

Planning Applications Report

Planning Committee

02 June 2016

**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: -

UDP	The adopted Unitary Development Plan 2005
RSS	Regional Spatial Strategy for the North West of England 2008
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 92921/14



Development & Regeneration Dept
Development Management Section

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Bolton Council

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Date of Meeting: 02/06/2016

Application Reference: 92921/14

Type of Application: Full Planning Application
Registration Date: 28/11/2014
Decision Due By: 26/02/2015
Responsible Officer: Alex Allen

Location: LINCOLN HOUSE, NELSON STREET, BOLTON, BL3 2JW

Proposal: CONVERSION OF THREE FLOORS OF BUILDING FROM OFFICES TO 42 FLATS.

Ward: Great Lever

Applicant: Lincoln Limited

Agent : Pentland Design & Management

Officers Report

Recommendation: Approve subject to conditions

Background

The application was considered at the March 2016 Planning Committee and was deferred for the following reasons:

- Clarification was required whether Bolton at Home were interested in managing the proposed development;
- If Bolton at Home were to manage the proposal further discussions were required to achieve the internal layout which would be best from a management / tenant perspective;
- Clarification over the source of the objection from the Reserve Army base.

The applicant has subsequently held meetings with Bolton at Home and Strategic Housing colleagues. Amended floor plans including a bin store have been submitted which now meet with the approval of Bolton at Home. Bolton at Home have informally agreed to an 'in principle' agreement to manage the development in four distinct phases in detailed discussions with Landlord Services (Bolton at Home) before the start of each phase.

Detailed discussions between the site owner and Bolton at Home would be required regarding type and length of contract and the maintenance responsibilities. This would lie outside the planning regime and is a private matter between the two parties.

To clarify the objection which has been received from the Army reserve was received from a Building Surveyor passing on the direct comments from Captain Wayne Illingworth who is the Site Manager of the Army Reserve Centre located on Nelson Street, Bolton.

Proposal

The applicant proposed the change of use of the first, second and third floors of the Lincoln House office building to residential apartments (C3 use). The change of use would create 30 one

bedroomed apartments and 12 bedsit apartments with a total floor area of 3,600 sq. metres. The car parking at the rear of the site would be retained for the use of the ground floor (B1) if it is let out successfully and for the occupants of the residential accommodation.

Site Characteristics

The site is a prominent five-storey office development, constructed approximately five years ago but which has remained unoccupied since. Parking for 54 vehicles was provided at the rear as part of the office development, accessed from Nelson Street.

The area is generally industrial in character, dominated by the large Edbro engineering site to the west. Other uses fronting Nelson Street include a vehicle repair garage and the Territorial Army site opposite. There is a small amount of residential use nearby - a single row of terraced houses fronting St Bartholemew Street to the south.

The site is 0.5 miles or approximately 12 minutes walk from the edge of Bolton Town Centre. The site is well-served by public transport with the majority of Great Lever and Farnworth buses passing the site regularly.

Policy

National Planning Policy Framework - building a strong and competitive economy, ensuring the vitality of town centres, supporting a prosperous rural economy, promoting sustainable transport, supporting high quality communications infrastructure, delivering a wide choice of high quality homes, requiring good design, promoting healthy communities, protecting green belt land, meeting the challenge of climate change, flood and coastal change, conserving and enhancing the natural environment, conserving and enhancing the historic environment, facilitating the use of minerals

Core Strategy Objectives

SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO14 Inclusive Housing, SO15 Sustainably Located Housing, SO16 Community Cohesion and Access

Core Strategy Policies

P1 Employment Sites, P5 Transport, S1 Crime and Road Safety, CG3 Design and the Built Environment, CG4 Compatible Uses, SC1 Housing Targets, SC2 Cultural and Community Facilities and RA1 Inner Bolton.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on employment provision;
- * impact on the provision of housing;
- * impact on residential amenity and adjoining uses;
- * impact on crime and public safety/on highway safety.

Impact on Employment Provision

The site is allocated as Employment Land and therefore subject to Policy P1 of Bolton's Core Strategy which states that the Council will "safeguard existing employment sites where they are compatible with residential amenity and contribute to the sustainability of communities in which they are situated. Where they are not compatible, mixed uses will be encouraged to retain an element of employment."

In cases where a primarily non-employment use is proposed (as in this instance), the onus is on the Applicant to make their case as to why the Council should depart from its Development Plan policy. Guidance contained within paragraph 3.7 of the Allocations Plan Written Statement indicates that applications for non B1, B2 or B8 uses on allocated protected employment land will be permitted where:

- There would be no harm to the economic function of the locality or the benefits of the proposed development outweigh the harm; or
- A marketing strategy satisfactorily demonstrates that there is no longer demand for B1, B2 or B8 use; or
- A viability assessment satisfactorily demonstrates that this is no longer appropriate for the site to be retained for B1, B2 or B8 purposes.

Such justifications usually take the form of a statement providing information and evidence on the such matters as length of vacancy, the length, nature and strength of any marketing for the allocated employment purpose and clear details of any elements of employment which would remain.

The applicant has previously provided evidence to state that the site has been vacant since it was erected without any significant interest in tenants occupying the premises. In addition, they have commented that due to the length of time the property has been vacant and the initial capital outlay on the building the development, even the proposed use of the property would not be viable. However, the applicant is keen to secure a active use for the premises.

The application building was constructed to a high standard to provide office accommodation, Class B1. Such uses are generally considered to be compatible with residential amenity - indeed Class B1 contains an amenity test which ensures compatibility. There is no reason to suspect that the lawful use of the building would not be compatible with residential amenity. The site is located approximately 12 minutes walk from the edge of Bolton Town Centre on the side of town that contains the main train station and the soon to be constructed bus interchange. The site is well-served by public transport with the majority of Great Lever and Farnworth buses passing the site regularly. It therefore contributes to sustainability.

It is considered that the applicant has provided sufficient evidence to support the change of use of the premises residential use. It is also noted that the proposed use of the upper floors of the premises would retain a B1 use at the ground floor, thus retaining some of the employment use of the site. In addition, it is noted that Environmental Health officers have raised no objections to the proposal. Subject to the required acoustic insulation to windows it is not considered that the residential use of the property would be in conflict with the adjoining existing employment uses.

It is also noted that if the property had been fitted out for B1 use and actively used for such a

purpose the owner could exercise their permitted development rights to change the property into separate residential properties without recourse to the Local Planning Authority.

The proposal is for a predominantly residential use at an allocated employment site which is compatible with residential amenity and is capable of contributing to the sustainability of the community in which it is situated. The proposal complies with policy.

Impact on Crime and Public Safety / Highway Safety

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.

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.

Core Strategy policies P5 and S1 seek developers to provide adequate car parking and, servicing arrangements for new development as well as ensuring proposals maintain highway safety.

The current proposal is a different proposition than the previously proposed use of the building (i.e. by ex offenders). The current proposal would be likely let out to Bolton at Home which is a Registered Social Landlord. The landlord operate an effective management system for their accommodation.

The concerns of the Reserve Army based are noted and are appreciated especially in the context of the global terrorist threat. However, the same concerns would be potentially there if the building was used for any use including the approved use on the site (i.e. B1 use). It is considered that due to the proposed units being smaller in size, car ownership is likely to be low. The Council's Highways Engineers do not raise concerns over the level of car parking. Furthermore, it is considered that the proposed use of the site would encourage natural surveillance over adjoining area, promoting a safer environment for attendees of the Reserve Centre to be picked up by their parents.

It is considered that the active use of the site which would be managed by a responsible landlord would bring benefits to the site and the wider area resulting in enhanced natural surveillance over the area to the benefit of security in the local area. The proposal would be compatible with adjoining uses and complies with policy.

Value Added to the Development

The applicant has amended the proposal to provide a housing type which is capable of being let out to an existing RSL within Bolton and which has also resulted in the creation of a more attractive residential environment.

Conclusion

The proposal would put a productive use to a large proportion of an office building which has lain vacant since it was completed a number of years ago. The proposal would be compatible with the surrounding land uses whilst providing the benefits of natural surveillance in the local area, improving the external appearance of the site whilst providing sufficient car parking for the users of the building.

The proposal complies with policy and is recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters:- one letter has been received on behalf of the Army Reserve Centre on the opposite side of Nelson Street which raises the following concerns/issues:

The planning application that I faxed over earlier creates some issues for us here at Bolton due to the Terrorist threat being Severe and not looking likely to drop in the near future. You must take into consideration that we always plan for worst case scenario and that is why some of the points are raised.

- The Reserve centre is a target and having accommodation opposite puts the occupants health and safety at risk.
- Occupants who live in the building on the side facing the Reserve centre will have 24/7 over watch and will be able to document the arrival and departure times of all personnel along with their VRN's.
- The Caretaker could be constantly under observation.
- We house 3 Cadet detachments who between them attend the Reserve centre every night of the week. Having occupants in the building opposite will increase the risk to the safety of the children whilst in attendance and also when outside waiting for their parents.
- Occupants and their visitors to the building will be moving around frequently and this will make it harder for us to identify who potentially is observing us and not visiting the flats.
- Parking could be an issue, if enough parking is not provided from the occupants and their visitors, the overspill could mean that people start to park up against the fence of the Reserve centre as the pavement is very wide. This cannot be allowed to happen as it represents a very serious security threat to us and the police could be called out and potentially leading to the road being closed off until the car is identified and moved. "

Site history:

A full planning application for the proposed mixed use of building for office (b1a use) and short term accommodation for up to 34 homeless persons was refused planning permission in May 2014 under delegated powers, for the three reasons below (Ref: 90951/13).

The proposal is for a predominantly residential use at an allocated employment site which is compatible with residential amenity and is capable of contributing to the sustainability of the community in which it is situated and the proposal is therefore contrary to Policy P1 of Bolton Core Strategy.

The proposal seeks to provide significantly more accommodation than is currently or likely to be required within the Borough and will therefore need to import significant numbers of occupants from other geographical areas and it therefore represents a community facility that is not located within the neighbourhood that it would serve, contrary to Policy SC2 of Bolton's Core Strategy.

The proposal represents an unacceptable concentration of one particular type of occupant without acceptable safeguards in place and would not contribute to reducing crime and the fear of crime or protecting safety and security and is therefore contrary to Policies SO9, S1 and CG4 of Bolton's Core Strategy.

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

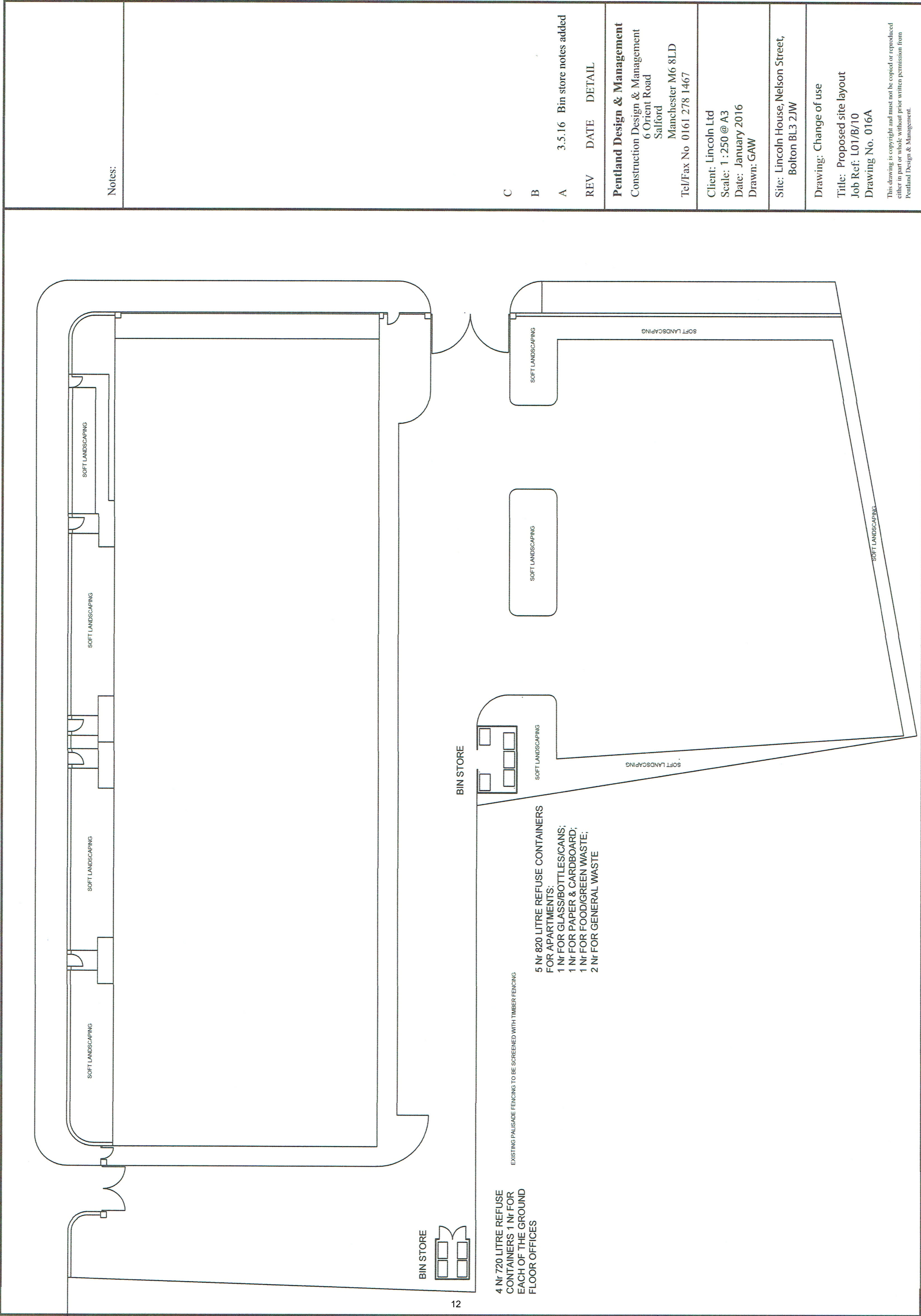
Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Drawing 015 - Typical Part Floor Layout
Drawing 016 - Proposed Site Layout amendment.

