments objecting to the proposal raising the following matters:

- The community defibrillator will not be accessible- it would be terrible if a death was caused due to the approval of this fence. (*Officer comment: this is not a material planning consideration*)
- Fence will be directly opposite front gardens and front of properties on Cox Green Close. Residents use the front of their properties during the evening and weekends. Surely this is an encroachment of space. (*Officer comment: this is discussed in the main body of the report above*)
- If we were to look at 'Garden Laws', should it not be placed at least 3 metres further away from our gardens back towards the school. (*Officer comment: Civil laws, Private Rights and Covenants are not a material planning consideration*)
- Fence is not aesthetically pleasing and may result in extra noise from school children. Current placement of the school, playground and fencing sits well below eye and noise line in a landscaped bowl. (*Officer comment: this is discussed in the main body of the report above*)
- The electronic gates will only make the parking issues worse and will not make child safety better.
- Delivery vans, school teachers, parents and visitors already use the top of Cox Green Road (a private road) to turn around in. Further large gates won't solve this problem.
- Loss of existing views. (*Officer comment: this is not a material planning consideration*)
- If this is for security measures why are the current gates left open from early morning until 6pm. (*Officer comment: the proposal seeks to address the existing security issues at the site*)
- Loss of concessionary footpath. (*Officer comment: this is discussed in the main body of the report above*)
- Gives the appearance of a prison like establishment rather than a peaceful village school. (*Officer comment: this is discussed in the main body of the report above*)
- The school stated that residents would be consulted on the proposal and the first residents heard is the consultation letter from the Planning Department. (*Officer comment: while the council encourages applicant to engage with their neighbours of any proposal it is not a statutory obligation to do so.*)
- Egerton has been deemed a conservation area. (*Officer comment: the conservation area is adjacent to the southern boundary of the school site, the proposal is adjacent to the northern boundary and therefore the conservation area would not be affected by the proposal.*)
- The proposal is at odds with the GMP school security guidance- schools should look to secure a smaller area as fencing can be costly. (*Officer comment: this is not a material planning consideration*)
- Cost of fence may be considered unreasonable and disproportionate at this time of austerity. (*Officer comment: this is not a material planning consideration*)
- Concern correct process has not been followed (*Officer Comment: The proposal has been assessed in accordance with The Town and Country Planning Act 1990 and Development Management Procedure Order. A decision is due to be made at Planning Committee by Elected Members*)
- Largely standard response not written by someone with any knowledge of the site (*Officer*

Comment: The case officer conducted a site visit and the proposal has been assessed against relevant national and local planning policy in the Officer report and any additional matters/concerns considered and addressed prior to committee making a decision which have been included in this addendum report, as is normal practice for all planning applications determined at Planning Committee)

- Nothing to suggest that in-depth objection letters sent in by residents have been taken into consideration (*Officer Comment: Objections have been reviewed and considered when writing the Officer report and any additional matters/concerns considered and addressed prior to committee making a decision have been included in this schedule, as is normal practice for all planning applications determined at Planning Committee)*
- Greater Manchester police (GMP) recommend that fencing is not placed next to tall trees (*Officer Comment: GMP advice is good practice advice and where possible should be taken into consideration. The proposed fencing is set back from the red line boundary as shown on the proposed plan by 1m. While there would be some trees and other features nearby it is considered that the proposed fencing would offer improved security on the existing situation.)*
- Alternative suggestions for placement of fence ignored in the officer report (*Officer Comment: It is noted that local residents have put forward alternative schemes for consideration. However given that the current scheme is considered to be acceptable in planning terms, it is not normal practice for the planning department to ask the applicant to consider alternatives to what is considered to be an acceptable proposal.)*
- Application contains untrue statements- current gates are not electronic. (*Officer Comment: The mention of the 'existing electronic gates' within the Design & Access Statement submitted was noted when the case officer visited the site.)*
- This activity is not in keeping with the schools desire to work with the local community (*Officer Comment: This is not a material planning consideration)*
- Recommendation made by neighbouring residents- Review of pick up/drop off policy- any proposed fence should be located close to the school not on the boundary line with Cox Green Close-Electric gate is the not needed at the entrance to the school-A review of the access to the school from Cox Green Road- Theses suggestions would ensure that the local community is appeased and the proposal would be in line with GMP recommendations (*Officer Comment: It is noted that local residents have put forward alternative schemes for consideration. However given that the current scheme is considered to be acceptable in planning terms, it is not considered normal practice that the planning department would ask the applicant to consider alternatives to an acceptable proposal. Additionally the planning department is only able to seek to address issues which may arise as a result of the proposal, and not remedy any existing issues.)*
- Effectively this is an application by a neighbour to erect a 2.4m fence along a boundary (*Officer Comment: Each application is assessed upon its own merits)*
- Unlikely that the slope to the north of the school would be utilised as a play area given the potential for claims against the school- it is therefore inconceivable that the land being enclosed would be used for the purposes of children playing (*Officer Comment: The use of the grassed area to the north of the school building is not part of this planning application. The application is for the erection of a fence and gates. The grassed area forms part of the school unit in planning terms and as such it is capable, in planning terms, of being used for children to play without needing to change the use of the land. Therefore in assessing the proposed fence the potential for school children to play in this area already existing and as such do not form part of this assessment.)*
- At this time of austerity it seems unreasonable and disproportionate for the school to spend thousands of pounds on a fence (*Officer Comment: It is not for the Planning Department to seek to control how schools choose to spend their funds)*
- Diversion of footpath to Druids Close will affect the privacy of all residents on Druids Close and yet not all residents on Druids Close have been consulted. (*Officer Comment: There is no plans to create any new access to the site. The existing pedestrian access onto Druids Close is already*

capable of being utilised by walkers using the concessionary footpath. The Local Planning Authority consulted beyond the statutory obligation for this application.)

- *Unable to maintain garage if fence is erected (Officer Comment: This is not a material planning consideration. The proposal is contained within the School's own land.)*

Highways issues

- Constant illegal parking on the highway and complete disregard for parking restrictions
- Cox Green Close is a Private Road and is often used by parents and visitors to the school for turning etc ignoring the signage and road markings. There is a cost associated to the residents with maintaining this road
- Further congestion as a result of gates stopping vehicles entering the school grounds
- The safety risk associated with the congestion, parking and traffic issues is much greater than a terrorist attack
- Traffic and safety issues which will be exacerbated by the introduction of the closed gates
- The school itself acknowledges a traffic problem
- Incidents of bollards, cones and signs knocked down and children narrowly missed

Officer comments on Highways issues listed above:

It is not appropriate for the Local Planning Authority to seek to remedy existing highway issues through this planning application. The applicant can only be expected to address issues which may arise as a result of this proposal. The Council's Highway Department have commented on the application and raised no objection to the proposal.

It is understood that child and pedestrian safety is highly important, particularly around schools where peaks in pedestrian and vehicular traffic occur. However as stated above when assessing this application while the existing situation has been taken into consideration, the Council cannot seek to remedy existing issues through determination of this application only the impact as a result of this proposal.

Additional comments have been sought from the Council's Highways Department with regards to the issues raised by residents and the following response was received.

- *There have been gates at that location apparently for many years and scrutiny of the injury accident data for that location reveals no record to justify the concern that has been raised. If a vehicle is stationary then it is not considered that it can cause an accident potential.*
- *Inevitably vehicles will have to turn at that location if they cannot gain access (which will be the case now in some instances) although deliveries it is assumed will have an allotted time so the school will have an awareness so the gates can be opened.*
- *There will be wear and tear on the private section of Cox Green Close owing to the turning area being sub-standard although it could be a consideration to ask the school to pay something towards the maintenance of part of this private road which may alleviate the concerns raised.*
- *Inevitably schools generate their own unique set of issues within the drop-off/pick-up periods. There are additional amenity issues posed by on-street parking at schools located within residential areas. It is expected that the security gates would be opened during these periods, enforced by staff, to ensure that pupils are safely picked up from school. It would be down to the individual driver in question to ensure that they manoeuvre and safely park on the highway. Replacement of an existing gating system should potentially have a minimal bearing*

on this issue.

- *It is not considered that Highways could reasonably object based on these grounds.*

One comment of support raised the following matters:

- Good idea. How about installing CCTV also.

Petitions:-None

Town Council:-None

Elected Members:-None

Consultations

Advice was sought from the following consultees: Highways, Public Rights of Way

Planning History

Erection of a pole mounted sign approved with conditions January 2012 (87155/11)

Erection of a 2.4m high security fence to the field to the south west of the school approved with conditions July 2010 (84092/10)

Planning permission was granted in April 2008 for the erection of an extension to form a new entrance and staff room, the laying out of new car park spaces and internal alteration (79632/08).

2.4 metre high mesh fencing to the rear playground together with pedestrian gates were approved in January 2008 (78887/07).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. The fencing shall be powdercoated green in accordance with the approved details within 14 days of installation and shall be retained so coloured thereafter.

Reason

To safeguard the visual appearance of the area and in order to comply with Core Strategy policy CG3.

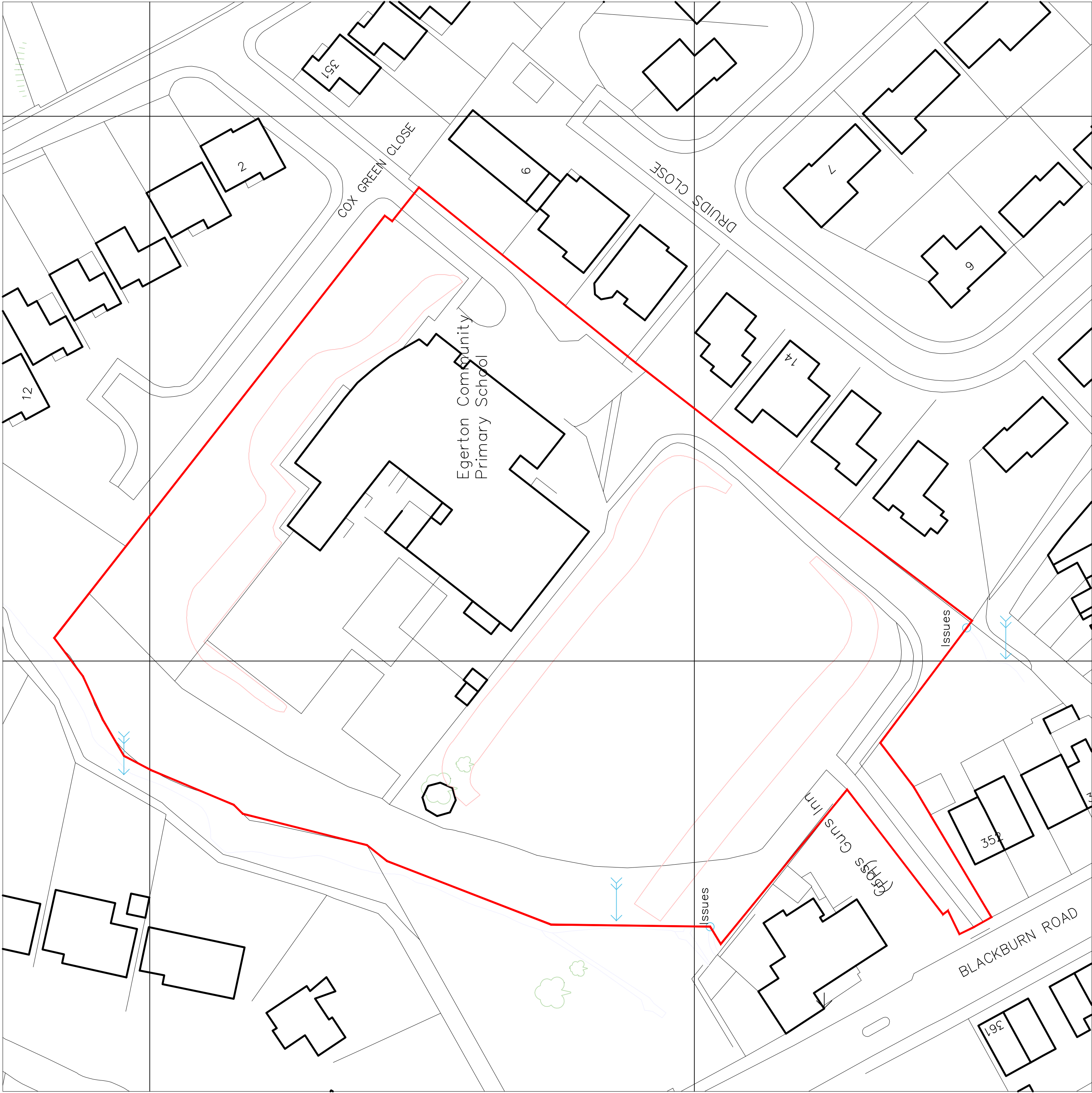
3. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Proposed Fencing plan and elevations ref: 1866.P.102 received 20/10/2017
Proposed Location plan ref: 1866.P.103 received 20/10/2017

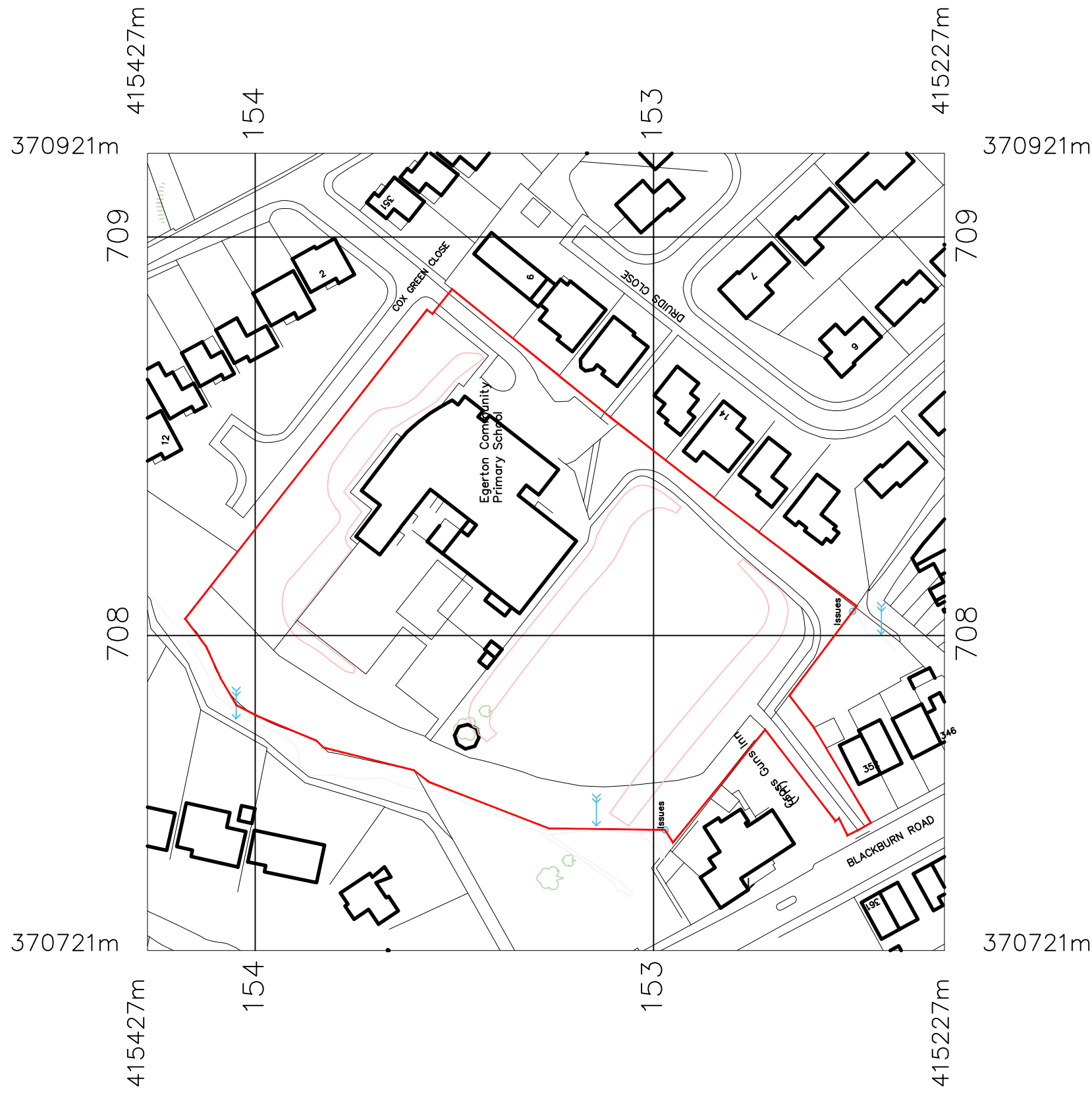
Reason

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

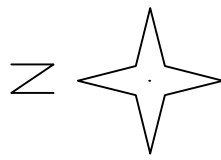
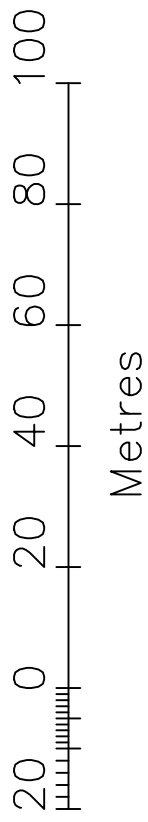
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Block Plan
Scale 1:500

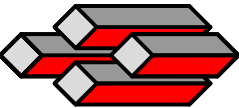


Stanfords VectorMap

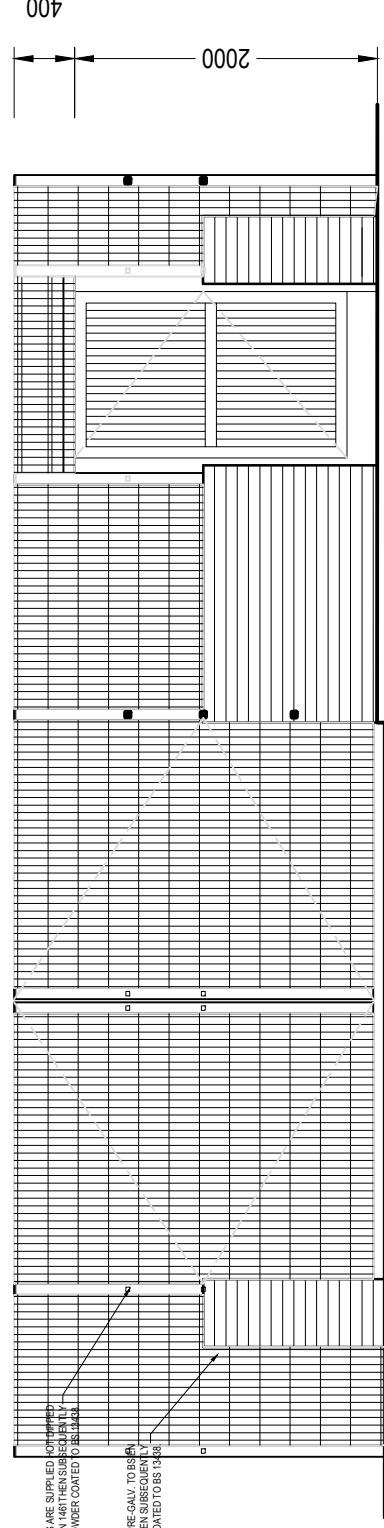


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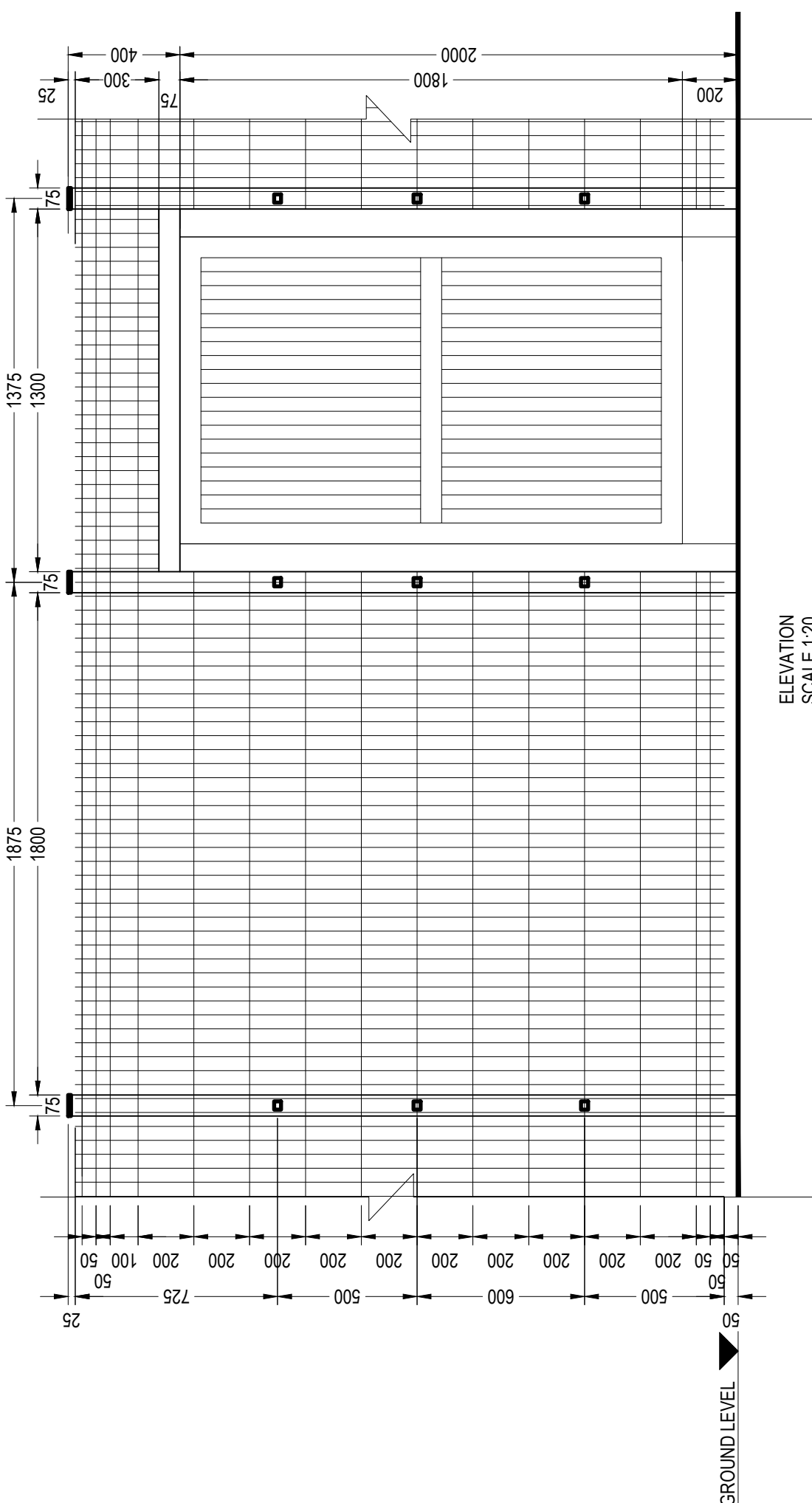
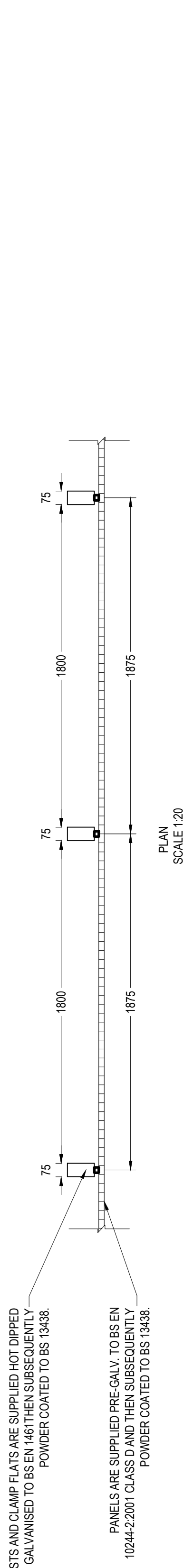
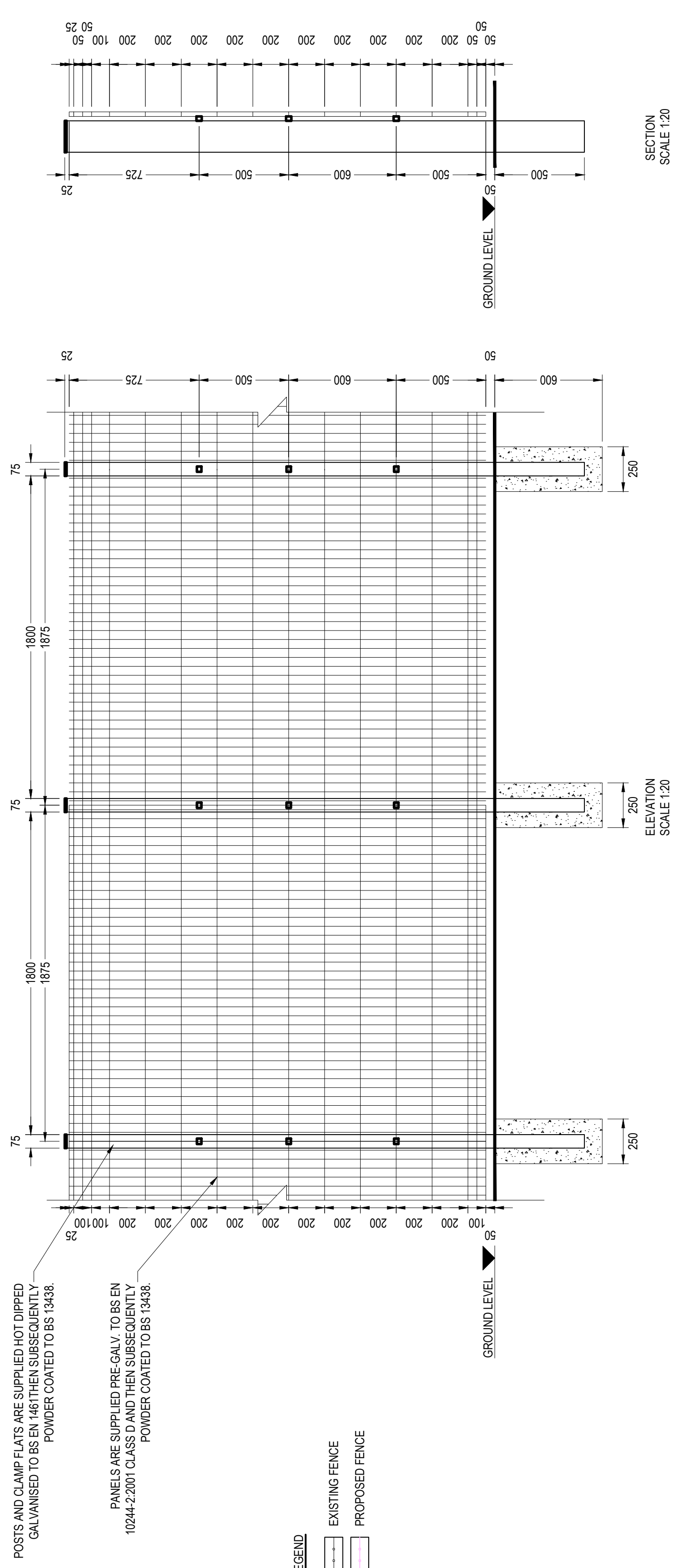
Location Plan
Scale 1:1250

EGERTON COMMUNITY PRIMARY SCHOOL CLIENT	EGERTON COMMUNITY PRIMARY SCHOOL, COX GREEN CLOSE, BOLTON PROJECT	LOCATION PLAN TITLE	1866.F.103 DRAWING NO.	AS SPECIFIED SCALE@A1	AD DRAWN	<div>WALKER DESIGN UNIT B, FIRST FLOOR, LOSTOCK OFFICE PARK, LYNSTOCK WAY, BOLTON, BL6 4EG TELEPHONE: 01204 357822 EMAIL: INFO@WALKER-DESIGN.NET</div>
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NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND RE-USE IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTHY AND SAFETY DRAWINGS AND INFORMATION.



PROPOSED SCHOOL ENTRANCE GATES
SCALE 1:50



ELEVATION
SCALE 1:20

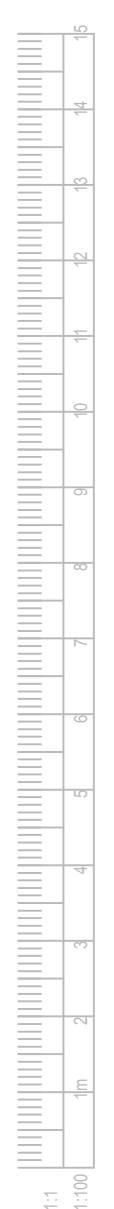
PLAN
SCALE 1:20

PLAN
SCALE 1:20

SECTION
SCALE 1:20



REFERENCE IMAGE



EGERTON COMMUNITY PRIMARY SCHOOL, COX GREEN CLOSE, BOLTON CLIENT	EGERTON COMMUNITY PRIMARY SCHOOL, COX GREEN CLOSE, BOLTON PROJECT	PROPOSED FENCING PLAN AND ELEVATIONS TITLE	1866.P.102 DRAWING NO.	AS SPECIFIED SCALE@A1	AD DRAWN	<div><div>WALKER DESIGN</div><div>UNIT B, FIRST FLOOR, LDBROCK OFFICE PARK, LYNSTOCK WAY, BOLTON, BL6 4EG TELEPHONE: 01204 357822 EMAIL: INFO@WALKER-DESIGN.NET</div></div>
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Application number 02550/17



**Development & Regeneration Dept
Development Management Section**

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

Date of Meeting: 08/02/2018

Application Reference: 02550/17

Type of Application: Prior Approval to School/Nurser from all

Registration Date: 19/12/2017

Decision Due By: 12/02/2018

Responsible Officer: Martin Mansell

Location: ASHTON HOUSE, WATERLOO STREET, BOLTON, BL1 8HT

Proposal: PRIOR APPROVAL FOR TEMPORARY USE OF ASHTON HOUSE AS A FREE SCHOOL (CLASS D1) FOR A PERIOD OF THREE YEARS.

