

Planning Applications Report

Planning Committee
Thursday 22nd April 2021

**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

INDEX

Ref. No	Page No	Ward	Location
09862/20	<u>4</u>	HOBL	HORWICH LOCO INDUSTRIAL ESTATE, CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 5WG

Application number
09862/20



Directorate of Place
Development Management Section

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

Bolton
Council

Reproduction from the Ordnance Survey Map with the
permission of the Controller of H.M. Stationery Office. Crown
Copyright and may lead to prosecution or civil proceedings.

Crown Copyright and database rights 2018. 0100019389



Date of Meeting: 22/04/2021

Application Reference: 09862/20

Type of Application: Reserved Matters
Registration Date: 19/11/2020
Decision Due By: 17/02/2021
Responsible Officer: Helen Williams

Location: HORWICH LOCO INDUSTRIAL ESTATE, CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 5WG

Proposal: RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE APPROVAL 91352/14 ERECTION OF 38NO. AFFORDABLE RESIDENTIAL DWELLINGS AND 78NO. AFFORDABLE APARTMENTS TOGETHER WITH ASSOCIATED INFRASTRUCTURE WORKS (ACCESS, APPEARANCE, LANDSCAPING, SCALE, LAYOUT)

Ward: Horwich and Blackrod

Applicant: Lane End Developments Construction Ltd
Agent : Paddock Johnson

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.

Executive Summary

- * This reserved matters application is pursuant to the outline planning approval for Rivington Chase, a mixed-use site to comprise up to 1,700 dwellings along with employment uses and public open space.
- * The application is before Members as it is a major development that has attracted over 6 objections.
- * Officers consider that the proposed development of the 116 affordable dwellings fully accords with the outline approval for the Rivington Chase development. It is also considered that the proposed development does not jeopardise the bringing forward of other future development plots, including the proposed community and commercial uses within the Heritage Core (which would adjoin the application site to the east).
- * Officers consider that the proposed layout and design of the two apartment buildings and the eight rows of town houses accord with the core design principles for the Heritage Core area of Rivington Chase and represent good urban design.
- * It is considered that the proposed development would lead to less than substantial harm to the significance of the Horwich Locomotive Works Conservation Area, and that the public benefits associated with the development outweigh this less than substantial harm.
- * Conditions attached to the outline approval still apply and would need to be complied with.

- * Officers consider that the proposed development is fully compliant with the Council's development plan policies and Members are therefore recommended to delegate the decision to the Director, to allow for the signing of a supplementary Deed of Variation to the Section 106 Agreement.

Proposal

1. This reserved matters application has been submitted pursuant to the outline planning approval for the comprehensive redevelopment of the former Horwich Loco Works site (hybrid planning approval 91352/14). Permission is sought for the access, appearance, landscaping, layout and scale of 116 dwellings, comprising 78 apartments and 38 town houses, on a section of land within the Heritage Core of the Rivington Chase development.
2. All properties are proposed as affordable units (social housing), with the site being developed for Bolton at Home and Irwell Valley Homes.
3. The apartments are proposed within two four storey buildings, which are proposed along the southern boundary of the application site. The apartments are to comprise 40no. 1 bed and 38no. 2 bed apartments. The two buildings are proposed with slate pitched roofs and will be mainly constructed from red brick, with a contrasting brick for the upper storey and vertical elements.
4. The town houses are proposed to comprise 9no. 2 bed, 19no. 3 bed and 10no. 4 bed houses, all to be constructed from red brick with slate roofs. The 4 bed houses are proposed at 'two and a half' storeys and the 2 and 3 bed houses are proposed at two storeys. The houses are proposed in six rows of five and two rows of four, and are to be sited in two horizontal rows running across the site (parallel with the apartment buildings).
5. Vehicular access into the development is proposed off the Rivington House access road at the north western corner of the site. Road links to the future development sites neighbouring the application site are proposed to the north east and east.
6. A parking court containing 79 spaces and cycle parking is proposed to the front of the apartment building. The 2 and 3 bed houses are to have one parking space to their front or side and the 4 bed properties are to have two spaces. Each dwelling would have a rear garden and the apartments are to have communal garden space.
7. Tree planting is proposed along the southern, western and eastern boundaries of the site, as well as around the parking court and within front and rear curtilages to the houses.
8. The applicant has made amendments to the proposed scheme following initial consultation comments from the Council's Design and Conservation Officer (amended plans received 23 March 2021).

Site Characteristics

9. The application site measures 1.7 hectares and is located within the former Horwich Loco Works site. The former Loco Works site is allocated as a comprehensively developed mixed-use site within Bolton's Core Strategy ("Rivington Chase", policies M1 and M2 of the Core Strategy) and has a hybrid planning permission for the erection of up to 1,700 dwellings along with retail, employment and leisure development, public open space, accesses into the site and cycle and pedestrian connections (under application 91352/14).
10. The application site is sited within the Horwich Locomotive Works Conservation Area and is

located at the south western corner of the area that is identified as the "Heritage Core" within the approved Phasing Strategy for Rivington Chase and the approved Design and Access Statement. The site is situated to the south of Rivington House and the Stores Building, and to the east of Bellway Homes's Barton Quarter (the first phase of Rivington Chase). Immediately to the east of the application site is the retained Millwrights and Pattern Makers Shop.

11. The site previously contained the Erecting and Repair Shop. The majority of this building has now been demolished to accommodate the approved link/spine road through the Rivington Chase development (approved under application 05378/19). Parts of the Erecting and Repair Shop structure (including cast-iron pillars) have been retained at its former western and eastern ends, and these are proposed to be the focal point of heritage parks proposed at either side of the apartment buildings (not part of this application site).
12. To the south of the application site will be the new Rivington Chase link road and its roundabout linking it to the Rivington House access road and the main road through the approved Morris Homes development (the Morris Homes development being located within the Northern Development Area of Rivington Chase). To the south of the link road will be the approved large area of public open space (Open Space Zone A), full details of which were approved under application 09862/20.

Policy

13. Development plan policies

- * Core Strategy Policies: H1.2 Health contributions; A1.4 Education contributions; P5 Transport and Accessibility; S1 Safe Bolton; CG1 Cleaner and Greener Bolton; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; M1, M2 Horwich Loco Works; OA1 Horwich and Blackrod; IPC1 Infrastructure and Planning Contributions.

14. Other material planning considerations

- * National Planning Policy Framework (NPPF): 2. Achieving sustainable development; 4. Decision-making; 5. Delivering a sufficient supply of homes; 6. Building a strong, competitive economy; 8. Promoting healthy and safe communities; 9. Promoting sustainable transport; 11. Making effective use of land; 12. Achieving well-designed places; 14. Meeting the challenge of climate change, flooding and coastal change; 15. Conserving and enhancing the natural environment; 16. Conserving and enhancing the historic environment.
- * Supplementary Planning Documents (SPDs): The Former Horwich Loco Works; Infrastructure and Planning Contributions; Affordable Housing; General Design Principles; Accessibility, Transport and Safety.
- * Horwich Locomotive Works Conservation Area Management Plan

Analysis

15. 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.

16. The main impacts of the proposal are:-

- * impact on the comprehensive redevelopment of the former Horwich Loco Works site and accordance with the outline approval
- * impact on the character and appearance of the area
- * impact on the significance of the Horwich Locomotive Works Conservation Area
- * impact on the amenity of neighbouring residents
- * impact on the amenity of future residents
- * impact on the road network and highway safety
- * impact on land and groundwater contamination
- * impact on drainage and flood risk
- * impact on biodiversity
- * impact on local infrastructure

Impact on the Comprehensive Redevelopment of the Former Horwich Loco Works Site and Accordance with the Outline Approval

17. The former Horwich Loco Works site 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.

18. 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.

19. Policy 10 of the Former Horwich Loco Works SPD concerns the comprehensive development of the site. It states that development of the site will be phased and it is essential that all development accords with an overall Masterplan for the site. Development must not compromise the overall vision of a high quality, viable, sustainable and vibrant mixed use neighbourhood.