Reason

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



Notes:

C			
B			
A	3.5.16	Bin store notes added	
REV	DATE	DETAIL	

Pentland Design & Management
Construction Design & Management
6 Orient Road
Salford
Manchester M6 8LD
Tel/Fax No 0161 278 1467

Client: Lincoln Ltd
Scale: 1 :250 @ A3
Date: January 2016
Drawn: GAW

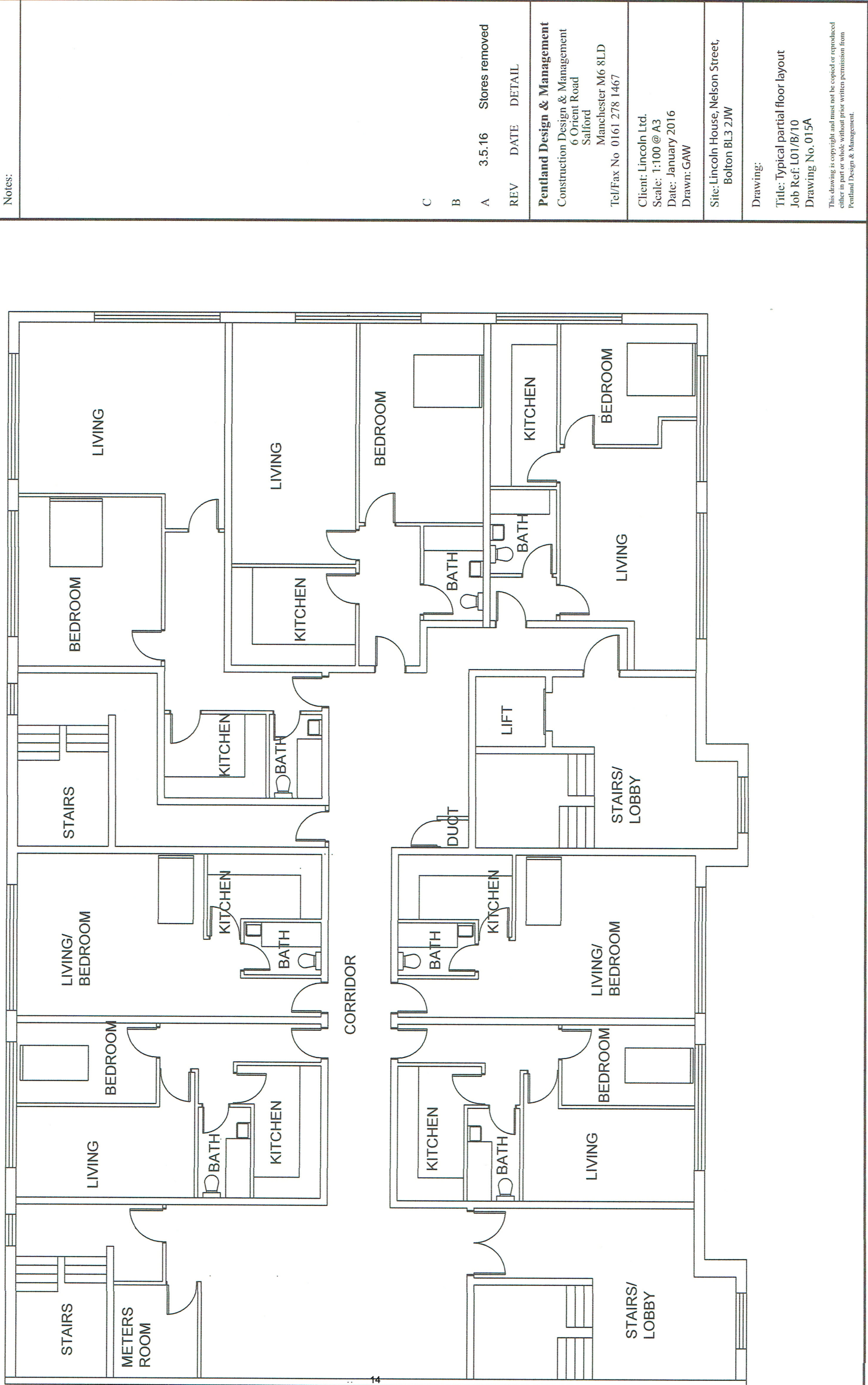
Site: Lincoln House, Nelson Street,
Bolton BL3 2JW

Drawing: Change of use

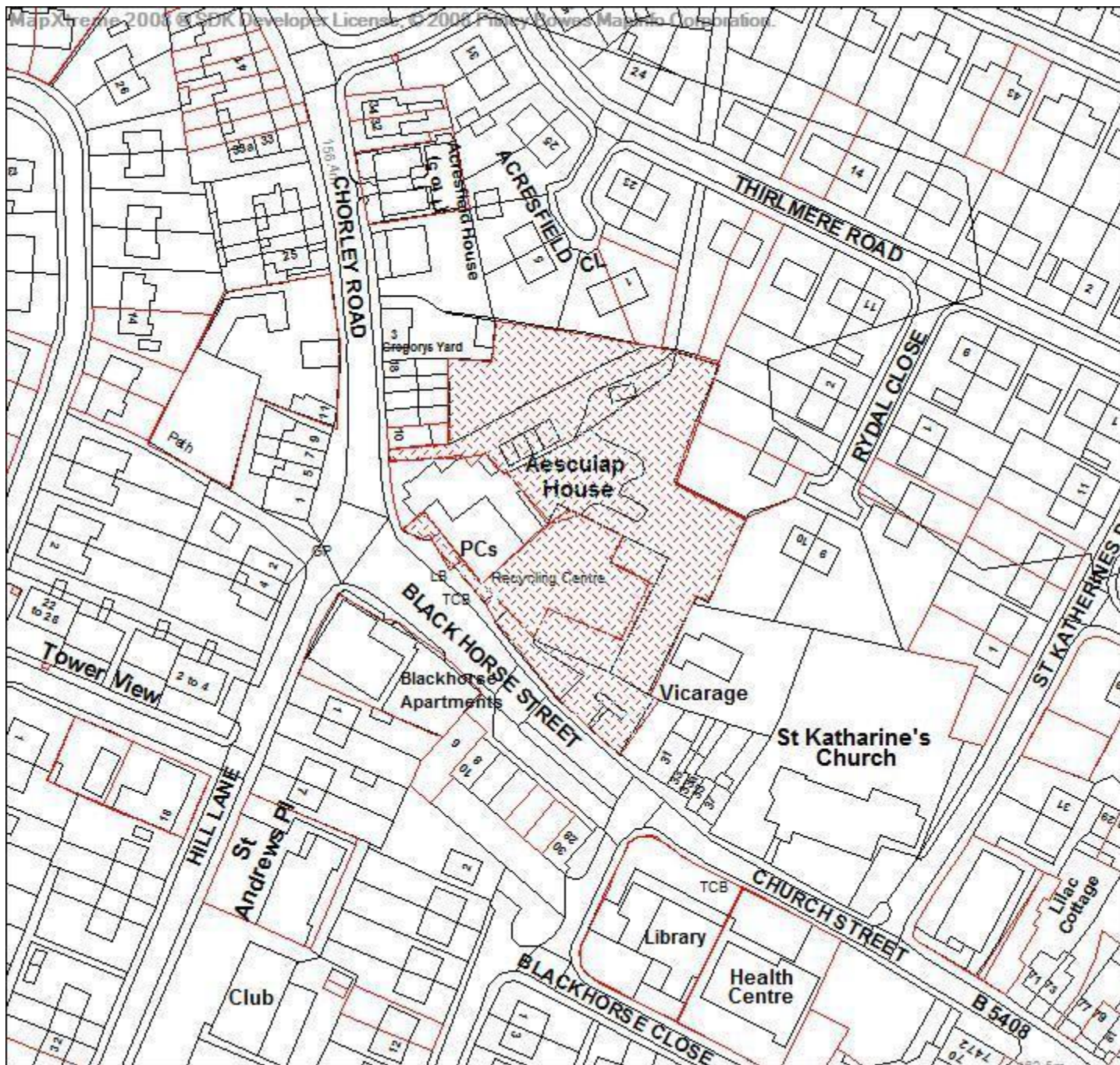
Title: Proposed site layout
Job Ref: L01/B/10
Drawing No. 016A

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Notes:	<div data-bbox="527 676 1293 2873"> </div>	<div data-bbox="1142 468 1289 492"> C B A </div> <div data-bbox="1320 198 1346 492"> REV DATE DETAIL </div>	<div data-bbox="1381 112 1551 492"> Pentland Design & Management Construction Design & Management 6 Orient Road Salford Manchester M6 8LD Tel/Fax No 0161 278 1467 </div> <div data-bbox="1583 299 1698 492"> Client: Lincoln Ltd Scale: 1 : 200 @ A3 Date: April 2016 Drawn: GAW </div>	<div data-bbox="1734 139 1787 492"> Site: Lincoln House, Nelson Street, Bolton BL3 2JW </div>	<div data-bbox="1820 243 1845 492"> Drawing: Change of use </div> <div data-bbox="1871 86 1955 492"> Title: Typical layout 1st, 2nd & 3rd floors Job Ref: L01/B/10 Drawing No. 017 </div> <div data-bbox="1980 112 2032 492"> <small> This drawing is copyright and must not be copied or reproduced either in part or whole without prior written permission from Pentland Design & Management. </small> </div>
<div data-bbox="527 676 1293 2873"> </div> <div data-bbox="1820 1347 1906 2122"> 0 5 10 20 </div> <div data-bbox="1944 1813 1986 2027"> Scale bar </div>					



Application number 95926/16



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Bolton Council

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Date of Meeting: 02/06/2016

Application Reference: 95926/16

Type of Application: Outline Planning Permission

Registration Date: 18/03/2016

Decision Due By: 16/06/2016

Responsible Officer: Helen Williams

Location: LAND AT BLACKHORSE STREET, BLACKROD, BOLTON, BL6 5EW

Proposal: OUTLINE APPLICATION FOR THE ERECTION OF 14 DWELLINGS (ACCESS DETAILS ONLY)

Ward: Horwich and Blackrod

Applicant: DWA Architects

Agent : DWA

Officers Report

Recommendation: Approve subject to conditions

Proposal

Outline permission is sought for the erection of 14 dwellings on the site, with access details being the only matter applied for. As the matters of appearance, layout, scale and landscaping are being reserved (until a Reserved Matters stage/application) the applicant is therefore seeking to establish whether the principle of accommodating 14 dwellings on the site is acceptable (along with the full access details).

Vehicular access into the site is proposed off Blackhorse Street, opposite 6 Blackhorse Street (further to the south east than the existing vehicular access into the site).

The applicant has submitted an indicative site plan to illustrate how 14 dwellings could be accommodated within the application site. This site plan has been amended to address concerns raised by third parties during the statutory consultation period of the application, and has resulted in following being proposed:

- * 14 dwellings being accommodated within a row of five houses and a pair of semi-detached dwellings along the eastern boundary of the site, a row of four dwellings within the north eastern corner of the site, and a row of three houses at the north western corner.
- * The houses to be sited around a central internal road and a residential parking court (containing 20 spaces, to the rear of Blackrod House Care Home).
- * The two semi-detached dwellings having their own parking spaces (one each) to the front of the dwellings off a 'turning head'.
- * 16 car parking spaces to the front of the site (and adjacent the south eastern side of Blackrod

House) which will be available for public use as well as any 'overspill' parking for the proposed dwellings.

- * Two parking spaces and a turning area for vehicles for the adjacent Blackrod House Care Home, which are located off the public right of way/access to the south of 10 Chorley Road, and will be sited to the rear of 10 Chorley Road.
- * Improved public open space ("Village seating area") at the south eastern corner of the application, on Blackhorse Street.

Responding to concerns from local residents and councillors regarding the provision of public parking spaces within the scheme, the applicant has amended their plans to increase the number of spaces available for public parking from 5 to 16. These are to be accessed via the main access into the development.

The applicant has also added two spaces and a turning/drop off area for visitors, staff and ambulances for the neighbouring Blackrod House Care Home to the rear of 10 Chorley Road. This has replaced a previously proposed side extension to the adjoining proposed dwelling.

The row of houses at the north eastern corner of the site (to the rears of 6 and 8 Rydal Close) have been resited a couple of metres further forward to improve their relationship with 6 and 8 Rydal Close and 3 Acresfield Close.

The submitted indicative site plan also shows that there is potential for Blackrod House Care Home to purchase the land immediately to the rear of their premises (to improve their garden space) and the land to the front.

There are currently no plans for the public toilet block to the front of Blackrod House.

Site Characteristics

The application site comprises:

- * the site of the former Blackrod civic amenity site (recycling centre), whose access is off Blackhorse Street to the south eastern side of Blackrod House (now gated closed);
- * public open space at the south eastern corner of the site (a public seating area);
- * a brick built public toilet block to the front of Blackrod House (now closed);
- * a public right of way (Blackrod 078) which runs from Chorley Road (between 10 Chorley Road and Blackrod House) to Thirlmere Road, through the northern corner of the application site;
- * an area of open, grassed space to the north of the public right of way;
- * four breeze-block built, flat roof garages, accessed off the public right of way;
- * areas of trees and shrubs to the north and east of the former civic amenity site;
- * six public car parking spaces and a motor cycle parking space to the front of the site, accessed off Blackhorse Street;
- * trees along the periphery of the site and a tall stone wall along the front boundary of the site (along the Blackhorse Street frontage).

The two/three storey Blackrod House Nursing Home is encompassed by the application site to its north, east and south, and by a strip of land to its front.

A bus stop is located to the front of the application site, to the front of Blackrod House, along with a post box.

The immediate neighbouring dwellings to the application site are:

- * The terraced properties at 10 to 18 Chorley Road and 3 Gregory's Yard to the north west of the site;

- * 1 to 5 Acresfield Close (dormer bungalows/two storeys at the rear) to the north of the site;
- * 17 and 18 Thirlmere Road, also to the north of the site, but separated from the site by long rear gardens;
- * The two storey dwellings at 4 to 10 Rydal Close, to the east of the site (the rears of 4 to 8 face the site and no. 10 sides on to the site);
- * The Vicarage, which sides on to the site to the south east;
- * The terraced property at 31 Blackhorse Street to the south east of the site, which sides on to the site and is separated by the driveway to the Vicarage.