Ward: Crompton

Applicant: EDUCATION AND SKILLS FUNDING AGENCY

Agent : Cushman and Wakefield

Officers Report

Recommendation: Approve subject to conditions

Proposal

1. This is not an application for planning permission - it is an application for Prior Approval for change of use from offices (Class B1) to a state-funded school.
2. The Town and Country Planning (General Permitted Development) (England) Order 2015 came into force in April of that year and Class T of Part 3 of that Order introduced a permitted development right for a permanent change of use from Class B1 Offices to a state-funded school. Before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the local planning authority will be required as to:-
 - the transport and highways impacts of the development
 - the noise impacts of the development, and
 - contamination risks on the site
3. Whilst Class T allows for permanent use as a state-funded school, the Applicant only seeks to use the building for a further period of three years as they are currently considering other sites in the Borough for a permanent home.
4. Members are advised that the building is already in use as a state-funded school and has been so

used since September 2016. Class C of Part 4 of the General Permitted Development Order permits the use of any building as a state-funded school for one academic year, though this has since been extended to two academic years. In other words, the building is currently being used as a state-funded school under a permitted development right and the Applicant seeks the Council's acceptance that this can be extended until 1st August 2021 and they confirm that they would accept a condition to this effect.

5. Members are also advised that these applications are subject to a 56-day time limitation; therefore, if a decision is not made at the meeting of Planning Committee on 8th February, the proposed development would be at risk of becoming permitted by default unless the Applicant agreed to an extension of time. Members will also recall that a previous application was withdrawn by the Applicant when it became clear that Members of the Committee would only be likely to accept a one year consent. The application appears at Planning Committee given Members' previous involvement in this case.
6. It is proposed that pupil numbers would increase by an intake of 60 each year, so for the academic year commencing into September 2020, the school would accommodate up to 360 pupils.
7. In support of their proposal, the Applicant has submitted the following documents:-
 - an asbestos survey
 - an Environmental Noise Impact Assessment
 - an updated and supplemented Transport Statement, undertaken by Vectos Transport Planning Specialists.
8. The school core operating hours for pupils is currently 8:30 am to 2:45pm on Monday to Thursday, and 8:30 am to 11:45 am on Friday. In addition to this the opening hours are extended to accommodate a daily breakfast club from 7:15 am to 8:15 am, and afterschool intervention and optional enrichment classes which run until 3:30 pm (Monday to Thursday).

Site Characteristics

9. The site is a three storey purpose-built office block on a roughly triangular island site bounded by Kay Street, Waterloo Street and Croasdale Street. It is located approximately 0.3km north of the north-east extremity of the boundary of Bolton town centre (Topp Way, St Peters Way, Turton Street, Kay Street junction) in an area generally characterised by large scale commercial uses such as a retail park, a DIY superstore and some vehicle scrapyards. It is considered that the area is dominated by the major highway infrastructure that forms this section of the A666.
10. Ashton House has been operated by the Tauheedul Trust as the Olive Primary School since September 2016 with accommodation for 180 pupils following approval from the Secretary of State for the Department of Education for the site to operate as a state-funded school. The site has an area of 1.4ha and the building has total floorspace of 2,323 square metres. It also benefits from an unimplemented permission for use as a hotel, granted in May 2016.

Legislation

11. The Town and Country Planning (General Permitted Development) (England) Order 2015 - Part 3 Class T

Policy

12. National Planning Policy Framework - promoting sustainable transport, promoting healthy communities

Analysis

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

14. The considerations for the application for Prior Approval are:-

- impact of contamination risks on the site
- noise impacts of the development
- transport and highways impacts of the development
- the impact on education provision

Impact of Contamination Risks on the Site

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

16. There is no planning history that would indicate that the land is at risk of contamination. An asbestos survey has been provided which finds no evidence of the use of asbestos; in any case, this is controlled through other legislation. It is also noted that the proposal contains no intention of a requirement for groundworks such as trenches, foundations, piling, etc. with all activity limited to the existing building and site. The proposal is for a change of use of the existing building only.

17. There are not considered to be any impacts from contamination risks.

Noise Impacts of the Development

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

19. The applicant has provided a professional acoustic survey, carried out by Acoustic Design Technology Limited.

20. The report concludes that there should be no adverse impact on the nearest noise sensitive properties at Kentford Road and Kingsdown Drive which are approximately 125 metres to the west across the A666. Other dwellings are located further from the site and are in some cases screened by the intervening buildings. Existing noise affecting the proposed teaching building has been assessed with reference to the requirements of Building Bulletin 93 with the conclusion that compliance should be achievable with a suitable arrangement of the teaching rooms. Officers accept these conclusions and consider that the acoustic requirements for protecting the occupants of a school would be similar to those of the lawful use as an office and for the

permitted but unimplemented use as a hotel. It is also noted that the proposal is for three years only.

21. The noise impacts of the development are considered to be acceptable.

Impact on Transport and Highways

23. The National Planning Policy Framework recognises that the transport system needs to be balanced in favour of sustainable transport modes - though it notes that the method of achieving this will vary between urban and rural areas. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. The NPPF goes to state that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe - in other words, where the impacts over and above the existing situation would be severe, when other traffic generating uses are taken into account.

24. The application is supported by a transport statement prepared by Vectos Transport Planning Specialists.

25. Summary of the Applicant's Case on Transport and Highways Grounds

The original and revised Transport Statements provided by Vectos Transport Planning Specialists can be summarised as stating that:-

- Transport work has previously been undertaken in 2017 to support a prior approval application for The Olive School at the Ashton House site for 300 pupils (Application Reference: 00558/17). A Transport Statement in support of the previous application was issued in March 2017. This considered the accessibility of the site, design of the internal layout, proposed access arrangements and the predicted traffic generation of the development
- The previous assessment considered the impact of increasing the number of pupils from 120 to 300, and the revised proposals are for the Olive School at the Ashton House site to increase to a total of 360 pupils. It is therefore necessary to undertake a revised trip generation exercise and traffic impact assessment to account for the increase in vehicular trips and ensure that it does not negatively impact on the operation of the surrounding highway network
- the site is accessible by sustainable modes of travel, including for pedestrians, cyclists and by bus
- there is a network of footways and controlled pedestrian crossings at the main junctions around the site that facilitate connections with the residential areas to the north and west
- there is a good provision of bus services available within 400m of the site that serve the surrounding catchment areas. In addition, the Olive School has a 24 seater mini-bus which operates through the key catchment area of Halliwell
- the proposed car and cycle parking provision is in line with standards and the servicing activity can be accommodated on-site
- the vehicular access strategy comprises of a one-way system utilising existing junctions, with traffic entering the site from Waterloo Street and exiting onto Croasdale Street and drop-off/pick-up movements safely accommodated on-site

- the road network in the vicinity of the site has a good safety record
- the trip generation of the proposed 360 pupil school at the site will not adversely impact upon the safety and operation of the local highway network in the morning and afternoon peak periods
- the School's Framework Travel Plan will form the basis for implementing a travel plan for the Olive School, which will include providing measures to encourage use of non-car modes, to help increase travel to the site by sustainable modes
- a trip generation exercise has shown that increasing the number of pupils from 300 to 360 is likely to generate around 31 additional arrivals and 26 additional departures during the AM peak period;
- the overall increase in vehicular trips as a result of the school increasing in size from 120 pupils to 360 pupils is predicted to be 132 additional arrivals and 111 additional departures during the AM peak period. These figures have accounted for a shift in trips from travelling by the school bus to travelling by car
- the forecast future trip generation and distribution results in a negligible change in traffic in percentage terms at the key junctions along the A666 within the vicinity of the site
- a detailed modelling assessment has been carried out for the development proposal which shows that the key junctions in the vicinity of the site will operate within capacity. It is concluded that the proposals for the Olive School at the Ashton House site will not result in a noticeable change in traffic conditions at these locations in the AM peak period and the junctions will continue to operate at a satisfactory capacity with the development traffic on the network

26. The Council's Highway Engineers' Assessment of the Applicant's Case

The site is in close proximity to the Key Route Network in the form of the A666 and therefore the Council's Highway Engineers have considered the Transport Statement in consultation with Transport for Greater Manchester. Their assessment is summarised below:-

- this is a re-submission of previous application 00558/17 with amendments to maximum pupil numbers (300 to 360). The transport work has been amended appropriately taking account of this increase and incorporating the fact that the school bus will no longer be in operation leading to a reallocation of trips to other modes of transportation. The number of trips reallocated was small potentially indicating that the school bus was not well used
- although the Highways Authority had raised concern previously in relation to using this site for a school use owing to its proximity to the Key Route Network and the predominantly industrial use of the surrounding area, no apparent concerns have been raised via the Highways Authority relating to traffic management and congestion issues associated with the use of Ashton House as a school
- analysis of the available injury accident data on the surrounding highway network over the last 5 year time period (30/09/12-30/09/17) revealed no injury accident record involving pedestrians or anything observed within the operational hours of the school within the last 18 months of it being used for this use. The surrounding junctions are fitted with facilities to aid pedestrian movement across these busy sections of highway with adjoining footway provision
- the applicant submitted a Transport Statement and additional information under an Addendum

Report previously under application 00558/17 in order to substantiate the proposal from a transport and highways perspective. This information had been reviewed by the Highways Authority as part of the planning application process and Transport for Greater Manchester under their remit as the integrated transport authority and the sites potential impact on the Key Route Network. This document is robust in terms of potential vehicle impact and reiterates the sites accessibility to sustainable transport provision and the surrounding residential catchments, the rationale of which appears sound. Transport work associated with this new application accounted for the fact that the temporary permission would cater for an additional 60 pupils (above the 300 previously assessed and approved in principle) and the fact that there would no longer be a school bus service

- school sites are notorious for generating a unique set of traffic management issues at dropoff and pick-up times within their hours of operation. From experience this situation is normally short-lived (15/20 minutes). The submitted transport information and amendments indicate that the level of vehicle movement associated with the school will increase owing to the increase in pupil numbers, however, the analysis of the surrounding junctions indicates that this increase will only be marginal in relation to the observed base-line traffic flow scenario. Acting on the submitted information it does appear that the additional traffic can be accommodated without detriment to the operational capacity of the surrounding highway network, and that the cumulative impact of development could not be classed as severe which therefore complies with the requirements indicated in national planning guidance (Para 32 NPPF). The introduction of a robust School Travel Plan, indicated as a requirement within the Transport Statement, with achievable sustainable travel targets will help to create a modal shift and help reduce traffic impact even further associated with the site
- the applicant is proposing adequate drop-off provision within the site to support the school along with 52 off-road parking spaces which complies with the Council's parking standards to support this level of use-class. The applicant is proposing a one-way arrangement through the site from Waterloo Street through to Croasdale Street. This vehicle circulation route will need be enforced by appropriate signage and road markings within the site along with potential stewarding by existing school staff
- concerns had been raised previously about using Croasdale Street as an egress route from the school site. This section of highway provides an element of service vehicle access for HGV movement into the B & Q site opposite. There is no indication of the service regime for B & Q within the submitted Transport Statement, however, it is likely that it will lie outside school dropoff and pick-up times and acting on this assumption it should not pose a significant issue in terms of the operation of both facilities and potential road safety implications. There also appears to be an high level of on-street parking at this location possibly associated with commuters and surrounding businesses. From observation, this parking appears to be on both sides of the carriageway leaving enough running lane width for one vehicle. It is recommended that the Applicant funds a review of the existing traffic regulation orders surrounding the site with the potential to introduce school keep clear markings and additional waiting restrictions to help access/egress while still providing an element of on-street parking at that location
- analysis of the available injury accident record over the last 5 years (30/09/12-30/09/17) for the junction of Croasdale Street, Calvin Street and Waterloo Street revealed 5 slight accidents resulting in 6 casualties over that time period. The road user class was predominately car user with the main causation factor being vehicle over-shoot from Calvin Street along with right-turn accidents from Waterloo Street onto Calvin Street. The additional use of Croasdale Street for an egress point from the school site has the potential to exacerbate this accident record to some degree

- acting on the above comments and observations and bearing in mind the site has been as a school for the last 18 months without evidence of detriment, it is considered that the Highways Authority cannot reasonably object to the proposed temporary permission being granted for a 3 year period for the site to be used for D1-Non Residential Institution (School) subject to the recommended conditions and informatives being attached to the consent

27. Concerns raised by the Council's Asset Management and Pupil Place Planning Unit

At the time that it was originally proposed that this site be used as state-funded school under the one academic year permitted development right, the Council's Asset Management and Pupil Place Planning Unit wrote to the Department of Education, expressing their concerns about the location of this school. The Unit acknowledges that the school has operated successfully since it opened in September 2016 and recognises that the school provides much needed primary school places which would otherwise be difficult to accommodate elsewhere, but nevertheless repeat their concerns that:-

- Ashton House is a former office building located in a highly commercial area, immediately neighbouring a large B & Q superstore
- the site effectively fronts a busy traffic island formed by the A666 which is the main access road out of Bolton to the south providing direct access onto the M61 and wider motorway network beyond, and Blackburn Road, which is the main route out of the town centre providing a main radial route and access to the north
- Blackburn Road forms a distinct boundary between the commercial sites and similar activities to the east (including Ashton House) and the residential area to the west
- there is very little pedestrian movement across the road network to the east of Blackburn Road as there has never been a need to prioritise such movement and instead the road layout and junction designs in this area are very much designed in favour of vehicles and the need to alleviate congestion - particularly during busy morning and late afternoon peak periods (ie the peak periods of school opening and closing times). By comparison, the areas of residential development are very much located on the west side of Blackburn Road
- given the above, the Council's Asset Management and Pupil Place Planning Unit would like to raise very serious concerns over the choice of this site for a 2 form entry primary school, on the basis that the site is considered to be inappropriate

28. It is also noted that an objection has been received from the operator of a nearby industrial use and their concerns are listed in the "representations" section of this report.

29. The application states that both the Education & Skills Funding Agency and the Tauheedul Education Trust take the matter of pupil safety very seriously. Since opening in Ashton House in 2016 there have been no reported incidents affecting the safeguarding or health and safety of pupils. The Applicant states that the Trust has ensured that measures have been put in place at the school to maintain a safe environment for pupils, staff and visitors to the site.

30. The proposal and its supporting Transport Statement have been carefully assessed by both the Council's Highway Engineers and Transport for Greater Manchester who consider the proposal to be acceptable in terms of its transport and highways impacts. Planning Officers conclude therefore that the transport and highways impacts of the proposal are acceptable for the period applied for.

Impact on Education Provision

31. Paragraph 72 of the National Planning Policy Framework states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
- give great weight to the need to create, expand or alter schools; and
 - work with schools promoters to identify and resolve key planning issues before applications are submitted.
32. The Education & Skills Funding Agency and the Tauheedul Education Trust are seeking approval for a temporary change of use of Ashton House for a maximum of three years (until 1st August 2021) to allow the Olive Primary School to continue operations in their current building. The intention is that during this period the ESFA will seek to secure a permanent school site elsewhere but within the catchment area, gain planning permission and construct a new school. The ESFA state that they remain committed to locating a suitable permanent site for Olive Primary School and working with the Council to ensure the permanent site is in an appropriate location. The ESFA has commissioned LocatED (the Property Company set up by the Secretary of State for Education) to find a suitable permanent site for the school. LocatED has presented a number of potential sites close to the school's catchment area, which are currently being evaluated by the ESFA and the Tauheedul Trust.
33. The Applicant's supporting statement describes in some detail the efforts that have been made to secure alternative sites over the last three years. Officers consider these efforts to be reasonable, ongoing and to have been carried out in good faith.
34. There are currently 180 pupils being educated at the school and 22 full time staff. At present the school occupies the ground and first floors of Ashton House whilst the second floor is vacant. The second floor is proposed to be refurbished for the September 2018 intake. It is intended that the new intake each year would comprise 60 pupils, meaning that by the academic year commencing in September 2020, the school would accommodate 360 pupils. The Primary School's catchment area comprises postcodes BL1, BL2 and BL3.
35. The Council's Asset Management and Pupil Place Planning Unit has raised significant concerns over the location of the school but it must also be noted that they recognise that the school provides much needed primary school places which would otherwise be difficult to accommodate elsewhere.
36. It is considered that the school makes a significant and positive contribution to education provision within the area and it is difficult to see how the current 180 pupils or 360 pupils proposed for the academic year in 2020 could be accommodated elsewhere.

Conclusion

37. Planning Officers consider this to be in some respects a poor location for a primary school. The concerns of the Council's Asset Management and Pupil Place Planning Unit are noted and accepted to some degree. The site is located in a predominantly industrial area and the surrounding highway network is configured in a way that prioritises drivers over pedestrians. It is likely that parents will be discouraged from using sustainable transport options such as walking by the dominance of the surrounding highway network and whilst Blackburn Road is well-served by buses the actual stops are located some considerable distance from the application site. On the other hand, Planning Officers note that the proposal and its supporting Transport Statement

have been carefully assessed by both the Council's Highway Engineers and Transport for Greater Manchester who consider the proposal to be acceptable in terms of its transport and highways impacts, particularly given the limited period of a further three years.

38. In reaching this conclusion, Officers have also taken into account the safety of parents and children accessing the site either on foot from the "walkable distance" area of the surrounding catchment or from the closest bus stops. Officers take the view that the responsibility for the safety of children should rest primarily with their parents. Officers do not see any reason why the site cannot reasonably be accessed on foot using the necessary nearby pedestrian crossings. Whilst Officers accept that the area immediately surrounding the site is not particularly pleasant or attractive for pedestrians they do not accept that it is necessarily an unsafe one, provided that appropriate care is taken and proper use is made of the facilities for safely crossing the roads. The Council's Highway Engineers note that the surrounding junctions are fitted with facilities to aid pedestrian movement across the busy sections of highway with adjoining footway provision.
39. The Council's consideration is limited to three issues alone - contamination risks on the site, the noise impacts of the development and the transport and highways impacts of the development. Officers consider the first two impacts to be very limited and, notwithstanding the concerns raised by the objector and the Council's Asset Management and Pupil Place Planning Unit, take the view that the transport and highways impacts of the proposal are acceptable for a period of three years.

Representation and Consultation Annex

Representations

Letters:- one objection has been received from the operator of a nearby industrial use. The grounds of objection are:-

- the area is a busy industrial area and I don't think it is a suitable place for any sort of school
- all around the building is used by large lorries
- there must be a more suitable place than that particular building or area

Consultations

Advice was sought from the following consultees: Highway Engineers, Asset Management and Pupil Place Planning Unit, Transport for Greater Manchester.

Planning History

A previous application for Prior Approval was withdrawn by the Applicant in June 2017 (00558/17)

Planning permission was granted in 2016 for change of use from offices to hotel together with external alterations (95777/16)

Planning permission was granted in 1989 for the erection of a 3 storey office and showroom with landscaping (33675/89)

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. This permission shall be for a temporary period expiring on **1st August 2021** when the use as a school hereby approved shall be permanently discontinued.

Reason

The applicant has only applied for temporary permission.

2. Prior to the commencement of the school year 2018/2019, all developer obligations, including a timetable for implementation, 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 with the potential to introduce school keep clear markings at the site access and egress on Waterloo Street and Croasdale Street and the introduction of additional waiting restrictions to reduce parking congestion and the highway and facilitate egress from the school.

Reason

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

3. Prior to the commencement of the school year 2018/2019, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the provision to be made to reduce the impact of noise. The scheme shall be entirely in accordance with the recommendations of ADT Consultancy Environmental Noise Impact Assessment (ADT 2535/ENIA, 16 March 2017) and shall be implemented in full prior to the development being brought into use and retained thereafter.

Reason

To safeguard the living conditions of residents, particularly from the effects of noise and in order to comply with Core Strategy policy CG4.

4. Before the approved development is first brought into use no less than 52 car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with the submitted site plan. Such spaces shall be made available for the parking of vehicles at all times the premises are in use.

Reason

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

5. Prior to the commencement of the school year 2018/2019, details of the signing scheme within the site to enforce one-way circulation through the site from the highway (as indicated on the submitted site plan) shall be submitted to and approved by the Local Planning Authority. The approved signing scheme shall be implemented in full before the commencement of the school year 2018/2019, or within a timescale agreed in writing by the local planning authority, and retained thereafter.

Reason

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

6. Prior to the commencement of the school year 2018/2019 a scheme shall be submitted to and approved in writing by the Local Planning Authority for the vehicle circulation area (one-way) as indicated from Waterloo Street to Croasdale Street on the submitted site plan. The approved scheme shall be implemented in full before the commencement of the school year 2018/2019 (or within a timescale agreed in writing by the Local Planning Authority) and retained thereafter and the area shall not to be used for any purpose except as a vehicle circulation area.

Reason

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

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

Proposed Site Layout; drawing no. 5746 L(0) 001 revision A; dated 04.03.2016
Proposed Ground Floor Layout; drawing no. 5746 L(0) 005 revision A; dated 04.03.2016
Proposed First Floor Layout; drawing no. 5746 L(0) 006 revision A; dated 20.05.2016

Reason

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



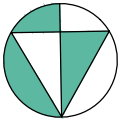
NOTES:

- This drawing is based upon aerial photography and not a measured survey and therefore should not be relied upon for accuracy.
- This layout is intended to illustrate how the building could be adapted for temporary use by a primary school. Further works maybe required beyond those stated.
- This layout has been created without the advice from any other design team members (for example M&E engineer) which would be required if this scheme is to be developed further and may affect layouts.

PROPOSED WORKS NOTES:

- 01 1800mm high fence to provide protection from road from fire escape exit
- 02 1200mm high timber fence to form external reception class teaching area. Multi coloured timber panels to be used.
- 03 1200mm high metal mesh fence to enclose plant equipment
- 04 1800mm high metal mesh perimeter fence to secure play ground
- 05 1800mm high gates within proposed fence

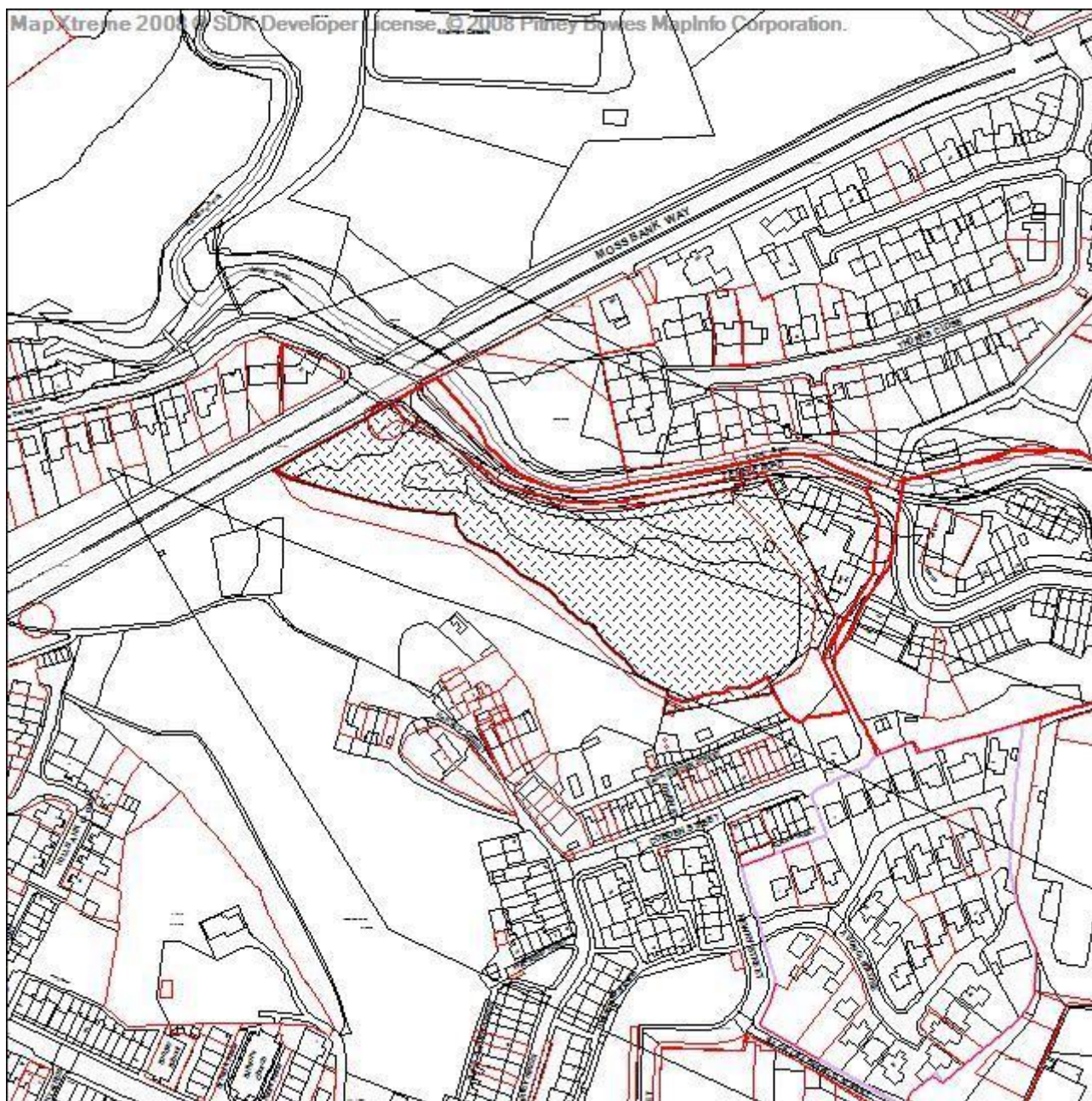
OLIVE PRIMARY (BOLTON): Proposed Site Layout



PROJECT	Olive Primary School Bolton - Ashton House
TITLE	Proposed Site Layout
CLIENT	EFA

JOB No.	5746	DRAWING No.	5746 I (0) 001	REVISION	A
SCALE	1:500@A3 / 1:250@A1	DRAWN BY	RDB	CHECKED BY	/
STATUS	Feasibility	DATE	04.03.2016		

Application number 02335/17



Development & Regeneration Dept
Development Management Section

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Bolton Council

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Date of Meeting: 08/02/2018

Application Reference: 02335/17

Type of Application: Full Planning Application
Registration Date: 17/11/2017
Decision Due By: 15/02/2018
Responsible Officer: Martin Mansell

Location: LAND AT TEMPLE ROAD, BOLTON

Proposal: ERECTION OF 27 DWELLINGS WITH ASSOCIATED ACCESS AND LANDSCAPING

Ward: Crompton

Applicant: Ecclestone Homes Limited
Agent : Lichfields

Officers Report

Recommendation: Approve subject to conditions

Proposal

1. The applicant proposes the residential development of the former Temple Road reservoir to provide 27 dwellings, a mix of 5 three- and 22 four-bedroom detached open market houses. The submitted plans show a range of 8 house types, constructed from brick with stone heads and cills to the windows. All dwellings would be two storey in scale. Vehicular access would be from Temple Road which already serves the Bovis Homes development known as Smithills Glade. The lodge at the western end of the site would be retained and improved.
2. As well as the usual plans and elevations, the application is supported by an Arboricultural Report, a Site Investigation Report, a Planning Statement, a Design & Access Statement, a Flood Risk Assessment, an Ecological Impact Assessment, a Sustainability Statement and a confidential Viability Appraisal.
3. Planning permission was granted at Planning Committee in September 2013 for the erection of 30 houses at this site, establishing the principle of housing development (88397/12). Members will also recall the more recent grant of a consent for 26 dwellings at this site, granted at Planning Committee in June 2017 (97418/16), though the consent was only issued in October 2017 once the Section 106 agreement had been signed. The site has now been sold to Ecclestone Homes who wish to substitute their own house types and to maximise the potential of the land to deliver housing. The June 2017 consent remains extant and this current proposal can be considered as seeking, in essence, consent for different housing designs and to increase the number of dwellings by one. The key differences between the two proposals are therefore:-
 - all house types substituted for Ecclestone Homes formats
 - access road moved slightly to the east
 - number of dwellings increased from 26 to 27 and numbers of properties directly fronting Temple Road increased from 11 to 12
 - number of 4 bedrooomed properties increased from 17 to 22 and number of 3 bedrooomed

properties reduced from 9 to 5

- earth banking on the eastern boundary removed and the land levelled and regraded. This will require the removal of trees previously shown to be retained and this issue is assessed in the relevant section
- dwellings on the eastern side of the site now moved closer to the existing Bovis Homes residential development

Site Characteristics

4. The application site mainly consists of a former reservoir which was drained by the land owner in 2011 together with the remaining smaller reservoir which is adjacent to Moss Bank Way to the north. Properties on the adjoining Bovis residential development are separated from the application site by mature woodland. Residential properties to the south on Harvey Street and Cobden Street are separated by existing mature trees and are located at a significantly higher level.
5. The site is allocated for housing as the Temple Road Housing Allocation in the Allocations Plan (2014) but also forms part of the Temple Lodge Site of Biological Importance in the Core Strategy (2012). The site lies within the defined boundaries of the Hill Top Conservation Area but is physically separated from it by a marked change of levels of approximately 7 metres together with an area of dense woodland. It lies within the defined area of Inner Bolton, though close to the boundary with the North Bolton Sub Area which lies on the other side of Moss Bank Way.