20. A site wide phasing strategy for Rivington Chase (the former Loco Works site) has been approved by the local planning authority through the discharge of condition 4 of the outline approval (the site wide phasing programme condition), in January 2018. The Bellway Homes development (Barton Quarter) was the first phase and constitutes the majority of Phase N1 of the phasing strategy. The Morris Homes development (approved under applications 06232/19 and 09469/20) comprises the majority of Phases N2 and N3 of the approved phasing strategy. This application is for the part of the Heritage Core development area that is closest to the existing access road and the Bellway development (next to the parts of the Rivington Chase development that have already been built or are being built). It is therefore considered that the proposed development is in accordance with the approved site wide phasing strategy.

21. The application site is located within the area identified as the Heritage Core within the Former Horwich Loco Works SPD, the approved Design and Access Statement and the masterplan for the site-wide development. The approved documents envisage the Heritage Core to be a distinct component of the Rivington Chase development, comprising a mixed use core at the heart of the development. The SPD and Design and Access Statement both make reference to there being a public square, to be designed as a flexible, multi-purpose space.

22. The application proposal is solely for residential development, however the application site is only a portion of the identified Heritage Core (the south western portion). Following concerns during

the consultation period about a potential loss of the envisaged public realm and community uses within the Heritage Core area as a result of this application, the applicant (in conjunction with the landowner Bluemantle) has confirmed that these public uses are to be proposed on the land to the immediate east of the application site. These proposals are to include the re-use of the retained Millwrights and Pattern Makers Shop (potentially to accommodate a community health and well-being centre, a retail food and drink hall and a multi-storey car park), public space and heritage/memorial parks. These potential proposals have also recently been reported in the local press. It is therefore considered that the proposed residential development of the application site would not prevent the Heritage Core (in its entirety) being developed for a mix of uses and continuing to be the envisaged focal point and community hub for the Rivington Chase development.

23. The approved Design and Access Statement for the outline planning approval of the Loco Works redevelopment (91352/14), and the framework masterplan contained within this statement, contain the core design principles for Rivington Chase. These principles are also required to be complied with under condition 39 of the outline approval. For the reasons discussed below in the next section of this report (impact on the character and appearance of the area), it is considered that the proposed development complies with the design principles for the Heritage Core development area.
24. Furthermore, it is also considered that the proposed development, by reason of its proposed layout, would not constrain the development of the neighbouring phases of the Rivington Chase development, in accordance with Policy 10 of the SPD.
25. It is therefore considered that the proposed development would be fully in accordance with the outline approval for Rivington Chase and would comply with Policies M1 and M2 of the Core Strategy.

Impact on the Character and Appearance of the Area

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 including hard and soft landscaping and boundary treatment. Policy OA1 refers specifically to developments in Horwich and Blackrod and states that the Council will conserve and enhance the character of the existing landscape and physical environment and ensure that development respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials.
27. Policy 3 of the Former Horwich Loco Works SPD sets out design principles for the development of the wider site and states that development design should include the use of vernacular materials, that the architectural style of all new building should be of a high standard which reflect the character of the locality, and that the development design should minimise opportunities for crime and anti-social behaviour.
28. The application site is located within Horwich Locomotive Works Conservation Area and within the area identified as the Heritage Core within the SPD and the approved Design and Access Statement. The SPD states that development of the Heritage character area should reflect the historic layout of the 'grid' or linear character of the former Loco Works buildings (Policy 3) and that key design principles into locally distinctive design should be adopted (Policy 2). The approved Design and Access Statement sets out the core design principles for the Heritage Core area and these include:

29. Evoking the arrangement of the former rail sidings, to add to the character of the development and reinforce the linear nature of the site. Development of the Heritage character area should reflect the historic layout of the 'grid' or linear character of the former loco works buildings.
- * Strong road/public space corridors to be designed to reflect the 'linear' quality created by the existing (and former) buildings.
 - * A higher density mix of development to define the character of the streets.
 - * Development design should include the use of vernacular materials. Examples may include the use of red bricks, slate roofs and traditional fenestration details.
 - * Materials and detailing to reflect the features seen in the existing Loco Works buildings.
 - * Where appropriate, street frontages to be designed to reflect the scale of the existing buildings and spaces.
 - * The architectural style of all new buildings should be of a high standard which reflect the character of the locality.
- * With regards to residential development in the immediate environs of the Heritage Core, the Design and Access Statement states that it is to have a uniformity of elevation and more dense design with active frontages. Blocks could feature gable ends at key corners and be urban in character. Height may reduce as the residential areas extend from the core. The distinctive characteristics, architectural rhythm, proportions of windows and doors, and the material of the existing Loco Works buildings are to help inform the style and layout of the residential development. On street parking could be provided to create active street frontages alongside other areas of shared surface parking to the rear of public routes and spaces.
30. The layout and design of the proposed development has been amended following initial comments from the Council's Design and Conservation Officer. The applicant has also submitted a Design Code (in line with condition 38 of the outline/hybrid approval) to demonstrate how the amended scheme accords with the core design principles with the approved Design and Access Statement for the Heritage Core.
31. It is considered that the proposed development accords with the core design principles for the Heritage Core in the following ways:
32. The rows of town houses and the two apartment buildings follow a geometric linear layout, reflecting the historic grid iron of the Loco Works sheds.
- * The roads within the development, along with the parking court for the apartments and footpaths, also follow the linear character and layout.
 - * A higher density of the development is achieved, at 68 dwellings per hectare, which is higher than the density of the approved development within the northern phases of Rivington Chase and over twice the minimum density required within Policy SC1.5 of the Core Strategy.
 - * The proposed elevations of the apartment have a strong rhythm of large glazed openings and contrasting brick, which the Council's Design and Conservation Officer considers interpret the former industrial sheds but in a modern aesthetic.
 - * The proposed apartment buildings reflect the scale and massing of the former locomotive buildings and create a distinctive contemporary built form.
 - * The proposed terraced/town houses and their saw-tooth skyline reference the industrial aesthetic of the former Works and reflect the enclosure of the former loco sheds, albeit at a lower scale.
 - * The proposed red brick and slate roofs reflect the historic vernacular.
- * The Council's Design and Conservation Officer is supportive of the amended proposals and their

comments have been incorporated within the above bullet points. They do however remark that the car parking for the apartments still remains a dominant feature within the development and therefore request that the landscaping within this area is secured by condition. Planting within this area would indeed help soften the appearance of the parking court. The Design and Conservation Officer also advises that the materials and brickwork detailing of the buildings will be key to ensuring the scheme is distinctive and respects the character of the conservation area: a condition is therefore suggested for samples of all materials (including doors and windows) to be submitted for the prior approval of the local planning authority.

33. It is considered that the proposed development would create a sense of place and an attractive neighbourhood, and would be of good urban design, following the core design principles set out in the approved Design and Access Statement for the Rivington Chase development. It is also considered that the proposal would comply with Policies CG3 and OA1 of the Core Strategy and the guidance within the SPD.

Impact on the Significance of the Horwich Locomotive Works Conservation Area

34. Policy CG3.4 of the Core Strategy states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, area and buildings of archaeological, historic, cultural and architectural interest and their settings. Policy M2 states that the development of the Loco Works (8) should reflect the historic importance of the Horwich Loco Works.
35. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
36. The application site is located within Horwich Locomotive Works Conservation Area. The conservation area covers the plateau area where the majority of Loco Works buildings were located.
37. The Erecting and Repair Shop formerly stood on the application site, but the majority of this building has now been demolished following permission for the link/spine road through the Rivington Chase development (the demolition of the building was approved under application 05378/19). Parts of the Erecting and Repair Shop structure (including cast-iron pillars) have however been retained at its former western and eastern ends. These structures are not located within the application site, but adjoining it. It is proposed (but not in this application) that these structures will be retained within future development, and will be the focal point of heritage parks proposed at either side of the apartment buildings. The siting of the apartment buildings has been proposed so that the new buildings are in line with the remaining pillars.
38. Whilst the neighbouring retained buildings of Rivington House, Stores Building and Millwrights and Pattern Makers Shop are not listed, it is important that the proposed development respects the setting of these buildings. It is considered, following the amendments made to the layout and design of the proposed development in response to the Council's Design and Conservation Officer's initial comments, that the proposed scheme does respect the setting and appearance of these buildings. This is through the linear siting of the rows of buildings, their scale, and their design, vernacular and fenestration, as discussed above.
39. It is considered that the proposed development will lead to less than substantial harm to the significance of the designated heritage asset (Horwich Locomotive Works Conservation Area).