Blackhorse Street forms part of the main road (B5408) through Blackrod town centre.

Opposite the application site is a parade of shops and a three/four storey apartment block.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Transport and Accessibility; S1 Safe Bolton; CG1.2 Urban Biodiversity; CG1.5 Reduce the Risk of Flooding; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA1 Horwich and Blackrod.

Allocations Plan Policies: P8AP Public Rights of Way

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

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principle of residential development on the site
- * impact on highway safety and parking
- * impact on the amenity of neighbouring residents
- * impact on the character and appearance of the area
- * impact on the public right of way
- * impact on biodiversity
- * impact on crime and the fear of crime
- * impact on flooding and drainage
- * impact on land contamination

Principle of Residential Development on the Site

Paragraph 49 of the National Planning Policy Framework (NPPF) states that housing applications

should be considered in the context of the presumption in favour of sustainable development.

Policy SC1 of the Core Strategy concerns new housing developments and Policy OA1.4 states that, in Horwich and Blackrod, the Council will concentrate sites for new housing in Horwich town centre, at Horwich Loco Works and on other sites within the existing urban area.

The application site is a previously developed site (brownfield land) located within the urban area. The site is also located within Blackrod town centre. It is therefore considered that the application site is located within a highly sustainable location, close to local facilities, services and a primary school.

Third parties have raised concern regarding the increased pressure the proposed development would have on existing local infrastructure (along with other recently approved housing developments in the area), however as the applicant is only proposing 14 dwellings there is no policy requirement for a planning obligation/planning contributions towards local infrastructure.

As the application site is a previously developed site located within the urban area it is considered that the principle of the site accommodating residential development is fully compliant with national and local housing policies.

Impact on Highway Safety and Parking

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

Proposed access

Vehicular access into the proposed development is proposed off Blackhorse Street, opposite 6 Blackhorse Street (Spar). This access is further to the south east than the existing (now close) vehicular access into the civic amenity site. The Council's Highways Engineers have raised no objection to the location or design of the proposed access (subject to conditions), which is sited further away from the bus stop and junction with Hill Lane than the existing access.

A secondary access is proposed along the route of public right of way BLA078 to provide two parking spaces and a turning area for vehicles associated with the adjacent Blackrod House Care Home. This access is currently in use for a small number of vehicles (accessing the garages and the care home).

Proposed parking provision

The proposed car parking layout is only indicative at this stage, as layout is a reserved matter of this outline application. The applicant however intends to provide 22 car parking spaces specifically for the 14 proposed dwellings, 16 spaces for "general parking" (meaning that these would be available for both public car parking and for any overspill residential parking/visitors to the dwellings), and two spaces specifically for the adjacent care home.

It is envisaged, given the scale of the dwellings shown on the indicative plans, that the dwellings will not contain more than three bedrooms. Appendix 3 of the Core Strategy sets out the Council's maximum car parking standards and states that the maximum standard for two to three bedroom houses is two spaces. 22 spaces for 14 dwellings fall below this maximum standard (by 6 spaces), however it must be noted in this case that the 16 general parking spaces will also be available for residential use (with residential parking more likely to occur after work hours, when there should be fewer visitors to the local amenities) and that the site is considered to be in a highly sustainable location, therefore theoretically reducing the need for car ownership.

The number of available parking spaces for public use has increased from 5 to 16 within the amended indicative site plan, and their relocation (so that they are now accessed off the proposed internal residential road rather than directly off the main road) increases highway safety.

The introduction of a drop off area/turning area and parking spaces specifically for the adjacent car home also reduces the need for visitors to the home to park on the main road.

Traffic generation

The Council's Highways Engineers consider that the proposed development (of 14 dwellings) will only have a negligible impact on the operational capacity of the highway network.

It is therefore considered that the proposed development would provide sufficient parking for both future residents and the general public and would not jeopardise highways safety, compliant with Policies P5 and S1.2 of the Core Strategy.

Impact on the Amenity of Neighbouring Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Section 3 part 1 of Supplementary Planning Document "General Design Principles" sets out the Council's recommended interface distances between dwellings.

The site plan submitted by the applicant is only indicative at this stage, as the layout, scale and appearance of the development would need to be applied for within a Reserved Matters application. One of the intentions of the indicative site plan, however, is to illustrate that it is possible to accommodate 14 dwellings on the application site without unduly harming the amenity of neighbouring residents and future residents of the proposal.

It is considered that the dwellings as shown on the indicative plan would have sufficient garden space and parking, and therefore the proposed development would not be an over-development of the site.

The applicant has submitted an additional plan to show the interface distances between the dwellings (as shown on the indicative plan) and the nearest residential neighbours. These interface distances exceed the minimum recommendations within SPD General Design Principles.

The applicant has stated that the dwellings would be proposed at two storeys in height (as this would be in character with the surrounding area) and has agreed to a condition restricting the height of the dwellings to two storeys only; this is also suggested as a condition by officers.

It is noted that 8 Rydal Close has been extended at the side and rear with a single storey extension and a conservatory. Conservatories are however not classed as main rooms within the SPD. The approximate distance between the main part of the dwelling and the nearest proposed dwelling at the rear is 19 metres, which exceeds the required 13.5 metres set within the SPD (between a main window and a blank elevation, as the main windows do not overlook each other). It is noted that the application site is at a higher ground level than the dwellings on Rydal Close, however this difference in level is not representative of an additional storey (where a minimum interface distance of 16.5 metres would be required, which again would be exceeded).

The indicative site plan also shows a semi-detached dwelling being proposed to the south of the rear garden at 8 Rydal Close. Whilst this property would take some sunlight away from the rear garden, it is considered that the dwelling would be sited sufficiently far enough away from the neighbouring

dwelling as to not unduly harm the amenity of the neighbouring residents.

10 Rydal Close is sited side on to the proposed development, as is the Vicarage and 31 Blackhorse Street. It is therefore considered that these neighbouring dwellings would not be unduly affected by the proposed development.

The rears of 1 and 3 Acresfield Close would mainly overlook the rear garden of the four dwellings at the north eastern corner of the development site. No. 3 would be approximately 17.5 metres away from the corner of the nearest proposed dwelling and no. 1 would be approximately 18 metres away; both of these proposed interface distances exceed the minimum required 13.5 metres in this situation.

The rears of 10 and 12 Chorley Road would be over 18.5 and 17.5 metres away (respectively) from the side elevation of the nearest proposed dwelling, again exceeding the required 13.5 metres interface distance.

The rear of Blackrod House would be over 29 metres away from the front elevations of the proposed row of four dwellings, which exceeds the minimum required 24 metres in this situation (three storey dwelling to a two storey dwelling).

It is therefore considered that 14 dwellings could comfortably be sited within the application site without unduly harming the amenity of any neighbouring resident, compliant with Policy CG4 of the Core Strategy.

Impact on the Character and Appearance of the Area

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

As this is only an outline planning application and as only the access details have been applied for, details of the design, scale and siting of the proposed dwellings would need to be applied for (proposed) within a subsequent Reserved Matters application. The applicant has however stated that the proposed dwellings would be two storeys in height, which would be in keeping with the established character of the surrounding area.

Should the Reserved Matters application seek the same layout as shown in the submitted indicative plan, it is considered that the proposed development would not be to the detriment of the surrounding area or the street scene. Trees and the public open space ("village seating area") are to be retained at the frontage, which would help soften (and screen in part) the development when viewed from the main road.

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

Impact on the Public Right of Way

Policy P8AP of the Allocations Plan states that the Council will permit development proposals affecting public rights of way, provided that the integrity of the right of way is retained.

Public Right of Way Blackrod 078 (BLA078) crosses the application site at its northern part. The public footpath links Chorley Road with Thirlmere Road.

The submitted indicative site plan shows the public right of way can be retained and left unaffected within a residential development.

It is therefore considered that the proposed redevelopment of the site would comply with Allocations Plan Policy P8AP.

Impact on Biodiversity

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

Trees

A tree survey and constraints report has been submitted with the application. It is proposed to retain the trees in the south eastern corner of the site (fronting Blackhorse Street and located within the public open space), to the front of Blackrod House and along the northern boundary of the site. Other trees and shrubs within the site are proposed to be felled. Replacement tree planting is also proposed within the site to compensate for the loss of trees.

The Council's Tree Officers have commented on the proposal and have raised no objection. Officers have recommended that the group of mature trees at the south eastern corner of the site (to be retained within the open space) be protected by way of a Tree Preservation Order. They also note that the Nordmann fir tree within this group is used as the Christmas tree for this area of Blackrod. Officers also recommend that the trees to the front of Blackrod House (consisting three Alder, one Birch and one Plum) be protected by way of a Tree Preservation Order.

The Tree Officers comment that the trees to be lost along the northern boundary of the site would have a limited impact on amenity, as there are existing trees on private land to the north, and that the trees in the north western corner (to be felled) are generally multi-stemmed Sycamore and Willow trees which are of relatively poor form.

Officers recommend that there is additional tree planting within the development to compensate for the loss of trees and to provide additional screening for neighbouring residents.

Ecology

An extended phase one habitat survey and a bat emergence report have been submitted with the application.

The Council's Wildlife Liaison Officer has confirmed that the habitat survey provides sufficient guidance on the protection of nesting birds and these recommendations should be followed. The Officer comments that the bat report does not highlight any implications.

It is considered that the proposed development would not result in an undue loss of trees and would not be to the detriment of biodiversity, compliant with Policy CG1.2 of the Core Strategy.

Impact on Crime and the Fear of Crime

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.

Greater Manchester Police's Architectural Liaison Officers have requested that a Crime Impact Statement be undertaken by the applicant for the proposed development. As the submitted planning application is only at outline stage and as the siting and design of the dwellings are not yet proposed, it is considered that this statement should instead be required at the Reserved Matters stage (a statement would in any event be required at application validation stage and therefore a condition is not necessary).

Impact on Flooding and Drainage

Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk.

A flood risk assessment and drainage strategy has been submitted with the application. This report confirms that the application site lies within flood risk zone 1 (very low probability of flooding) and that there is a very low risk of surface water flooding to the site.

A condition requiring a sustainable drainage system scheme (SUDS) for the proposed development is suggested.

It is therefore considered that the proposed development complies with Policy CG1.5 of the Core Strategy.

Impact on Land Contamination

Policy CG4.3 of the Core Strategy states that the development proposals on land that is (or is suspected to be) affected by contamination must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where land is, or is made, suitable for the proposed use.

A Phase 1 Risk Assessment and Preliminary Conceptual Site Model have been submitted with the application, which concludes that the likelihood of significant contamination beneath the site is considered low. A Phase 2 site investigation report is recommended in order to quantify any potential contamination sources identified within the risk assessment. This is to be conditioned on any approval.

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

Value Added to the Development

The applicant has amended their plans to address a number of concerns that have been raised during the statutory consultation period. It is considered that this has resulted in a scheme which would be more beneficial to local residents (by way of additional public parking provision).

Conclusion

For the reasons discussed above it is considered that the proposed residential development of this previously developed site would not jeopardise highway safety, would not unduly harm the amenity of neighbouring residents, would be compatible with the character and appearance of the area, would protect an existing public right of way, would not harm biodiversity, would not increase flooding, and would safely mitigate against land contamination. It is therefore considered that the proposed development complies fully with policy. Members are therefore recommended to approve this application.

Representation and Consultation Annex

Representations

Letters:- 34 letters of objection have been received. These letters raise the following concerns:

- * Close proximity of the proposed dwellings to neighbouring properties and the resultant loss of privacy and light;
- * Rydal Close is on a lower ground level than the application site, which will increase overlooking into windows and gardens;
- * Overlooking into the Vicarage's gardens;
- * The proposed site plan is not up-to-date as it does not show the extensions to neighbouring properties (*officer's comment: the applicant has amended their indicative site plan and this now shows the extensions made to the nearest neighbouring properties*);
- * Trees are missing from the submitted plan (*officer's comment: a tree survey by an independent arboriculturist has been submitted with the application. The existing trees on the site have been plotted on a plan within this survey*);
- * Loss of trees from the site, that currently provide screening;
- * Not enough parking is proposed for the proposed houses;
- * No parking is proposed for the cars that currently park on the footpath through the site;
- * Where will parking be for the staff, visitors and suppliers to Blackrod House? They currently have to park on the main road;
- * Want the application site to be used for a car park instead of proposed housing as there is a lack of parking for shoppers and visitors to the town centre; the objectors have carried out their own parking survey to illustrate the current lack of parking and the respondents' desire to see more parking provision;
- * Extra traffic, impact on highway safety, and increased congestion on local roads;
- * The proposed access is on a dangerous bend and on a main road; lack of visibility from the proposed access;
- * Pedestrian safety as the proposed access is away from the pedestrian crossing;
- * The proposed development will be out of character, over-bearing and out of scale with the area;
- * Three storeys would be out of character and would increase overlooking (*officer's comment: the dwellings are not proposed at three storeys and the applicant has stated that they would accept a condition limiting the height of the proposed development to two storeys*);
- * The proposal will be an over-development of the site, with the proposed houses having limited gardens;
- * The proposed development will be a "sea of car parking";
- * Impact on wildlife, with particular concerns regarding bats and the loss of trees;
- * Anti-social behaviour owing to the proposed communal area at the front of the site;
- * Flooding into neighbouring gardens;
- * Impact on the public right of way through the application site;
- * The "disputed boundary" shown on the plan is not disputed as the neighbouring occupier has always known the existing fencing to be the correct boundary line (*officer's comment: the applicant has removed the "disputed boundary" line from their indicative site plan*);
- * Impact on existing infrastructure: schools, nurseries, health centre and dentists (*officer's comment: as the proposal is for fewer than 15 dwellings there is no policy requirement for the applicant to contribute towards local infrastructure through a planning obligation*);
- * The Council has already approved houses on Hill Lane and Chorley Road. Blackrod cannot support any more houses and does not need any more houses. The Council's housing targets for Horwich and Blackrod have been met (*officer's comment: there is not a housing target for Horwich and Blackrod, only a borough-wide target, which has not been met*);
- * Concerns about contamination as the land used to be a tip;
- * Increase in air pollution owing to an increase in traffic;

- * Where is the Georgian post box going? (*officer's comment: the post box is outside the application site and there are no plans to remove it*);
- * Impact on neighbouring house prices (*officer's comment: this is not a material planning consideration*);
- * Loss of view (*officer's comment: this is not a material planning consideration*).