Policy

6. National Planning Policy Framework - promoting sustainable transport, delivering a wide choice of high quality homes, requiring good design, promoting healthy communities, meeting the challenge of climate change, flood and coastal change, conserving and enhancing the natural environment, conserving and enhancing the historic environment
7. Core Strategy Objectives SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO10 Climate Change, SO11 Built Heritage, SO12 Biodiversity, SO13 Flood Risk, SO14 Inclusive Housing, SO15 Sustainably Located Housing, SO16 Community Cohesion and Access
8. Core Strategy Policies P5 Transport, S1 Crime and Road Safety, CG1 Biodiversity, Open Space, Flood Risk and Climate Change, CG2 Sustainable Development, CG3 Design and the Built Environment, CG4 Compatible Uses, SC1 Housing Targets, RA1 Inner Bolton, IPC1 Infrastructure Contributions
9. Allocations Plan (2014)
Temple Road Housing Allocation
10. Supplementary Planning Documents
General Design Principles, Sustainable Design and Construction, Accessibility, Transport and Road Safety

Analysis

11. 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.

12. The main impacts of the proposal are:-

- principle of residential development
- impact on the character and appearance of the Hill Top Conservation Area
- impact on the Site of Biological Interest and on nature conservation
- impact on the living conditions of existing and future residents
- impact on highway safety
- impact on trees
- impact on drainage and flood risk
- impact on infrastructure
- impact on crime reduction

Principle of Residential Development

13. Guidance contained within the National Planning Policy Framework seeks to encourage new well designed residential development to meet housing requirements. Councils should aim to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In addition, Local Planning Authorities should set targets for the provision of affordable housing.
14. Core Strategy Strategic Objectives 14, 15 and 16 and Policy SC1 seek to provide housing which meets the needs of everybody and the growth in the number of households. Core Strategy policy SC1 seeks to ensure a total of 694 dwellings are completed per annum in the Borough with a concentration of new build on previously developed sites.
15. Planning permission was granted in September 2013 for the erection of 30 houses and associated works, establishing the principle of housing development. Although the permission expired unimplemented in September 2016, the Council has assumed that the site will come forward for development and it has been included within the 5 year supply for the period 2015-2019/20.
16. The Council has sought to meet its housing targets by allocating a number of sites for housing in the Core Strategy and the Allocations Plans, of which the application site forms a significant part of one such allocation. During the adoption process for the Allocations Plan (2014), the conflict between the site's allocation for housing and its designation as a site of biological importance was considered. The information booklet published by the Council to document the adoption process noted that Greater Manchester Ecology Unit did not maintain an outright objection since that part of the SBI most affected is now of low biodiversity value, following the draining of the reservoir. For this reason, the housing allocation included the land for which a residential consent was granted in 2013 - the area which now forms the application site.
17. The site is defined as previously developed due to the fact that it was a former reservoir and was therefore a manmade structure and it retains a number of unnatural features e.g. reservoir banking. The site is within the urban area and is close to local facilities on Blackburn Road and Halliwell Road including local shopping facilities, schools, open space provision and public transport.
18. The principle of residential development of this brownfield site was established by both the grant of consent in 2013 and the allocation for housing in 2014 and is therefore considered to comply with both national and local planning policy. Members will be well aware of the current housing supply issues within the Borough and Officers therefore consider it imperative that brownfield

sites such as this come forward as soon as possible in order to help the Council meet its housing targets. The Council's work on the five-year supply issue assumes that this site will come forward for development.

Impact on the Character and Appearance of the Hill Top Conservation Area

19. Guidance contained within NPPF and Core Strategy policies CG3 and OA5 seeks to ensure that new development proposals are compatible with the surrounding area in terms of scale, massing, grain, form, architecture, landscape treatment. Development proposals need to:
 - contribute to good urban design;
 - conserve and enhance local distinctiveness, built character and landscape quality;
 - conserve and enhance the heritage significance of heritage assets and heritage areas and recognise the importance of sites and their settings.
20. The character and appearance of the Hill Top Conservation Area is described within the Hill Top Conservation Area appraisal as follows:
21. The area is located to the north of Halliwell Road approximately 1.5 miles from Bolton Town Centre characterised by an area of 19th Century housing and mill buildings. The centre of the area is a group of 18th Century housing including Georgian and Victorian dwellings and terraced housing. The overall townscape of the area is defined by 3 distinct areas:
 - Hill Top – an informal group of vernacular buildings, an informal but compact layout and rural in character
 - three terraced blocks of early 19th Century stone cottages
 - three 19th Century brick terraces.
22. Other notable characteristics of the Conservation Area are:
 - dense tree planting on the South Western side of the reservoir partly encloses Hill Top.
 - street frontages for the majority of the buildings consist of terraces with small front gardens
 - building – simple vernacular style with stone heads and cills
 - views from the Conservation Area over the remaining reservoir i.e. not over the now drained reservoir
23. It is important to note that apart from a passing reference within the Conservation Area Appraisal, the now drained reservoir is not directly referred to and the development site is well screened from the majority of the Conservation Area. The applicant has sought to replicate some elements of the character of the Conservation Area within the proposed residential layout and the design of the dwellings via their simple style and the use of brick with stone detailing. However, whilst the application site falls within the boundary of the Hill Top Conservation Area, it is clearly distinct from the greater part of the area due to the significant change in levels between the two areas. It is considered that the application site has more in common with the Bovis Homes Smithills Glade housing development and the typical features of Moss Bank Way than it has with the Conservation Area. In fact, the application site is not visible at all from publicly accessible areas of the Conservation Area such as Harvey Street and Cobden Street.
24. It is considered that the applicant has sought to some degree to complement the existing character of the wider Hill Top Conservation Area. It is not considered that the proposed residential development would result in any undue harm to the character of the Conservation Area, given that it cannot be seen from the more historically significant parts of the area. The proposal would complement the existing character of the Temple Road and Moss Bank Way area

and is thus considered to comply with Core Strategy policies.

Impact on the Site of Biological Interest and on Nature Conservation

25. Core Strategy CG1 seeks to ensure that new development proposals safeguard and enhance biodiversity by protecting sites of urban biodiversity including trees, woodland and improving the quality and interconnectivity of wildlife corridors and habitats.
26. The former reservoir and the existing reservoir adjacent to Moss Bank Way form part of a Site of Biological Interest designated because it supported ponds, wetlands, and broadleaved woodland which in turn supported a good population of amphibians and diverse invertebrate communities.
27. It is unfortunate that the reservoir was drained by the owner of the site in 2011, though they state that this was necessary to enable the provision of the access road to the Smithills Glade housing development. During the consideration of the application granted consent in 2013, the Greater Manchester Ecology Unit considered that the former reservoir has the potential to be restored; however, it is clear that the current owners of the site are unwilling to restore it. GMEU therefore reluctantly concluded that an outright objection to the development proposal on the grounds of causing harm to the special nature conservation interest of the SBI could not be likely to be sustained, given that the part of the SBI most directly affected by the proposed development is now of low biodiversity value.
28. In their consultation response for the application approved four months ago, GMEU took a different stance, arguing that the site still has ecological interest although that interest has changed since it was first selected as an SBI. They consider that the site could still qualify as an SBI under current selection criteria but they would need to carry out further assessment.
29. The planning application is accompanied by a Phase 1 Ecology Survey prepared by Cameron S Crook & Associates carried out in September 2016 that concludes that no conclusive signs of bat roosting were found on the site, no conclusive evidence of any specifically protected species, no important habitats were identified that would be adversely affected and whilst there a small number of breeding birds, this impact can be mitigated. GMEU consider this report to be out of date, particularly the habitat map, and state that the report does not include an assessment of the value of the site as it is now against the current SBI selection policies. Since the original application, GMEU have now reassessed the SBI and are in the process of updating the citations and boundary of the site. The Unit has had no contact with the applicant or their agent over the boundary of the SBI despite the concerns raised with the previous application. While the majority of the development site now lies outside of the SBI, a small section of the site still lies within it, around plots 1 and 2. There is also no buffer between the proposed development and the SBI which GMEU would normally expect to see. They therefore advise that the current site layout is unacceptable and requires amending or else the application be refused in its current form. They also note that a Green Corridor runs through this area and no assessment has been made of the development's impact on this.
30. Planning Officers accept that GMEU will be frustrated by the harm caused to the SBI by the draining of the reservoir in 2011 and understand their wish for the site to be restored so that biodiversity is not harmed. However, Officers find it difficult to see how biodiversity can be further or significantly harmed by the grant of consent for this development, other than to remove the potential for the site to be restored as an SBI. Officers also note the grant of two relatively recent consents at the site - September 2013 and October 2017 - and again find it difficult to see how the proposed development will have a biodiversity impact that is significantly different to the previously approved developments, one of which was issued only four months ago and is capable of being implemented.

31. The proposal would cause some degree of conflict with Core Strategy Policy CG1 in that it would remove the potential for the restoration this part of the Temple Lodge SBI. However, the potential for this restoration is considered to be extremely low and the Applicant has made it clear that they do not wish to co-operate with this. Furthermore, all potential for the restoration of the SBI could have been completely lost at any point in time between September 2013 and September 2016 - the period during which works could have commenced on the implementation of the grant of consent for 30 houses at this site. Biodiversity can be improved by the management of the remaining lodge at the site.
32. Whilst there will be a degree of harm to biodiversity, this harm is considered to be reduced by the previous loss of biodiversity caused by the draining of the reservoir in 2011. The grant of residential consent in 2013 has established the principle of the development of this site and the site was in any case allocated for housing in 2014, which was followed in October 2017 by the grant of a full planning consent.

Impact on the Living Conditions of Existing and Future Residents

33. Core Strategy Policy CG4 seeks to ensure that new development proposals are compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. The General Design Principles SPD provides guidance for conventional housing layouts where houses face each other to provide for 21 metres between principal room elevations overlooking each other and where main room windows overlook blank gables, this distance is reduced to 13.5 metres.
34. The proposal would comply with all the external interface distances to properties on both Cobden Street and Thorns Close and thus is considered to comply with policy. Members will be aware that the planning system does not seek to protect views from existing properties but instead seeks to ensure that existing and proposed dwellings have a reasonable prospect and outlook by way of imposing interface standards. The proposed development is not considered to be of a sufficient scale to unacceptably harm living conditions during the period of construction. The proposed layout is of a typical and acceptable form and would provide appropriate living conditions for future occupants.
35. The impact on the living condition of existing and future residents is considered to be acceptable.

Impact on Highway Safety

36. Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking (in accordance with the parking standards set out in Appendix 3), 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.
37. Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
 - safe and suitable access to the site can be achieved for all people
 - improvements can be undertaken within the transport network that cost effectively limit the

significant impacts of the development

- development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

38. Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, improve road safety. Policy P5 seeks to ensure that new development takes into account accessibility, pedestrian prioritisation, public transport, servicing, parking and the transport needs of people with disabilities. Policy S1 seeks to promote road safety. The Council has also adopted the Accessibility, Transport and Road Safety SPD which notes that the provision of a safe, high quality transport network is vital to the economic prosperity of the borough and the ability of residents to safely access potential new jobs being created together with health, education, community facilities and housing. The SPD also seeks to ensure that the use of transport does not adversely affect the climate and therefore requires new development to reduce the need to travel by car, and encourage people who live, work and visit to walk, cycle and use public transport.
39. Each new property would have the ability to park two cars. A footway would be provided to the site frontage, improving pedestrian accessibility to the existing Smithills Glade development.
40. The Council's Highway Engineers accept that the principle of residential development at this location was approved under previous planning consents 88397/13 and 97418/16. As the number of dwellings proposed under this application falls below the number approved previously in 2013, Highways colleagues do not consider that they can reasonably object to what is being proposed in principle. They recommend that the applicant fund the promotion of waiting restrictions along Temple Road to improve convenience and accessibility for vehicles exiting the development and also require the funding of a traffic order and signage to promote a 20mph speed limit. Engineers also recommend that each of the four bedroomed properties have access to three parking spaces. However, only two are proposed per dwelling though Planning Officers consider this to be acceptable given the location within Inner Bolton, the proximity to services and public transport links on Halliwell Road and Blackburn Road and also note that 17 four bedroomed dwellings were approved at this site four months ago and a requirement for three spaces per dwelling was not imposed at that time.
41. It is considered that the proposed development would not be detrimental to highway safety and complies with both Core Strategy policies P5 and S1.

Impact on Trees

42. Core Strategy Policy CG1 seeks to safeguard and enhance biodiversity by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development.
43. The submitted appraisal states that the development will require the removal of one moderate quality tree, 26 low quality trees, seven low quality groups, and part of two further low quality groups. In addition, three trees and one group that are considered unsuitable for retention are recommended for removal regardless of the development proposals. It also notes that many of the trees requiring removal stand atop earth banks that have been partially excavated, thereby exposing the trees' roots and rendering those on the edges structurally unstable.
44. Trees are located on site which are identified to be removed to the north and eastern boundary which will allow the necessary regrade works to enable residential development. The one moderate quality tree would have been removed in order to implement the 2017 consent and the remainder are classed as low quality trees and whilst they do have some group value their public impact on the visual amenity of the area is very limited due to their location.

45. Planning Officers therefore consider that whilst the proposal would result in the loss of a number of trees it is considered that the proposed development would provide adequate replacement tree planting to offset any loss to existing trees and to assist in retaining the overall character of the area, consistent with policy.

Impact on Drainage and Flood Risk

46. The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should, amongst other things, take full account of flood risk. Para 100 states that development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
47. Policy S10 of Bolton's Core Strategy is a strategic objective and seeks to reduce the likelihood and manage the impacts of flooding in Bolton, and to minimise potential flooding to areas downstream. Policy CG1 states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk.
48. The site itself lies within Flood Risk Zone 1 i.e. the lowest risk category - land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding. That said, other nearby areas close to Astley Brook do lie within Flood Risk Zone 3, the highest category of risk.
49. The submitted Flood Risk Assessment was carried out by Michael Lambert Associates in December 2016 and notes that the site is a former mill feedwater reservoir and is all made ground i.e. the lining of the former reservoir. It is intended that foul drainage drains to the public sewer system in Temple Road and new surface water will drain to Astley Brook via a new outfall - the new flow rate will be limited to the existing greenfield flow rate of 15.47 litres per second. Surface water runoff from the surrounding steep private garden slopes to the north will be channelled to the small lodge next to Moss Bank Way and this already drains into Astley Brook via an existing outfall. New surface water storage will be in oversize pipes plus cellular storage as needed. A ground investigation has been carried out by LK Consult showing silt, sand, gravel and clay mixtures - so whilst there may be some soakage potential percolation tests would be best carried out post-consent via a condition.
50. Members may be aware that local residents have previously raised concerns over water streaming from the site and across Temple Road. This has been temporarily addressed by the Applicant by the formation of a bunded area blocking the water overflow; however, clearly the permanent solution to this issue would be the installation of an approved system of drainage as part of the construction works.
51. Comments from both the Council's Flood Risk team and the Environment Agency have been received and the applicant has subsequently provided additional information and subject to conditions limiting surface water run-off from the site and showing the detailed design of a drainage system, it is considered that the proposal would comply with policy.

Impact on Infrastructure

52. Core Strategy policy IPC1 sees to ensure that where new development proposals which propose 15 dwellings or more, make reasonable provision for affordable housing, public open space, education, public health and public art contributions.

53. For the consent granted in 2013, the Applicant signed a Section 106 agreement, agreeing to contribute the following:-
- Affordable housing: On site contribution of 15% of the total number of units
 - Public open space provision: £31,980
 - Education: £33,238.53
 - Health: £6,726
 - Public art: nil provision due to under threshold
54. The viability of the proposal was reassessed under application 97418/16. It was considered within the viability appraisal for that application that the development would be unviable should the contributions listed above be required. It was therefore agreed that the applicant would provide the following:-
- a contribution of £25,000, to be spent on any of the above issues (Officers considered that affordable housing is the most pressing requirement)
 - a "clawback" clause in the S106 agreement, requiring viability to be reassessed once 75% of the dwellings have been constructed and if the profit margin is higher than expected, contribution can be made
55. The applicant for this latest proposal has agreed to the same Section 106 contribution and clawback clause.
56. It is considered that the proposal would not be viable if the full contributions required by Policy IPC1 were to be applied. Officers accept that the assessment of viability is not an exact science and it requires many assumptions to be made over issues such as costs, future sales prices and potential profit. However, in this case, it is accepted that the development of a drained former reservoir does create some abnormal costs in terms of its safe development. Whilst there are difference between the current proposal and the development approved in October of last year, i.e. one more dwelling is proposed and the house types would changes, the key cost considerations in viability terms are the "abnormals" caused by the construction of dwellings on a drained former reservoir and this remains the case for the current proposal. The Council's Corporate Property Officers and external consultant JL Property Solutions were both clear in their advice last year that these abnormal costs were the key issue in the consideration of viability.
57. The application of the "clawback" clause in the Section 106 agreement would require that viability be reassessed at much later stage and therefore when far fewer assumptions have to be made. At this point in time, the costs of development could be actually evidenced and actual sales information could be provided. Viability can then be even more robustly interrogated and if higher profits are being made some of this money could potentially be diverted to the Council's requirements for planning contributions.
58. As the Core Strategy policy is worded in such a way as to accept that viability can reduce or remove the requirements for planning contributions, the proposal is considered to comply with Core Strategy policy IPC1.

Impact on Crime Reduction

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

account when exercising its planning functions under Town and Country Planning legislation.

60. The National Planning Policy Framework states that planning decisions should aim to ensure that developments should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.
61. Bolton's Core Strategy notes that the town's recorded crime levels are reducing but perception of crime remains high. The Core Strategy's most important direct contribution to reducing crime and the fear of crime is through the design of new development. A contributory factor to improving safety is to create and sustain a sense of place that enables people to identify with their surroundings or locality. This can be achieved through appropriate layout, high quality architecture, good lighting and landscape design. In considering design, the Council takes into account national advice as currently set out in the Government publication "Safer Places – the Planning System and Crime Prevention." Ensuring that the whole of the civic and retail core is safe and attractive for pedestrians will be a priority. Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, reduce crime and the fear of crime, by ensuring that neighbourhoods are attractive and well designed. Policy S1 is part of the "Safe Bolton" Sustainable Community Strategy theme and states that the Council and its partners will ensure that the design of new development takes into account the need to reduce crime and the fear of crime. Policy CG4 of Bolton's Core Strategy seeks to ensure that new development protects, amongst other things, safety and security.
62. The submitted Design and Access Statement contains a section relating to the crime reduction. The Applicant considers that the currently vacant site has the potential to be a focus for crime and anti-social behaviour and suggests that the development of the site will remove this risk. In terms of the proposed development, they consider that the greatest risk of crime in relation to the new dwellings comes from theft from or of motor vehicles and from domestic burglary. They note that the layout is orientated to supervise the street and public realm and to create a clear and secure distinction between private and public space. Each dwelling is also provided with private secure rear garden space. Individual residents have control and management of their own property and defensible space, however the dwellings are arranged and orientated to create a collective management and interdependence in the supervision and control of the public realm and communal spaces, including the highway. In particular the car parking for the dwellings is provided within curtilage at the front or side of dwellings. This is the most secure location as all residents can supervise each others vehicles, the private car parking spaces are highly visible to all residents within the public realm, and some of the dwellings also have secure garage parking. Side and perimeter fencing and gates are proposed to a height of 1.8 metres.
63. Officers consider that sufficient regard has been had to the issue of crime reduction and GM Police have recommended the submission of a full Crime Impact Statement it is considered that the relevant section of the Design and Access Statement serves this function and in any case the principle of residential development with a very similar layout has already been established.
64. The development of this site is considered to have a beneficial impact on crime reduction.

Local finance considerations

65. 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:

- New Homes Bonus for the 27 proposed dwellings – this is not a material planning consideration.

Conclusion

66. The application relates to a previously developed site located in an accessible and sustainable location within the urban area and close to Halliwell Road, Blackburn Road and Moss Bank Way. Consent for residential development has been granted in 2013 and again in October 2017, four months ago. The proposal would include a small contribution towards affordable housing and well designed properties with sufficient off road car parking. Whilst the proposal would result in the loss of a former reservoir the proposal would assist in meeting the Council's Strategic objectives for housing and would involve replacement tree planting and ecological enhancement of the retained reservoir. The Applicant has been encouraged to provide a "delivery statement", demonstrating their readiness to commence development should consent be granted - more information on this will be provided at the meeting.
67. It is considered that the proposal complies with policy and it is therefore recommended that Members delegate the decision to the Director of Place to enable a Section 106 Agreement to be signed to secure the contribution with clawback clause detailed in paragraph 57.

Representation and Consultation Annex

Representations

Letters:- 5 representations of objection have been received from properties on Temple Road and Cobden Street. The grounds of objection include:-

- blue markers have been placed within land that is in the ownership of properties on Cobden Street (Officer's Note: land ownership is not a planning consideration)
- the reservoir should not have been drained in the first place and was an act of destruction
- the houses have been allocated one driveway each to accommodate up to 2 cars. For today's lifestyle for houses of this size there will usually be more than two cars based there on a regular basis
- the layout of Temple Road is such that when the homeowners of plots 1-9 use the road to park when their driveways are full, this will restrict access on Temple Road for all users. Only one car width will be able to drive down a long stretch of road. In addition, cars are already using the entrance to one of the blocks of apartments to turn round as there is nowhere else
- the parking availability and road width of Temple Road is already inadequate for the houses and apartments that are there currently. A visit any weekday evening will show how cars are parked on the pavements and road. Cars also use the layby in front of the proposed development which will no longer be available should this development go ahead
- access onto Moss Bank Way should also be considered. Moss Bank Way is a busy road and a traffic light system could be a safe and viable option as it can often take a considerable amount of time to get out of Temple Road, particularly when turning right
- Temple Road is low lying and at risk of flooding
- building on a former reservoir will reduce the land area available for natural soakaway of rainfall
- standing water cover the road during the Boxing Day floods
- residents have had to endure a constant stream of water flowing across Temple Road

Consultations

Advice was sought from the following consultees: Greater Manchester Ecology Unit, Environment Agency, Coal Authority, Greater Manchester Police, Primary Care Trust, Highway Engineers, Flood Risk, Greenspace, Landscape, Strategic Development, Economic Strategy, Trees & Woodland

Planning History

97418/16 - Planning permission was granted in June 2017 for the erection of 26 dwellings

88397/12 - Planning permission was granted in September 2013 for the erection of 30 houses and associated works, establishing the principle of housing development

87032/11 - Part A - felling and pruning of various trees. Part B - felling of sycamore tree as outlined in schedule no 3. Part approved/Part refused.

74821/06 - Details of the siting, design, external appearance and landscaping for the erection of 85 no. dwellings. Approved with conditions

74582/06 - Outline application for residential development without complying with condition 01 on 66177/03 (to extend period of time within which the reserved matters application can be made). Withdrawn.

74577/06 - Outline application for residential development (means of access only) without complying with condition 3 on application 66177/03 (to vary specification of access road construction). Approved with conditions.

65971/03 - Outline application for residential development (means of access details only) without complying with condition

01 on application 60985/02. extend commencement time to seven years. Withdrawn.

66177/03 - Outline application for residential development (means of access details only) without

complying with condition

15 on application 60985/02. "affordable housing". Approved with conditions

66176/03 - Outline application for residential development (means of access details only). application to remove condition

16 on planning application 60985/02. "no development shall be started on site until details of the applicants business relocation proposals have been submitted to and approved by the local planning authority". Approved with conditions

50166/97 - Demolition of factory buildings and erection of 42 dwellings (siting and means of access details only), including part filling in of reservoir. Withdrawn.

16040/81 - Erection of a new production building, alterations to existing buildings and provision of a car park. Alterations to existing access road and to existing vehicular/pedestrian access at junction of Temple Road and Moss Bank Way. Approved with conditions

14711/80 - Draining and levelling of Mill Lodge to provide a car park, together with alterations to existing vehicular/pedestrian access Reservoir. Refused

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. 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 and in the interests of improving the supply of housing.

2. No development shall be commenced until full details of the type and colour of facing materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the development safeguards the character and visual appearance of the locality.

3. No development shall be commenced until full details of existing and proposed ground levels within the site and on land adjoining the site by means of spot heights and cross-sections; proposed siting and finished floor levels of all buildings and structures, have been submitted to and approved by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.

Reason

To ensure the development safeguards the character and visual appearance of the locality and to safeguard the living conditions of nearby residents particularly with regard to privacy and outlook.

4. No demolition, development or stripping of soil shall be started until the trees within or overhanging the site which are shown to be retained have been surrounded by fences of a type to be agreed in writing with the Local Planning Authority. The approved fencing shall extend to protect the Tree Root Protection Zone (in accordance with BS 5839) or as may otherwise be agreed in writing with the Local Planning Authority; such fences shall remain until all development is completed.

Reason

In order to avoid damage to trees within the site which are of important amenity value to the area.

5. No development shall be started until a minimum of 14 days notice in writing has been given to the Local Planning Authority that the protective fencing referred to in Condition 04 has been erected.

Reason

In order that the Local Planning Authority can inspect the protective fencing with a view to avoiding damage to trees within the site which are of important amenity value to the area.

6. Before development commences details of the treatment to all boundaries to the site shall be submitted to and approved by the Local Planning Authority. Such details as are approved shall be implemented in full before the development is first occupied or brought into use and retained thereafter.

Reason

To ensure adequate standards of privacy are obtained and to enhance the setting of the development within the landscape character of the locality.

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

Should the Phase I Report recommend that a Phase II Report is not required, but during construction and prior to completion of the development hereby approved, contamination or gas migration is found or suspected, the developer shall contact the Local Planning Authority immediately and submit proposals for investigation and remediation of the contamination or gas migration within seven days from the date that it is found or suspected to the Local Planning Authority for approval in writing.

Options Appraisal

Should the Phase II Report recommend that remediation of the site is required then unless otherwise agreed in writing with the Local Planning Authority, no development shall commence unless or until an Options Appraisal has been submitted to, and approved in writing by, the Local Planning Authority. The Options Appraisal shall include identification of feasible remediation options, evaluation of options and identification of an appropriate Remediation Strategy.

Implementation of Remediation Strategy

No development shall commence, unless otherwise agreed in writing with the Local Planning Authority, until the following information relating to the approved Remediation Strategy has been submitted and approved by the Local Planning Authority:

- i) Detailed remediation design, drawings and specification;
- ii) Phasing and timescales of remediation;
- iii) Verification Plan which should include sampling and testing criteria, and other records to be retained that will demonstrate that remediation objectives will be met; and
- iv) Monitoring and Maintenance Plan (if appropriate). This should include a protocol for long term monitoring, and response mechanisms in the event of non compliant monitoring results.

The approved Remediation Strategy shall be fully implemented in accordance with the approved phasing and timescales and the following reports shall then be submitted to the Local Planning Authority for approval in writing:

- v) A Verification Report which should include a record of all remediation activities, and data collected to demonstrate that the remediation objectives have been met; and
- vi) A Monitoring and Maintenance Report (if appropriate). This should include monitoring data and reports, and maintenance records and reports to demonstrate that long term monitoring and maintenance objectives have been met.

Reason

To ensure that the development is safe for use.

8. Prior to the commencement of 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 and no-waiting restrictions on Temple Road. All such Orders shall be implemented in full prior to the occupation of any of the dwellings.

Reason

In the interests of highway safety.

9. Prior to the commencement of development full details of the highway works at Temple Road comprising of 5.5 metre wide carriageway and 2 metre wide footway along the site frontage together with a junction access to the development site with 5.0m radii 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.

10. No development shall commence until a woodland and landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas within the applicant's control (excluding privately owned garden areas) shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall be carried in accordance with the approved scheme.

The scheme shall include the following elements:

- detail the extent and type of new planting, based on native species and which integrates with site surface water drainage proposals including any remodelling work for the smaller retained pond and the overflow to Astley Brook;
- details of the maintenance regimes for each retained habitat type;
- details of the treatment of the site boundaries and/or buffers, particularly around the southern and western boundaries;
- details of management responsibilities including a 5 year habitat management plan.

Reason

To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.