Paragraph 196 of the NPPF states that this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. It is considered that the public benefits of the proposal include (but are not limited to):

40. The development of the next phase of the comprehensive regeneration of the former Loco Works site (Rivington Chase);

- * The provision of 116 dwellings, which would significantly contribute to the Council's housing supply;
- * The provision of 116 affordable units would make a significant contribution in meeting local housing need;
- * Construction jobs.

- * It is therefore considered that the proposed development, which officers consider to be of good urban design, would lead to less than substantial harm to the significance of the conservation area and the public benefits associated with the development outweigh this less than substantial harm. It is thus considered that the proposed development complies with Policies CG3.4 and M2.8 of the Core Strategy.

Impact on the Amenity of Neighbouring Residents

41. Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security, and that development does not generate unacceptable nuisance, odours, fumes, noise or light pollution. SPD General Design Principles sets out the Council's recommended minimum interface distances between dwellings.

42. The nearest residential properties to the application site are the newly built houses to the west, at Bellway Homes's Barton Quarter development (Lancashire Way). The proposed town houses and apartment buildings would be sited side on to this neighbouring development. The nearest approved dwelling at the Barton Quarter would be over 30 metres from the side of the nearest proposed town house, both siding on to each other and at an obscure angle. Other neighbouring houses would be over 40 metres away, which far exceed the recommended minimum interface distances within the SPD. It is therefore considered that the amenity and privacy of neighbouring residents would not be unduly harmed by the siting and design of the development.

43. Condition 12 of the outline approval for the development requires the applicant to submit a Construction Management Plan prior to the commencement of development (to be agreed with the local planning authority). This would set out the developer's strategy for managing impacts to both the environment and neighbouring residents during the construction period, including how construction dust and noise would be controlled, and details of hours of operation, storage, construction traffic routes and prevention of mud on surrounding roads. This would ensure that any disruption caused during the construction period would be kept to a minimum.

44. Air quality mitigation measures have already been approved within the outline consent and are to be implemented in accordance with these approved details (as required by condition 43 of the outline approval).

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

Impact on the Amenity of Future Residents

46. Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security, and that development does not generate unacceptable nuisance, odours, fumes, noise

or light pollution. SPD Design Principles sets out the Council's recommended minimum interface distances between dwellings and outdoor amenity space standards for new dwellings.

47. The Council's recommended interface distances between dwellings are achieved throughout the development. Each house will have a sufficiently sized private garden area and the apartments will have an adequately sized communal garden, as well as being adjacent the proposed heritage parks. Furthermore, the large expanse of public open space approved under application 05378/19 will be sited to the south of the development, on the other side of the link road.
48. As the application site is located adjacent existing and proposed commercial uses (proposed within the Stores Building and Millwrights and Pattern Makers Shop and existing small businesses still on site to the north east and east) a noise assessment has been submitted with the application. This concludes that there are no significant acoustic constraints for residential development on the site, with suitable internal sound levels at night being able to be achieved even with open windows. However, it is recommended that the south west facing habitable room windows of the apartment buildings (facing the link road) are acoustically glazed and that a ventilation strategy be provided (in line with Part F of Building Regulations).
49. It is therefore considered that the proposed development would ensure suitable living conditions for the future residents of the development, compliant with Policy CG4 of the Core Strategy.

Impact on the Road Network and Highway Safety

50. 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.
51. 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:
52. 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.
- * Policy 1 of the Former Horwich Loco Works SPD concerns accessibility and sustainable transport for the Loco Works redevelopment and sets out broad principles for the site.
53. With regards to the development's impact on the wider road network (the surrounding highways network), this was fully considered during the outline stage. This proposed reserved matters application does not increase in the quantum of development that was approved at outline stage.
54. Vehicular access into the development is proposed off the Rivington House access at the north western corner of the site. The road proposed along the northern boundary of the site is proposed to proposed links to the development site to the north and also to existing and future developments the east. The apartments and the houses proposed within the centre of the site will be served off a secondary road/cul-de-sac. The Council's Highways Engineers have commented that the proposed road layout appears to be compliant with the Council's standards for adoption.

55. A parking court containing 79 spaces is proposed to the front of the apartment buildings (for 78 apartments). The 2 and 3 bed houses are to have one parking space to their front or side and the 4 bed properties are to have two spaces. This level of parking is compliant with the Council's maximum car parking standards (appendix 3 of the Core Strategy) and the Council's Highways Engineers have raised no objection, stating that the site is reasonably accessible to sustainable modes of transportation and to the centre of Horwich.
56. It is therefore considered that the proposed development would not have an adverse impact on the local highway network and would not jeopardise highway safety, and would be compliant with Policies P5, S1.2 and M2 of Bolton's Core Strategy.

Impact on Land and Groundwater Contamination

57. Policy CG4.3 of the Core Strategy states that development proposals on land that is (or is suspected to be) affected by contamination must include an assessment of the extent of the uses and any possible risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.
58. 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.
59. 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 (to the eastern end). 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.
60. The application site is located on the plateau area of the former railway buildings and therefore falls within area i) above.
61. A Preliminary Geo-environmental Risk Assessment (PRA) for the application site has been submitted with this reserved matters application. This assessment identifies that the site has an overall moderate to high risk of soil/groundwater contamination and hazardous ground gas.
62. The PRA recommends that a further site investigation be submitted prior to commencement of development, to provide a further assessment of the potential risks and enable an assessment of foundation and engineering solutions. This is therefore proposed to be secured by a condition, as requested by the Environment Agency and the Council's Pollution Control Officers.
63. The PRA also advises that any historic coal mining risk on the site should be further investigated. Condition 21 of the outline approval (91352/14) requires the applicant to submit a coal mining

report prior to commencement, therefore there is no need to replicate this condition on a reserved matters approval.

64. In addition, condition 20 of the outline approval requires the developer to comply with the remediation and earthworks principles approved at the outline stage and to submit a material management plan and risk communication strategy prior to the commencement of development.
65. It is therefore considered, subject to the suggested condition and the conditions already imposed on the outline permission, that the proposed construction of the development would not pose a risk to neighbouring residents or construction workers, and the site would be sufficiently remediated so that it is suitable for its proposed residential end use, compliant with Policy CG4 of the Core Strategy.

Impact on Drainage and Flood Risk

66. Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk. Policy CG2.2 states that the Council will demonstrate the sustainable management of surface water run-off from developments. On greenfield sites, such as the application site, the rate of run-off should be no worse than the original conditions before development.
67. A proposed drainage strategy and maintenance strategy have been submitted with the application. As the development programme for this proposed development is in advance of the infrastructure scheme for the wider site drainage strategy (which is to include site-wide SuDS features), the applicant is proposing their own separate scheme, discharging west of the site into the 'west culvert' which links into the existing reservoir to the south. A traditional oversized gravity drainage network is proposed to be installed to convey the surface water run off flows and provide attenuation to mimic greenfield discharge. It is intended that this network be adopted by United Utilities. Additional attenuation is to be provided in a cellular storage tank under the car park for the apartments (for storms in excess of the 1:30 year event, up to and including the 1:100 year +40% climate change event).
68. The Council's Drainage team have commented that the the development should be following the site-wide drainage scheme (SuDS) rather than providing its own separate 'grey' solution. Final drainage details will need to be agreed prior to commencement of development.
69. Conditions imposed on the outline permission require the development to accord with the approved Flood Risk Assessment for the full site, for details of surface water drainage to be submitted and approved prior to commencement, and for no surface water to discharge into the combined sewer network. It is therefore not considered necessary to replicate these conditions on a reserved matters approval.

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. The application site is previously developed land with no vegetation present. Greater Manchester Ecology Unit (GMEU) has confirmed that there are no likely ecological issues associated with this proposed phase of development.

72. As the site is currently bare and previously contained hardstanding and building there will inevitably be a net biodiversity gain on site given that soft landscaping is being proposed. As reported already, a detailed landscaping scheme for the development is to be secured via a condition.
73. GMEU also recommend that mitigation should be provided for the loss of bat roosting and bird nesting potential associated with the former industrial building on the site. The applicant has indicated within their submission that they will be providing bat, swift nest and sparrow nest boxes on the apartments and some of the end houses. Condition 25 of the outline approval requires details of these boxes to be approved.
74. In their consultation response, the Environment Agency has offered advice to the applicant with regards to potential impact on Red Moss SSSI and Pearl Brook and Nellies Clough. The application however does not propose any removal of vegetation and the site does not neighbour these assets.
75. For these reasons it is considered that the proposed development, subject to the proposed landscape condition and those conditions already imposed within the outline approval, would safeguard and enhance biodiversity, compliant with Policy CG1.2 of the Core Strategy.