Blackrod Town Council:- raised an objection to the proposal at their meeting of 4th April for the following reasons:

- * Concerns about the accuracy of measurements stated in the plans and design statements
- * Uncertainty to whether the public toilets are staying or going;
- * Concerns regarding elevated land levels adjoining the neighbouring properties;
- * Uncertainty to the heights of the proposed dwellings;
- * Privacy and lighting concerns for neighbouring residents;
- * The tree, bat and amphibian surveys are not entirely accurate;
- * Proximity to Blackrod House Nursing Home and concerns about disturbance to the residents during construction;
- * Lack of parking spaces in the village, which the development would further contribute to.

Further comments were made at their meeting of 25th April:

- * Blackrod town centre does not have enough parking facilities for both residents and visitors to the town already;
- * Local free space is of a premium as the village becomes swamped in over development of the area with houses;
- * Blackrod is at present struggling to cope with infrastructure (health care and schools), which with the additional houses outlined for various other parts of the village will impact even more seriously on over-stretched resources;
- * Suggest that this small remaining piece of free space should be developed as a car park that would serve local needs better.

Elected Members:- Councillor Bury has requested that a site visit and the determination of the application be made by the Planning Committee.

Chris Green MP has written in objection to the proposal, stating he is concerned that the application contains a number of inaccuracies, those being using an out of date site plan and that a proportion of the existing trees on the site have not been included. He is also concerned that the proposal does not provide enough parking.

Consultations

Advice was sought from the following consultees: Highways Engineers, Drainage Officers, Tree Officers, Wildlife Liaison Officers, Pollution Control Officers, Public Rights of Way Officer, Housing Strategy Officers, Strategic Development Unit, Economic Strategy Officers, Ramblers Association, Open Spaces Society, and Greater Manchester Police.

Planning History

Permission was granted in March 2003 for the variation of condition 4 on approval 44799/94 to enable alterations to the opening hours of the civic amenity site (until 20:00 7 days a week during British summertime including bank holidays) (63652/03).

A temporary permission for one year was granted under application 60444/01 for alterations to the opening hours.

Permission was granted in May 1994 for the continued use of the land as a civic amenity site and the

erection of an access height barrier and 5 metre high lamp standard with spotlight (44799/94).

Two refuse compactors and an attendant's cabin/wc to facilitate the additional use of the site as a refuse disposal point were approved in July 1983 (21269/83).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. Application for the approval of 'Reserved Matters' 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 (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. No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter retained, managed and maintained in accordance with the approved details. Those details shall include:

- 1) A timetable for its implementation, and
- 2) A management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason

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

4. Prior to the commencement of the development:-

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

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

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

Reason

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

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

Reason

To safeguard the amenity of neighbouring residents and to comply with Policy CG4 of Bolton's Core Strategy.

6. 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 mitigate the likely impact of the development.

Reason

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

7. Prior to the development hereby approved/permitted being first occupied or brought into use the means of vehicular access to the site from Blackhorse Street shall be constructed to a minimum width of 5.5 metres with 5.0 metres radii and 2 no. 2.0 metres wide footways in accordance with the drawing ref SCHEME/001; dated 12/10/2015.

Reason

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

8. None of the dwellings proposed/to be built shall be more than two storeys in height.

Reason

To reflect the character and appearance of the area, to safeguard the amenity of neighbouring residents and to comply with Policies CG3, CG4 and OA1 of Bolton's Core Strategy.

9. Foul and surface water shall be drained on separate systems.

Reason

To secure proper drainage and to manage the risk of flooding and pollution, and to comply with Policies CG1.5 and CG4.2 of Bolton's Core Strategy.

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

SCHEME/001; dated 12/10/2015

Rev. B; "Proposed Site Layout"; dated 19/05/16 - ACCESS DETAILS ONLY

Reason

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



- 14 Houses at 71.5m2
- 20 No. Residential Parking spaces
- 16 No. General Parking Spaces
- 2 No. Care Home Parking Spaces

- Existing Mature Trees
- Trees To Be Removed
- New Trees
- Site Boundary

Notes

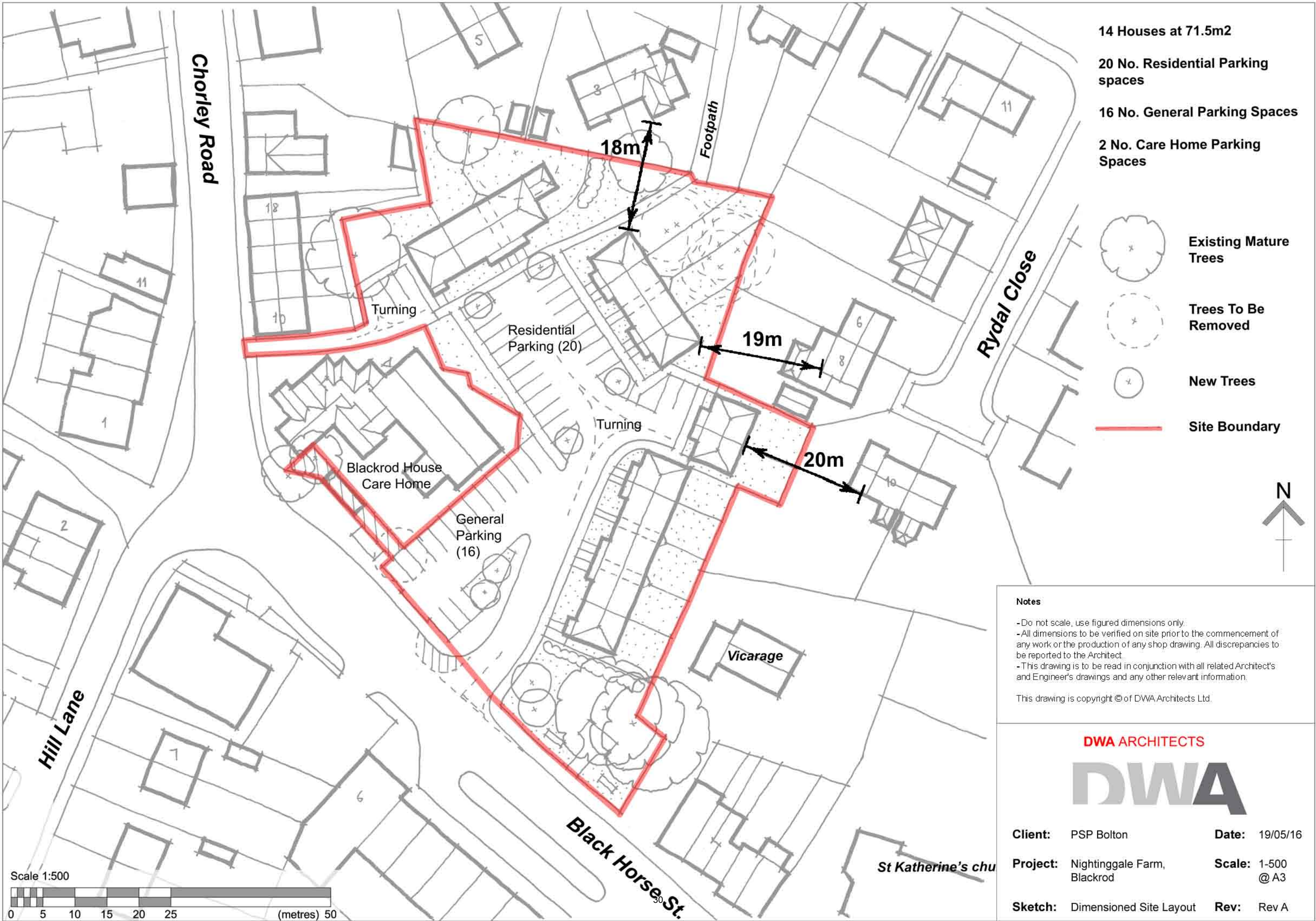
- Do not scale, use figured dimensions only.
- All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
- This drawing is to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.

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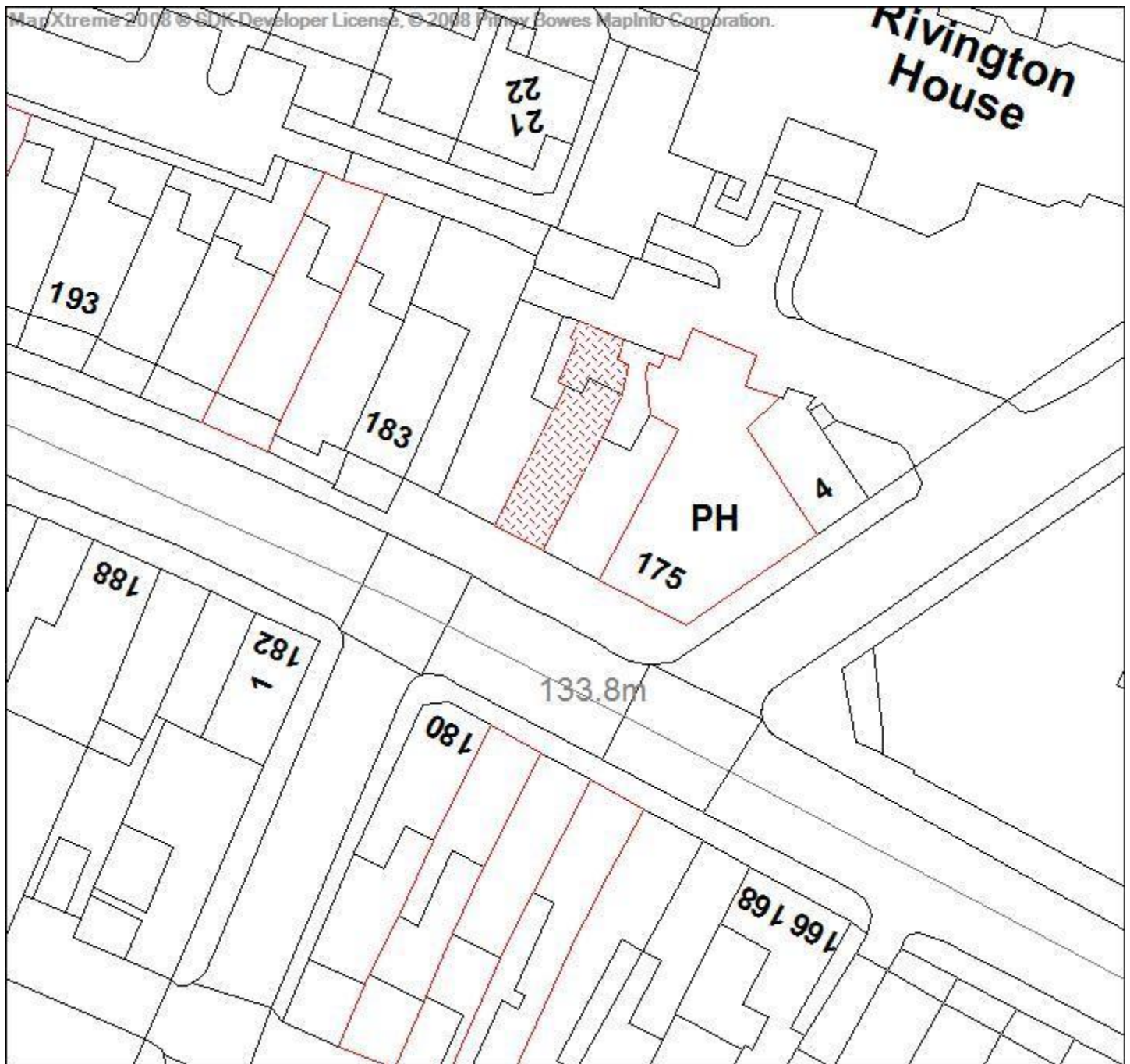
DWA ARCHITECTS

DWA

Client:	PSP Bolton	Date:	19/05/16
Project:	Nightingale Farm, Blackrod	Scale:	1-500 @ A3
Sketch:	Proposed Site Layout	Rev:	Rev B



**Application number
96090/16**



**Development & Regeneration Dept
Development Management Section**

Town Hall, Bolton, Lancashire, BL1 1RU
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**Bolton
Council**

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Date of Meeting: 02/06/2016

Application Reference: 96090/16

Type of Application: Full Planning Application

Registration Date: 24/03/2016

Decision Due By: 18/05/2016

Responsible Officer: Helen Williams

Location: 179 LEE LANE, HORWICH, BOLTON, BL6 7JD

Proposal: CHANGE OF USE FROM VACANT TAKEAWAY (CLASS A5) TO SHOP/OFF-LICENSE AND MICROPUB (SUI GENERIS USE)

Ward: Horwich North East

Applicant: Dub Holdings LTD

Agent : Mr Wray

Officers Report

Recommendation: Refuse

Proposal

Permission is sought for the change of use of the premises (formerly a hot food takeaway, A5 use) to a shop/off-license with micropub (a sui generis use, as the use is mixed).

The premises (ground floor only) are to contain a bar area with seating, seven large fridges and a customer toilet.

The applicant has stated that there will be four components to the sales mix:

1. On-site consumption of locally brewed hand-pulled cask and keg beers;
2. Off-license sales of local and global beers;
3. Internet sales of the off-license product;
4. Sale of hot and cold food (bar 'snacks' such as meat and cheese platters).

The applicant is expecting that 70% of their sales turnover will be from the off-license sales (shop and internet).

Owing to the limited floor space of the premises, the applicant has stated that the maximum capacity for the micropub will be between 25 and 30 customers.