11. Prior to the commencement of any groundworks, surface water drainage works should be implemented in full in accordance with details that have been submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:
1. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.
 2. Include a timetable for its implementation, and
 3. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason

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

12. Prior to the commencement of development, an energy assessment of the approved development shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include a scheme which details how either (i) renewable energy technology or (ii) an alternative scheme e.g. enhanced insulation shall reduce CO2 emissions of predicted energy use of the development by at least 10%. The approved scheme shall be installed, retained and maintained in perpetuity thereafter unless agreed by the Local Planning Authority.

Reason

To enhance the sustainability of the development and to reduce the reliance on fossil fuels in order to comply with Core Strategy policy CG2.

13. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted to and approved by the Local Planning Authority before development is started. Such scheme shall be carried out within 6 months of the occupation of any of the buildings or the completion of the new 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 planting season with others of similar size and species.

Reason

To soften the development proposed and to enhance and improve the setting of the development within the landscape of the surrounding locality.

14. No development shall take place unless and until a report of findings arising from intrusive site investigations and a scheme of remedial works has been submitted to and approved by the Local Planning Authority approval. Such works as are approved shall be carried out in full prior to the occupation of any of the dwellings and retained thereafter.

Reason

Coal mining legacy potentially poses a risk to the proposed development

15. No development shall take place until a plan for the protection and/or mitigation of damage to BAP habitats Lowland Mixed Broadleaf Woodland & Pond, both during construction works and once the development is complete and including management responsibilities, shall be submitted to and approved in writing by the local planning authority. The Lowland Mixed Broadleaf Woodland & Pond] protection plan shall be carried out in accordance with a timetable for implementation as approved.

Reason

To protect the BAP habitats Lowland Broadleaf Woodland & Pond within and adjacent to the development site.

16. Development shall not commence until a scheme for the eradication of Japanese knotweed 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.

17. Prior to the commencement of development full details of the highway works at Temple Road comprising construction of VACs (dropped-kerbs) to facilitate driveway access to the properties 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 Core Strategy policy P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

18. 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 areas provided and in order to comply with Core Strategy policy P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

19. Prior to the occupation of the dwelling houses hereby permitted provision shall be made for the parking or garaging of two motor vehicles adjacent to each of the dwelling houses in the area identified for that purpose on the approved plan ref: Site Layout drawing 103 rev A, dated 20.9.17. Those areas shall thereafter be retained at all times for that purpose. Notwithstanding the provisions of Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending or replacing that Order) other than a garage, no extensions, porches, outbuildings, sheds, greenhouses, oil tanks or satellite antennae shall be erected within that area.

Reason

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

20. The development hereby approved/permitted shall not be brought into use unless and until a visibility splay measuring 2.4 metres by 34 metres is provided at the junction of the site access road with Temple Road, and subsequently maintained free of all obstructions between the height of 1.0 metres and 2 metres (as measured above carriageway level).

Reason

To ensure traffic leaving the site has adequate visibility onto the highway.

21. No dwelling shall be occupied until the access roads, footways and footpaths leading thereto have been constructed and completed in accordance with drawing ref: Site Layout drawing 103 rev A, dated 20.9.17.

Reason

In the interests of highway safety.

22. The garages hereby approved/permitted shall be made available at all times for the parking of a motor vehicle.

Reason

The loss of garage spaces would be likely to lead to an increase in on-street parking to the general detriment of highway safety.

23. No vegetation clearance or tree removal should be undertaken between the months of March to July inclusive.

Reason

To ensure the protection of wildlife/biodiversity.

24. Notwithstanding the provisions of Class A to Schedule 2 Part 2 of the Town and Country Planning General Permitted Development Order 2008 (or any Order amending or replacing that Order) no fences, gates, walls shall be erected within the curtilage of (any of) the approved dwelling house(s) other than those expressly authorised by this permission.

Reason

The development has been designed with specific regard to the design of boundaries and new fences and walls in these positions would spoil the appearance of the site.

25. Notwithstanding the provisions of Schedule 2 Part 1 of the Town and Country Planning General Permitted Development Order 2008 (or any Order amending or replacing that Order) no dormers shall be constructed or other alterations to the roof carried out on the approved dwelling(s) other than those expressly authorised by this permission.

Reason

To safeguard the architectural character and appearance of the dwellings.

26. Notwithstanding the provisions of Schedule 2 Part 1 of the Town and Country Planning General Permitted Development Order 2008 (or any order amending or replacing that order) no extensions, porches, garages, outbuildings, sheds, greenhouses, oil tanks, or hardstandings shall be erected within the curtilage of (any of) the approved dwellinghouse(s), other than those expressly authorised by this permission.

Reason

The private garden space of the dwellings is limited and the site is located within the Hill Top Conservation Area and any extension would result in an unsatisfactory scheme in terms of open space, privacy requirements and the impact on the character and appearance of the Conservation Area.

27. No work, including the storage of materials, or placing of site cabins, shall take place within the extreme circumference of the branches of any tree shown to be retained or those trees overhanging the site.

Reason

In order to avoid damage to tree(s) within the site which are of important amenity value to the area.

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

Site Layout drawing 103 rev A, dated 20.9.17
Clitheroe House Type CL-P-01, dated Nov 2017
Frodsham House Type FR-P-01, dated Nov 2017
Haigh House Type HA-P-01, dated Nov 2017
Hartford House Type HT-P-01, dated Nov 2017
Hartford Render House Type HT-P-01-1, dated Nov 2017
Holmeswood House Type HO3-P-01, dated Nov 2017
Kingsleigh House Type KI-P-01, dated Nov 2017

Parkgate House Type PK-P-01-1, dated Nov 2017
Whalley 2 House Type WH2-P-01, dated Nov 2017

Reason

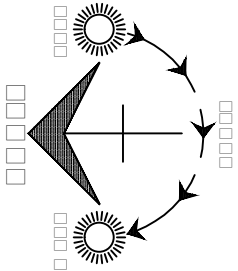
For the avoidance of doubt and in the interests of proper planning.

NOTE:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE EXECUTION OF ANY WORK.
- ANY DISCREPANCY TO BE FOUND TO EXIST BETWEEN DRAWINGS AND/OR DOCUMENTS IT SHOULD BE REPORTED TO THE TECHNICAL DEPARTMENT IMMEDIATELY.

SCHEDULE OF ACCOMMODATION					
CLITHEROE	3 BED DETACHED HOUSE	901sqft	1	901sqft	
KINGSLEIGH	3 BED DETACHED HOUSE	901sqft	1	901sqft	
FRODSHAM	3 BED DETACHED HOUSE	1070sqft	3	3210sqft	
WHALLEY 2	4 BED DETACHED HOUSE	1125sqft	5	5760sqft	
HARTFORD	4 BED DETACHED HOUSE	1281sqft	5	6405sqft	
HAIGH	4 BED DETACHED HOUSE	1468sqft	3	4404sqft	
HOLMESWOOD 3	4 BED DETACHED HOUSE	1540sqft	2	3080sqft	
PARKGATE	4 BED DETACHED HOUSE	1567sqft	7	10969sqft	
TOTAL			27	35630sqft	

DEVELOPABLE AREA:
2.39 Acres
SITE DENSITY:
1130 Units/Acre
TOTAL FOOTAGE:
35630 Sqft
SITE FOOTAGE:
14908 Sqft/Acre



Existing trees to be removed indicated with dashed line

2.41 34m

TEMPLE ROAD



1:1500

© d r m d 2017

0m 10m 20m 30m 40m 50m 60m 70m 80m

REV	DESCRIPTION	DATE
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2		17.21.18



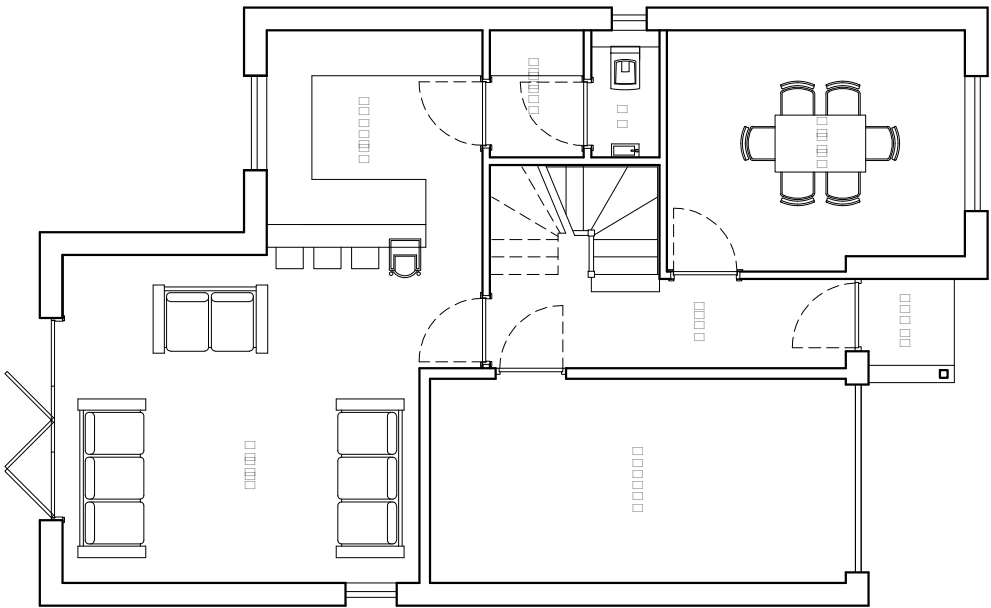
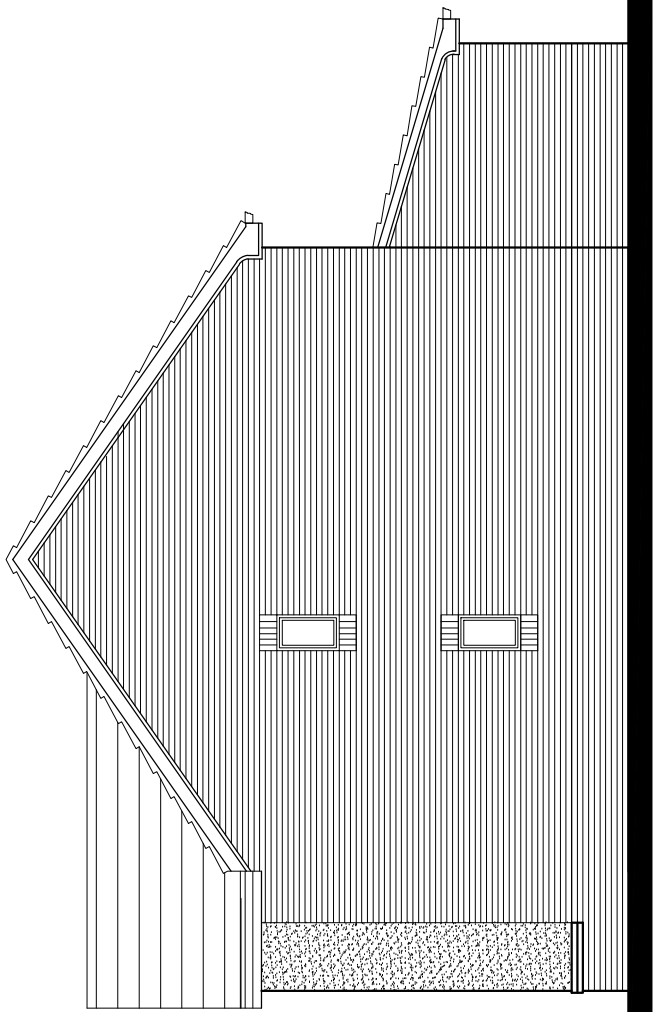
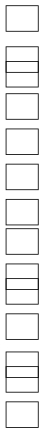
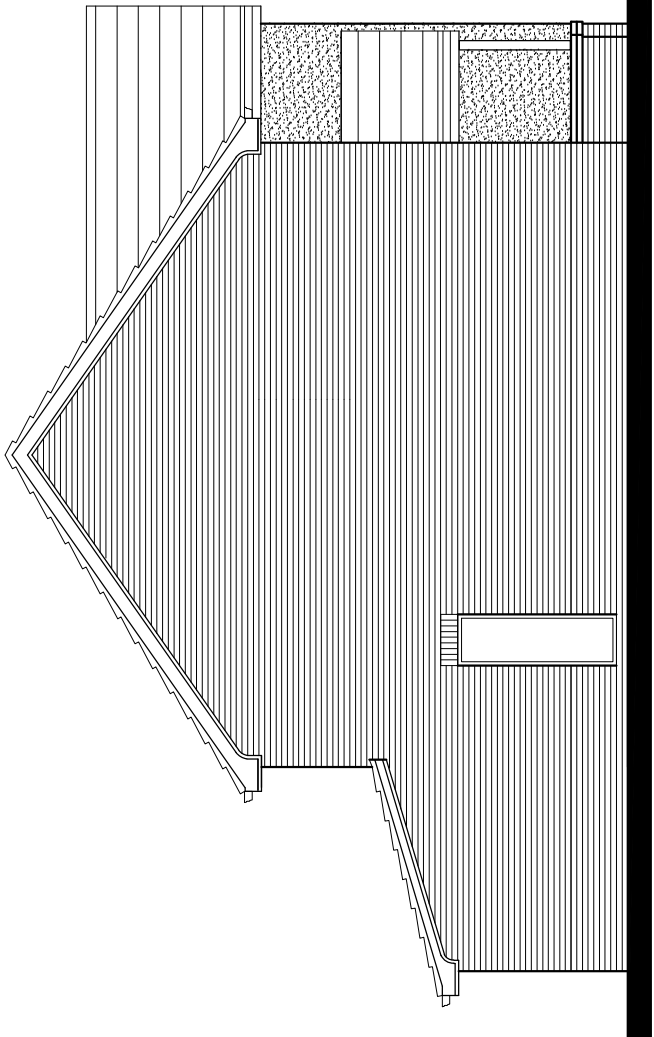
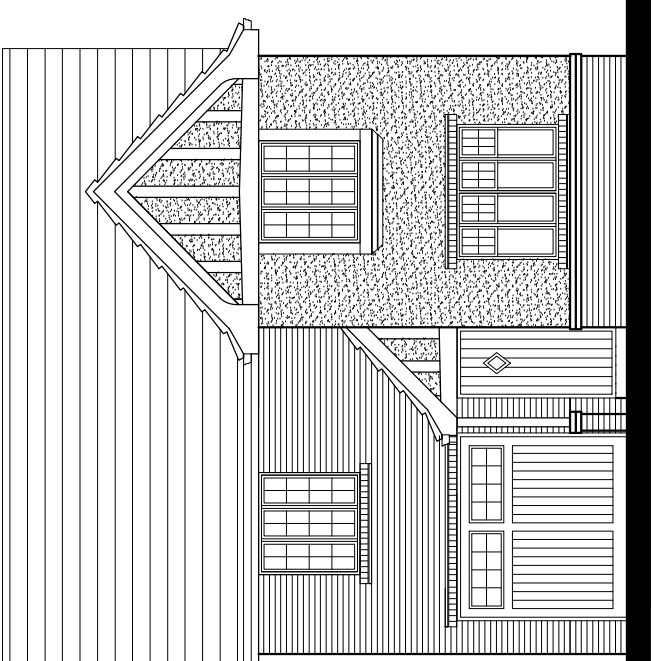
PROJECT

TEMPLE ROAD,
BOLTON

DRAWING TITLE

PLANNING LAYOUT

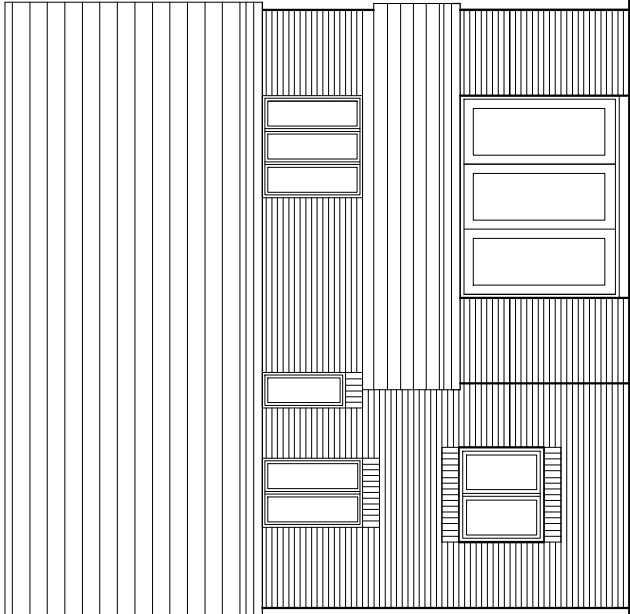
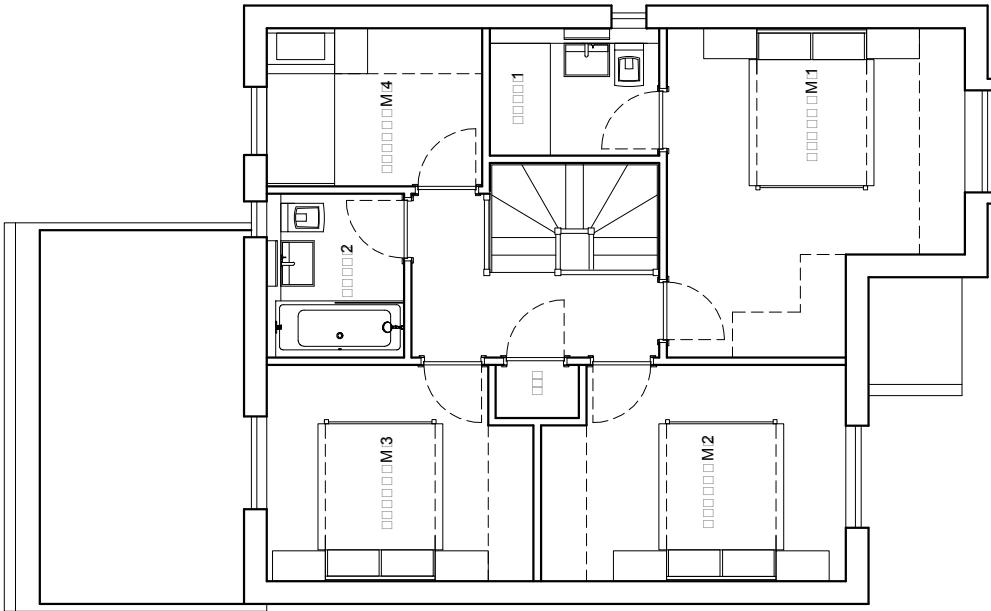
JOB NUMBER	-	REV	A
DRAWING NUMBER	102		
DRAWN	JSM	SCALE	1:500
CHECKED	-		



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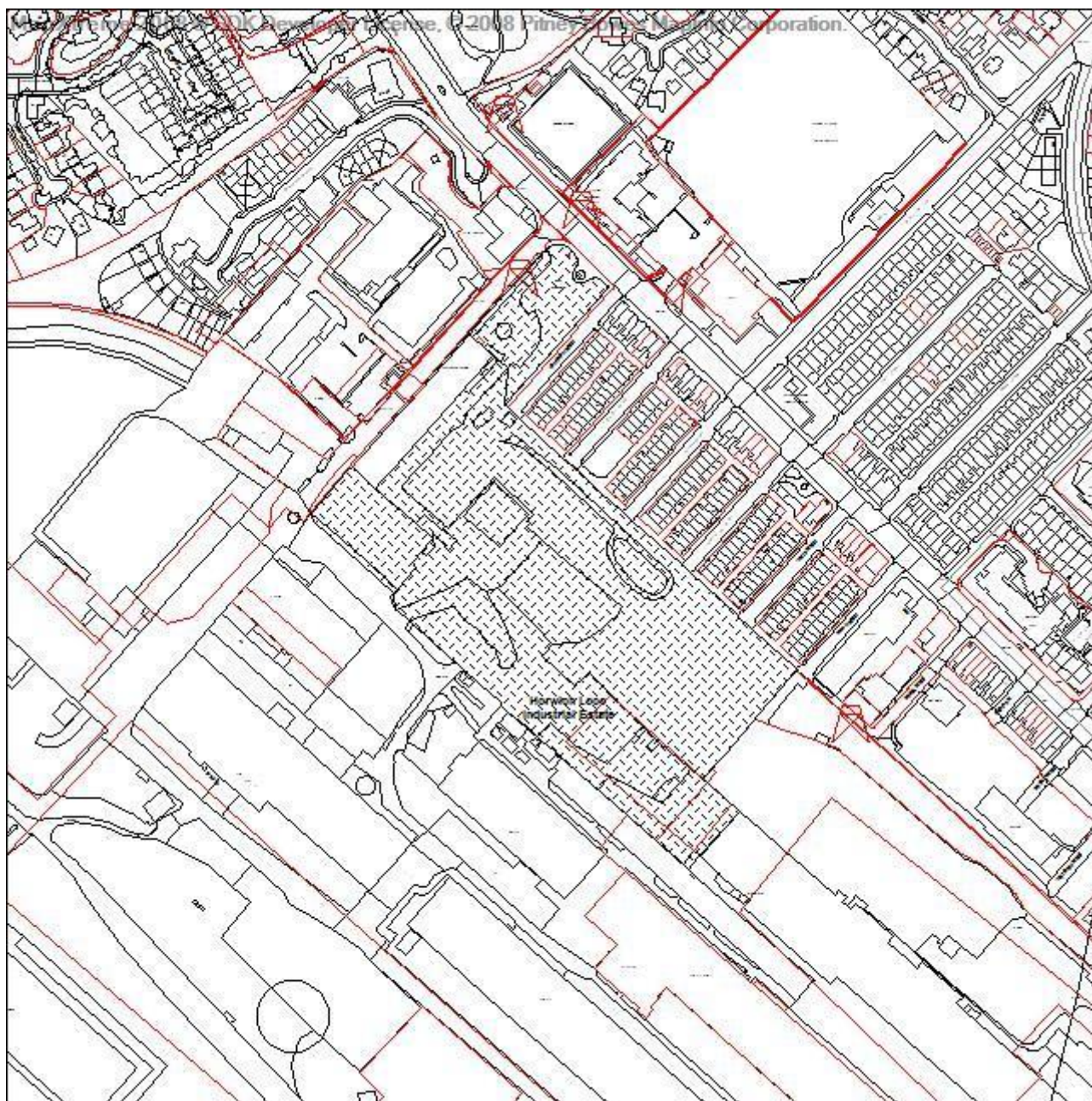


1:100



REV.	INT.	DATE	DESCRIPTION
			
PROJECT			
TEMPLE ROAD, BOLTON			
DRAWING TITLE			
HARTFORD HOUSE TYPE RENDER VERSION PLANNING DRAWING			
JOB NUMBER	-		REV
DRAWING NUMBER	HT-P-01-1		-
DRAWN	JSM	NOV 2017	SCALE
CHECKED	-	-	1:100
			A3

Application number 92214/14



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 08/02/2018

Application Reference: 92214/14

Type of Application: Full Planning Application
Registration Date: 12/06/2014
Decision Due By: 01/10/2014
Responsible Officer: Helen Williams

Location: LAND AT FORMER HORWICH LOCO WORKS, HORWICH, BOLTON

Proposal: PART A: FULL PLANNING APPLICATION FOR SITE ACCESS, DEMOLITION OF SOME BUILDINGS AND CHANGE OF USE OF ONE BUILDING TO A FLEXIBLE MIX OF COMMERCIAL AND COMMUNITY USES (A1/D2/A2/A3/A4/A5 AND D1 USES INCLUDING CAR PARKING), 28 APARTMENTS, AND ASSOCIATED WORKS. PART B: OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT (C3) FOR UP TO 130 DWELLINGS, RECREATIONAL OPEN SPACE AND LANDSCAPING AND NEW PEDESTRIAN AND CYCLE ROUTES.

Ward: Horwich and Blackrod

Applicant: Hong Kong Racing Ltd
Agent : Quod

Officers Report

Recommendation: Approve the application subject to conditions and authorise the Director of Place and Borough Solicitor to complete all the necessary legal formalities in consultation with the Chair of Planning Committee.

Background

1. This application was last heard at Planning Committee on 12th March 2015. At that meeting Officers had recommended that Members refuse the application, as at that time (which was before the outline planning application for the site-wide redevelopment of the Horwich Loco Works site and the accompanying Section 106 Agreement had been approved) it was considered that the proposed development of this site (in the form of a full hybrid application for a portion of the Loco Works site, submitted separately from the outline proposal) could prejudice and constrain the comprehensive and viable regeneration of the wider Loco Works development.
2. The recommended reason for refusal was as follows:

"The proposed development will prejudice and constrain the comprehensive and viable regeneration of the wider Horwich Loco Works development site as it cannot guarantee the timely provision of infrastructure and appropriate mitigation, and cannot sufficiently contribute to the total cost of all on and off site infrastructure works, remediation measures or co-ordinated management of the overall land constraints, contrary to Policies M1, M2 and S1.2 of the Core Strategy and the Former Horwich Loco Works Supplementary Planning Document."

3. Members however voted to defer the application at the meeting of 12th March 2015, requesting instead that a collaboration agreement be drawn up between the applicant (Hong Kong Racing) and the applicant for the outline planning application for the wider Horwich Loco Works/Rivington Chase development (Horwich Vision), to allow for the comprehensive redevelopment of the wider site and a fair contribution from Hong Kong Racing to all the proposed on and off site infrastructure works.
4. Following the deferral of this application in March 2015, the outline planning permission (91352/14) for the wider Horwich Loco Works site (the Rivington Chase development) was granted, for up to 1,700 dwellings, 17,520 sq. metres of employment space and 17,705 sq. metres of mixed use retail and leisure space (in September 2015). A Section 106 Agreement accompanied this approval, which was signed by Bolton Council, Alpha Investments and the then applicant, Horwich Vision.
5. Since the approval of the outline application and the signing of the Section 106 Agreement, the five main landowners at the Loco Works (that is Alpha Investments, Bolton Council, Network Rail, Homes England and Hong Kong Racing) have decided to develop their part of the site themselves rather than through one company (Horwich Vision). Given this change in approach (and also following Homes England's acquisition of the Armstrong's site), an amended Section 106 Agreement (a deed of variation) is currently being written and will be signed by the five main landowners, to ensure a "fair share" approach.
6. The applicant of this planning application (Hong Kong Racing) is therefore going to be party to the amended Section 106 Agreement for the Rivington Chase development.
7. In addition to the amended Section 106 Agreement, a Memorandum of Understanding has been drawn up between the five main landowners (again including Hong Kong Racing). This provides commitment by the landowners to work collaboratively in bringing the Rivington Chase development forwarded in a co-ordinated manner. A collaboration group (made up of the five landowners) also regularly meets to share information and progress with regard to delivering the development.
8. Given that the applicant is now party to a collaborative approach to the site-wide development of Rivington Chase, this application is back before Planning Committee with a positive recommendation.

Proposal

9. The plans before Committee have not been amended since the application was last heard back in March 2015.
10. The applicant has submitted a 'hybrid' planning application, seeking part full and part outline consent for the following:

Part A of the application seeks full planning permission for:

- * **Site access** - A temporary access is proposed into the site via a new access arrangement through the area to the north of Rivington House (off the existing main access into the Loco Works site). The applicant has stated that once the surrounding infrastructure for the wider Loco Works development is progressed this proposed access will be downgraded to a secondary access (or even removed) and the primary access will instead be taken from a future spine road to the south of the Heritage Core.
- * **Change of use of the Stores building to a flexible range of uses** - The Stores building is one of the four buildings identified for potential retention within the Heritage Core area within the

Council's Horwich Loco Works SPD and in the outline approval. The applicant proposes to retain the external built form of the building but form an internal atrium by removing the centre section of the roof. This will facilitate the retention of the entire ground floor and the conversion of the existing first floor to apartments, as well as the introduction of a second residential floor. A mix of uses (namely A1, D2, A2, A3/A4/ A5, D1 and B1) are proposed on the ground floor and 28 apartments are proposed on the first and second floors. Car parking for the converted building is also proposed.

- * **Demolition of all other existing structures on site** - This includes the demolition of Locomotive House, which is a later addition and not part of the original Loco Works building. The demolition of Locomotive House has already been approved within the outline approval (91352/14). The single storey element on the south side of the Stores building is also proposed to be demolished, to accommodate the proposed conversion.

Part B of the application seeks outline permission for:

- * **Up to 130 dwellings** - This is in addition to the 28 dwellings proposed within the Stores building. Indicative site plans have been submitted to show how 130 units could be accommodated within the application site
- * **Open space, landscaping and new pedestrian and cycle routes** - The indicative plans propose the retention of the area around the war memorial as open space and a landscaped strip to the north of the site, which will provide new footpaths and cycle routes up to the terraced streets to the north.