Impact on Local Infrastructure

76. 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.
77. 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.
78. The Section 106 Agreement for the Rivington Chase development (amended by a subsequent Deed of Variation in October 2019) only requires contributions (for primary and secondary education, off-site highways works, public transport, green land and health) in relation to market units/dwellings. As the application proposal is 100% affordable (all units being proposed as social housing; the site being developed for Bolton at Home and Irwell Valley Homes) no contributions are required through the Section 106.
79. The application site is also not subject to an off-site ecological contribution, as it is not located within the area of the former Loco Works site where this applies.
80. The applicant however wishes to enter into a separate, further Deed of Variation with the Council, which would confirm that the development (subject to it being taken on by an affordable housing provider) would not be subject to any planning contributions.

Planning conditions already imposed on the outline approval and still relevant for this development

81. Members are advised that there are a number of planning conditions imposed on the outline

approval for Rivington Chase (application 91352/14) that remain relevant for this reserved matters application and should not be replicated on any reserved matters approval (as both the outline and reserved matters decisions would together comprise the planning approval for the site). The applicant would need to formally discharge the conditions on the outline approval prior to commencement of their development. These are as follows:

82. 11. Temporary treatment to boundaries – until adjoining phases have been brought into use.
- * 12. Construction Environmental Management Plan - strategy for managing environmental impacts during construction, including dust, noise, hours of operation, storage, construction traffic routes and prevention of mud on surrounding roads.
 - * 16. Design of roads - including carriageway markings, signage, lighting and road safety audit.
 - * 19. Preliminary risk assessment, site investigation scheme and verification plan (contaminated land).
 - * 20. Remediation and earthworks principles, as well as the submission of a Materials Management Plan and Risk Communication Strategy.
 - * 21. Coal Mining Report.
 - * 22. Finished levels.
 - * 23. Archaeological report.
 - * 24. No site clearance during bird nesting season.
 - * 25. Ecological Construction Management Plan (eCEMP) - for the required on-site ecological enhancements, details of bird boxes, and details of site protection and mitigation measures.
 - * 26. Ecology Management Plan (EcMP) - for the required on-site ecological enhancements, including long-term design objectives, management responsibilities and maintenance schedules, timescales for implementation. The EcMP is to be developed in consultation with GMEU, Natural England and the Environment Agency.
 - * 28. Open Space and Green Infrastructure Strategy - to cover all the proposed formal and informal open spaces within the development, including street landscaping and planting, and to include the designs, specifications and timescales for completion, and the mechanisms for on-going management and maintenance.
 - * 32. Japanese knotweed and Himalayan balsam treatment/eradication.
 - * 34. Development to be in accordance with the approved Flood Risk Assessment.
 - * 35. Foul and surface water drainage.
 - * 36. No surface water to discharge into the combined sewer network.
 - * 43. Implementation of the approved air quality mitigation measures.

Tilted balance exercise

- * It is acknowledged that the Council is not able to demonstrate a 5-year supply of deliverable housing sites. This represents a housing shortfall. In this circumstance paragraph 11 of the NPPF indicates that the policies that are most important for determining the application should be regarded as out-of-date and that there is a 'tilted balance' in favour of granting permission. It is found in this case that there is no harm that would significantly and demonstrably outweigh the tilted balance in favour of granting permission.

Conclusion

- * For the reasons discussed above, it is considered that the proposed development is fully compliant with the outline planning approval for Rivington Chase, does not jeopardise the bringing forward of other future development plots (including the commercial and community uses envisaged for the Heritage Core) and accords with the core design principles for the Heritage Core area of the Rivington Chase development.

83. Furthermore it is considered that the proposed layout and design of the development contributes towards good urban design, creating a sense of place. It is considered that the proposed

development would not unduly harm the amenity of neighbouring and future residents, would not have an adverse impact on the local highway network and would not jeopardise highway, would safeguard and enhance biodiversity, and would not lead increase the risk of flooding.

84. The proposed development is considered to constitute sustainable development (section 2 of the NPPF) and Members are therefore recommended to delegate this decision to the Director, to allow for the signing of the proposed supplementary Deed of Variation to the Section 106 Agreement.

Representation and Consultation Annex

Representations

Letters:- 9 objections have been received, which raise the following concerns:

85. The originally proposed Heritage Core within the Rivington Chase development has been reduced/removed by this proposal;
86. The promised Heritage Core was to preserve and re-use some of the original Works buildings and contain a public square and community hub, which would provide much-needed health, welfare, education and retail facilities;
- * The Heritage Core is important as it would provide a link between the present development and the previous use of the site;
 - * The originally envisaged large central square is not now proposed; There needs to be a central green space for the development;
 - * Conflict with the master plan for Rivington Chase, the Former Horwich Loco Works SPD and the site-wide phasing strategy;
 - * The "tactic" of proposing affordable housing/making up for the shortfall elsewhere should be resisted as the application site has not been allocated for residential use on the master plan or any other supporting documents;
 - * The valuable heritage status of the site is irreversible if buildings are lost (*Officer comment: no buildings are proposed to be lost as a result of this proposed development*);
 - * The standard of design and layout falls well below that expected for a scheme within the Horwich Loco Works Conservation Area; 'Bog-standard' houses are being proposed (*Officer comment: the proposed design and layout of the development is considered within the analysis above. The houses and apartments have been designed specifically (are unique) for this development site*);
 - * The buildings are too tall and will block light to and overlook existing neighbouring properties;
 - * Lack of off-site contributions for sport facilities (*Officer comment: this proposal is not required to provide any off-site contributions. The Section 106 for the Rivington Chase development does not include any off-site provision for open space/plat space, only on-site*);
 - * Further pressure on existing local infrastructure;
 - * The neighbouring business has visiting trucks and runs a generator, which may result in disturbance complaints from the future residents;
 - * Request that existing rights of access are retained to a neighbouring business premises (*Officer comment: the proposed layout of the development retains a vehicle access to this premises. Any disruption to access during the construction period would be a matter between the business and the landowner/developer*);
 - * Concern about a pathway being created down the side of their house (*Officer comment: the proposed development is restricted to the application site and does not include any new pathways being created adjacent existing houses*);
 - * Impact on neighbouring house prices owing to the proposed apartments (*Officer comment: this is not a material planning consideration*).

1 comment has been received, which requests that alternative accommodation for swifts and bats are provided within the development, along with hedgehog holes in any fixed boundaries.

Horwich Town Council:- raised an objection to the proposal at their meeting of 17 December 2020 for the following reasons:

- * Poor design/quality of the development, which does not reflect the industrial heritage of the site;
- * Loss of green space for future residents to enjoy (*Officer comment: the proposal does not result in the loss of any existing or proposed green space*);
- * Open space is supposed to be at the heart of the development but this development is a

betrayal of the original masterplan, which included a heritage core/community based central square;

- * Right type of housing in the wrong location, which is another example of the continuing piecemeal development of the site;
- * Need for proper traffic management plan as completion dates for spine road are still to be confirmed.

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

Consultations

Advice was sought from the following consultees: Highways Engineers, Conservation and Design Officer, Pollution Control Officers, Drainage Officers, Housing Strategy, Tree Officers, Landscape Officers, Greenspace Officers, Public Rights of Way Officer, Economic Strategy, Strategic Development Unit, Estates (Robertsons), the Environment Agency, Greater Manchester Ecology Unit, Historic England, Horwich Heritage, Greater Manchester Police, Bolton Primary Care Trust, the Coal Authority, and United Utilities.

Planning History

Wider site history - the Rivington Chase development

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).

92214/14 - 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. This planning application was for part of the Heritage Core area. The application was approved in October 2019 (Committee decision).

00412/17 – Permission was granted for the demolition of 6 buildings (former Armstrong's site) in July 2016 (Committee decision).

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 - the "Barton Quarter"). The application was heard by Planning Committee in November 2017.

04445/18 – An application for the erection of 2 detached dwellings (on the approved arrival green for the Bellway development) was refused under delegated powers in December 2018 and subsequently

dismissed at appeal in June 2019.