It is proposed that the new premises will be open between 10:00 and 23:30 hours seven days a week.

The applicant has commented within their submission that their proposal will be very similar in operation to the recently opened "Bunbury's" at 397 Chorley Old Road. Members will recall that the application for this bottle shop with micro bar (94678/15) was given a personal and temporary planning approval of two years at Planning Committee in August 2015.

The applicant has already commenced fitting the premises out as a shop/off-license and micropub.

Site Characteristics

The application premises are a mid-terraced property. The premises were formerly a hot food takeaway ("Zorbas" then "Maza Bite").

The immediate neighbours at 177 and 181 are residential properties and the end terraced property at 175 is the Bowling Green public house. There are residential properties (terraces) on the other side of Lee Lane.

Lee Lane is the main thoroughfare through Horwich town centre.

The application site is located with Horwich town centre (local shopping centre) and Horwich Town Centre Conservation Area.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P2 Retail and Leisure; P5 Transport and Accessibility; S1 Safe Bolton; CG4 Compatible Uses; OA1 Horwich and Blackrod.

Supplementary Planning Document (SPD) "Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas"

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the amenity of neighbouring residents
- * impact on parking
- * impact on the vitality and viability of Horwich town centre

Impact on the Amenity of Neighbouring Residents

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

Paragraph 8 of SPD "Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas" states that applications for restaurants, cafes, public houses, bars and hot food

takeaways will normally be approved within the Borough's designated shopping centres provided that they do not result in detriment to the living conditions of residential occupiers. Paragraph 9 continues by stating that shopping centres are considered to be appropriate locations for these types of uses, since they contain only a limited amount of residential accommodation. However, in some of the local town centres, there are residential properties immediately adjoining the shopping areas.

The application property is a mid-terraced property located within the designated town centre of Horwich (western end).

Paragraph 10(a) of the SPD states that public houses and bars within groups of shops/shopping areas will not be acceptable where there is a residential property adjacent to the site concerned. The terraced properties on either side of the application premises (at numbers 177 and 181) are residential properties (two storey dwellings).

The applicant proposes to change the application property to a bottle shop/off-license with micro bar. Whilst the sole use of the proposed premises will not be a bar/public house (the premises will not solely be for A4 use as the applicant expects 70% of sales to be retail (for off-site consumption and over the internet)), the proposed use will nevertheless contain a significant A4 element, with the premises serving alcohol until 23:30 Mondays to Sundays (seven days a week). It is therefore considered that the proposal is contrary to the guidance contained within paragraph 10(a) of the SPD.

Officers consider it important to note that the previous and established use of the application property is as a hot food takeaway (an A5 use). When open this takeaway would have generated its own nuisances and disturbance to the detriment of the adjoining neighbours at number 177 and 181, and such a use would not be acceptable in planning terms if it was to be proposed now (Pollution Control Officers have confirmed that they received noise complaints from neighbours regarding the previous takeaway). It is understood that the takeaway ("Maza Bites") was open until 23:00 hours on weekdays and 00:30 hours at weekends. It is also important to note that the proposed shop/retail element of the proposal (A1 use) alone would not require the benefit of planning permission.

Notwithstanding the previous harm to neighbouring residents and the fact that the A1 element of the proposal would not solely require the benefit of planning permission at this property, the type of disturbance likely to be caused would differ from that of the former takeaway. Officers consider that the following different types of disturbances/nuisances would be generated by the proposed change of use:

- * Noise inside the premises from customers using the micro bar would be more prolonged than from those that would have visited the takeaway;
- * Noise would be generated from customers talking and laughing etc. within the premises;
- * Noise and disturbance from customers using outdoor areas for smoking.

It is noted that there would not be the same potential odour nuisance from the proposed use than the established A5 use, with the serving of hot food being very limited (bar 'snacks' only).

The applicant has sought to address officers' and neighbouring residents' concerns regarding potential disturbance from the proposed use by stating the following:

- * "The business will not operate within the traditional A4 classification for the element of the business that would be considered as a micropub. The design and fitting of the unit is to create a boutique experience that differs from the traditional drinking establishment. There will also be a range of quality hot and higher end taster food (cheeses/hams) supported by coffees/teas."
- * "The alcoholic products on sale will be from specialist brewers and suppliers. The range is aimed

to attract the more discerning customer and thrive on excellence and product, service and surrounding."

- * "The Business Plan recognises the limited percentage volume of on-premises sales as an expectation of 5 no. barrels per week (5 x 68 pints - 340 pints - averaging [around] 50 pints per day)."
- * "Our limited floor space means that the maximum capacity for the site will be between 25-30 customers. This will limit local concerns as regards number of customers entering and leaving the premises."
- * "The applicant already has a successful local brewery and is supported by family members who have operational and retail management experience. They will both work in and support and train any new staff to ensure highest standards are maintained."
- * "The applicant has proposed reduced hours of business as: Monday - Sunday 10:00 - 23:30."
- * "There will be no live music."
- * "Furthermore the applicant will restrict any recorded music to ambient background/mood music in accordance with his licence restrictions."
- * "Customers will be requested to disperse quietly."

Despite these reassurances by the applicant, the Council's Pollution Control Officers have stated that they have serious concerns regarding the noise implications for the adjoining properties. They also have concerns as there is no mention of any designated smoking area, and potential noise issues from this.

It is therefore considered that the proposed change of use would unduly harm the amenity of the neighbouring residents at 177 and 181 Lee Lane by reason of noise disturbance, contrary to Policy CG4 of the Core Strategy and the guidance contained within SPD "Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas".

Impact on Parking

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] parking, in accordance with the planning standards set out in Appendix 3. 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 the requirement for car parking facilities for such uses may be relaxed where the site is within a town centre, because town centres are more accessible by public transport, much of the trade done by these businesses takes place outside normal office hours (when car parks will be less busy), and good public transport services can be an attractive alternative to the use of the private car.

The application premises are within Horwich town centre and therefore are considered to be in a highly sustainable location. The Council's Highways Engineers have also raised no objection to the proposal.

It is therefore considered that the proposed change of use would comply with Policies P5 and S1.2 of the Core Strategy.

Impact on the Vitality and Viability of Horwich Town Centre

The Core Strategy recognises that outside Bolton town centre, town centres such as Horwich play an important role in serving their parts of the borough, and seeks to concentrate new shops in the defined district and local centres (Policy P2). Policy OA1 seeks to continue to promote Horwich town centre as being suitable for a mix of retailing, leisure, employment and housing uses and identifies Horwich town centre as servicing the western part of the borough for retailing.

The proposed change of use of the premises to a shop/off-license with micropub would create the following benefits:

- * It will bring back into use a vacant premises within Horwich town centre;
- * It will create a new local business (the applicant already operates a local brewery and the business would stock his produce along with other local beers);
- * Investment into the local area;
- * Job creation;
- * The proposed premises would enhance the appearance of the area, as opposed to the previous takeaway;
- * It will create an alternative venue for the night time economy of Horwich.

It is recognised that the proposed development would add to the vitality and viability of Horwich town centre and would likely be a popular business, however officers consider that the harm caused to the neighbouring residents would outweigh these benefits.

Conclusion

For the reasons discussed above it is considered that the benefits associated with the proposed new shop/off-license with micropub would not outweigh the undue harm that would be caused to neighbouring residents, by virtue of noise disturbance, and therefore the proposal is contrary to Policy CG4 of the Core Strategy and the guidance contained with SPD "Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas". Members are therefore recommended to refuse this application.

Should Members consider that the benefits of the proposed development outweigh the harm caused to neighbouring residents (or that the harm caused would not be detrimental), officers would recommend that Members consider the following conditions:

- * A personal permission to the applicant, which would reflect the specialist nature of the business model being proposed, and this would prevent an alternative owner changing the nature of the business.
- * A temporary permission for a period of two years, so the impact on neighbouring residents could be re-assessed in two years time.
- * Restriction of the opening hours to those applied for.
- * Details of provisions to be made to control both internal and external noise generated from the premises and proposed mitigation measures.

Representation and Consultation Annex

Representations

Objection letters:- three letters of objection have been received, two from neighbouring residents and one from the Bowling Green public house. These objections raise the following concerns:

- * It will be adjacent residential properties/it will be between two residential properties;
- * It is primarily a residential area and therefore not suitable for another public house (there is already one two doors down);
- * Noise and disturbance - the existing public house already creates substantial noise, especially on weekends. Another public house would cause further noise and disturbance to residents;
- * The public toilet is proposed near the party wall with no. 177, therefore concerned about noise during the day and night from flushing, dryer and the door;
- * The supporting letter from the applicants (following the amendment to the description) suggests they are not taking seriously the potential impacts on neighbours;
- * Proposed late opening - will cause disturbance to residents;
- * Use of the rear yard and rear door, which raises concerns over noise and quiet enjoyment of neighbouring properties and the assisted elderly residential homes at the rear;
- * The premises will create significant parking problems at the location. For the takeaway visitors would park for short periods but visitors to the micropub are likely to bring cars and park in already restricted spaces and create parking problems on Lee Lane;
- * There is no evidence that "most people will walk" to the premises;
- * The Bolton News article claims that hot food will also be offered at the premises, therefore concerns about odours;
- * Smells and waste that will be produced by a brewery (officer's comment: a brewery is not proposed on the site);
- * The premises are small and therefore will be in a confined space. The applicant refers to seven employees - it is only a two bed terraces house size property, therefore it appears the applicant is planning a much larger operation than the plans suggest;
- * There are eight other establishments that serve alcohol within a 100 metre radius plus a public house that is currently closed;
- * Anti-social behaviour caused by alcohol related activities;
- * What are the plans for disabled access and disabled toilets? (officer's comment: this would be a matter for building regulations);
- * Work has been on going for some time within the premises without the relevant planning permission;
- * Competition pressures for the nearby public house/will their business rates be reduced if the micropub is approved? (officer's comment: these are not material planning considerations).

Support letters:- seven letters of support have been received, two of which are from nearby residents. These letters support the proposal for the following reasons:

- * The premises would be a welcome addition to the other drinking establishments on Lee Lane;
- * They will offer home brewed drinks, support local products and will offer a new style of bar in the area;
- * The micropub will be a quieter bar and will not play extremely loud music on Friday and Saturday nights like other bars on Lee Lane;
- * The opening of the new bar will split the crowds and therefore reduce problems in the local area as there will be more space for people to drink;
- * It will refurbish an empty shop;
- * It will improve the appearance of the area;
- * It will attract visitors to Horwich;

- * Investment into the local economy and will employ 5-7 jobs;
- * Good for the craft ale scene in Horwich;
- * Potential business opportunity for other local businesses;
- * It will be a community resource;
- * It is a brilliant idea.

Horwich Town Council:- raised no objection to the proposal at their meeting of 21st April 2016.

Consultations

Advice was sought from the following consultees: Pollution Control Officers, Highways Engineers and Greater Manchester Police's Architectural Liaison Officers.

Planning History

Advertisement consent was given on 13th May 2016 for the installation of a fascia sign (96091/16).

Permission was granted in February 2016 for the siting of an external fire escape from the first floor flat at the rear (95588/16).

A roof over the rear garden together with alterations to form a food preparation area, hall and wc were approved in November 1992 (42022/92).

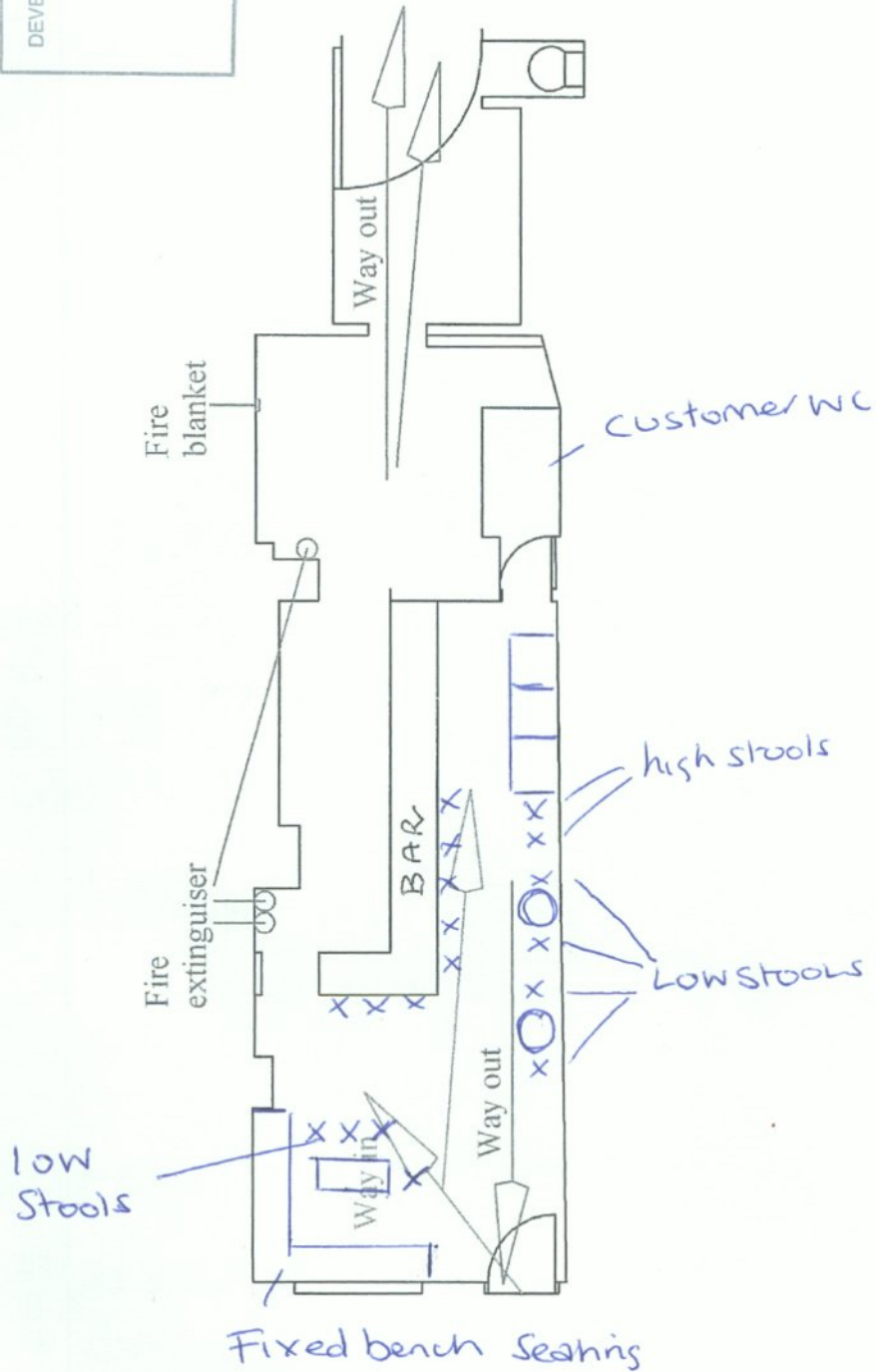
The installation of a new shop front was approved in January 1992 (40192/91).