11. The application is accompanied by an Environmental Statement.

Site Characteristics

12. The application site is approximately 3.5 hectares in size and forms part of the wider Horwich Loco Works site. It is roughly rectangular in shape but also includes land to the north of Rivington House (and to the rear and sides of the war memorial). The current main vehicular access into the Loco Works (the Rivington House access) runs to the immediate west of the site.
13. The majority of the application site is vacant open land, with piles of demolition arisings and waste materials present on much of the central and southern part of the site. The north part of the rectangle is covered with trees and is elevated from the rest of the site. The Thirlmere Aqueduct passes beneath this part of the site and a siphon valve house is located to the north west on the alignment of the aqueduct. The car park for Rivington House is located to the north of the building, with Rivington House lying outside the application site. An access road (with informal parking) runs to the rear of Rivington House.
14. The large, two storey, red brick Stores building is sited at the south western corner of the application site, adjoining Rivington House to its south. It dates back from around 1886. The Stores building is now vacant but it is assumed that it was previously used to store material and equipment associated with the Loco Works.
15. Locomotive House is sited within the central part of the application site and is currently occupied by a business. There is an informal car park sited to the south of this building.
16. The application site is located within Horwich Loco Works Conservation Area. The former Loco Works site is allocated as a comprehensively developed mixed-use site within Bolton's Core Strategy.
17. Immediately to the north of the application site are the terraced residential streets (the "Railway Terraces") off Chorley New Road. Beyond these are further terraced properties and commercial

buildings, and to the north west (on the opposite side of the access road to the Loco Works) is the fire station.

18. Directly to the east of the application is Armstrong Environmental, a large waste recycling business.

Policy

19. National Planning Policy Framework (NPPF)

20. Core Strategy Policies: H1.2 Health Contributions; A1.4 Education Contributions; P1 Employment Land; P2 Retail and Leisure; 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; SC2 Cultural and Community Facilities; M1 & M2 Horwich Loco Works; OA1 Horwich and Blackrod; IPC1 Infrastructure and Planning Contributions.

21. Supplementary Planning Documents (SPDs): The Former Horwich Loco Works; Infrastructure and Planning Contributions; Affordable Housing; General Design Principles; Accessibility, Transport and Safety.

Analysis

22. 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.

23. The main impacts of the proposal are:-

- * impact on the comprehensive redevelopment of the wider Horwich Loco Works site
- * impact on the road network and highway safety
- * impact on the character and appearance of Horwich Loco Works Conservation Area
- * impact on land contamination
- * impact on the amenity of future and neighbouring residents
- * impact on sustainable design and construction
- * impact on biodiversity
- * impact on drainage and flood risk
- * impact on the vitality and viability of Bolton town centre and neighbouring local centres
- * impact on local infrastructure

Impact on the Comprehensive Redevelopment of the Wider Horwich Loco Works Site

24. The application site forms part of the wider former Horwich Loco Works site, which is allocated within the Core Strategy as a comprehensive mixed use site that will make a significant contribution to the employment and housing land requirements of Bolton. Policies M1 and M2 of the Core Strategy specifically concern the redevelopment of Horwich Loco Works and the Former Horwich Loco Works Supplementary Planning Document (SPD) provides further details to the policies in the Core Strategy.

25. Policy M1 of the Core Strategy states that Horwich Loco Works is a strategic site that will be developed for a sustainable mixed-use community primarily for employment and housing. Policy

M2 sets out principles that the development of the Loco Works site will be guided by, which are to be considered later within this analysis.

26. Policy 10 of the Horwich Loco Works SPD (comprehensive development policy) states that the Council will require a single initial application for the entire site in order to ensure its comprehensive and viable regeneration, the timely provision of infrastructure and appropriate mitigation. This single initial application for the entire site (the hybrid/outline application 91352/14) was approved in September 2015 and the signed Section 106 Agreement for the site (which is being amended as explained within paragraph 5 of this report) ensures the timely provision of on and off site infrastructure and appropriate mitigation.
27. Policy 10 of the SPD continues that development of the Loco Works site will be phased and it is essential that all development accords with an overall Masterplan for the site. A site wide phasing strategy for the Rivington Chase development has been approved (in January 2018) in accordance with condition 4 of the outline approval for the site (91352/14) (under discharge of condition application 00925/17). Whilst the outline permission for the development does not require a new masterplan for the whole site (in addition to that which was submitted with the outline application), an illustrative masterplan has been included within the approved site wide phasing strategy.
28. The first phase of the wider "Rivington Chase" development (at the northern corner of the site and labelled Phase N1 within the approved phasing strategy) has now been granted planning permission, under reserved matters application 01373/17. The applicant for this first phase (Bellway Homes) will be delivering and funding the first access road into the Rivington Chase development, the Rivington House access, as well as the first part of the wider drainage scheme.
29. The application site is located within the Heritage Core phase of the approved site wide phasing strategy. The core is intended to form a significant component of the overall Rivington Chase development with the creation of a mixed use and community hub with adjacent residential development. It will form a link between the northern and southern phases of the development.
30. When the application was first heard before Planning Committee in March 2015, the outline planning application for the site had not been formally approved and the Section 106 Agreement had not been signed. Officers viewed the application as "piecemeal development" as the proposal was for only part of the wider site and therefore separate to the "single initial application" as required within the Policy 10 of the SPD. There were also concerns and uncertainty about how the applicant would contribute towards the required on and off site infrastructure costs, to support the whole development, as they were not to be party to the original Section 106 Agreement.
31. As explained above, the five main landowners at the Loco Works (that is Alpha Investments, Bolton Council, Network Rail, Homes England and Hong Kong Racing) have now decided to develop their part of the site themselves rather than through one company (Horwich Vision, the applicant for the outline application). Given this change in approach (and also following Homes England's acquisition of the Armstrong's site), an amended Section 106 Agreement (a deed of variation) is currently being written and will be signed by the five main landowners, to ensure a "fair share" approach. In addition to the amended Section 106 Agreement, a Memorandum of Understanding has been drawn up between the five main landowners (again including Hong Kong Racing). This provides commitment by the landowners to work collaboratively in bringing the Rivington Chase development forwarded in a co-ordinated manner. A collaboration group (made up of the five landowners) also regularly meets to share information and progress with regard to delivering the development.

32. There is therefore more certainty now for officers that the proposed development would sufficiently contribute towards the required infrastructure for the wider Rivington Chase development, and that the development of the application site would not harm the co-ordinated and timely deliver of the wider development.

Accordance with the Masterplan for the site

33. A comprehensive masterplan for the entire Loco Works site was submitted with the outline application (91532/14) and this masterplan has been updated within the illustrative masterplan submitted with the approved site wide phasing strategy. The application site contains part of the 'Heritage Core' and 'Higher Density Heritage Residential', as well as open space and landscaping to the north adjacent the war memorial. It is considered that the development proposed within the application (that being the retention and conversion of the Stores building into mixed uses, the erection of dwellings potentially at a high density, and the creation of open space adjacent the war memorial) would follow the masterplan. Details regarding the layout of internal roads, the layout and design of the dwellings, and the siting and design of the required proposed off road pedestrian/cycle route along the northern boundary of the site would be sought within the subsequent reserved matters application for the site.

Contribution to Bolton's housing land supply

34. The Council cannot currently demonstrate a five year supply of deliverable housing land (housing land supply). The Council's last Authority Monitoring Report (2015/16) identifies that there is only a 3.1 year supply, which is a significant shortfall. This figure has been accepted at appeal (Hill Lane, Blackrod (2016) and Bowlands Hey, Westhoughton (2017)). The Council is therefore very much reliant on the comprehensive redevelopment of the former Loco Works site to help deliver a significant element of the Council's housing supply. The proposed development of the application site (a brownfield/previously developed site) would deliver up to 158 dwellings.

Impact on the Road Network and Highway Safety

35. Policy P5 of the Core Strategy states that the Council will ensure that development takes into account accessibility by different types of transport, freight movement for industrial and storage uses, 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.
36. Policy M2 of the Core Strategy states that the development of the Loco Works site will be guided by the following principles [amongst others] in order to secure that it is economically, socially and environmentally sustainable:
- * It must ensure that additional traffic generated does not result in serious inconvenience or danger on the public highway.
 - * It must provide transport links between Horwich town centre, Middlebrook and the site.
 - * It must be well served by public transport, and make effective provision for cycling and walking.
37. Policy 1 of the Former Horwich Loco Works SPD concerns accessibility and sustainable transport for the Loco Works redevelopment and sets out broad principals for the site.
38. The four vehicular accesses into the Rivington Chase development have been approved under hybrid/outline application 91352/14. It is proposed that the application site would be accessed off the Rivington House access, which is the existing access road into the Loco Works from Chorley New Road, down the side of Rivington House. The outline approval has identified this access as coming forward first.

39. The applicant proposes an access into the application site via a new access arrangement through the area to the north of Rivington House, off the Rivington House access. This access would run through the current car park for Rivington House and along the line of the 'back street' to the rear of Rivington House. The applicant has stated within the submission that once the surrounding infrastructure for the Rivington Chase development is progressed this proposed access will be downgraded to a secondary access and the primary access will instead be taken from a future road to the south west. It is expected that the route of the spine road through the development will be known at the time a reserved matters application is submitted for this site (when the details of the internal layout of the site would be submitted for approval).
40. Officers are however recommending that the proposed access into the site off the Rivington House access be fully removed once a route (or routes) into the site from the south west has/have been opened up, and a condition is suggested to require this along with phasing details as to how this would be implemented.
41. A transport statement and a travel plan have been submitted with the application. The Council's Highways Engineers have confirmed that the assessment is in accordance with the transport assessment submitted and approved within the hybrid/outline consent for the Rivington Chase development and is therefore deemed to be acceptable.
42. It is expected that the trigger for the first off-site highways contribution within the site wide Section 106 Agreement (the contribution towards improvements to the Beehive Roundabout) would be met by this proposal. The trigger is a 3% increase in traffic on Chorley New Road (south east bound) which has been calculated as being 180 dwellings (using the Rivington House access). As the already approved first phase of the development (the Bellway scheme) would provide 112 dwellings and as this application proposes up to 158 dwellings, the trigger would be met. The applicant is party to the amended Section 106 Agreement (the deed of variation) and would contribute to the required off-site highways contributions. Members will be aware that the off-site highways improvements are to be carried out and overseen by the Council.
43. It is therefore considered that the proposed conversion of the Stores building and the provision of up to 158 dwellings on the application site would not have an adverse impact on the local highway network and would not jeopardise highway safety, compliant with Policies P5 and S1.2 of Bolton's Core Strategy.

Impact on the Character and Appearance of Horwich Loco Works Conservation Area

44. 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. Historical associations should be retained where possible. Policy CG3.4 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.
45. Policy OA1.9 of the Core Strategy states that the Council will conserve and enhance the character of the existing landscape and physical environment, especially the conservation areas at Horwich town centre, Horwich Loco Works and Wallsuches.
46. Policy 2 of the Former Horwich Loco Works SPD states that regeneration proposals should reflect the heritage of the former Loco Works, including [amongst other things] the conversion and re-use of key buildings where viable and where new uses can found, and the incorporation of

building facades and/or architectural or historic features within new development where feasible, viable and practical and no viable new use for buildings can be identified or they are unsuitable for conversion. Policy 3 of the SPD sets out urban design policies.

47. The application site is located within Horwich Loco Works Conservation Area.
48. Part A of the application includes the proposed change of use of the Stores building to a flexible range of uses. The Stores building is one of the four buildings identified for potential retention within the Heritage Core area within the Council's Horwich Loco Works SPD and in the hybrid/outline approval. The applicant proposes to retain the external built form of the building but form an internal atrium by removing the centre section of the roof. This would facilitate the retention of the entire ground floor and the conversion of the existing first floor to apartments, as well as the introduction of a second residential floor. A mix of uses (namely A1, D2, A2, A3/A4/ A5, D1 and B1) are proposed on the ground floor and 28 apartments are proposed on the first and second floors. Part A of the application also includes the demolition of all other existing structures on site, including the demolition of Locomotive House (which is a later addition and not part of the original Loco Works building). The demolition of Locomotive House has already been approved under outline permission 91352/14.
49. The Victorian Society has objected to the application due to the extent of demolition proposed and because they consider that the vision for the design and layout of the new buildings would fail to respond to the character and particular interest of the conservation area. Officers however contend that the extent of proposed demolition is limited (only a single storey side element of the Stores building is proposed to be demolished, to accommodate the proposed new uses, and the other building and structures on site already have permission to be demolished), and that the layout of the development is not applied for within this application (it is a reserved matter which would need to be applied for at a later date).
50. Historic England consider that the proposals for the Stores building take quite a creative approach for such a large industrial building and that the proposed large central atrium would allow the remainder of the floor plan to be re-used while sustaining the character and appearance of the conservation area. They state that the Stores building would therefore contribute to the heritage core of the wider masterplan.
51. Part B of the application is in outline form and proposes up to 130 dwellings, open space and landscaping. Only indicative plans have been submitted showing how the dwellings could be accommodated within the site (all matters apart from the means of access are reserved). The approved Design and Access Statement for the area requires the dwellings to be of a higher density in this area, which could be achieved here. Historic England have commented that the indicative plans reflect, to some extent, the scale and character of the loco buildings, however they have concerns about the short length of the residential blocks. The layout, scale and appearance of the dwellings are however reserved details and therefore would be resolved through a reserved matters application.
52. It is considered that the retention and re-use of the Stores building would be a benefit of the scheme and that the surrounding residential development has the potential to be compatible with the character and appearance of the area and sensitive to the setting of the Stores building and Rivington House, compliant with Policies CG3, OA1.9 and the design policies within the Horwich Loco Works SPD.

Impact on Land Contamination

53. Paragraph 121 of the NPPF states that planning decisions should ensure that the site is suitable

for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation.

54. Policy CG4.3 of the Core Strategy states that development proposals on land that is affected by contamination 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.
55. The former Loco Works site can be described as being divided into three areas in terms of its land contamination:
- i) The plateau area where the main former railway workshop buildings are sited, and where Armstrong's are currently located. Asbestos has been buried here in a number of "hot spots". With the exception of the areas of buried asbestos, the remainder of this part of the site has been found to be no worse than any other industrial site in the country.
 - ii) The northern section of the site. This area contains ash (to the north west) and a former gas works. This area has been found to be no worse than any other industrial site in the country.
 - iii) The bank area, to the south of the plateau area and where the open space and employment land is proposed. This area is the most sensitive part of the site, with it having been filled over the years and being where the ash works tip is located. Asbestos has been capped in this area. The majority of this area is Council owned land.
56. The application site is sited within area i).
57. Site-wide investigations for land contamination were started last decade and have influenced the proposed redevelopment of the site (such as the proposed land allocations, with the open space and employment area being proposed on the most contaminated parts of the site). The body of knowledge relating to the contamination of the site has evolved over time (with a number of investigations being undertaken at various stages of the proposal) and will continue to evolve (as additional investigations will be required when each stage is brought forward). A total of approximately 370 boreholes have been dug so far across the former Loco Works site, and further boreholes will be dug when each phase is investigated in finer detail.
58. A preliminary risk assessment has been submitted with the application. This assessment has considered the site's history and potentially contaminative activities to determine the potential risks to the proposed residential and commercial development and the neighbouring uses.
59. Officers consider that, subject to a planning condition requiring a remediation scheme for the site, the proposed site would be sufficiently remediated for its end residential use, without any harm or risk to neighbouring residents, future residents or site workers. It is therefore considered that the proposed development would comply with Policy CG4 of Bolton's Core Strategy.

Impact on the Amenity of Future and Neighbouring Residents

60. Policy CG4.1 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. Policy CG4.2 states development should not generate unacceptable nuisance, odours, fumes, noise or light pollution.
61. When this application was initially heard before Committee in March 2015 officers reported to Members that the Council's Pollution Control Officers had serious concerns regarding the

development of residential units on the site whilst the waste transfer facility (Armstrong Environmental Ltd.) was still in operation to the south east of the site (owing to potential impacts of noise, odours, dust and smoke).

62. Since this time it has been confirmed that Armstrong's will be vacating their site at the Loco Works in March 2019, with Homes England taking possession of the cleared site. The waste transfer operation will therefore cease by March 2019. As the proposed residential development adjacent the Armstrong's site is only in outline form, it is not expected that once a subsequent reserved matters application has been submitted to and approved by the Council, and the approved dwellings have been built and are ready for occupation, that Armstrong's will still be in operation on the neighbouring site. Nevertheless officers are suggesting a condition be attached to any approval to not permit the occupation of any of the dwellings (proposed within Part B) prior to Armstrong's vacating the site.
63. The indicative site layout shows the dwellings to be approximately 28 metres away from the sides of the terraced dwellings to the north at the "Railway Terraces", which exceeds the recommended interface distance of 13.5 metres within SPD General Design Principles. Although the plan is only indicative, the presence of the Thirlmere viaduct underneath the northern part of the application (which cannot be built over with buildings) would mean that sufficient interface distances will be maintained.
64. A Construction Environmental Management Plan is suggested via a condition, as are a Materials Management Plan, Asbestos Management Plan and Fibre and Dust Management Plan.
65. It is therefore considered that the proposed development would not unduly harm the amenity of either neighbouring or future residents of the development, compliant with Policy CG4 of Bolton's Core Strategy.

Impact on Sustainable Design and Construction

66. Policy CG2 of the Core Strategy states that the Council will ensure that all development proposals contribute to the delivery of sustainable development, being located and designed so as to mitigate any adverse effects of the development and adapt to climate change by incorporating high standards of sustainable design and construction principles.
67. Policy 7 of the Former Horwich Loco Works SPD states that carbon reduction targets shall be met through an appropriate means of building efficiency and renewable energy generation.
68. The applicant has stated within their submission that the development will be capable of incorporating the potential for sustainable energy sources which can be dealt with via planning conditions as part of any planning permission for the development.
69. It is therefore considered that the proposed development would comply with Policy CG2 of Bolton's Core Strategy.

Impact on Biodiversity

70. 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.
71. Policy 7 of the Former Horwich Loco Works SPD concerns biodiversity and seeks to protect Red Moss SSSI and states that biodiversity within the site should be sustained and should be suitable

enhanced where possible.

72. An ecology assessment has been submitted with the planning application. Greater Manchester Ecology Unit have confirmed that the survey information is adequate and that no ecological constraints have been found that cannot be resolved via either planning conditions or informatics on a planning decision. This concerns bats, invasive species (Japanese knotweed), nesting birds, reptiles, hydrology, protection of Red Moss SSSI, and the loss of semi-natural habitats and bird nesting opportunities.
73. With regard to trees, the Council's Tree Officers have confirmed that the proposed indicative layout appears to allow for the retention of a number of trees on the site at the Chorley New Road frontage and along the northern boundary, but as no tree survey has been undertaken it is unclear whether any trees are proposed to be removed. This would need to be submitted with a reserved matters application.

Impact on Drainage and Flood Risk

74. Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk.
75. Policy 7 of the Former Horwich Loco Works SPD states that attenuation rates of 50% less than conditions prior to the comprehensive development commencing should be achieved through a range of means including, where practicable, SUDS, water conservation techniques shall be embraced by the development, and Middle Brook, Pearl Brook and Nellie's Clough Brook corridors shall be protected by an appropriate buffer zone as agreed with the Environment Agency.
76. Chapter 5 of the submitted environmental statement assessed the impacts on the proposed development on flood risk, hydrology and surface water drainage during the construction, operation and decommissioning phases of the proposed development. A flood risk assessment has also been submitted with the planning application.
77. The Environment Agency, United Utilities and the Council's Drainage Officers have raised no objection in principle to the proposed development but have recommended standard conditions should the application be approved.

Impact on the Vitality and Viability of Bolton Town Centre and Neighbouring Local Centres

78. Paragraph 24 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. Paragraph 26 states that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sqm).
79. The ground floor of the Stores building is proposed to be used for "flexible uses", which the applicant states will include A1, D2, A2, A3/A4/ A5, D1 and B1 uses. Use classes A1, D2, A3, A4 and B1 are considered to be main town centre uses. The ground floor area of Stores building measures less than 2,000 sqm, and therefore there is not a requirement for an impact assessment. The applicant has not submitted a sequential test for the proposed main town

centre uses proposed, however it has been envisaged that such uses would be located within the heritage core, especially within converted heritage buildings. It is also expected that the ground floor of the Stores building would be split up into a number of uses, therefore the resultant floor areas for the proposed main town centre uses would be significantly less than 2,000 sqm and would support the local needs of Rivington Chase's future occupants.

Impact on Local Infrastructure

80. 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. Policy IPC1 states that the policy is applicable unless it can be demonstrated by the applicant that the scheme would not be viable if contributions were sought or offered.
81. Policy 10 of the Former Horwich Loco Works SPD seeks the comprehensive development of the former Loco Works site, with timely provision of infrastructure and appropriate mitigation. Policy 10 states that the development of any part of the site should therefore contribute to the total costs of all on and off site infrastructure works, including highways and services, education, public open space and other development and planning requirements and obligations necessary for the development of the entire site.
82. The outline permission for the Rivington Chase development (91352/14) is accompanied by a Section 106 Agreement. Since the approval of the outline application the five main landowners at the Loco Works (Alpha Investments, Bolton Council, Network Rail, Homes England and Hong Kong Racing) have decided to develop their part of the site themselves rather than through one company (which was formerly Horwich Vision). Given this change in ownership and approach to the development, an amended Section 106 Agreement (a deed of variation) is currently being written and will be signed by the five main landowners, to ensure a "fair share" approach.
83. The applicant to this application (Hong Kong Racing) is therefore party to the deed of variation.
84. The following are required within the amended Section 106 Agreement for the Rivington Chase development:
 - * Affordable housing - 7.5% of the dwellings to be affordable across the whole of the development to ensure that the affordable units are 'pepper-potted' across the site rather than concentrated in the last half. This requirement will be subject to a review of viability.
 - * Primary education contribution - £2,572 per dwelling (excluding any affordable unit).
 - * Secondary education contribution - £1,567 per dwelling (excluding any affordable unit) across the whole of the development (rather than £3,134 per dwelling for the last 850 dwellings), subject to a review of viability.
 - * Health contribution - £224 per dwelling (excluding any affordable unit).
 - * Off-site highways works - The Council will be taking the role of delivering and managing the works and the costs of the works will be met by way of a contribution per dwelling. These comprise improvements to the roundabouts at the Beehive, Junction 6 of the M61, Junction of the A6 with De Havilland Way and the Spirit of Sport. There are trigger points within the agreement (relating to percentage increases in traffic on the approaches to the roundabouts) for when the improvements need to be undertaken, but the Council is committed to delivering the works ahead of the Section 106 money being available (the Council will "top up" their spend when the Section 106 money is available).
 - * Provision and implementation of an Open Space Strategy for the management and maintenance

- of the open space within the development.
 - * Provision and funding for the creation and management of new terrestrial habitats in the open space.
 - * Provision of funding for the repair and maintenance of the Heritage Core buildings, subject to a review of viability.
 - * Implementation and operation of a Public Transport Steering Group.
 - * Funding of a Public Transport Scheme to secure the use of public bus services to serve the development, subject to a review of viability.
85. A supplementary legal agreement will need to be written to link this planning application to the deed of variation, once it is signed.
86. The proposed development would be in-line with the requirements of the site-wide Section 106 agreement for Rivington Chase and therefore the proposed development is considered to comply with Policy IPC1 of Bolton's Core Strategy and Policy 10 of the Former Horwich Loco Works SPD.

Local finance considerations

87. 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:
88. New Homes Bonus for up to 158 proposed dwellings – this is not a material planning consideration.

Conclusion

89. For the reasons discussed above, it is considered that the proposed development is in accordance with the outline permission for Rivington Chase and the relevant policies regarding the comprehensive redevelopment of Rivington Chase. The proposed retention and conversion of the Stores building is considered to be a benefit of the scheme, and should be given sufficient planning weight. It is not considered that the proposed development would have an adverse impact on the local highway network or highway safety, or on the amenity of neighbouring and future residents.
90. The principle of residential development on the site has already been granted approval under outline permission 91352/14.
91. Members are recommended to delegate the decision to the Director, to secure the signing of a supplementary legal agreement to link this approval to the deed of variation to the original Section 106 Agreement.

Representation and Consultation Annex

Representations

Letters:- Two letters of objection have been received following the re-notification of neighbouring properties (letters sent and site notices posted 9th January 2018). These letters (from a local resident at Hartley Street and a local business at St Johns Street) raise the following concerns:

- * Horwich cannot cope with present demands on infrastructure, resources and facilities. To introduce a development of the size proposed would bring Horwich to a stand-still;
- * Part of their business is located in a property earmarked for demolition. Their global operations are based at the building, which employs 25 people, including office, warehouse and distribution staff. There have been no agreements or arrangement in place with the applicant for the purchase of the building (*officer comment: planning permission has already been granted for the demolition of Locomotive House under outline permission 91352/14. The matter of agreements/arrangements between the occupant and the landowner would be a private matter, and not a material planning consideration*).

Horwich Heritage have provided the following updated comments:

- * Now that a masterplan for the whole site has been submitted and approved and a landowner's 'agreement' is in place, it appears appropriate to re-assess this application which was first submitted in 2014.
- * Support the application in principle, as they would very much like to see the Stores building restored and put to the uses proposed and wish to see the development of the Heritage Core area get underway.
- * However have concerns over the proposed access as it would destroy the amenity of the Rivington House frontage, which is the gateway to the whole Rivington Chase development and is part of the conservation area. The preference has to be to provide all the development access via the road shown immediately south of the Stores building (*officer comment: a condition is suggested to ensure that the access is only temporary*).
- * The proposed access would conflict with the masterplan proposal to have a greenway (off road pedestrian/cycle route) running from the front of Rivington House, along the northern boundary of the site and down the eastern boundary. The proposed relationship between the railway terraces and the proposed greenway also needs to be clarified (*officer comment: this would be addressed during the reserved matters stage*).
- * A high level of sympathetic design would be required at reserved matters stage.
- * There is a historic railway line junction in front of the Stores building. If it cannot be incorporated into the proposed landscaped area then it needs to be carefully lifted and stored for use elsewhere in the Heritage Core (*officer comment: this is outside the red edge of this application site*).
- * The development would trigger the need for off-site highways improvements (*officer comment: these are secured through the deed of variation to the Section 106 Agreement*).
- * Little has been said about the site remediation but we assume the same requirements will be imposed as those applied to Bellway application.
- * Assume all the appropriate Section 106 and legal obligations will be applied to this application.

Six letters of objection were received when the application was originally submitted, from residents of Fairbairn Street and Hawkshaw Street, from a business within the Loco Works, from How Planning on behalf of Horwich Vision (*who are no longer active*), from Alpha Investments, and from Nathaniel Lichfield & Partners on behalf of Aviva Investors.

These letters raised the following concerns:

- * The existing junction of the site with Chorley New Road will not be able to cope with the influx of cars;
- * The increase in traffic at peak hours will mean more queuing on Chorley New Road; an increase in traffic could hinder fire engines leaving the station;
- * There needs to be another entrance to the proposed development or at least traffic signals at the access;
- * Concerns about land contamination;
- * Where is the infrastructure going to come from?;
- * The business was not notified by the applicant/landowner of the application site (*officer's comment: the business in question is not within the red edge of the application site and therefore the applicant did not need to serve notice on this business*);
- * Concerns that future residents will complain about noise, disturbance and vehicle movements associated with the neighbouring business.

How Planning's objections on behalf of Horwich Vision (who are no longer active, but the objection cannot be withdrawn by a single party as Horwich Vision was made up of more than one party)

- * The application is a standalone proposal, wholly inconsistent with the requirements of the SPD;
- * The viability information provided by Horwich Vision was based on the ability to bring forward a properly phased and co-ordinated development of the entire site where subsequent reserved matters applications are aligned with phasing details and infrastructure delivery requirements and thus ensuring a fair and equitable spread of costs across the entire development to ensure delivery;
- * Economies of scale, phasing, earthworks strategy, site wide infrastructure, to name but four big issues, would all be prejudiced;
- * The planning conditions to be attached to 91352/14 and endorsed by Committee cover the entirety of the SPD area and require the site to be phased and that subsequent development corresponds with these requirements;
- * Condition 6 requires that for any phase, no development shall be commenced until all interests in the land are bound by the terms of the associated Section 106 Agreement;
- * The knock on effect of permitting an isolated piecemeal development would be of further detriment to the overall viability case for Horwich Vision, which is expressed as being marginal in the officer's report for 91352/14;
- * There are "bad neighbours" to the site which this application would have no control over as it would not be brought forward in line with an agreed phasing programme or scheme of mitigation;
- * The development as proposed would be unable to benefit from access via the proposed Middlebrook (Aspinall Way) access which is a key part of the Horwich Vision overarching access strategy and it is unclear how this would tie in with highways mitigation requirements;
- * The proposal poses a threat to the proper functioning of the wider highway strategy which has been fully tested and agreed;
- * Development of this site in isolation would not form part of the complex geo-environmental engineering operations and site wide remediation strategy (which has been worked up in great detail by Horwich Vision) and which it is necessary to secure across the wider Loco Works site to meet the Council's objectives;
- * There is no guarantee about the timing of any future phases of development at this point in time and therefore the proposed temporary access to the north of Rivington House risks being there on a more permanent basis;
- * They are aware that there are other leasehold and freehold land interests on the application site in addition to operational businesses. There is no guarantee therefore that the entire site will be available for development and this could represent a challenge to early delivery;
- * If permitted, Horwich Vision is of the firm view that the proposal would effectively sabotage delivery of the remainder of the scheme;

- * There would be an unacceptable and detrimental impact on viability and the linked Section 106 package, which has been independently verified by the Council's consultants;
- * There would be an inability to bring forward a properly planned and co-ordinated approach to critical matters such as site remediation and land remodelling which can only be delivered on a site wide comprehensive basis;
- * If approved the application would set an unacceptable precedent which would undermine the Council's objective for comprehensive development and would threaten the delivery of major planning benefits.