05378/19 – Full application for site preparation and infrastructure works comprising the re-routing and construction of the previously approved Aspinall Way access road; creation of open space zone A; demolition of existing on-site structures and associated land remodelling, remediation, landscaping, pedestrian/cycle connections, ecological mitigation and drainage works was approved at Planning Committee in September 2019.

06233/19 – A full application for the creation of a new access to Station Road and associated works to serve the former Horwich Loco Works strategic site (applicant Morris Homes and Network Rail) was approved under delegated powers in July 2020.

06232/19 – An application for reserved matters pursuant to outline application 91352/14 for the erection for 393 dwellings (applicant Morris Homes and Network Rail) was approved at Planning Committee in November 2020.

09469/20 – A reserved matters application for access, appearance, landscape, layout and scale for the erection of 8no. residential dwellings pursuant to outline approval 91352/14 (applicant Morris Homes and Network Rail) was approved under delegated powers in November 2020.

09496/20 – A reserved matters application pursuant to outline approval 91352/14 (site remediation, regrade, road connection and access only) (applicant Morris Homes and Network Rail) was approved under delegated powers in January 2021.

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. 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. **Site investigation (contamination)**

The development hereby approved shall be carried out in full accordance with the following approved Preliminary Risk Assessment: Preliminary Geo-Environmental Risk Assessment, dated March 2021 (ref: 19-1578.01) by Delta-Simons.

Prior to commencement and before 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.

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

Any additional or unforeseen contamination encountered during development shall be notified to the

Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.

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.

Reason

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

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

3. **Soil testing methodology**

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

Prior to the development being first brought into use or occupied a verification report including soil descriptions, laboratory certificates and photographs shall submitted to and approved in writing by the Local Planning Authority.

Reason

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

4. **External materials**

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

Reason

To ensure the development reflects local distinctiveness and to comply with policies CG3 and OA1 of Bolton's Core Strategy and the Former Horwich Loco Works Supplementary Planning Document.

5. **Doors and windows**

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

Reason

To ensure the development reflects local distinctiveness in order to comply with policies CG3 and OA1 of Bolton's Core Strategy.

6. **Landscaping scheme**

Notwithstanding the details submitted with the application, 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.

7. **Boundary treatments**

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

Reason

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

8. **Refuse and cycle stores**

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 the two refuse and cycle stores for the apartments. The approved scheme shall be implemented in full prior to first occupation of the apartments and retained thereafter.

Reason

To ensure satisfactory provision is made for the storage of waste and cycles and that the design of the stores are compatible with the character and appearance of the development, and in order to comply with Bolton's Core Strategy policies P5, CG3 and OA2 of Bolton's Core Strategy.

9. **Access**

Prior to the development hereby approved/permitted being first occupied use the means of vehicular access to the site from the Rivington House access road shall be constructed to a minimum width of 5.5 metres with 2no. 5.0 metre radii and 2no. 2.0 metre wide footways.

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'.

10. **Access road, footways and footpaths**

No dwelling shall be occupied until the access road, footways and footpaths leading thereto have been constructed and completed in accordance with drawing ref. 19109-112-E and 19109-112-E.

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'.

11. **Parking for the houses**

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

Reason

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

12. **Parking for the apartments**

Before the apartments are first occupied no less than 79 car parking spaces shall be marked out and provided within the curtilage of the site in accordance with the approved plans. Such spaces shall be made available for the parking of cars at all times.

Reason

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

13. **Traffic Regulation Orders**

Prior to first occupation 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 promote parking restrictions at the site access and at turning provisions within the site and to implement a 20 mph speed limit within the development.

Reason

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

14. **Removal of permitted development rights**

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

Reason

To safeguard the character and appearance of the development and as the plot size is limited and any extension would result in an unsatisfactory scheme, and to comply with policies CG3, CG4 and OA1 of Bolton's Core Strategy and the Former Horwich Loco Works Supplementary Planning Document.

15. **Approved plans**

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

19109-003; "Location Plan"; dated 04/09/20

19109-112-E; "Site Layout As Proposed"; revision dated 10/03/21

19109-113-E; "Site Layout Detailed"; revision dated 10/03/21

19109-116; "Apartment Type 1.2A 1 bed 2 person Floor Plans"; dated 26/08/2020

19109-117-A; "Apartment Type 2.3A 2 bed 3 person Floor Plans"; revision dated 07/10/20

19109-119-B; "Apartment Block 1 Ground Floor Plan"; revision dated 23/10/20

19109-120-B; "Apartment Block 1 First & Second Floor Plans"; revision dated 23/10/20

19109-121-B; Apartment Block 1 Third Floor Plan"; revision dated 23/10/20

19109-122-B; "Apartment Block 1 Roof Plan"; revision dated 23/10/20

19109-123-G; "Elevations Apartment Block1_sheet 1"; revision dated 17/12/20

19109-124-F; "Elevations Apartment Block 1_sheet 2"; revision dated 16/03/21

19109-125-B; "Apartment Block 2 Ground Floor Plan"; revision dated 23/10/20

19109-126-B; "Apartment Block 2 First & Second Floor Plans"; revision dated 23/10/20

19109-127-B; "Apartment Block 2 Third Floor Plan"; revision dated 23/10/20

19109-128-B; "Apartment Block 2 Roof Plan"; revision dated 23/10/20

19109-129-G; "Elevations Apartment Block 2_sheet 1"; revision dated 15/03/21

19109-130-F; "Elevations Apartment Block 2_sheet 2"; revision dated 16/03/21

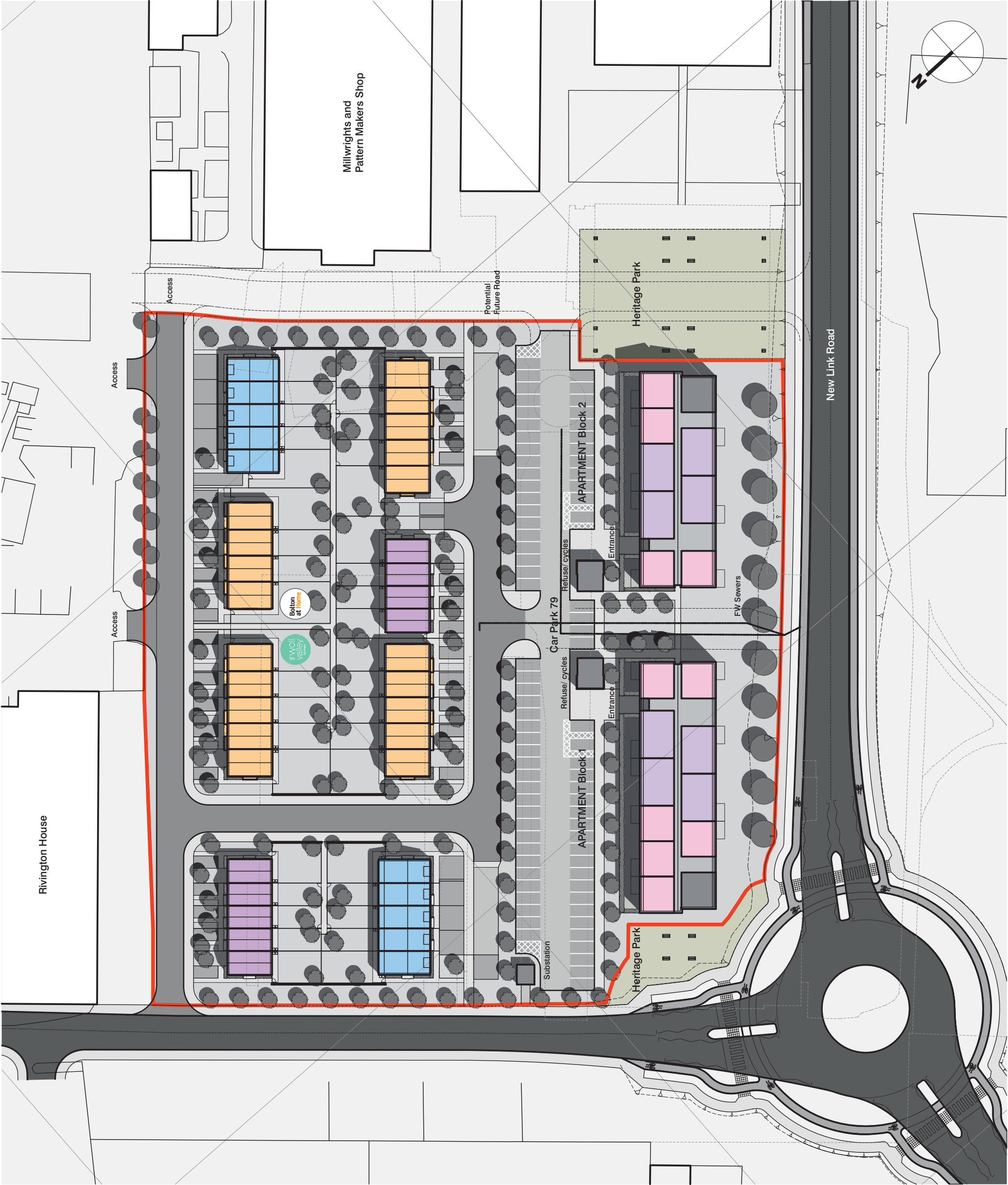
19109-131-C; "Elevations Houses_Street Scenes"; revision dated 17/03/21