Recommendation: Refuse

Recommended Conditions and/or Reasons

1. The proposed development will increase noise and activity in and around the premises to the detriment of the living conditions of nearby residents (particularly those at 177 and 181 Lee Lane) and is contrary to Policy CG4 of Bolton's Core Strategy and Supplementary Planning Document "The Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas".

BOLTON COLLEGE
DEVELOPMENT & REGENERATION
RECEIVED
22 APR 2015



Date: 13/02/2016	Scale: 1:100	
Address: 179 Lee Lane Horwich BL6 7JD		
Drawn by M. F. Blake		



Bar area

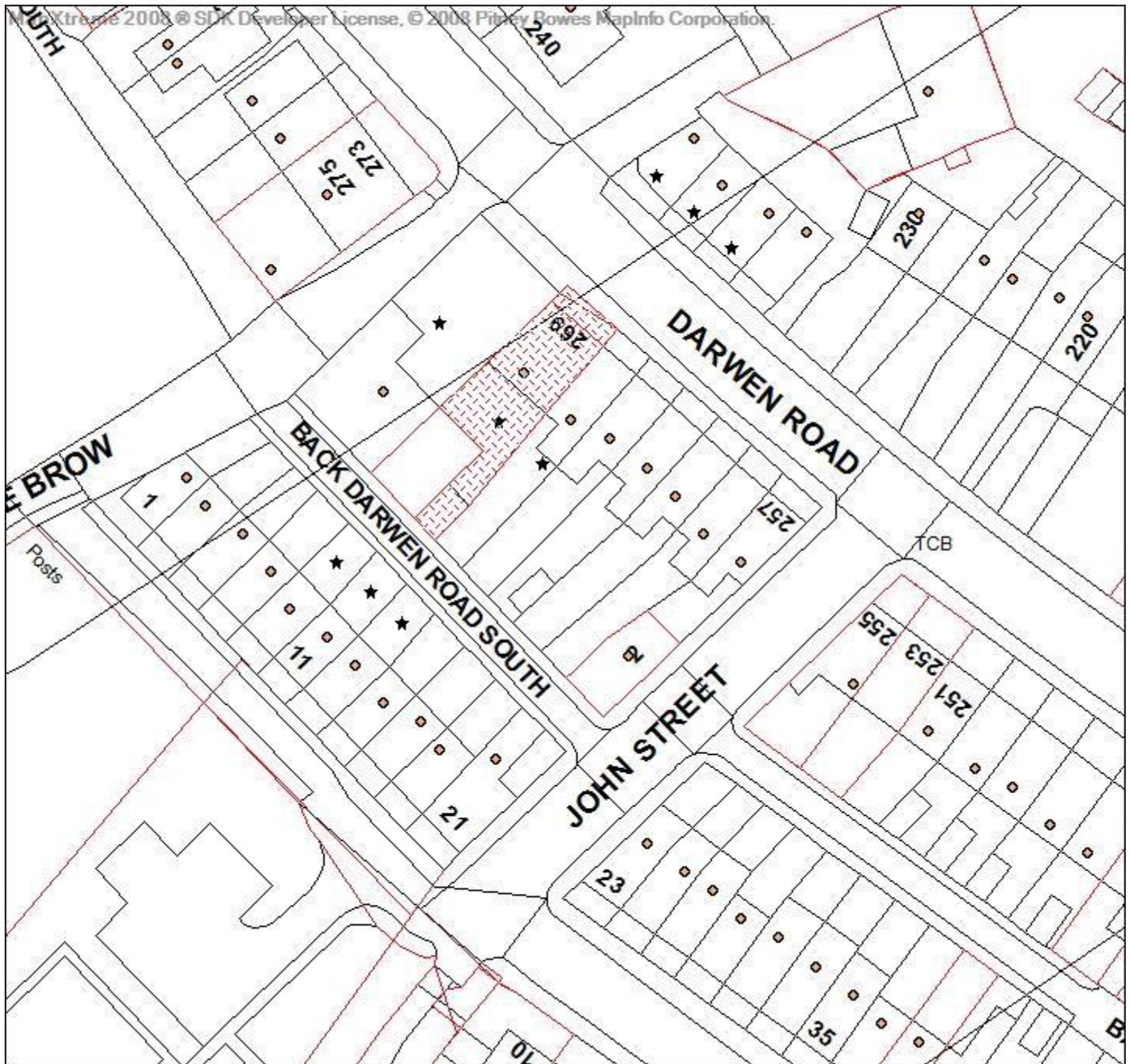


Fridges



Fixed seating

Application number 96134/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 02/06/2016

Application Reference: 96134/16

Type of Application: Full Planning Application

Registration Date: 17/03/2016

Decision Due By: 11/05/2016

**Responsible
Officer: Kara Hamer**

**Location: GROUND FLOOR, 269 DARWEN ROAD, BROMLEY CROSS,
BOLTON, BL7 9BS**

**Proposal: CHANGE OF USE FROM FLAT (CLASS C3) TO BARBERS SHOP
(CLASS A1).**

Ward: Bromley Cross

Applicant: Mr McElroy

Agent : Building Design Services

Officers Report

Recommendation: Approve subject to conditions

Proposal

Permission is sought for the change of use of the premises from a former ground floor residential flat (Use Class C3) to a barber's shop (Use Class A1). The application does not include proposals to change the front, side or rear elevations. The barber's business will transfer from a nearby retail premises at 291 Darwen Road (The Village Barber) which has become unsuitable.

Proposed staff will be 1 full time position. The opening hours are proposed as 09:30 to 17:30 hours Monday to Friday and 09:00 to 14:00 hours Saturdays. There will be no opening on Sundays and Bank Holidays.

The application property has historic use as retail shop (60009/01) and financial services use (61315/02).

Site Characteristics

The application property was formerly a ground floor residential flat (Use Class C3).

The property is located close to the junction of Darwen Road and Little Brow. It is sited at the end of a terraced row of two storey, garden fronted, brick built residential properties. Facing the application site is a short terraced row of two storey, garden fronted, stone built residential properties. There are a small number of retail and commercial uses within the immediate vicinity, including an estate agent, a barber, a hair and beauty salon and a launderette. South of the property is a small retail area which includes a Co-operative store, a Sainsburys Local store, several hot food takeaways, a dry cleaner, an off licence, a florist, an estate agent and a cafe.

At the rear of the application site is a back street and residential terraced properties at Queens

Avenue and a small childrens park.

The neighbouring residential detached property to the north is a former stone built Wesleyan Sunday School building.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P5 Transport and Accessibility; S1.2 Road Safety; CG3 The Built Environment; CG4 Compatible Uses and OA5 North Bolton.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the area;
- * impact on living conditions of adjoining residents;
- * impact on highway safety.

Impact on the character and appearance of the area

Policy CG3 of the Bolton Core Strategy states that the Council expects development proposals to contribute to good urban design, respect and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area.

The application does not include proposals to change the ground floor front, side or rear elevations. The application premises were formerly in a C3 use (residential flat). The applicant seeks to change the use of the ground floor premises to a barber's shop (Class A1). The premises is located in a prominent location on a busy road close to a small road junction. The immediate area is characterised by residential terraced properties and a small number of retail and commercial uses. It is not considered that a new A1 use along this stretch of Darwen Road would affect the character or appearance of the area.

For these reasons it is considered that the proposed change of use of the premises would not harm the character or appearance of the area, compliant with Policies CG3 and OA5 of the Core Strategy.

Impact on living conditions of adjoining residents

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

There are two adjoining residential properties 267 Darwen Road and the first floor flat at 269 Darwen Road. It is proposed that the premises will be open between the hours of 09:30 to 17:30 hours Monday to Friday and 09:00 to 14:00 hours Saturdays, which is considered to be acceptable in a residential area.

It is not considered that the proposed change of use would unduly harm the amenity of neighbouring residents, compliant with Policy CG4 of the Core Strategy.

Impact on highway safety

Core Strategy policy S1 seeks to promote road safety in the design of new development. Core Strategy policy P5 seeks to ensure that development is accessible by different types of transport, prioritising pedestrians, cyclists and public transport over the motorised vehicle.

The site is situated on a busy public transport corridor. The property has traded as a retail shop and financial services business previously and the A1 retail use proposed is not thought to have any further detriment on highway safety than at present. There is no on-site parking provision and as a result, on-street parking in adjacent residential areas is likely to occur. Highway Engineers have been consulted and have raised no objections.

It is therefore considered that the proposal complies with policies P5 and S1 of the Core Strategy.

Conclusion

For the reasons discussed above it is considered that the proposed change of use of the premises to an A1 retail use would not harm the character and appearance of the area, would not unduly harm the amenity of neighbouring residents and would not jeopardise highway safety, complying with the aforementioned national and local planning policies.

It is therefore recommended that Members approve the application.

Representation and Consultation Annex

Representations

Letters:- 1 letter has been received from a resident of Queens Avenue objecting to the proposal on the grounds of;

- The area already has a barber's shop 10m away from this flat; *Officer Comment - this is not a material planning consideration, the nearest barber's shop is at No. 291 Darwen Road which is approx 60m away and is transferring the business into the application site.*
- There is no need or demand for another barber's shop in the area; *Officer Comment - this is not a material planning consideration.*
- There is no parking specifically for this property and customers would have to park in nearby residential streets which are already double parked; *Officer Comment - this matter has been addressed in the report.*

Petitions:- none

Elected Members:- none

Consultations

Advice was sought from the following consultees: The Council's Highways Management and Design for Security GM Police.

Planning History

83559/10 - change of use of ground floor from retail (Class A1) to residential (Class C3) - approved March 2010.

61315/02 - change of use from retail (A1) to professional and financial services (A2) - approved May 2002.

60009/01 - refurbishment of shop and flat over with new shop front and entrance to flat - approved October 2001.

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

[09:30 - 17:30] Mondays – Fridays

[09:00 - 14:00] Saturdays

No opening 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

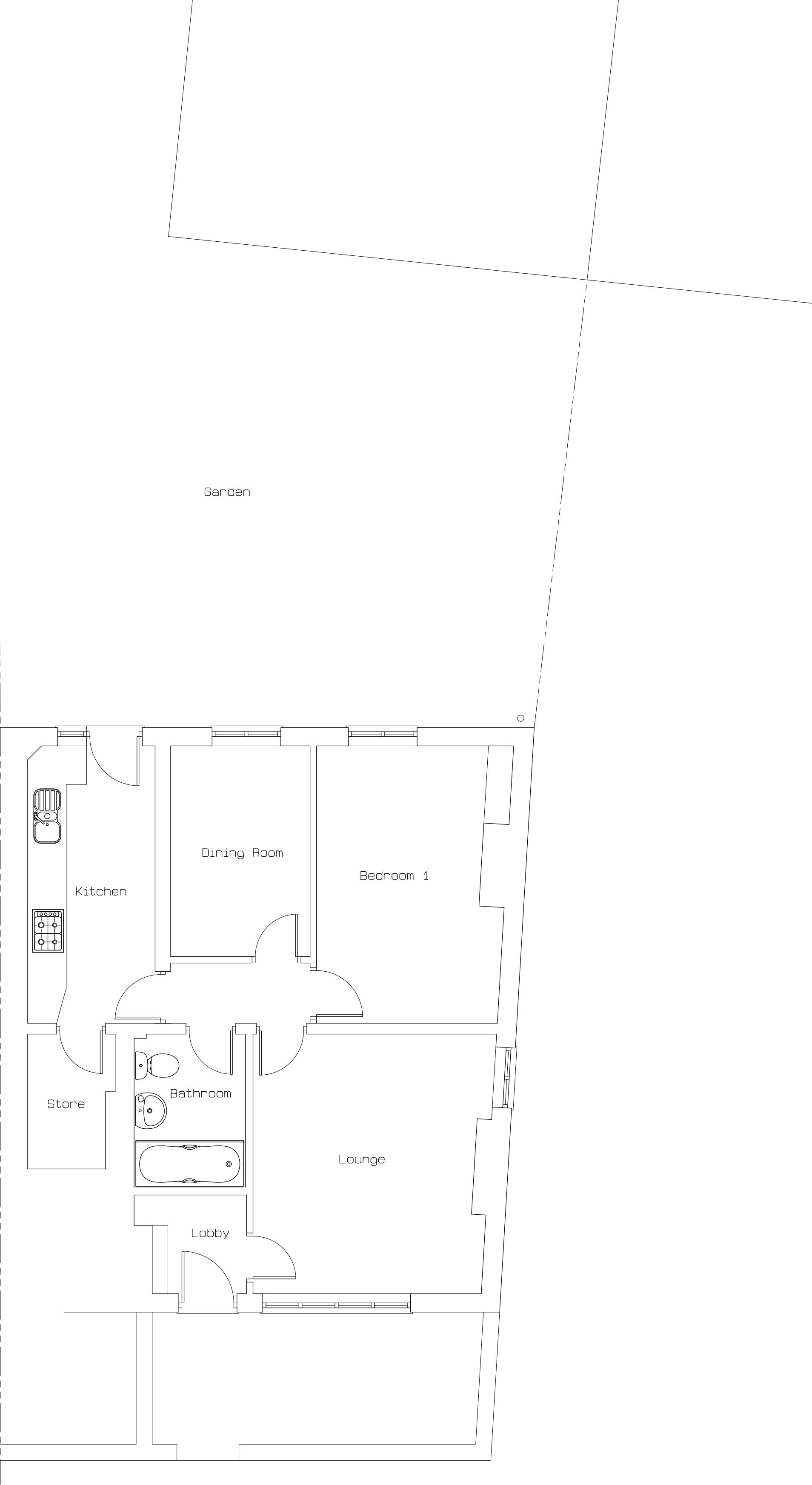
to noise and/or disturbance.