Nathaniel Lichfield & Partner's objections:

- * Potential cumulative scale of the Class A1 retail floorspace proposed, with the retail floorspace proposed within 91352/14;
- * No assessment of the proposed retail floorspace, in context with the NPPF test of impact, has been submitted (as the site is not in a town centre);
- * It is not clear from the submission whether there is an intention that any planning permission granted in respect of this proposal would be subject to the same restriction as the Horwich Vision (wider Loco Works site) proposal, i.e. that total Class A1 (non-market) retail floorspace will not exceed 2,500 sqm. If up to 5,000 sqm then this is in excess of the NPPF impact assessment threshold;
- * The Core Strategy is clear that the objective for the Loco Works site is comprehensive regeneration; cherry-picking the commercial elements of the Loco Works Masterplan proposal would not be in accordance with the Core Strategy objectives for the wider site area;
- * The LPA cannot condition floorspace to 'local needs retailing' as there is no legal definition of this.

A letter of comment was received from Horwich Heritage, when the application was originally submitted. They stated that they understood that the Council may view the application as being prejudicial to the overall scheme for the Loco Works site, however they felt that the proposal would, at face value, guarantee the future of one of the buildings within the heritage core, which they very much wished to see preserved. It offers an innovative use of the building and uses new residential development to pay for it. There was no concrete proposal within the Horwich Vision scheme, that they are aware of, for either the Stores Building restoration or re-use.

Horwich Town Council:- raised no objection to the proposal at their meeting of 25th January 2018.

The Town Council initially objected to the proposal at their meeting of 24th July 2014 as they considered the whole area should be treated as one development and developers should not be allowed to have small pockets of land. Concerns were also raised about the removal of contaminants and pollutants from the land.

Blackrod Town Council:- At their meeting of 4th August 2014 town councillors raised concerns with regard to drainage, flooding, traffic, and impact on services such as school and health services.

Consultations

Advice was sought from the following consultees: Highways Engineers, Pollution Control Officers, Conservation Consultant, Drainage Officers, Tree Officers, Wildlife Liaison Officer, Housing Strategy, Economic Strategy Officers, Strategic Development Officers, Landscape Officers, Pupil Placement and Asset Management Officers, Highways England, Transport for Greater Manchester, the Environment Agency, Greater Manchester Ecology Unit, Historic England North West, Victorian Society, Horwich Heritage, Greater Manchester Archaeological Advisory Service, Greater Manchester Police's Architectural Liaison Officers, Bolton Primary Care Trust, Coal Authority and United Utilities.

Planning History

Wider site history

01373/17 - Permission was granted (and a supplementary Section 106 Agreement signed) in January 2018 for the approval of reserved matters (details of layout, scale, appearance and landscaping) pursuant to hybrid application 91352/14 for the first part of the development at the former Loco Works site consisting of the erection of 112 dwellings and any other associated development (applicant Bellway Homes).

91352/14 - Permission was granted (following a Committee approval and a referral to the Secretary of State) in September 2015 for:

Part A – Full planning permission for site access, demolition of some and change of use of core heritage buildings for A1 retail and D2 leisure (both up to 2,500 sqm) plus A2, A3, A4, A5, B1, C1 and D1 uses including car parking, diversions to public rights of way, land remodelling/site remediation, together with related associated works.

Part B – Outline application for residential development (C3) up to 1,700 dwellings, A1 retail (up to 2,500 sqm), employment zone of B1 and B2 uses and up to 2,700 sqm of ancillary D1 uses, children's play area, recreational open space and landscaping together with ecological mitigation areas, attenuation features and new cycle/pedestrian connections (Means of access details only).

89722/13 – An application for the creation of a new access for vehicles, pedestrians and cycles into the former Loco Works site, from land to the east of Station Road, was refused by Committee in June 2013. A subsequent planning appeal was withdrawn by the applicant in May 2014.

Discharge of conditions applications relating to outline approval 91352/14

Application 00730/17 for the partial discharge of condition 4 (site wide phasing programme) on 91352/14 (details of phasing of highways infrastructure, including vehicular access points and off site highways mitigations measures) was approved in May 2017.

Application 00925/17 for the discharge of the rest of condition 4 (site wide phasing programme) on 91352/14 was approved in January 2018.

Application site history

A change of use on the application site of the former British Rail and planting and fabrication premises to the manufacturing and storage of precast concrete was approved in September 1984 (23795/84).

Recommendation: **Approve the application subject to conditions and authorise the Director of Place and Borough Solicitor to complete all the necessary legal formalities in consultation with the Chair of Planning Committee.**

Recommended Conditions and/or Reasons

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

Reason

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

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

Reason

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

3. The reserved matters application shall include phasing details for when the access into the site off the Rivington House access (as approved in Part A) shall cease to be used, with an alternative access/accesses instead serving the development. Details (including timescales) shall also be included to demonstrate how the access approved in Part A will be fully removed and how the land will be thereafter landscaped. The development shall be implemented in full accordance with the approved details and timescales.

Reason

As the access approved in Part A is only intended to be temporary, and to enhance the character and appearance of the development and the wider Rivington Chase development, and to comply with Policy CG3 of Bolton's Core Strategy.

4. The reserved matters application shall include a Design Statement demonstrating how the development complies with the approved "Rivington Chase" Design and Access Statement (approved within application 91352/14 and produced by Cass Associates, dated December 2013). The Design Statement shall include details of the design process undertaken; justification for the design approach and architectural styles adopted; the core design principles guiding development of that phase and how the development relates to the design objectives and principles, the Conservation Area, and the overall masterplan.

Reason

In order to secure an acceptable level of design and preserve and enhance the character and appearance of the Conservation Area, and to comply with Policies CG3 and M2 of Bolton's Core Strategy and the Former Horwich Loco Works SPD.

5. The reserved matters application shall be accompanied by a Sustainability Statement, including a sustainable waste management plan setting out the internal and/or external recycling facilities and measures to be implemented. The development shall thereafter be carried out in accordance with the approved Sustainability Statement and associated measures.

Reason

In order to provide for a sustainable development and community, and to comply with policies M2, CG2 and CG3 of Bolton's Core Strategy and the Former Horwich Loco Works SPD.

6. The reserved matters application shall be accompanied by a Crime Impact Statement (CIS) which shall examine all aspects of site security including, where necessary, car parking, pedestrian footways, entrances, internal layout and external security measures and which shall be capable of meeting 'Secured by Design' requirements. The development shall be carried out in accordance with the approved CIS and any approved site security measures shall be retained thereafter.

Reason

In order to ensure that the development is appropriately secured from crime in the interests of providing a safe, secure and accessible community, and to comply with policies S1 and CG3 of Bolton's Core Strategy.

7. The reserved matters application shall include details for any temporary or permanent buffer

treatments along the boundaries of the site that adjoin an existing industrial use (other than the recycling centre) or other activity which may adversely affect residential amenity. The extent of the buffer and type of treatment shall be informed by the consideration of noise, air quality and visual amenity factors, supported by technical assessment reports where necessary. The development shall thereafter be carried out in accordance with the approved buffer treatment details.

Reason

To ensure that a suitable level of residential amenity can be achieved whilst taking account of the phased development of the site and the possible co-existence of residential and industrial uses, and to comply with policy CG4 of Bolton's Core Strategy.

8. Prior to commencement of development a site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority, to assess the nature and extent of any contamination on the site. The investigation and risk assessment must be undertaken in accordance with Model Procedures for the Management of Land Contamination (CLR 11) and a written report of the findings must be produced. The written report shall include:
- (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to human health, property or the environment;
 - (iii) an appraisal of remedial options and proposal for a preferred option. This should include details of testing methodology for any soil or soil forming materials to be brought onto site.

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

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

Reason

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

9. The carrying out of remediation/earthworks shall be undertaken in accordance with the following principles:
- * At all times during the land remediation works at the site a specialist consultant shall be on site to oversee all material movements.
 - * There must be maintained on site a sufficient water supply to ensure dowsing down of materials prior to moving. Should there be insufficient water on site to dowsing down the materials no movement of materials shall occur until the problem is rectified. The handling and reuse of contaminated material shall be carried out under the CLaIRE Definition of Waste: Development Industry Code of Practice (version 2) for handling and reusing contaminated material and should be detailed in a Materials Management Plan (MMP).
 - * An approved Materials Management Plan (MMP), Asbestos Management Plan and a Fibre & Dust Management Plan shall be submitted and approved by the Local Planning Authority prior to the commencement of development.
 - * A Risk Communication Strategy shall be developed and it shall be the responsibility of the developer to provide community liaison on a regular basis.

Reason

In the interests of public safety and to ensure the development is safe for use in accordance with policy CG4 of Bolton's Core Strategy.

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

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

Reason

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

11. No development shall commence until an Ecological Construction Environmental Management Plan (eCEMP) has been submitted to and approved in writing by the Local Planning Authority. The eCEMP should include all necessary on site protection and/or mitigation measures and details of bird boxes and/or bird nesting opportunities, as necessary. The development shall thereafter be carried out in accordance with the approved eCEMP.

Reason

To ensure necessary on site ecological mitigation measures and management regimes are implemented, and to comply with policy CG1.2 of Bolton's Core Strategy.

12. Prior to the commencement of development, including demolition, the applicant shall re-survey the site for evidence of bats. A report shall be submitted to and approved in writing by the Local Planning Authority containing appropriate mitigation measures. The approved mitigation measures should be implemented in full and retained thereafter.

Reason

To safeguard the habitats of protected species, as the survey submitted with the application is not up-to-date, and to comply with policy CG1 of Bolton's Core Strategy.

13. Prior to any earthworks a scheme for the eradication of Japanese knotweed, rhododendron and Himalayan balsam shall be 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 invasive species and to comply with policy CG1 of Bolton's Core Strategy.

14. No development or demolition shall commence unless and until such a time as a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include and specify provision to be made for the following:

- a. Overall strategy for managing environmental impact which arise during construction;
- b. Measures to control the emission of dust and dirt during construction;
- c. Control of noise emanating from the site during the construction period;
- d. Hours of construction work for the development;
- e. Location, scale and appearance of contractor's compounds, material storage and other storage arrangements for cranes and plant, equipment and related temporary infrastructure;
- f. Designation, layout and design of construction access and egress points;
- g. Internal site circulation routes;
- h. Directional signage (on and off site);
- i. Provision for emergency vehicles;

- j. Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials;
- k. Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
- l. Details of measures to prevent mud and other materials migrating onto the highway from construction materials;
- m. Routing agreement for construction traffic;
- n. Enclosure of phase or development parcel and the erection and maintenance of security hoarding; and
- o. Scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

The approved Construction Environmental Management Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the works.

Reason

In the interests of residential amenity, highway safety, visual amenity and waste minimisation in accordance with policies S1, P3 and CG4 of Bolton's Core Strategy.

15. Prior to the first occupation of each of the units on the ground floor of the Stores building, details of the following operational procedures for that building (where applicable) shall be submitted to and approved in writing by the Local Planning Authority:
- * Hours of operation and deliveries;
 - * Measures for odours, fume and noise control and attenuation;
 - * Servicing and delivery arrangements;
 - * Car parking and access arrangements; and
 - * Illumination and lighting.

Reason

In the interests of public amenity and safety and in order to ensure that the proposed development is safe and sustainable, and to comply with policies S1, P5 and CG4 of Bolton's Core Strategy.

16. No dwelling (as proposed within Part B) shall be occupied until the adjacent recycling centre to the south east of the application site (Armstrong's Environmental Limited) has ceased operating at that site.

Reason

To safeguard the amenity of future residents of the development, from noise, odour and dust nuisance, and to comply with policy CG4 of Bolton's Core Strategy.

17. No surface water is to be discharged to the combined sewer network. The development hereby permitted shall be drained on a separate system, with only foul drainage connected into the combined sewer network.

Reason

To ensure adequate surface water drainage and prevent the increased risk of flooding, and to comply with policies CG1.5 and CG2.2 of Bolton's Core Strategy.

18. Part A of the development hereby permitted shall be carried out in complete accordance with the following approved plans:

VN40297-100 Rev A; "Potential Access Arrangement"; dated 17.04.14
PL12; "Stores/Heritage Building Proposed Floor & Roof Plans"; dated 05/14
PL13; "Stores/Heritage Building Proposed Elevations"; dated 05/14
PL14; "Stores/Heritage Building Proposed Sections"; dated 05/14
PL15; "Demolition Plan"; dated 05/14

Reason

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

Note:
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Used figured dimensions only. If in doubt, please call QAD.



Schedule of Accommodation: Horwich Loco Works - SK08

Unit Types - Housing to Main Site	No. of Units	Unit Floor Area sq m	Total Floor Area sq m
A - Apartments	20	55.7	1114.8
B - 2 Bed Semi/Terrace (2 storey)	61	74.8	4562.0
C - 3 Bed Semi (2 storey)	8	81.2	649.6
D - 4 Bed Semi (2 storey)	4	88.6	354.5
E - 4 Semi/Terrace (3 storey)	37	117.8	4358.6

TOTAL FLOOR AREA (GROSS INTERNAL) 11039.5 11882.9

Apartment to Stores Building

Unit Types - Housing to Main Site	No. of Units	Unit Floor Area sq m	Total Floor Area sq m
3 bed Apartments	2	107.8	215.5
3 bed Apartments	2	119.8	239.7
2 bed Apartments	10	72.9	729.3
2 bed Apartments	10	67.2	671.7
2 bed Apartments	2	71.4	142.9
2 bed Apartments	2	82.2	164.4

TOTAL FLOOR AREA (GROSS INTERNAL) 2163.5 2328.8

Flexible Ground Floor Space to Stores Building

Unit Types - Housing to Main Site	No. of Units	Unit Floor Area sq m	Total Floor Area sq m
Flexible Space	1	1841.8	1841.8

TOTAL FLOOR AREA (GROSS INTERNAL) 1841.8 1982.5

INDICATES SITE
BOUNDARY

A SITE ENTRANCE AMENDED TO
SUITE HIGHWAYS DRAWINGS.
PLOT 40-41 HD RELOCATED.
S.A.O. REMAINS THE SAME
20.05.14

DG NV

Rev/Note

Revised [Checked]

Status

PLANNING

Project

HORWICH LOCO WORKS

Drawing Title

PHASE 2- SITE PLAN

Drawing Size A3

Job No.

14-005

Drawing No.

PL03

Scale

1:1000

Revision

A

Reviewed by

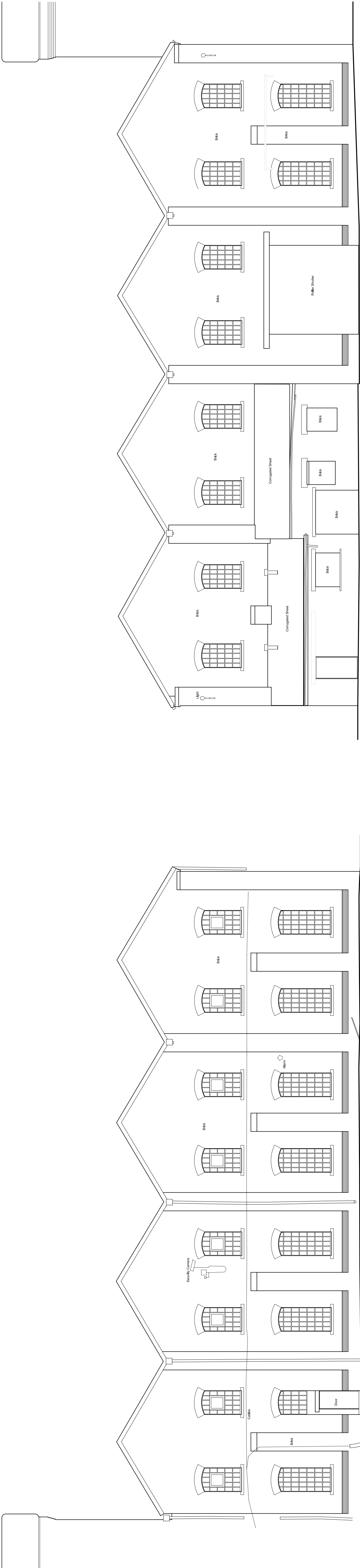
Drawn by

Date

05/14

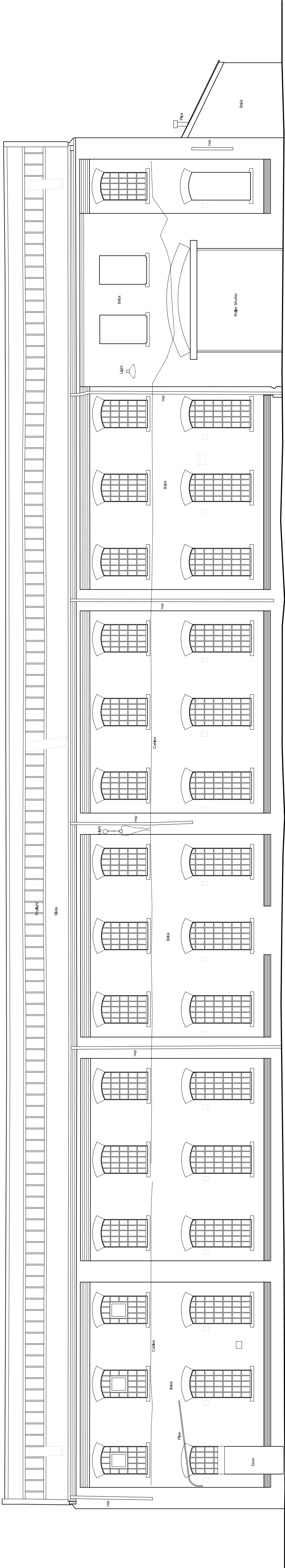


Note:
Dimensions must verify all dimensions on site before
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please call OAD.

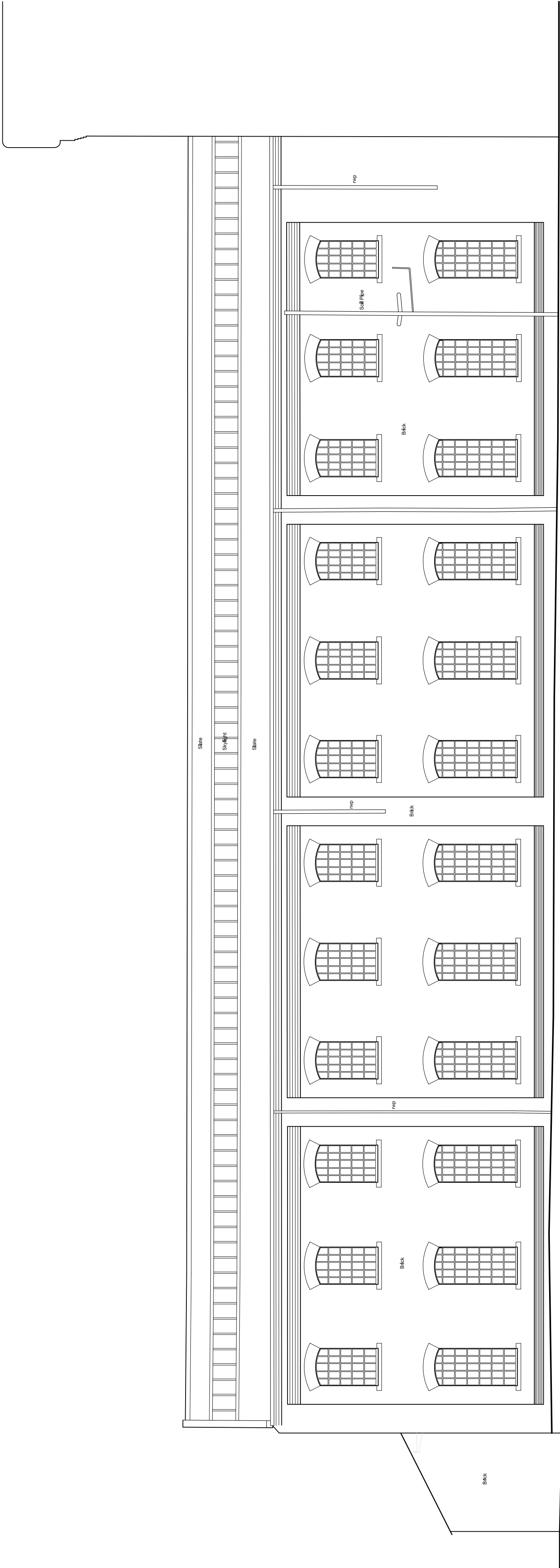


EXISTING NORTH ELEVATION

EXISTING SOUTH ELEVATION



EXISTING WEST ELEVATION



EXISTING EAST ELEVATION

PRELIMINARY

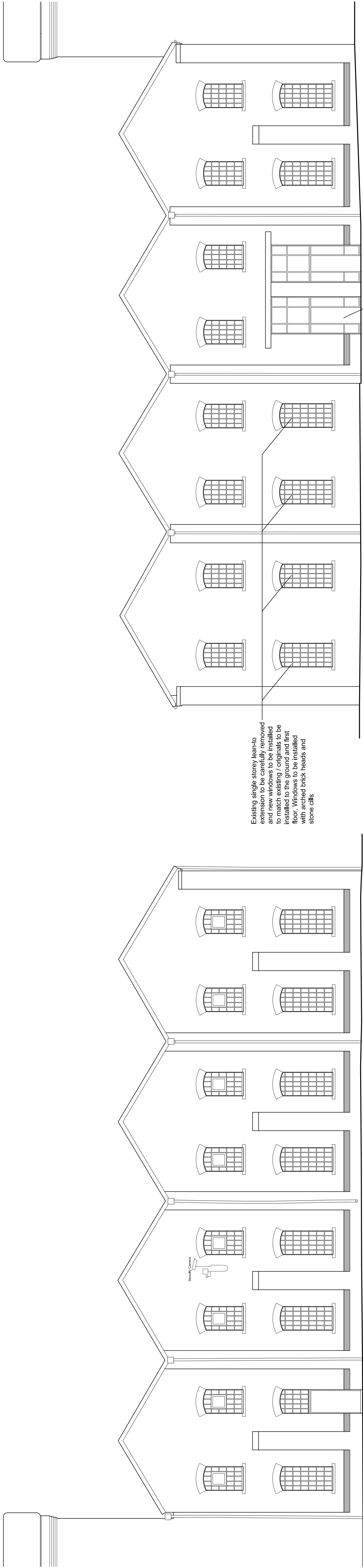
Rev / Note	Revised / Checked
Status	PLANNING
Project	HORWICH LOCO WORKS

Drawing Title		Drawing Size A	
STORES / HERITAGE BUILDING EXISTING ELEVATIONS			
Job No.	Drawing No.	Scale	Revisions
14-005	PL11	1:100	-
Reviewed by	IB	Drawn by	NV
		Date	05/14



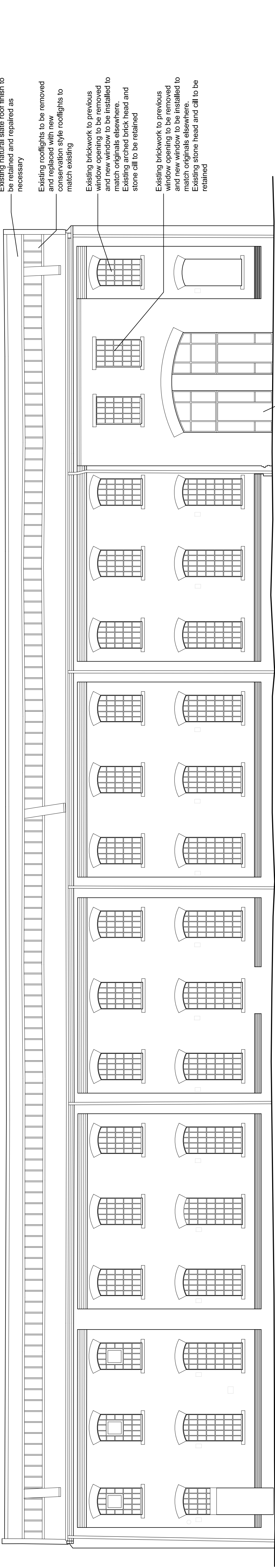
Greenhouse
10000 Road
10000 Road
10000 Road
Web: www.greenhouse.ca
F: 0113.331.4371

Note:
Dimensions must verify all dimensions on site before
commencing any work or shop drawings. This drawing is not
to be scaled. Used figured dimensions only. If in doubt,
please call OAD.

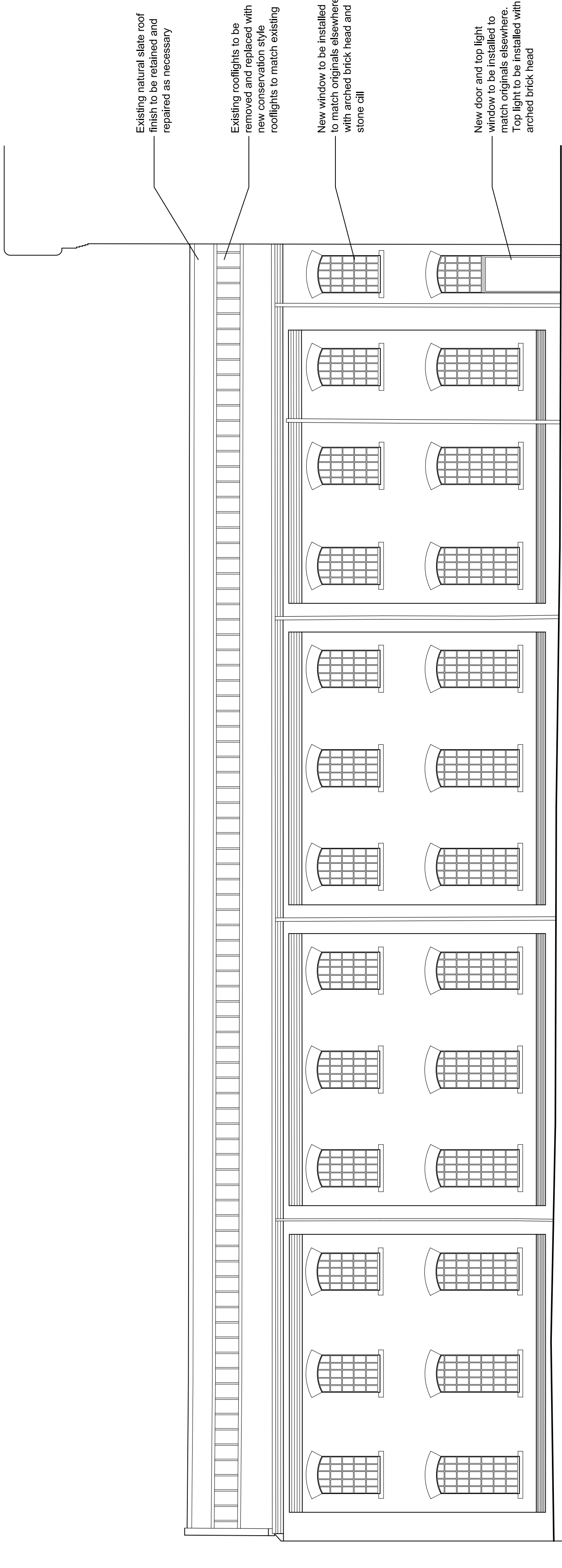


PROPOSED NORTH ELEVATION

PROPOSED SOUTH ELEVATION



PROPOSED WEST ELEVATION



PROPOSED EAST ELEVATION

PRELIMINARY

Rev / Note	Revised / Checked
Status	PLANNING
Project	HORWICH LOCO WORKS

Drawing Title	Drawing Size A1
STORES / HERITAGE BUILDING	
PROPOSED ELEVATIONS	
Job No.	14-005
Drawing No.	PL13
Scale	1:100
Revision	-
Revised by	IB
Drawn by	NV
Date	05/14





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- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

A Layout amendments. HS AS 24.04.14

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Leopards Hill Developments

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Potential Access Arrangement

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17.04.14



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t: 0161 228 1008
e: manchester@vectos.co.uk

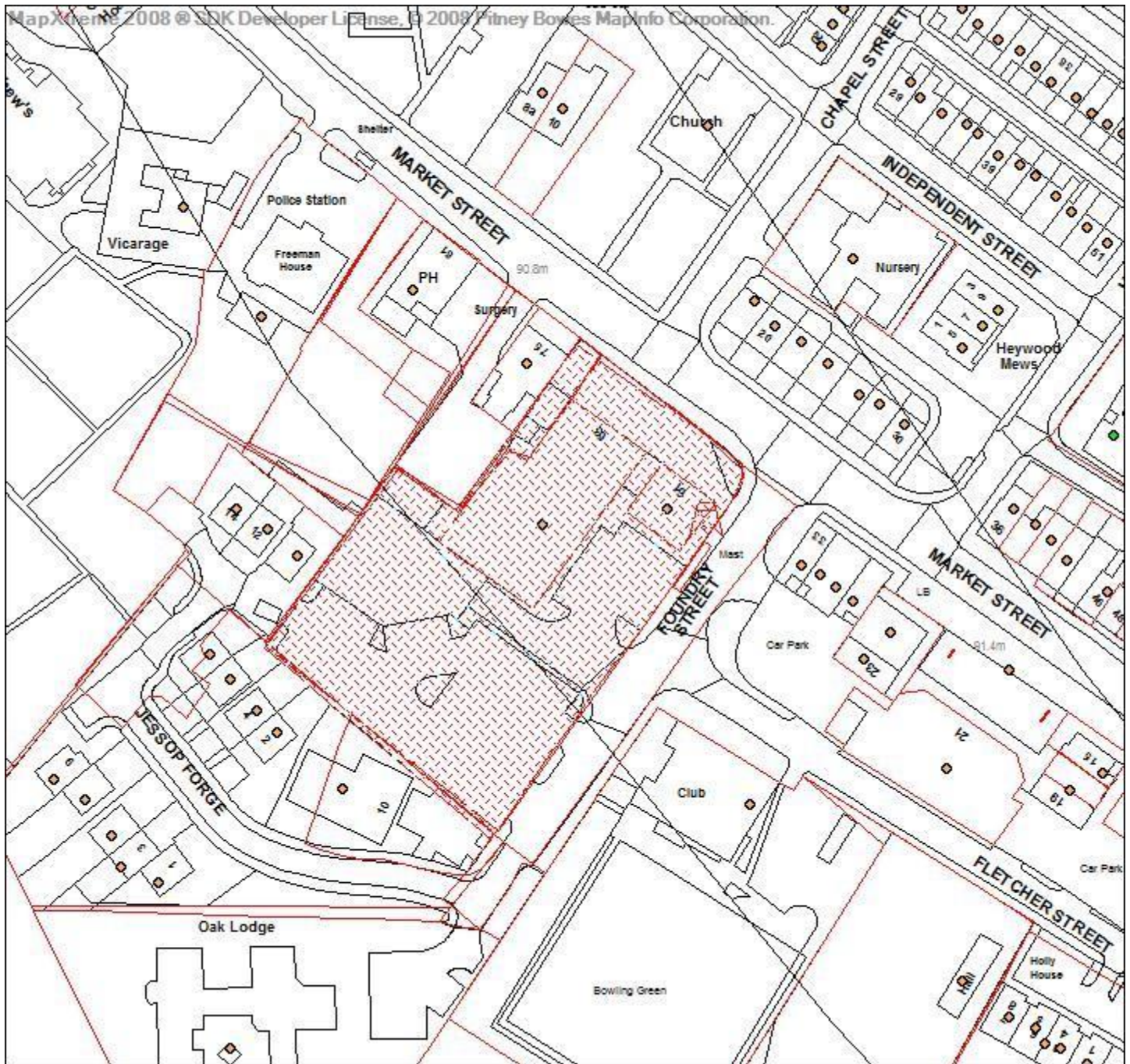
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Application number 02361/17



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 08/02/2018

Application Reference: 02361/17

Type of Application: Full Planning Application
Registration Date: 12/12/2017
Decision Due By: 05/02/2018
Responsible Officer: Thomas O'Kane

Location: FORMER TESCO METRO, 63 MARKET STREET, LITTLE LEVER, BOLTON, BL3 1HH

Proposal: CHANGE OF USE FROM VACANT RETAIL UNIT (CLASS A1) TO HEALTH CENTRE AND LIBRARY (D1) WITH ERECTION OF NEW FRONT AND SIDE ENTRANCES, PLANT ROOM TO REAR-SIDE AND SINGLE STOREY SIDE AND REAR EXTENSIONS, SEATING AREA AND FENCE TO THE FRONT, SECURITY FENCE FOR PLAY AREA TO THE FRONT AND SIDE TOGETHER WITH REMODELLING AND REFURBISHMENT OF FRONT SIDE AND REAR ELEVATIONS, INSTALLATION OF NEW SKYLIGHTS, SUN TUNNELS AND ROOF ACCESS LADDER TO THE ROOF AND INSTALLATION OF CCTV, EXTERNAL LIGHTING AND SECURITY SHUTTERS TO BUILDING AND NEW LIGHTING TO CAR PARK.