19109-132-B; "House Type 2.4 2 bed 4 person Floor and Roof Plans"; revision dated 17/03/21

19109-134-B; "House Type 2.4C 2 bed 4 person Floor and Roof Plans"; revision dated 17/03/21
19109-136-A; "House Type 3.5 3 bed 5 person Floor and Roof Plans"; revision dated 17/03/21
19109-138-B; "House Type 3.5C 3 bed 5 person Floor and Roof Plans"; revision dated 17/03/21
19109-140-B; "House Type 4.6 4 bed 6 person Floor and Roof Plans"; revision dated 17/03/21
19109-142-B; "House Type 4.6C 4 bed 6 person Floor and Roof Plans"; revision dated 17/03/21
19109-143-B; "Elevations Houses_2 bed block"; revision dated 17/03/21
19109-144-B; "Elevations Houses_3 bed block"; revision dated 17/03/21
19109-145-B; "Elevations Houses_4 bed block"; revision dated 17/03/21
10094-Bird & Bat Plan-20201216; "Horwich Bird & Bat Plan"; received 17 Dec 2020

Reason

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



notes:

This drawing is the copyright of Paddock Johnson Partnership Limited and may not be used without their prior written consent. Written dimensions to be taken in preference to scaled dimensions. Due to the inaccuracies of scanning, scanned images should not be scaled.

	Grid	1st	2nd	3rd	TOTAL
Type	Area No	Area No	Area No	Area No	Area m ²
IRWELL VALLEY					
HOUSES					
2.4 (mid)	72.4				3 217.2
2.4 (end)	72.8				0 0.0
2.4C (corner)	72.8				2 145.6
3.5 (mid)	86.4				6 518.4
3.5 (end)	86.6				2 173.2
3.5C (corner)	86.7				2 173.4
4.6 (mid)	106.1				3 318.3
4.6 (end)	106.7				0 0.0
4.6C (corner)	106.7				2 213.4
Total					20 1,759.5
APARTMENTS Block 1					
1.2A	44.8	6 268.8	6 268.8	6 268.8	24 1,075.2
2.3A	60.8	4 243.2	5 304.0	5 304.0	19 1,155.2
Total		10 512.0	11 572.8	11 572.8	43 2,230.4
TOTAL IRWELL VALLEY					
Net					
Gross					3,989.9
BOLTON@HOME					
HOUSES					
2.4 (mid)	72.4				2 144.8
2.4 (end)	72.8				1 72.8
2.4C (corner)	72.8				1 72.8
3.5 (mid)	86.4				5 432.0
3.5 (end)	86.6				1 86.6
3.5C (corner)	86.7				3 260.1
4.6 (mid)	106.1				3 318.3
4.6 (end)	106.7				0 0.0
4.6C (corner)	106.7				2 213.4
Total					18 1,600.8
APARTMENTS Block 2					
1.2A	44.8	4 179.2	4 179.2	4 179.2	16 716.8
2.3A	60.8	4 243.2	5 304.0	5 304.0	19 1,155.2
Total		8 422.4	9 483.2	9 483.2	35 1,872.0
TOTAL BOLTON@HOME					
Net					
Gross					3,472.8

- E 10/03/21 Unit roofs, handing; turning head omitted and PE parking altered for landscape margin; trees PE
- D 21/12/20 Area table reconfigured PE
- C 17/12/20 Substation added, bin/ cycle stores relocated PE with amendments to car park
- B 16/11/20 Access added and footpaths extended PE
- A 29/10/20 Apartment blocks updated PE

rev	date	description	by
-----	------	-------------	----

status:

client:

project:

drawing title:

drawing no:

scale:

date:

PLANNING

Residential Development
Rivington Chase, Horwich

Site Layout
As Proposed

19109-112-E

19109-9011-D.dwg

1:750 sheet: A3

03/09/20 by: PE checked: SH

paddock johnson partnership architects

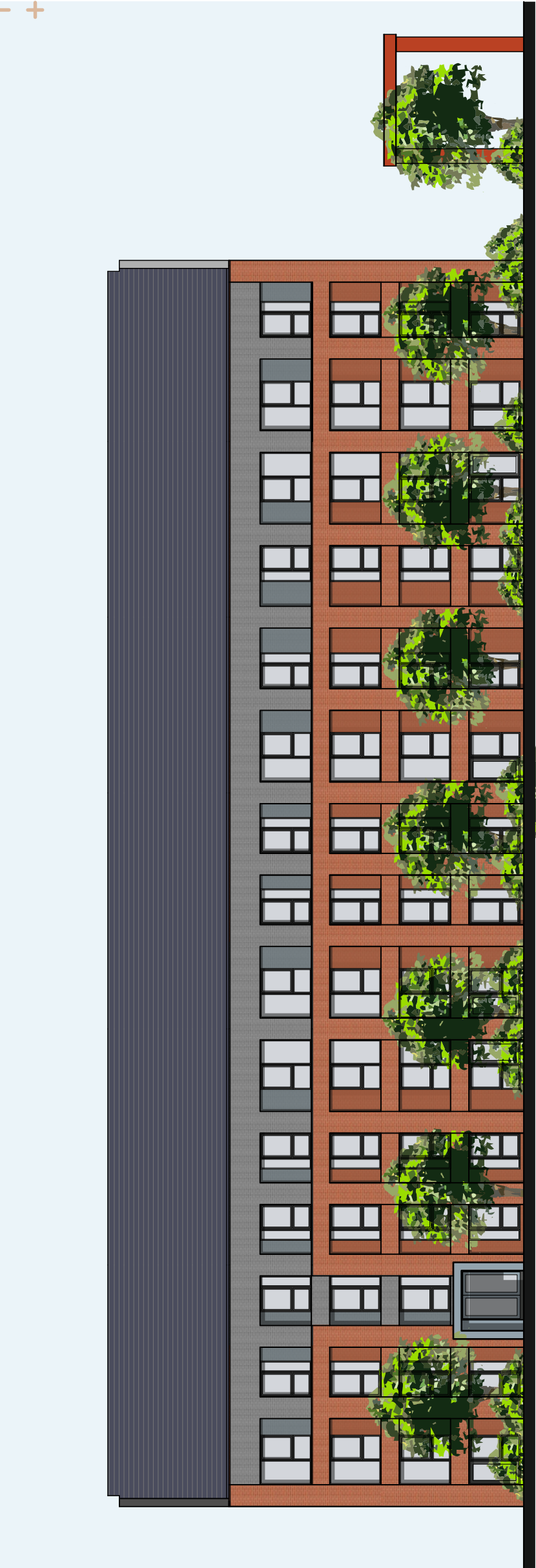
Studio 2, The Lyceum, Bath Street, Port Sunlight, Wirral CH62 4UJ
t: +44(0)151 643 1234 f: +44(0)151 643 1666
e: admin@paddockjohnson.com w: www.paddockjohnson.com

Paddock Johnson Partnership Limited Registered England and Wales No 06654275 Address as above