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

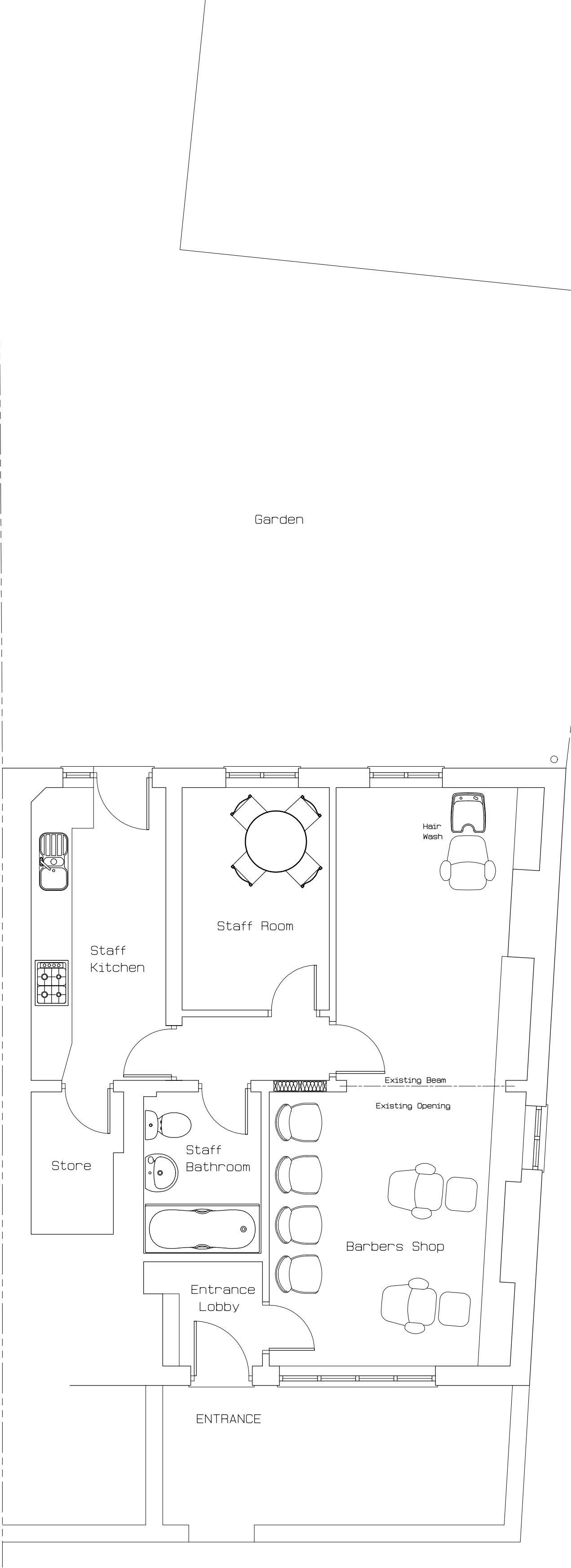
Existing and Proposed Plans, Drwg. No 01, 11/03/16 (scanned to file 17/03/16)
Location Plan, Drwg. No 02, 11/03/16 (scanned to file 17/03/16)

Reason

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



Existing Plan



Proposed Plan

General Notes :

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Do not scale off this drawing, all dimensions to be checked on site by the Contractor and any discrepancies to be referred back to the Architect / Technologist before proceeding with any work.

All Levels to be checked on site by the Contractor and any discrepancies to be referred back to the Architect / Technologist before proceeding with any work.

All component sizes and references to be checked with the manufacturer prior to ordering any materials.

The positions and designation of any Manholes for Foul, Surface Water or Combined Drainage runs on site to be checked and traced by the Contractor, and confirmed prior to commencement of any new Drainage Works. Any existing drainage runs to which additional connections are to be made, to be checked as necessary to ensure they are suitable to accommodate any additional capacity and the type of effluent being connected.

All relevant Boundary positions to be checked prior to proceeding with any Building Works, and all necessary Party Wall agreements entered into prior to the commencement of any Construction.

Rev	Comment	Date	Initials
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BUILDING DESIGN SERVICES
Chartered Architectural Technologist

20 Harpford Close, Broughton,
Bolton. BL2 6TN.
Tel : 01204 : 383793. Mob : 07966 : 211995.
jeff.bds93@hotmail.co.uk

Client : *The Village Barber.*

Project : *Proposed Barbers Shop, 269 Darwen Road, Bromley X, Bolton.*

Drawing :
Existing & Proposed Plans

Drawn : *J. C.*

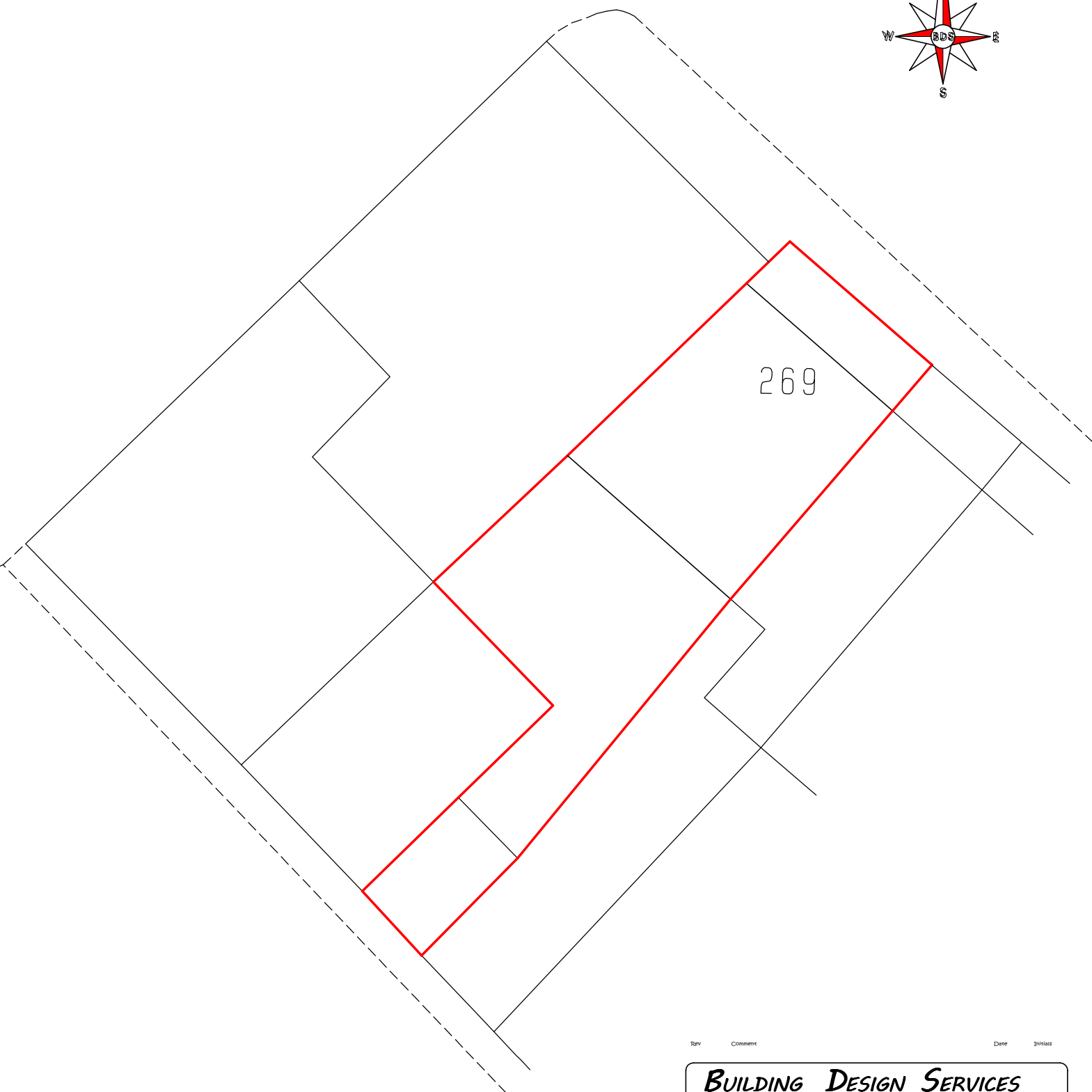
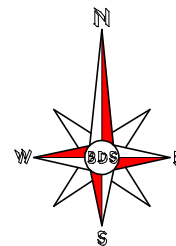
Date : *11.03.2016.*

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Job Number : **25116**

Drawing Number : **01** Rev :

48



REV	Comment	Date	Initials
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BUILDING DESIGN SERVICES

Chartered Architectural Technologist

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Bolton. BL2 6TN.
Tel : 01204 383793. Mob : 07966 211995.
jeff.bds93@hotmail.co.uk



Client : *The Village Barber.*

Project : *269 Darwen Road, Bromley Cross, Bolton.*

Drawing :
Block Plan.

Drawn : *J. C.*

Date : *11.03.2016.*

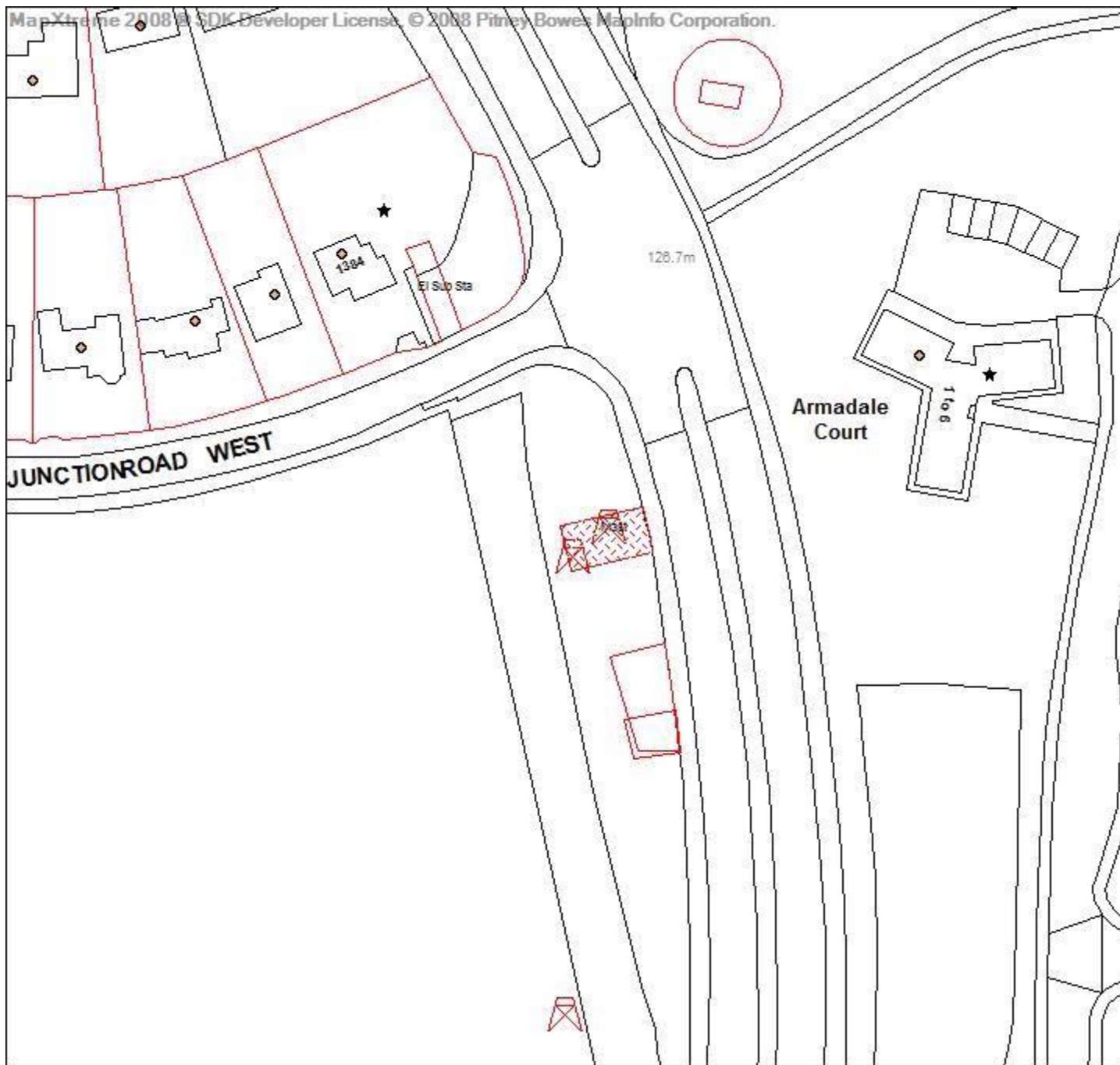
Scale : *1:1250 @ A4*

Job Number : **25116**

Drawing Number : **03** Rev :



Application number 96150/16



Development & Regeneration Dept
Development Management Section

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

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Date of Meeting: 02/06/2016

Application Reference: 96150/16

Type of Application: Full Planning Application
Registration Date: 08/04/2016
Decision Due By: 02/06/2016
Responsible Officer: Kara Hamer

Location: PAVEMENT AT BEAUMONT ROAD, LOSTOCK, BOLTON BL6 4EH

Proposal: REPLACEMENT OF 14.5M HIGH MONOPOLE WITH 17.5M HIGH MONOPOLE AND REPLACEMENT OF APM30H WITH APMH30H TOGETHER WITH ADDITIONAL EQUIPMENT CABINET AND ASSOCIATED WORK.