Ward: Little Lever and Darcy Lever

Applicant: Bolton M B Council
Agent : AFL Architects

Officers Report

Recommendation: Approve subject to conditions

Proposal

1. Planning permission is sought for the change of use from a (vacant) retail unit (Class A1) to a health centre and library (D1 use) with a number of extensions and amendments including:
 - New entrance to north elevation fronting Market Street;
 - Plant room extension to west (rear) elevation;
 - Wrap around extension to south and east elevations;
 - Seating area and fence to the front;
 - Play area with associated security fence to the front and side;
 - Remodelling and refurbishment of front side and rear elevation.
2. The resultant Little Lever Library and Heath Centre, will be able to deliver wide ranging healthcare services for the local community including: 3 GP Practices, treatment of long term conditions, physiotherapy, podiatry and speech and language therapy, primary care mental health services and community health support and education.

3. The principle of the change of use was accepted when full planning permission was granted in December 2016 for the change the use of this vacant unit to a library with other health and community facilities (Ref: 97426/16).

Site Characteristics

4. The property is a single storey purpose-built convenience store (a vacant former Tesco Metro) constructed from brick with a shallow pitched roof. The unit is attached to a smaller retail unit currently operated as a betting shop by Betfred. There is a 69 space customer car park provided to the rear of the unit together with a self-contained secure service yard area. The unit has a total floor space of 728 square metres of which 485 is currently accessible to the public.
5. The site is situated on Market Street, close to the retail units of Little Lever Village Centre and within the defined boundary of Little Lever Local Town Centre. Nearby uses are typical of a small town centre. Adjacent to the north west is a dental surgery and opposite is a row of small single storey dwellings. The recent developed larger Tesco store is located a short walk away to the north east on Lever Street / Ainsworth Road and Crossley Street.
6. The building is currently boarded up, however the car park at the rear appears to be in use by patrons using the local amenities and services.

Policy

7. National Planning Policy Framework

8. Core Strategy Objectives - SO1 Access to Health, SO2 Access to Education, SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO16 Community Cohesion and Access.
9. Core Strategy Policies - H1 Health Facilities, P2 Retail, P5 Transport, S1 Crime and Road Safety, CG4 Compatible Uses, SC2 Cultural and Community Facilities, OA6 Little Lever

Analysis

10. 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.
11. Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.
12. Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.
13. It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.
14. The assessment of this Committee Report will be as follows:-
 - * principle of development;
 - * impact on community provision
 - * impact on streetscene
 - * impact on nearby uses;
 - * impact on the road network;

- * impact on trees;
- * crime and security;
- * landscaping;
- * coal mining and contamination; and
- * other matters.

Principle of development

15. Core Strategy policy H1 states that the Council and its partners will support the development of new health facilities in accessible town centre locations, and in renewal areas. Core Strategy policy OA6.11 also notes that the Council seeks to develop new or expanded medical and health facilities in Little Lever.
16. Planning permission was granted in December 2016 for the change the use of the vacant Class A1 retail unit to Class D1 (non-residential institution). No detailed plans were submitted, however it was the intention to use this resultant building as a health centre and library and this current application is the first containing a more detailed scheme of the resultant use of this site.
17. The proposals would lead to the loss of a retail unit within Little Lever town centre, however this has already been considered acceptable through the previous application. The occupancy of this vacant unit is still considered to be of benefit to Little Lever town centre.
18. Therefore the principle of the development is considered to be acceptable.

Impact on Community Provision

19. The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles is that planning should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
20. It goes on to state that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. Planning policies and decisions, in turn, should aim to achieve places which promote opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
21. "Healthy" is one of the six themes of Bolton's Sustainable Community Strategy, the other five being Achieving, Prosperous, Safe, Cleaner & Greener and Strong & Confident. Policy SO1 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, maximise access to health facilities. Policy H1 states that the Council and its partners will support the development of new health facilities in accessible town centre locations, and in renewal areas.
22. Strategic Objective SO16 seeks to develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities. Policy SC2 of the Core Strategy states that the Council will ensure that community facilities are located in the neighbourhoods that they serve.

23. It is understood that the current library, built in 1940, is substandard considering the number of visitors and it is very difficult to operate a modern, accessible library offer which also does not have the benefit of on site car parking.
24. The space available at the new location would allow flexibility of layout to give enhanced facilities and to allow community led services with the library acting as a hub and enabler for local initiatives. The proposed use would accommodate everyone of the community, therefore considered to be a sustainable use.
25. It is considered that the proposed use would be located within the community that it serves and would make a significant and positive benefit to community provision.

Impact on Streetscene

26. Core Strategy policy CG3 states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area and will require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment.
27. The existing building (which would form part of the proposed health centre/library) is a single storey building red brick building with a Mansard Roof at the front and side, however the internal 'core' of the roof would be dual pitched. The building which currently accommodates the Betfred will remain unchanged. There are no specific architectural features of interest to any part of this building.
28. The proposed refurbishment would retain the overall appearance of the building as a flat roof from the front. The 'inner core' containing the roof pitched roof will remain, however this will be largely obscured from view. The refurbished building would see the use of charcoal colour cladding to be attached over the existing masonry wall at the front as well as the side towards the extension. The front elevation would see the introduction of new timber clad entrance, flanked on either side by four timber framed glazed panels.
29. The proposed extension would be constructed of timber clad external wall. The lower portion of the extension would be Western Red Cedar battened at 200mm centres upon Atlantic White Cedar, which creates a 'striped' effect and helps break up the massing. These 'centres' are reduced to 100mm using the same materials above the window line, which in tandem with the lower portion, creates a welcomed contrast and further breaks up the massing of the structure.
30. Officers noted an objection was raised over the choice materials used for this proposed building, particularly over their durability and cost. The appearance of these materials are material planning considerations, however their cost is not material planning consideration. However, Officers have noted Members reservations over the use of timber cladding in some historical planning applications. The applicant as provided a detailed justification for the use of timber in this instance including examples of previous use and have confirmed that:

'Western Red Cedar is one of the worlds most durable species. With natural resistance to moisture, decay and insect damage Cedar remains the premier choice for timber cladding. Fibres in the timber contain natural preservatives that are toxic to decay causing fungi, the 2 principle extractive's responsible for this are Thujaplicins and Water Soluble Phenolic. Cedars durability is class 2 which is classed as durable'.

31. Officers disagree with the objector that the front elevation is dark, dismal and uninviting. It is considered that the use of these materials, couple with the glazing would introduce a refreshing

modern design and provide a focal design point for the local area. The current structure, as well as the surrounding buildings are not of architectural merit and it is considered that the refurbished and enlarged structure would re-invigorate the area. The use of a white/bright coloured material at the front of the proposed health centre would clash with the off-white rendered dentists and therefore the use of a darker material ensures its separation with this building.

32. The proposed external shutters would be on the west elevation facing towards the dentists, with internal shutters proposed facing Foundry Street.
33. The proposal is considered to comply with Policy CG3 of Bolton's Core Strategy.

Impact on Nearby Uses

34. The National Planning Policy Framework contains 12 core land-use planning principles that should underpin both plan-making and decision-taking. Two of these principles are that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings and reduce pollution.
35. Policy CG4 of Bolton's Core Strategy seeks to ensure that new development is compatible with surrounding land uses; protects amenity, privacy, safety and security; does not cause unacceptable nuisance or pollution; and takes potential historic ground contamination into account.
36. The proposed use has already been considered appropriate for this area. Officers do acknowledge however that the resultant footprint of the dwelling would increase and the enlarged building would be located towards the residential dwellings to the south on Jessop Forge/Holly Court. No. 10 Holly Court is the closest residential dwelling to this site, however the enlarged building would be located over 30 metres away. Officers also noted residential dwellings on the adjacent side of Market Street to the north, which are approximately 28 metres from the main front elevation. This is therefore considered an acceptable interface distance between these uses.
37. With regards to comings and goings and the impact on amenity from the adjacent car park, this car park already exists it is considered that there will not be an unacceptable increase above the previous retail use and the current use of the site as an informal car park.
38. Officers have noted a representations concern over the erection of the fence on the seating area at the front on the effect this could have on the Betfred store. Concerns were raised that the fence would create an overbearing and overshadowing effect, creating a loss of light and custom for this business. Officers have considered these comments and it is considered that the fence has been designed to ensure that it is not an overbearing structure, with it sloping towards ground level at the front. The fence is located to the north-west of the Betfred site, so it is not considered to lead to an unacceptable loss of light (given the sun would pass to the south of this structure).
39. The existing signage would not be obscured by the proposed fence (given the CGI 163203-AFL-00-00-IM-A-21002 Rev P1 has a view from the north of the site) and height of the signage is largely above the height of the fence, so it is not considered that it would lead would to unacceptable impact on passing custom.
40. Therefore it is considered proposed use is not considered to be likely to give rise to land use conflicts over and above the previous lawful use as retail. It is noted that no concerns have been

received from nearby consulted residential properties on this basis.

41. The Council's Environmental Health Officer has responded with regards to impact of lighting proposed on the site for the nearby residential properties. While the applicant has provided a plan of Lux levels, these have exceed 5 Lux at the nearest residential property. As such, the Environmental Health Officer has recommended a condition requiring the applicant to submit a external floodlighting/lighting scheme.
42. The proposal is considered to comply with Policy CG4 of Bolton's Core Strategy.

Impact on the Road Network

43. National planning policy for transport is set out in the National Planning Policy Framework (NPPF). The NPPF has retained the PPG13 objective to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. It goes on to state that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
44. Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, improve road safety. Policy P5 seeks to ensure that new development takes into account accessibility, pedestrian prioritisation, public transport, servicing, parking and the transport needs of people with disabilities. Policy S1 seeks to promote road safety. The Council has also adopted the Accessibility, Transport and Road Safety SPD which seeks to encourage sustainable modes of transport by locating new development in accessible locations.
45. A similar level of D1 use-class (Library/Health Facility) was approved at this location under previous application 97426/16. Although the number of off-road parking spaces falls below the Councils maximum parking standards for this level of D1 use-class, the site is highly accessible to sustainable transport provision, the town centre of Little Lever and its amenities/car parking provision and the surrounding residential catchment's.
46. Acting on the above and the previous planning permissions, the Local Highways Authority have not objected to what is being proposed under this application. They have recommended a number of conditions relating to ensuring the 48 spaces are provided, details of the car parking, cycle and disabled parking provision and proposed signage within the car park.
47. The proposal is considered to comply with Core Strategy Policies SO9, P5 and S1 and the Accessibility, Transport and Road Safety SPD.

Impact on Trees

48. The Trees and Woodland Manager commented on the application on this application.
49. The proposed scheme will result in the loss of one Maple tree to the south elevation of the new building. This tree was found to be exhibiting a large stem/basal wound and growing in a raised planting bed. It is considered its removal could be mitigated by additional tree and shrub planting as detailed on the proposed landscape master plan.
50. The remaining trees on the site and planted within the raised planting beds are shown for retention.
51. The existing car park surface is to be retained with new road markings only. It is also proposed to retain existing brick surround tree beds with repairs to make good masonry only. As such, the

Tree and Woodlands Officer has no objections to this arrangement.

52. The newly proposed external paving within the car park and the bin store area located centrally will require a no-dig geo system where it falls within the root protection zones of the trees. The proposed lighting and CCTV may conflict with the trees and will require further detail in relation to tree pruning and sight line requirements. The Tree and Woodlands Officer is happy for these matters to be conditioned, as per the request of the agent.

53. Therefore subject to the recommended conditions being imposed, the Tree and Woodland Officer has not objected to the scheme.

Crime and Security

54. Core Strategy S1 seeks to ensure that the design of new development will take into account the need to reduce crime and the fear of crime.

55. The Greater Manchester Police Design for Security Team have recommended that due to the size and nature of the proposal, a full Crime and Impact Statement should accompany the application.

56. However the applicant has provided details in Section 12 of the Design and Access Statement, 'External Electrical Services Layout' and 'Site Plan', in which the following measures are proposed to be implemented with the scheme:

- External Closed Circuit Television cameras (CCTV) will be located around the facility and around the entrance points (in which their locations will be conditioned);
- Lighting will be provided to all entrances to the building and around the main pedestrian thoroughfares;
- The materials external works, and landscaping will be simple and of robust construction and materials, vandal-resistant and of a high-quality;
- Selective use of internal and external shutters;
- Use of a plate at the rear for the roof access; and
- Use of anti-climb paint.

57. Officers raised concerns over the 'alcove' by the entrance to the health care centre on Foundry Street, which is an area between the existing retail unit and Betfred . The applicant responded positively by installing an additional CCTV installation at this location.

58. As such, it is considered that the applicant has sufficiently considered design for security considerations with regards to the scheme.

Landscaping

59. Core Strategy policy CG3 states that the Council and its partners requires development to be compatible with the surrounding area in terms of a range of issues including landscape treatment which includes hard and soft landscaping and boundary treatment.

60. The Council's Landscape Architect was consulted. Some concerns were raised over the application submission, particularly through the use of the boundary treatment for the children's play area and the seating at the front on Market Street. Officers consider that the tall fencing around the proposed children's play area would be inappropriate and a more suitable alternative would be secured by a planning condition. In terms of the seating area at the front of the new facility, it is considered that this would complement existing seating areas which are located in the recently refurbished public area to the east (adjacent to 21 Market Street) and that due to

the seating being prominently located at the front of the unit this likely to discourage anti social behaviour in this location.

61. However no objections were raised nevertheless, to which it is considered that all these concerns can be addressed through the submission of a landscaping scheme, which has been recommended by the Landscape Architect.

Coal Mining and Contamination

62. Core Strategy policy CG4.3 seeks to ensure that for 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. Development will only be permitted where the land is, or is made, suitable for the proposed use.
63. The Coal Authority were consulted on the above application and requested a Coal Mining Risk Assessment to be submitted to support the application. While they initially objected to the application (due to the absence of a Coal Mining Risk Assessment), they have subsequently removed their objection subject to the imposition of a condition relating to further investigation works.
64. The Environmental Health Officer has noted that the Phase 1 Desktop contamination study submitted for this application was the same as submitted previously (which did not include any extensions). However the Phase 1 study did state that if the proposal is for further extension/redevelopment, further investigations will be required. As such, given there is a former landfill located close to the site, further investigation, remediation and validation work may be required.
65. Therefore a condition requesting a Phase 2 is recommended in this instance.

Other Matters

66. A 7 day reconsultation of neighbours was actioned by Officers due to the submission of additional information relating to plant yard fencing and timber cladding being provided. The description of development was changed to encapsulate all of what is proposed for the site.

Conclusion

67. This is a vacant unit. The proposed development would deliver community and town centre activity benefits and no harm has been identified to outweigh this. The principle of this development has already be considered acceptable with regards to the change of use with such a use being appropriate town centre uses. The proposal would provide a modern well-designed community asset to Little Lever.
68. Officers therefore recommend that Members resolve to approve the application subject to conditions.

Representation and Consultation Annex

Representations

Letters:- one objection letter has been received raising the following concerns / queries:

- wood cladding is cheap and easy solution;
- lack of thought and drawbacks in near future;
- maintenance issues;
- issues with use of wood including rot and fire safety;
- the perishable nature of aluminium capping for roof; and
- entrance is dark, dismal and un-inviting.

One comment letter general comment was received by the occupier of the adjacent betting shop, which raised the following concerns:

- Proposed fence at front would be overbearing, lead to overshadowing and loss of light at the front of the property;
- Passing custom would be affected; and
- Fence should be removed or reduced in height.

Petitions:- no petitions received.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: Coal Authority, Landscape Architects, Environmental Health officers, Trees and Woodland Officer, Highways Engineers, Greater Manchester Police - Design for Security, NHS Property Services, Primary Care NHS Bolton and Wigan & Bolton Health Authority.

Planning History

97426/16 - Change of Use from Vacant Retail (Class A1) to Library and Other Community Facilities (Class D1).

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

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

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The following information shall be submitted in writing and approved at each stage by the Local Planning Authority.
 - i) Prior to any physical site investigation, a methodology shall be approved 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.

- i) 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.
- i) 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 by the Local Planning Authority.
- i) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time, unless otherwise agreed 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.

3. Before the development hereby approved is first brought into use, a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting/floodlighting. The lighting shall be designed to an illumination value of 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. Spill shields should also be fitted. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

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

4. 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 retained trees as shown on Drawing No. . The specified areas are:
- Treatment of car parking surfaces and repairs or new raised bed wall details, specification and method statements.
 - New external paving specification and method statement within the root protection zones of the retained trees. (No dig methods).
 - CCTV and lighting requirements and impacts on tree canopies (pruning works).

No development or site clearance shall take place until the Local Planning Authority has agreed the measures in writing, and the approved measures have been fully implemented thereafter.

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

5. Before development commences details of on-site cycle parking to be provided within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented in full before the development hereby approved is first occupied or brought into use and retained thereafter.

Reason

To encourage cycle use and provide adequate facilities for cyclists and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

6. Prior to commencement of development, the applicant shall be submitted to the Local Planning Authority:

i) a scheme detailing intrusive site investigation works shall be submitted to the Local Planning Authority and approved in writing. The investigation works shall establish the exact situation regarding any coal mining legacy issues on the site.

ii) the results of the intrusive site investigations, as above

(i) together with the details of any proposed remedial works to treat any areas of shallow mine working and/or any other necessary mitigation measures shall be submitted to the Local Planning Authority and approved in writing.

The approved remedial works shall be undertaken prior to commencement of the development hereby approved in accordance with the approved details.

Reason:

In the interests of public safety in accordance with Core Strategy Policy CG4 and National Planning Policy Framework.

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

Reason

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

8. The rating level, as defined in BS4142:2014, shall not exceed the measured daytime and/or night time background sound level at the closest residential properties at any time.

A noise assessment shall be carried out and a report submitted to, and approved in writing by, the Local Planning Authority prior to the construction phase of the development. The report shall include all the information specified in Clause 12 of BS4142:2014 and details of any mitigation proposed to achieve the rating level. The approved details shall be carried out in full and retained thereafter.

Reason

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

9. Protective fencing will be required (as detailed in BS5837 2012: Trees in Relation to Design Demolition and Construction) on the periphery of the root protection zones (RPZs) of the retained

trees at all stages during development.

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

10. Before the approved development is first brought into use no less than 48 car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with Drawing Ref: 163203-AFL-00-00-DR-A-90102 Rev P5. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

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

11. Prior to the development hereby approved being first 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'.

12. Before the development hereby permitted is first brought into use, the disabled parking spaces for drivers with disabilities shall be laid out in accordance with the approved plan Drawing Ref: 163203-AFL-00-00-DR-A-90102 Rev P5. The disabled parking spaces shall be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure persons with disabilities are able to use the building(s) pursuant to the provisions of the Chronically Sick and Disabled Persons Act 1970 and in order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

13. Prior to first occupation of the development, details of the signing scheme within the site to inform drivers of the proposed development hereby approved shall be submitted to and approved by the Local Planning Authority. The approved signing scheme shall be implemented in full before the development hereby approved is first occupied or brought into use and retained thereafter.

Reason

In the interest 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 brought into use, a landscape scheme (including details of boundary treatments) should be submitted to and approved in writing by the Local Planning Authority. 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.

15. The roller shutters shall be of an open grille design, details of which, including its colour shall be submitted to and approved by the Local Planning Authority before the shutters are first installed. The shutters shall be installed and coloured in accordance with the approved details prior to the premise being first brought into use and or coloured within 14 days of installation.

Reason

In the interests of reducing crime and the fear of crime and to ensure the development safeguards the visual appearance of the building in order to comply with Bolton's Core Strategy policy CG3.

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

08:00hrs to 18:00hrs Mondays - Fridays

9:00hrs to 13:00hrs Saturdays

No operations shall take place on Sundays or Bank Holidays.

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance and in order to comply with Bolton's Core Strategy policies CG3 and CG4

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

'Location Plan 163203-AF-00-00-DR-A-00102 Rev P1' (Received 21st November 2017);
'Site Plan Proposed 163203-AF-00-00-DR-A-90102 Rev P6' (Received 11th December 2017);
'Proposed GA Plan 163203-AF-00-00-DR-A-20101 Rev P2' (Received 4th December 2017);
'Landscape Masterplan LP2115-FIRA-MP-P-0001 Rev P02' (Received 11th December 2017);
'Proposed Sections 163203-AF-00-00-DR-A-20301 Rev P4' (Received 11th December 2017);
'Proposed Roof Plan 163203-AFL-00-00-DR-A-20102' P4 (Received 11th December 2017);
'Proposed External Electrical Services Layout PA1206-EXT-101 Rev P6' (Received 26th January 2018) - CCTV AND LAMP POST LAYOUT ONLY;
'Proposed External Elevations 63203-AF-00-00-DR-A-21301 Rev P6' (Received 24th January 2018);
'Plant Room Fence Elevations 163203-AFL- 00-00-DR-A-90104 Rev P1' (Received 24th January 2018); and
'Proposed Elevation Visual 1 163203-AFL-00-00-IM-A-21002 Rev P1 (Received 21st November 2017).

Reason

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

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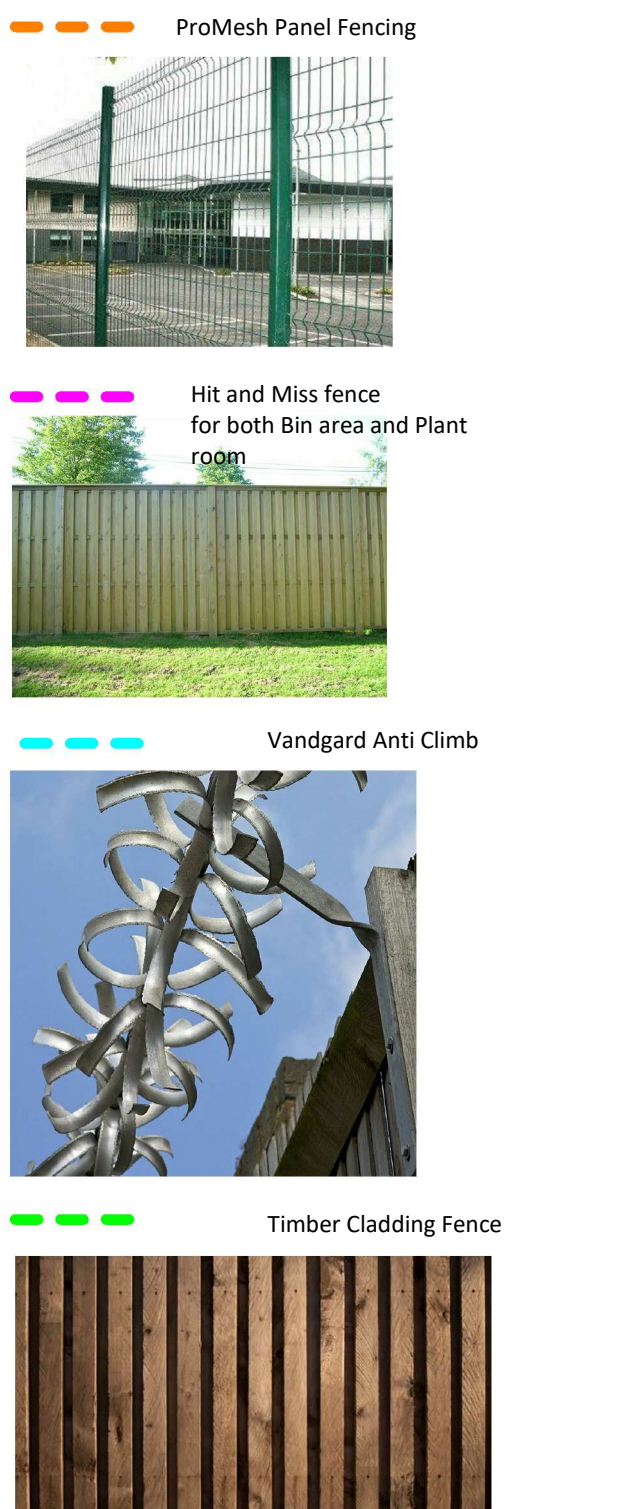
Tenant Lease boundary and terms relevant to site works to be advised by client

Existing Gas and water entry to building redirected - Tace to advise

Existing Electric and Telcoms entry to building redirected - Tace to advise

Lease terms between health Centre and Library to be advised by client regards shared accommodation, stat services etc

- 5 Disabled bays
3 Parent and Child
6 Reserved Car parking bays
39 Standard parking bays
1 Ambulance bay
- New external hard landscaping
Tobermore, Manhattan linear, plank paving, Silver or similar
New external safety paving
New external paving, Tobermore, Manhattan linear, plank paving, Graphite or similar
New soft landscaping
refer to Drawing Ref. No. LP2115-FIRA-MP-P-0001
Existing shrub beds refreshed
New proposed safety rubber floor
New proposed bollards, Marshalls, Geoform simple 150 monolith natural stone bollard in black polish or similar
New proposed cycle rack, Cyclehoop, toast rack or similar