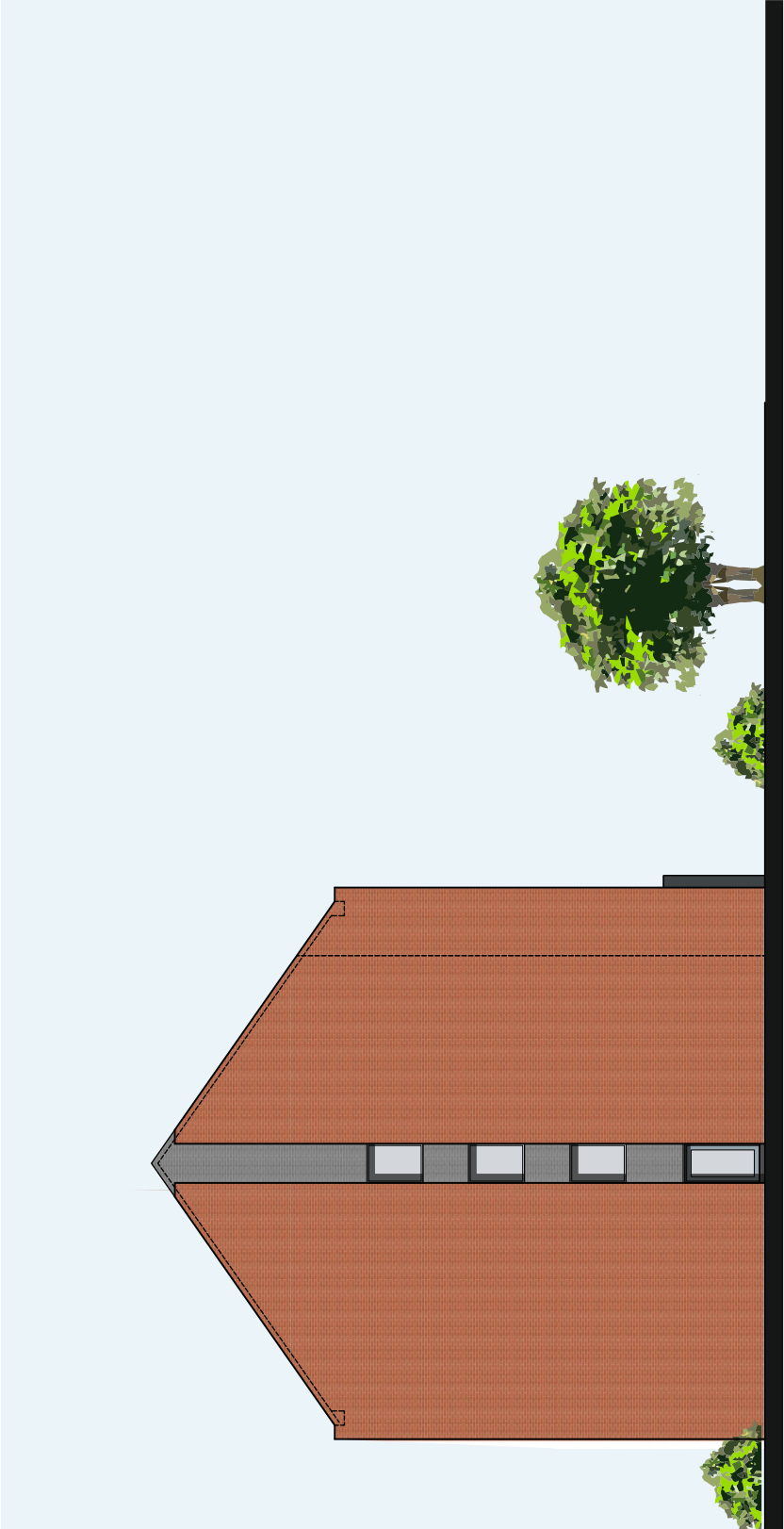
Notes:

This drawing is the copyright Paddock Johnson Partnership Limited and may not be used without their prior written consent.
Written dimensions to be taken in preference to scaled dimensions.
Due to the inaccuracies of scanning, scanned images should not be scaled.


REV:	DATE:	DESCRIPTION:	BY:
C	23/10/20	Atrium and Type 24A unit omitted with all reconfigured accordingly	PE
D	03/11/20	Heritage park retained steel frame shown	PE
E	17/12/20	Heritage steel frame updated; trees updated	PE
F	16/03/21	Re-design	PE



elevation to car park



north west elevation

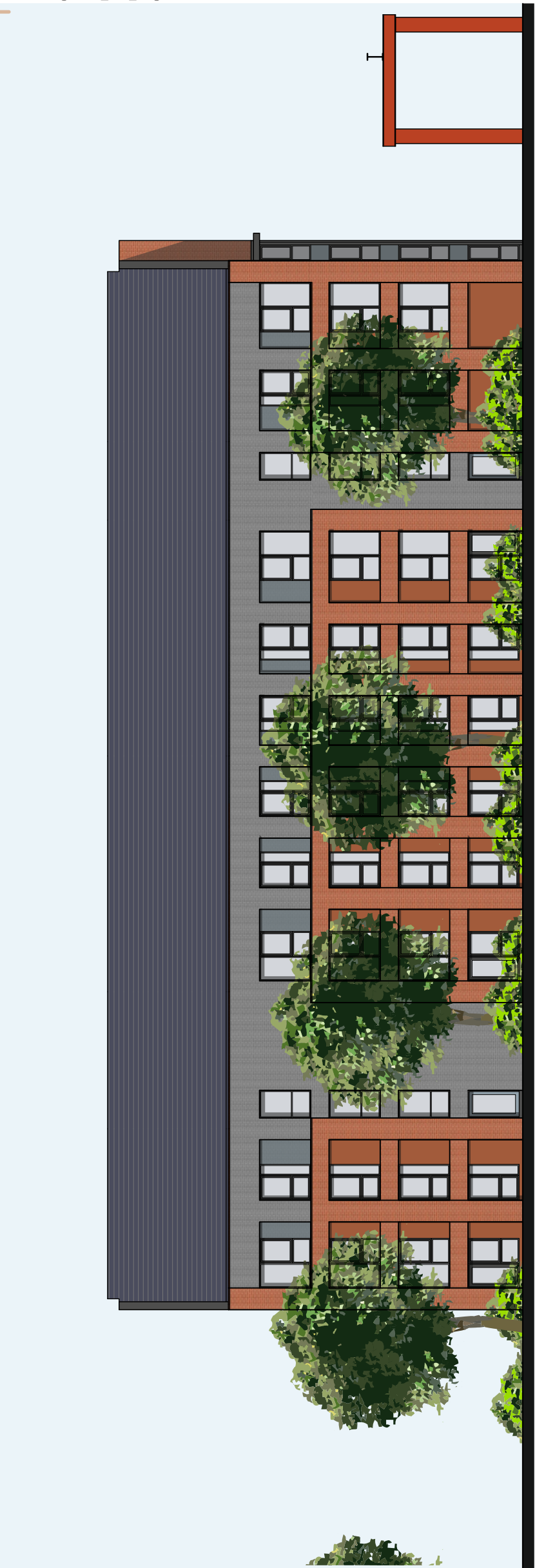
CLIENT:	PROJECT:	DRAWING TITLE:	DRAWING NUMBER:	SCALE:	DATE:
 LANE END	New residential Development Rivington Chase, Horwich	Elevations Apartment Block 1_sheet 2	19109-124-F	1:200@A3	22.09.20
			STATUS:	BY:	CHECKED:
		27	PLANNING	SH	SH
Studio 2, The Lyceum, Bath Street, Port Sunlight, Merseyside, CH62 4UJ 0151 643 1234 info@paddockjohnson.com www.paddockjohnson.com Paddock Johnson Partnership Limited, Registered in England and Wales. No. 06684275					