Site Proposed legend
1:100

P 8	29.01.10	SB	Issue for Planning
P 7	15.12.17	RO	Gradient note added
P 6	11.12.17	RO	Third Issue for Planning
P 5	01.12.17	RO	Second Issue for Planning
P 4	29.11.17	RO	Re-location of plant room door as per instructions from Kier Structures
P 3	23.11.17	RO	3 Parent & child spaces added, 6 designated GP practice car park spaces allocated, bin store increased to accommodate 4 bins
P 2	20.11.17	PH	First issue for Planning
P 1	16.11.17	SB	First Issue

rev no.	rev date	rev by	description

project
Little Lever Library & Health Centre

location
Little Lever,
Bolton
Employer



client
Bolton MBC

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key plan

drawing title
Site Plan Proposed

AFL job number	scale @ A1	drawn SB	checked NM
163203	As indicated	rev date 29.01.10	
dwg purpose	status	rev	
PLANNING	S2	P 8	
bim project	origin	zone	level
163203-AFL-00-00-DR-A-90102			

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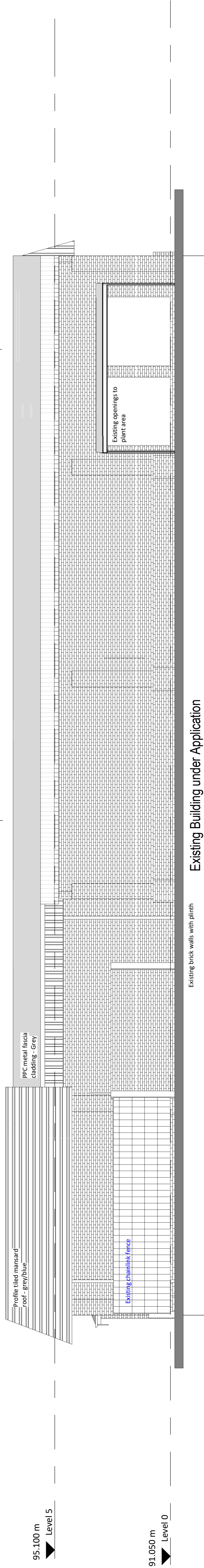
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Existing Tenant Building - BelFred

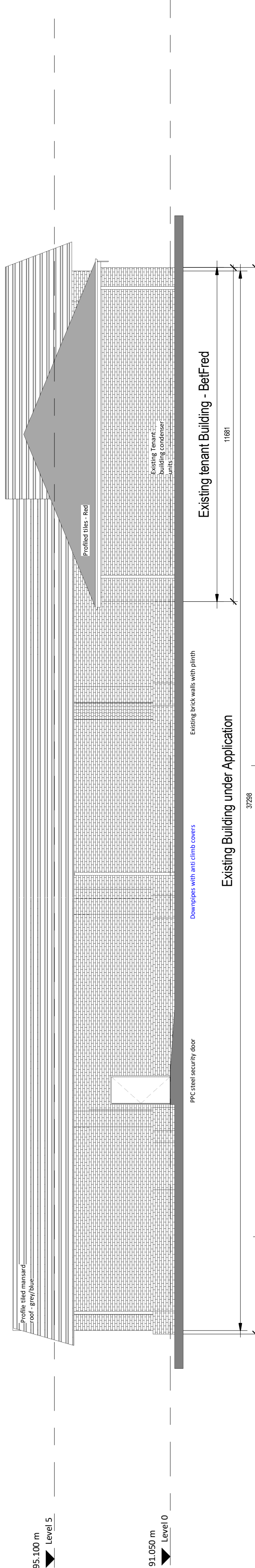
00-00-DR-A-00201 - Existing NorthEast Elevation

1:100



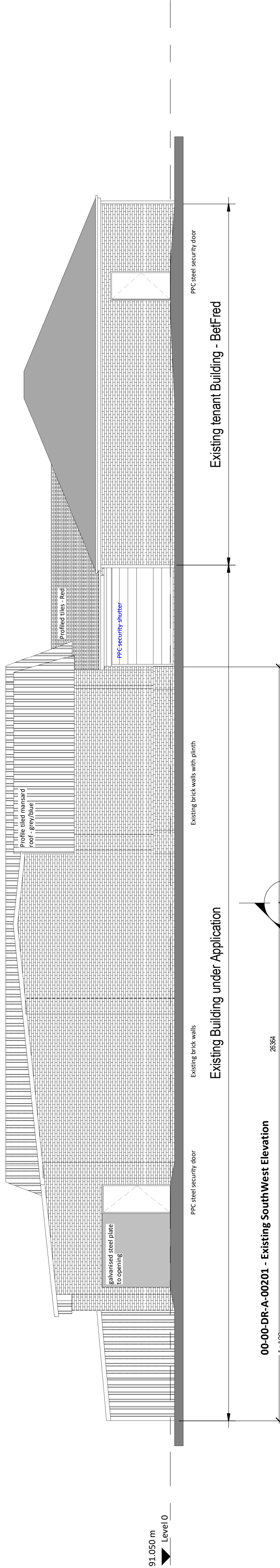
00-00-DR-A-00201 - Existing NorthWest Elevation

1:100



00-00-DR-A-00201 - Existing Southeast Elevation

1:100



Existing Elevations

AFL job number 163203 scale @ A1 1:100 drawn NM checked NM 29.01.10

163203 1:100

PLANNING

163203-AFL-00-00-DR-A-01201

163203-AFL-00-00-DR-A-01201

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91.050 m Level 0

Proposed Northeast Elevation
1:100

3
00-DR-A-20307

5
00-DR-A-20307

2
00-DR-A-20307

1
00-DR-A-20307

New timber clad external wall forming new Health Centre. Western Red Cedar battens at 100mm centres upon Atlantic White Cedar.

91.050 m Level 0

Proposed Southeast Elevation
1:100

3
00-DR-A-20307

5
00-DR-A-20307

2
00-DR-A-20307

1
00-DR-A-20307

New PPC steel double doorset to Plant Room. Colour RAL 7015 Dark Grey.

PPC aluminium coping flashing to upper parapet - Colour RAL 7015 Dark Grey

91.050 m Level 0

Proposed SouthWest Elevation
1:100

1
00-DR-A-20307

4
00-DR-A-20307

2
00-DR-A-20307

3
00-DR-A-20307

91.050 m Level 0

Proposed NorthWest Elevation
1:100

1
00-DR-A-20307

PPC aluminium fixed light windows. Colour RAL 7015 Dark Grey.

PPC aluminium fixed light windows with external security shutter. Colour RAL 7015 Dark Grey.

3
00-DR-A-20307

PPC aluminium fixed light windows. Colour RAL 7015 Dark Grey. Western Red Cedar timber surround with concealed security shutter

Wall mounted timber signage - Western Red Cedar

New timber clad external wall forming new Health Centre. Western Red Cedar battens 100mm upon Atlantic White Cedar.

PPC aluminium coping flashing to upper parapet - Colour RAL 7015 Dark Grey

4
00-DR-A-20307

PPC aluminium coping flashing to upper parapet - Colour RAL 7015 Dark Grey

Marley Eternit Equitone Natura rainscreen cladding or similar to overclad existing masonry wall. Colour Charcoal

New powder coated grey access ladder with ladder guard onto existing roof

PPC aluminium coping flashing to Plant Room - Colour RAL 7015 Dark Grey

New brickwork forming plant room to match existing

New timber frame glazed screens. Western Red Cedar.

5
00-DR-A-20307

New timber clad entrance lobby. Western Red Cedar at 100mm centres battens upon Atlantic White Cedar.

4
00-DR-A-20307

New timber frame glazed screen with automated sliding entrance doors. Western Red Cedar.

2
00-DR-A-20307

Zno. new windcatchers to existing roof indicative only. Specification to M&E consultant details. Colour RAL 7015 Dark Grey

PPC aluminium coping flashing to lower parapet - Colour RAL 7015 Dark Grey

PPC aluminium coping flashing to lower parapet - Colour RAL 7015 Dark Grey

New timber seat area to Market Street elevation. Western Red Cedar.

Existing Tenant Building - Bedford

Marley Eternit Vertigo rainscreen cladding or similar to entrance lobby.

New timber frame glazed screen with automated sliding entrance doors. Western Red Cedar.

2
00-DR-A-20307

Zno. new windcatchers to existing roof indicative only. Specification to M&E consultant details. Colour RAL 7015 Dark Grey

PPC aluminium coping flashing to upper parapet - Colour RAL 7015 Dark Grey



Existing Tenant Building - Bedford

New timber clad external wall forming new Health Centre. Western Red Cedar battens at 100mm centres upon Atlantic White Cedar.

PPC aluminium coping flashing to upper parapet - Colour RAL 7015 Dark Grey

Marley Eternit Equitone Natura rainscreen cladding or similar to overclad existing masonry wall. Colour Charcoal

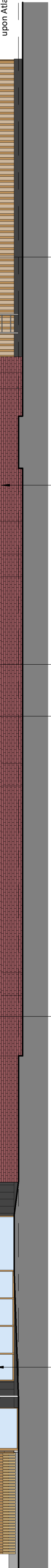
PPC aluminium coping flashing to Library entrance lobby - Colour RAL 7015 Dark Grey

New timber clad entrance lobby. Western Red Cedar at 100mm centres battens upon Atlantic White Cedar.

New timber seat area to Market Street elevation. Western Red Cedar.

New powder coated grey access ladder with ladder guard onto existing roof

91.050 m Level 0



PPC aluminium fixed light windows with external security shutter. Colour RAL 7015 Dark Grey.

New brickwork forming plant room to match existing

PPC aluminium fixed light windows. Colour RAL 7015 Dark Grey. Western Red Cedar timber surround with concealed security shutter

3
00-DR-A-20307

Drawing title

Proposed External Elevations

AFL job number 163203 scale @ A1 1:100 drawn SB checked NM rev date 29.01.10 rev date

PLANNING S2 P7
AFL Architects
163203-AFL-00-00-DR-A-21301

P 7	29.01.10	SB	Issue for Planning
P 6	23.01.18	RO	Fourth issue for planning. Amended note for roof access ladder
P 5	16.12.17	NO	New roof access system
P 4	11.12.17	RO	Third issue for Planning
P 3	08.12.17	PH	Issued for STAGE 3. Additional roof access ladder added to existing roof for secondary means of escape. Rainscreen spec/colour amended.
P 2	01.12.17	RO	Second issue for Planning
P 1	20.11.17	PH	First issue for Planning

rev	no.	date	rev by	description
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Project Little Lever Library & Health Centre

Location Little Lever, Bolton

Employer Bolton MBC



Client Bolton MBC

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key plan

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P 2	21.11.17	RO	Corrected Visual For Planning
P 1	20.11.17	PH	First Issue for Planning.

rev no.	rev date	rev by	description
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project
Little Lever Library & Health Centre

location
Little Lever, Bolton

employer
Bolton MBC




client
Bolton MBC

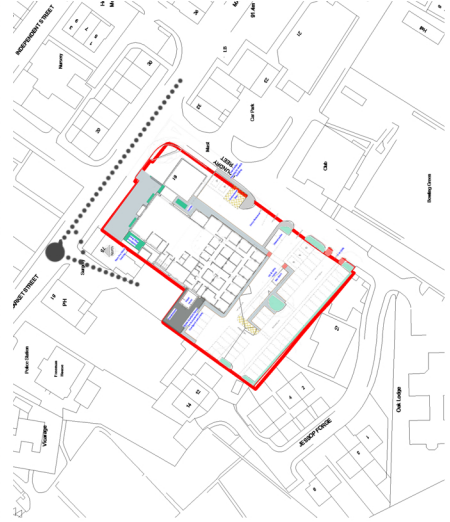
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key plan



drawing title
Proposed Elevation Visual 1

AFL job number 163203	Scale @ A3	drawn RO	checked NM
rev date 21.11.17			
drawing purpose PLANNING		Status S2	rev P 2
bim project origin zone level type role 5-digit no. 163203-AFL-00- 00-IM-A-21002			

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P 2	30.01.18	RO	Second issue for planning.
P 1	20.11.17	PH	First issue for Planning.

rev no.	rev date	rev by	description
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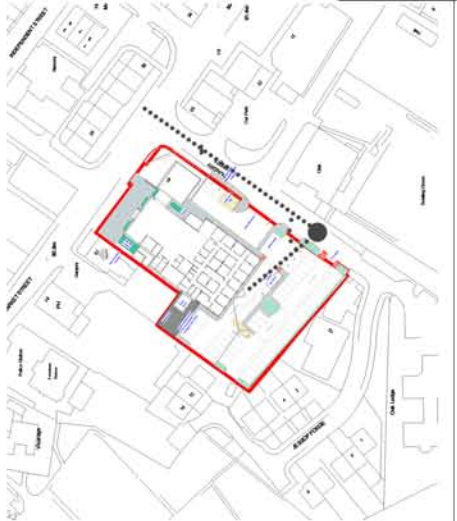
project
Little Lever Library & Health Centre

location
Little Lever, Bolton

employer
Bolton MBC


client
Bolton MBC

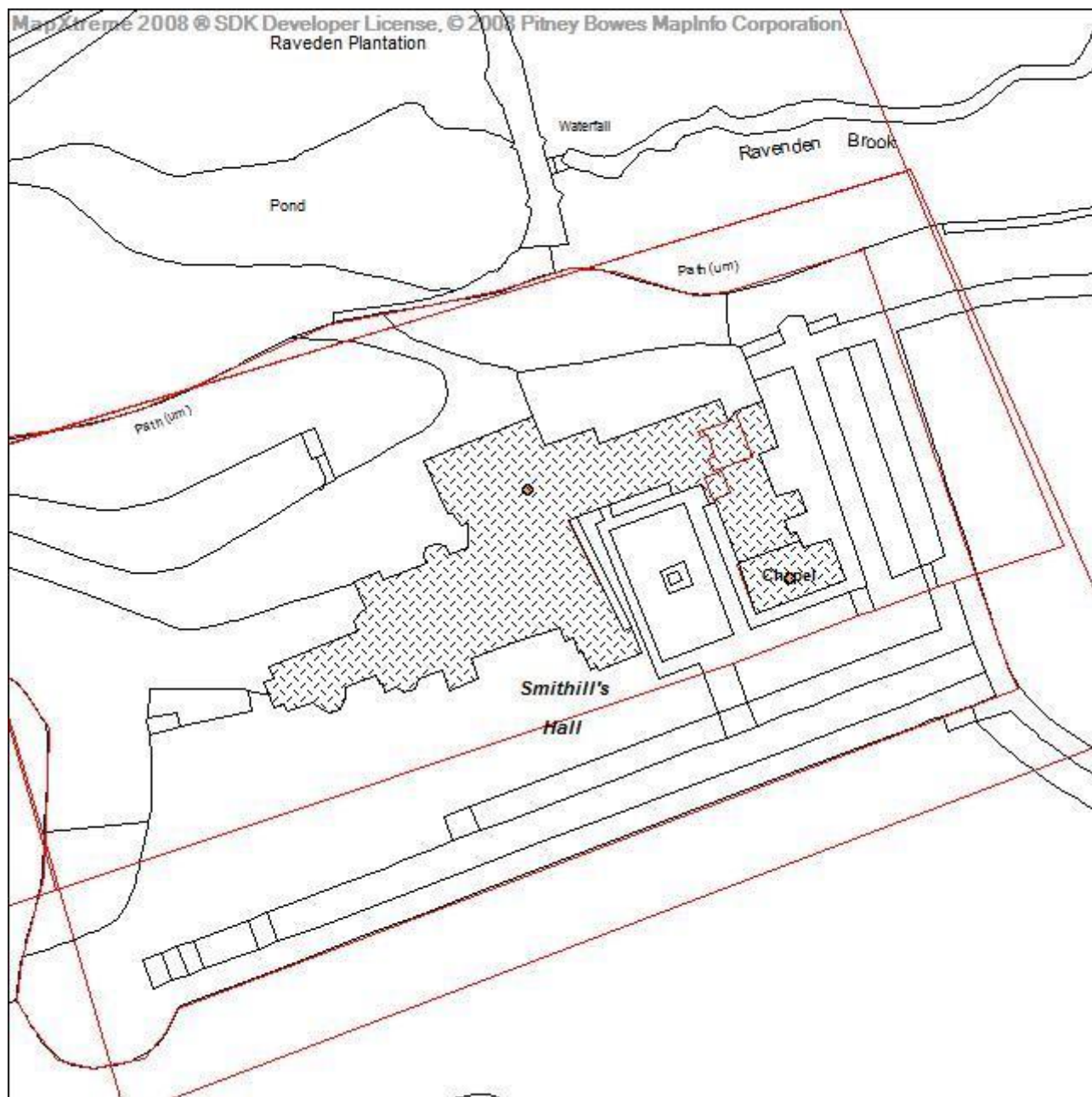
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key plan



drawing title
Proposed Elevation Visual 3

AFL job number	Scale @ A3	drawn	RO	checked	NM
163203				rev date	30.01.18
drawing purpose					
PLANNING			status	S2	rev P 2
bim project origin zone level type role 5-digit no.					
163203-AFL-00- 00-IM-A-21004					

Application number 02084/17



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 08/02/2018

Application Reference: 02084/17

Type of Application: Listed Building Consent
Registration Date: 10/10/2017
Decision Due By: 04/12/2017
Responsible Officer: Kara Hamer

Location: SMITHILLS HALL, SMITHILLS DEAN ROAD, BOLTON, BL1 7NP

Proposal: LISTED BUILDING CONSENT FOR REFURBISHMENT OF FIRST FLOOR ROOM IN VICTORIAN WING TO PROVIDE OFFICE ACCOMMODATION

Ward: Smithills

Applicant: Bolton M B Council
Agent :

Officers Report

Recommendation: Approve subject to conditions

Proposal

1. Listed Building Consent is sought for internal refurbishment of a vacant first floor room within the Victorian extension of Smithills Hall to provide additional office accommodation for the Woodland Trust.
2. The Victorian extension forms the westernmost part of Smithills Hall and is known as the 'Devey Wing' after the architect George Devey (1820 - 1886) who carried out demolition of some of the 18th Century accommodation and alterations to create the west wing providing a study, library, servants quarters and servants corridor as well as other internal alterations, external landscaping and new stable and coach accommodation. The Devey Wing was largely refurbished by Bolton Council in 2016/2017.
3. The proposal comprises general repair and redecoration to the interior of the room together with the provision of mechanical and electrical services; heating, lighting and installation of electrical socket outlets.
4. The Hall is Council owned and the proposal is Council led. By virtue of the Council's Constitution (Part 5, D, para 6.2) the application needs to be considered by Planning Committee.

Site Characteristics

5. Smithills Hall is one of the oldest and best preserved medieval hall houses in the North West of England. The Grade I listed hall is of outstanding national interest for its architecture ranging from the late 14th Century to the late 18th Century. The hall has been extended at various points in time from its origins as a medieval hall in the 14th Century. The buildings of the hall include the original Medieval hall, a Tudor wing and a Victorian wing.
6. The hall functions as a museum with ancillary shop and tea room and is a successful local tourist

attraction.

7. The hall is also home to a photographers studio, The Woodland Trusts area office, The Friends of Smithills Hall and staff from Bolton Council Library and Museum Service.
8. The application site is a vacant first floor south facing room (Room 007). The applicant submits that the room already has electrical lighting and power points, the room is in a part of the hall that is not currently open to the general public and is in a state of disrepair, with some exposed brickwork, and has only occasionally been used for short term storage in the recent past.

Policy

9. National Planning Policy Framework (2012)

10. Core Strategy policies: CG3 Built Environment; CG4 Compatible Uses; OA5 North Bolton.

11. SPD 'General Design Principles'

Analysis

12. 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.

13. The main impact of the proposal is:-

* impact on the character and appearance of the listed building

Impact on the Character and Appearance of the Listed Building

14. The purpose of section 12 of the NPPF is to encourage the conservation and enhancement of the historic environment. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The guidance states that significance can be harmed or lost through alteration or destruction of the heritage asset.

15. Core Strategy policy CG3.4 seeks to conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and building of archaeological, historic, cultural and architectural interest and their settings.

16. Section 2 of SPD 'General Design Principles' sets out the Council's aim to protect listed buildings, including protection from inappropriate alteration.

17. Proposed works are as detailed;

- cleaning of fireplace, insertion of timber infill with metal ventilation grill (matt black finish)
- repairs to plaster walls to receive decoration (3 coat plaster finish), ceiling to be painted (water based emulsion), walls to be lined with lining paper (1000g) and painted (water based emulsion), woodwork to be painted (gloss finish)
- original metal window frame units prepared for water based egg shell paint
- original timber floor to be lined with 12mm plywood and carpet finish

- heating extended into the room from the adjacent corridor
 - installation of lighting and installation of 6no. white double switched socket outlets (electrical supplies to fittings will be contained within white UPVC conduit and junction boxes secured to the background with screws and saddle clips)
 - replacement door in keeping with the original softwood door
18. The proposed repair approach is minimal and (the applicant states) seeks to retain the original architectural and heritage significance. It is the considered view of Planning Officers that the adaptations to allow the proposed use of the accommodation for office use should be carried out with minimal impact upon the existing fabric and with any alterations fully reversible. In addition it is considered that the adaptations are required to enable the use/occupation of the hall which will support the hall in the longer term in terms of its sustainability and viability. The Applicant has amended the initial specification of works in line with advice received from the Council's Conservation Adviser. Works/materials removed from the proposed specification comprise; proposed plaster method, use of gloss paints, sealing to stone work and plywood floor base. In addition, amendments to the proposed specification comprise; plaster will be repaired using a 3 coats method, new cabling will run in metal wall mounted boxes or within the roof space with minimal perforation and the proposed new radiator will be 'Stelrad' type. All new additions are to be painted out to match the walls.
19. Historic England have been consulted on the application and at the time of writing the report have yet to respond. If the response is received prior to the February Committee meeting then the comments will be tabled on the Late List. Officers advise that if no comments have been received by the scheduled February Committee meeting then Officers will hold the Decision Notice until Historic England have responded and should the consultation response raise any issues then the report will be returned to Committee in March.
20. There have been no objections to the proposal, there is therefore no requirement as defined by planning guidance to refer the application to the Secretary of State for decision.

Conclusion

21. The proposed repair works are considered to be necessary repairs and maintenance and restorative in nature and will have a positive impact (from a historic environmental perspective) on the character, fabric and appearance of the grade I listed building. It is considered that the proposed adaptations are required to enable the use/occupation of the hall which will support the hall in the longer term in terms of its sustainability and viability. The proposal is considered to comply with policy and Members are therefore recommended to approve the application.

Representation and Consultation Annex

Representations

Letters:- none received.

Consultations

Advice was sought from the following consultees: Conservation Adviser, Bolton District Civic Trust and Historic England.

Planning History

74143/06 - internal installation of CCTV - approved 2006.

94574/15 - internal installation of key cabinet in existing CCTV room - approved September 2015.

95970/16 - internal installation of protective case around 'Marsh Footprint' - approved April 2016.

96025/16 - erection of metal garden shed in external courtyard area - approved May 2016.

97405/16 - listed building consent for internal and external repairs (to the Victorian 'Devey Wing') - approved November 2016.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. The works must be begun not later than the expiration of three years beginning with the date of this consent.

Reason

Required to be imposed pursuant to Section 18 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The installation of the radiator, electric socket outlets and conduit, cable and junction boxes shall not cause any permanent damage to existing architectural features including doors, skirtings, architraves and panelling. Any cosmetic damage as a result of the installation of the radiator, electric socket outlets and conduit, cable and junction boxes shall be made good using traditional like for like materials prior to first use of the approved radiator, electric socket outlets and conduit, cable and junction boxes.

Reason

To ensure that the architectural character and appearance of the existing building are not detrimentally affected by the proposed development and in order to comply with Core Strategy policy CG3.

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

First Floor Plan (scanned to file 11/10/17)

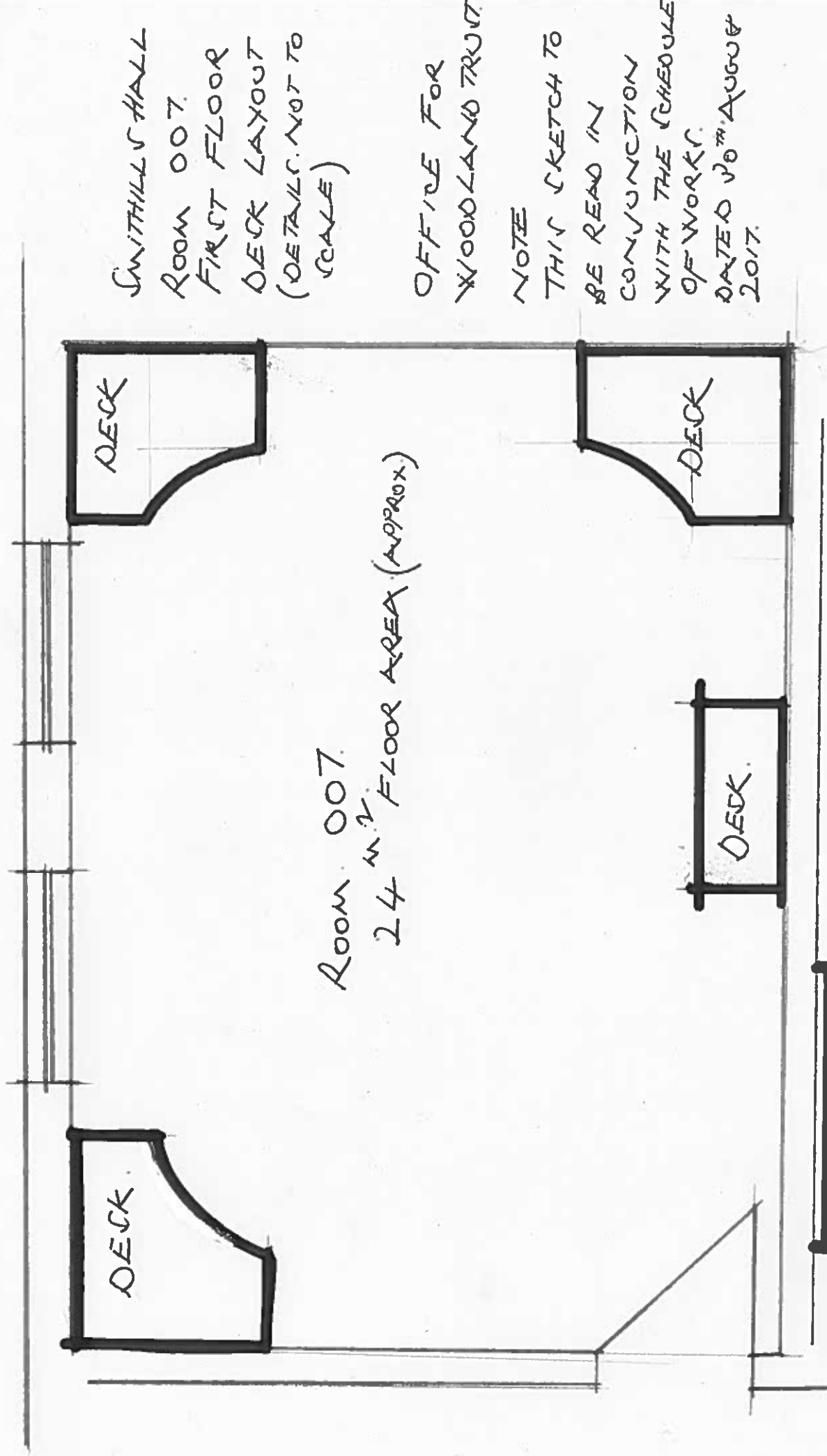
Location Plan (scanned to file 11/10/17)

Desk Layout (scanned to file 11/10/17)

Amendments to Specification of Works (scanned to file 22/01/18)

Reason

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



SMITHILLS HALL
ROOM 007.
FIRST FLOOR
DECK LAYOUT
(DETAILS NOT TO
SCALE)

OFFICE FOR
WOODLAND TRUST

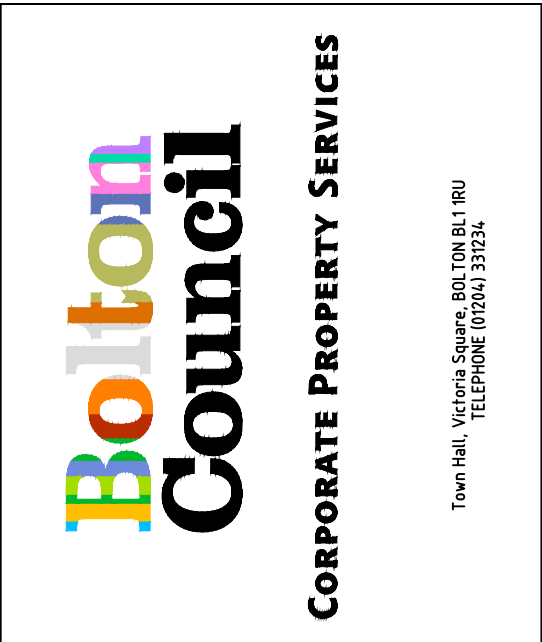
NOTE
THIS SKETCH TO
BE READ IN
CONJUNCTION
WITH THE SCHEDULE
OF WORK.
DATED 20TH AUGUST
2017.

LOCATION OF
EXITTING RADIATOR ON CORRIDOR.

DETAILS NOT
TO SCALE.
24/AUGUST 2017.

Note: All Dimensions to be checked on site.

Amendments



Bolton
Council

CORPORATE PROPERTY SERVICES

Town Hall, Victoria Square, BOLTON BL1 1RU
TELEPHONE (01204) 337234

Bolton
Council

CORPORATE PROPERTY SERVICES



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
Location

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