P A D D O C K
J O H N S O N

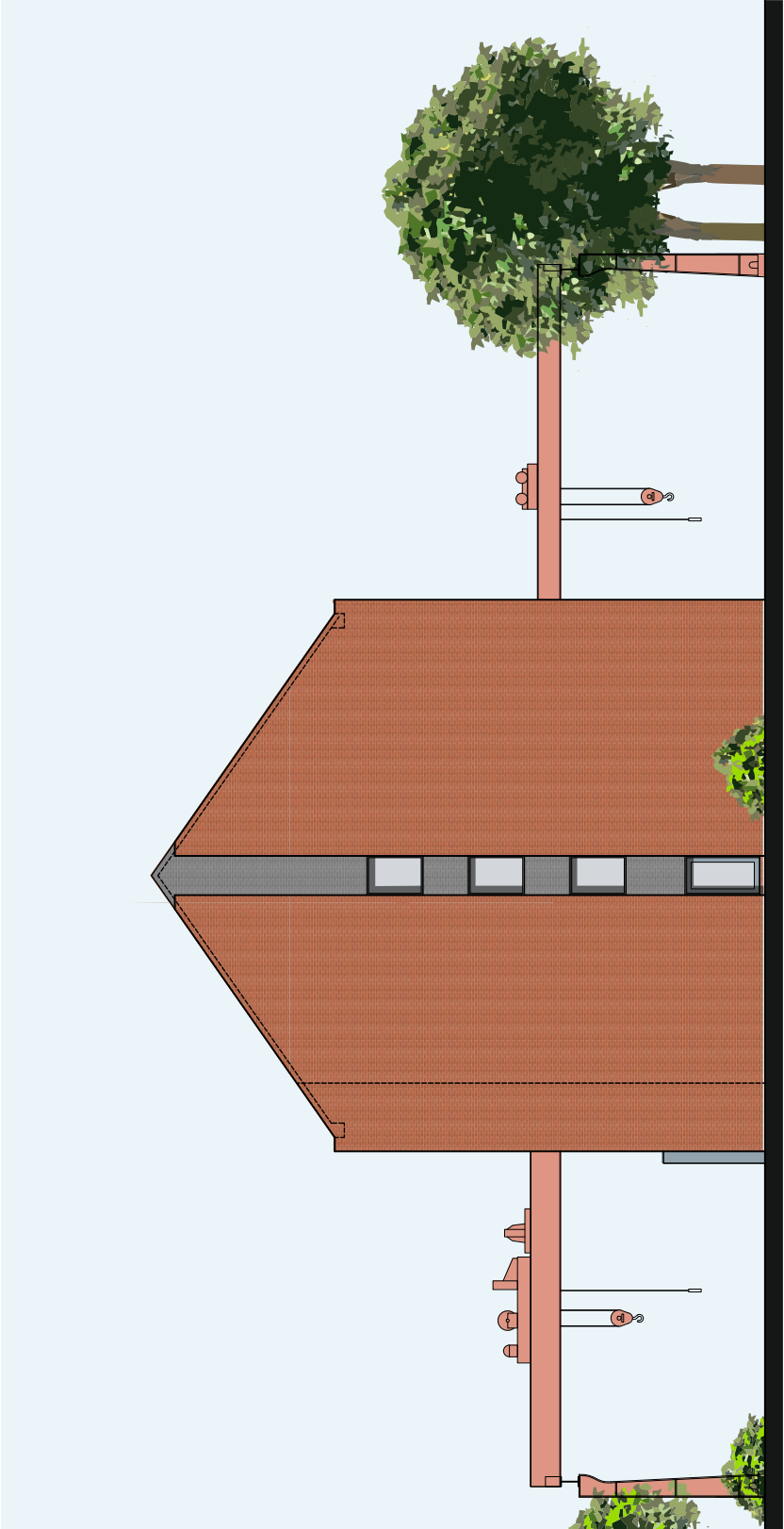
Notes:

This drawing is the copyright Paddock Johnson Partnership Limited and may not be used without their prior written consent. Written dimensions to be taken in preference to scaled dimensions. Due to the inaccuracies of scanning, scanned images should not be scaled.

REV:	DATE:	DESCRIPTION:	BY:
C	23/10/20	Atrium and Type 24A unit omitted with all reconfigured accordingly	PE
E	03/11/20	Heritage park retained steel frame shown	PE
F	17/12/20	Heritage steel frame updated; trees updated	PE
G	15/03/21	Re-design	PE



elevation to new link road



south-east elevation

CLIENT:

LANE END

PROJECT:

New residential Development
Rivington Chase, Horwich

DRAWING TITLE:

Elevations
Apartment Block 2_sheet 1

DRAWING NUMBER:

19109-129-G

SCALE:

1:200@A3

DATE:

22.09.20

STATUS:

BY:

CHECKED:

PLANNING

SH

SH

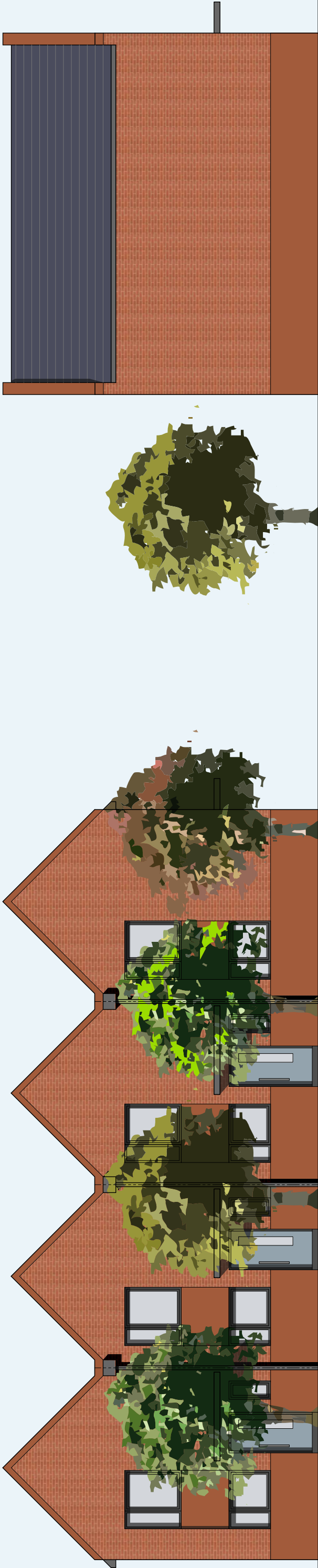
STUDIO 2, THE LYCEUM,
BATH STREET, PORT SUNLIGHT,
MERSEYSIDE, CH62 4UJ
0151 643 1234
info@paddockjohnson.com
www.paddockjohnson.com
Paddock Johnson Partnership
Limited. Registered in England
and Wales. No. 06684275

PADDOCK
JOHNSON

Notes:

This drawing is the copyright Paddock Johnson Partnership Limited and may not be used without their prior written consent.
Written dimensions to be taken in preference to scaled dimensions.
Due to the inaccuracies of scanning, scanned images should not be scaled.

	+	REV:	DATE:	DESCRIPTION:	BY:
		A	11/03/21	Elevation redesign	PE
		B	17/03/21	Trees added	PE



front elevation

side elevation_1



rear elevation

side elevation_2



LANE END

CLIENT:

PROJECT:
New residential Development
Rivington Chase, Horwich

DRAWING TITLE:

Elevations
Houses_2 bed block

DRAWING NUMBER:

19109-143-B

SCALE:

1:100@A3

DATE:

22.09.20

STATUS:

PLANNING

BY:

SH

CHECKED:

SH

Studio 2, The Lyceum,
Bath Street, Port Sunlight,
Merseyside, CH62 4UJ
0151 643 1234
info@paddockjohnson.com
www.paddockjohnson.com
Paddock Johnson Partnership
Limited, Registered in England
and Wales, No. 06684275

PADDOCK
JOHNSON

Notes:

This drawing is the copyright Paddock Johnson Partnership Limited and may not be used without their prior written consent. Written dimensions to be taken in preference to scaled dimensions. Due to the inaccuracies of scanning, scanned images should not be scaled.

	+	REV:	DATE:	DESCRIPTION:	BY:
	A		11/03/21	Elevation redesign	PE
	B		17/03/21	Trees added; bathroom window to 3.5C	PE



front elevation

side elevation_1



rear elevation

side elevation_2

CLIENT:

LE

LANE END

PROJECT:

New residential Development
Rivington Chase, Horwich

DRAWING TITLE:

Elevations
Houses_3 bed block

DRAWING NUMBER:

19109-144-B

SCALE:

1:100@A3

DATE:

22.09.20

STATUS:

CHECKED:

SH

PLANNING

BY:

SH

STUDIO 2, THE LYCEUM,
BATH STREET, PORT SUNLIGHT,
MERSEYSIDE, CH62 4UJ
0151 643 1234
info@paddockjohnson.com
www.paddockjohnson.com
Paddock Johnson Partnership
Limited, Registered in England
and Wales. No. 06684275

PADDOCK
JOHNSON



PADDOCK
JOHNSON