Ward: Heaton and Lostock

Applicant: MBNL
Agent : Bilfinger GVA

Officers Report

Recommendation: Approve subject to conditions

Proposal

Permission is sought for the swap out and relocation of the existing 14.5m high monopole for a 17.5m high Phase 5 monopole, swap out on a like for like basis of the existing antennas, swap out and replacement of the existing APM30 VER.C cabinet for a APM30 VER.D cabinet, installation of 1 no. BTS 3900A RFC (800) equipment cabinet and associated development.

Site Characteristics

The existing telecommunications site is close to the traffic light controlled junction of Beaumont Road with Junction Road West. The site consists of a mown grass verge adjacent to the back of the footway and a heavily screened embankment leading to agricultural land at a higher level in the west. Streetlights are sited at approx 40 metres intervals along this stretch of Beaumont Road and rise to a height of approx. 11 - 12 metres.

Residential properties at Armadale Court to the east have principal views of the site. Properties on Junction Road West have limited direct views of the site due to their orientation and existing screening.

The site lies on the boundary of the Green Belt which is formed by Junction Road West and Beaumont Road.

The surrounding area is characterised in two parts. The land falls to the south into Rumworth Lodge, a Grade A Site of Biological Importance and potential local nature reserve within the Green Belt and an Area of Special Landscape Value. The land then rises back up to Wigan Road further south.

To the northwest and east the character is primarily residential estates.

Policy

National Planning Policy Framework 2012

Core Strategy Policies CG3 The Built Environment, CG4 Compatible Uses and P5 Accessibility.

Planning Control Policy Note No. 25 - Telecommunications.

Analysis

Section 5 of the NPPF sets out the Government's general overview regarding supporting high quality communications infrastructure. Paragraph 42 states that, "Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services." Further to this paragraph 43 states, "local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. They should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network."

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.

- * Site Search and Health Considerations
- * Design and Impact on the Character and Appearance of the Surrounding Area
- * Amenity of Existing Residents and Future Occupiers
- * Impact on Highway Safety

Site Search and Health Considerations

Paragraph 46 of the NPPF requires that LPA's must determine applications for telecommunication development on planning grounds. In addition, that they should not seek to prevent competition between different operators, question the need for the telecommunications system, or determine health safeguards if the proposal meets international Commission guidelines for public exposure.

The NPPF requires that such applications be supported by evidence demonstrating that the possibility of utilising existing buildings, masts or other structures has been explored. This is also reflected within the Council's adopted guidance relating to Telecommunications development within the PCPN no. 25.

It is noted that the proposal would replace an existing telecommunications mast, antenna and cabinet and includes one additional new ground cabinet, therefore would not result in significant

additional equipment or the proliferation of masts which is in line with the objectives of the NPPF.

The LPA has Consulted a Telecommunications Consultant for technical advice, the consultant's comments are as follows;

The application letter is on behalf of Hutchison 3G "Three" although the additional information provided indicates that the site will be shared with EE. The proposed equipment changes will add new and improved services to the site. These new services are generally desirable both for business and domestic users. Need has not been demonstrated in any substantive way however. As a replacement scheme, it is reasonable that no alternative sites have been considered. The replacement mast and antennas are somewhat bulkier than the existing structure and 3 metres higher; as such this is not a likeforlike replacement. The applicant has indicated (by means of a certificate) that the installation will comply with the relevant guidelines on public exposure to radiowaves. I have looked at the design and location of the installation and accept that this will be the case.

Having regard to the above it is considered that the proposed development would accord with the guidance contained within section 5 of the NPPF and within PCPN no. 25.

Design and Impact on the Character and Appearance of Surrounding Area

Policy CG3 of the Bolton Core Strategy states that the Council expects development proposals to contribute to good urban design, respect and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area.

The site is close to the traffic light controlled junction of Beaumont Road with Junction Road West. Beaumont Road is a classified road and busy dual carriageway.

The siting and appearance of the existing telecommunications equipment was previously established in Applications ref 62537/02 and 62999/02.

The siting, scale and external appearance of the apparatus and associated landscaping have been designed to attempt to minimise negative impact on amenity and visual intrusion.

The mast would replace an existing 14.5m high monopole. The proposed replacement column would be 17.5m high, 324mm wide, with a head frame width of 540mm and would be finished in galvanised steel. The replacement mast would be telescopic in appearance, being wider at the base, and overall the girth (when measured at comparable points with the existing pole) will increase by 105mm (10.5cm). The replacement of antennas and 1no. cabinet would be on a like for like basis. In addition, a single additional equipment cabinet is proposed at ground level. The column and antennas would be of a similar appearance to the existing, albeit greater in height, and the associated equipment cabinet would be of a comparable design, scale and mass to the existing equipment cabinets.

The proposal is sited on the fringe of the Green Belt and is considered to have no greater impact on the openness and appearance of the locality than the existing mast and the clutter of the existing lamposts, the peaks of which are visible over existing screening. The equipment cabinets are of a size and design typical of roadside telecommunications/cable boxes and painted dark green against the backdrop of adjacent screening are also considered to be visually appropriate.

Having regard to the above, being; the minimal changes in siting and appearance of the existing telecommunications equipment; the design of the proposed replacement monopole, the additional cabinet being typical of telecoms installations, and the mast being sited close to a road junction on a

busy classified dual carriageway, it is not considered that the proposal would have an unacceptable detrimental impact on the amenity of the area.

It is considered that the proposed replacement mast and associated antennae and cabinet would not be out of keeping with the surrounding townscape, nor detract from the character and appearance of the nearby streetscene. Therefore, it is considered that the proposal would be of appropriate siting and design and would be in accordance with policies CG3 of the Core Strategy and PCPN no. 25.

Amenity of Existing Residents and Future Occupiers

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

Given the minimal changes in respect of the siting (and appearance) of the proposal it is considered that any issues in relation to residential amenity already exist and the proposal, albeit greater in height, would not exacerbate this to any unacceptable degree. It is not considered therefore that the introduction of the proposal would have a greater detrimental impact on the level of residential amenity that neighbouring residents can reasonably expect to enjoy.

Impact on Highway Safety

Policy P5 of the Core Strategy seeks to ensure that developments are accessible by a number of modes of transport including public transport, by cyclists and pedestrians, and prioritise these modes over the motor vehicle.

The proposal would be sited in the same location as the existing mast and therefore would not unacceptably obstruct the footpath or highway. It is noted that Highways Engineers have raised no objections to the proposal. The proposed replacement telecommunications mast would not have any implications on visibility and highway safety. The proposals are therefore considered to accord with policy P5 of the Core Strategy and the NPPF.

Conclusion

The Government through the NPPF views an advanced high quality communications infrastructure as being essential for sustainable economic growth. For the reasons discussed above, it is considered that the proposed replacement telecommunications equipment would be of appropriate siting, height and design and by replacing an existing pole and antennae would not appear overly prominent within the surrounding townscape, nor cause any significant harm to the amenity of neighbouring residents and to the function and safety of the surrounding highway network.

The proposal is therefore considered to comply with the aforementioned national and local planning policies, and it is therefore recommended that Members approve the Application.

Representation and Consultation Annex

Representations

Letters:- 6 letters have been received from 4 nearby residents objecting to the proposal on the grounds of;

- The residential area is not a suitable location for the proposal;
- Edge of Green Belt location is not a suitable location for the proposal;
- Height will dwarf the existing lamppost height on Beaumont Road;
- Several masts already in the vicinity;
- Continual modification of mast and, Microwave transmitter since added to existing pole;
- Original planting only screens cabinets, new proposed planting will take a decade to grow;
- Cabinets at the base are wholly inappropriate for the area;
- Health concerns of radio and microwave radiation;
- There is no technical reasoning showing why the mast height must be increased. The existing mast height is evidently sufficient for broadcasting and receiving mobile data signals.

Officer comment - issues raised have been addressed in the report.

Petitions:- none

Elected Members:- none

Consultations

Advice was sought from the following consultees: the Council's Telecommunications Consultant, Highway Engineers.

Planning History

62999/02 - erection of a 12.5 metre high slimline monopole supporting three trisector telecommunications antennae and erection of two associated equipment cabinets, hawthorn hedge and stone path - approved November 2002.

62537/02 - erection of 12.5 metre high slimline monopole supporting three trisector telecommunications antenna and erection of two associated equipment cabinets - approved September 2002.

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 development hereby approved shall not be brought into use unless and until all existing telecommunications development at the application site has been entirely and permanently removed.

Reason

To protect the visual amenity of the area

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

Location Plan, Drwg. No. BLN022-01, 26/02/16 (scanned to file 21/03/16)

Site Plan, Drwg. No. BLN022-02, 26/02/16 (scanned to file 21/03/16)

Proposed East Elevation, Drwg. No. BLN022-04, 26/02/16 (scanned to file 21/03/16)

Equipment Layout, Drwg. No. BLN022-06, 26/02/16 (scanned to file 21/03/16)

Foundation Details, Drwg. No. BLN022-10, 26/02/16 (scanned to file 21/03/16)

Elevation, Drwg. No. BLN022-12, 26/02/16 (scanned to file 21/03/16)

Plan, Drwg. No. BLN022-13, 26/02/16 (scanned to file 21/03/16)

Reason

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

PROPOSED WORKS

EXISTING TOWER, ANTENNA, FEEDERS (BY OTHERS) TO BE REPLACED WITH 17.5m PHASE 5 STREETWORKS TOWER MOUNTED ON NEW D9 ROOT FOUNDATION WITH 6 PORT ANTENNA, MHAs AND FEEDERS.

PROPOSED 3900A RFC (800) TO BE INSTALLED ADJACENT TO EXISTING 3900A (1800) ON EXISTING PLINTH AND ROOT FOUNDATION.

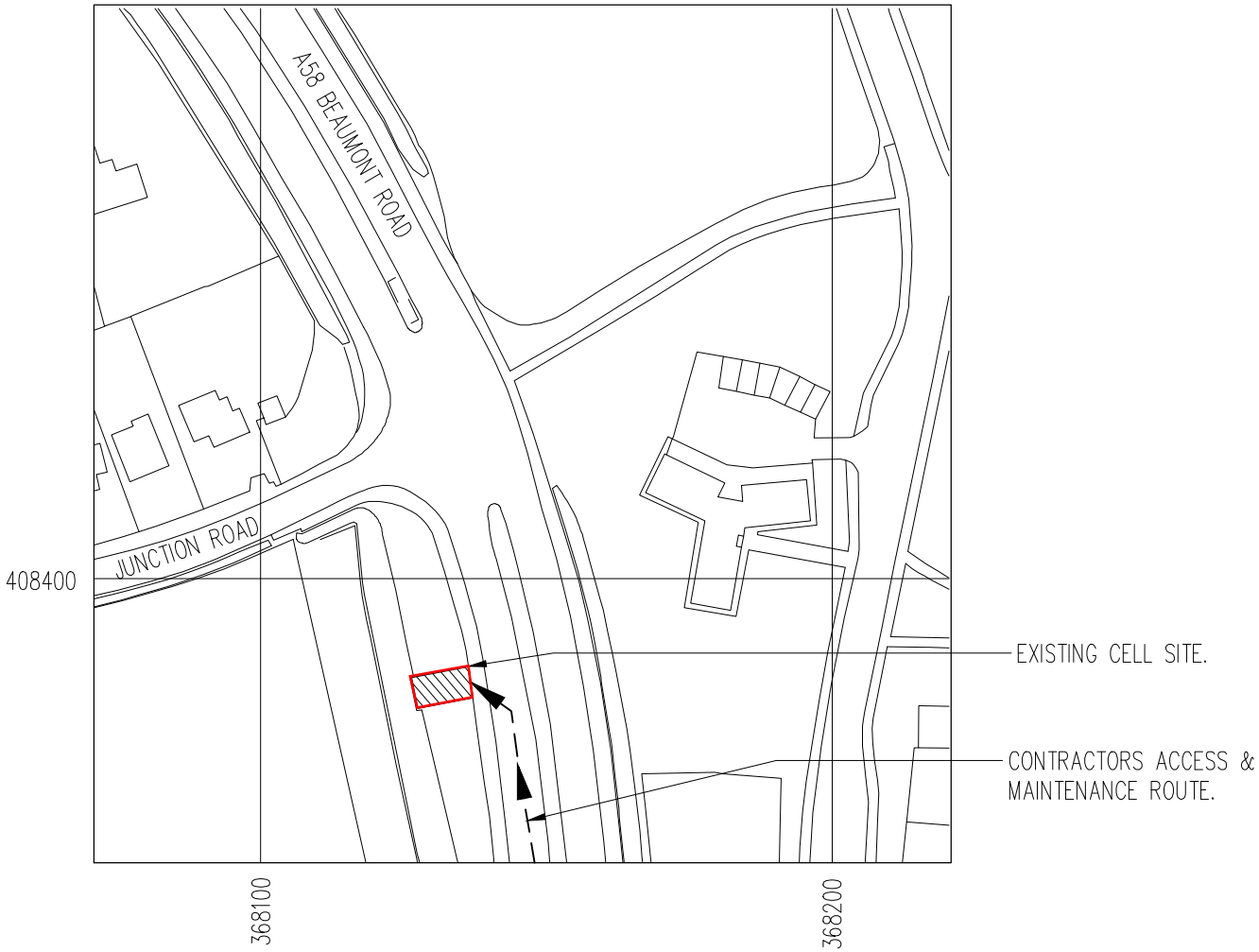
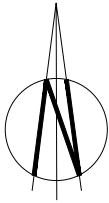
EXISTING APM30H VER C. TO BE REMOVED AND REPLACED WITH PROPOSED APM30H VER D. PROPOSED APM30H VER D TO BE STACKED ABOVE PROPOSED 3900A RFC (800).

PROPOSED DRAWPITS TO BE INSTALLED TO UTILISE EXISTING FEEDER DUCTS.

NEW FEEDERS TO RUN ALONG EXISTING/NEW FEEDER DUCTS.

EXISTING EE 1800 FEEDERS TO BE RE-ROUTED FROM BTS3900A CABINET TO NEW TOWER. PROPOSED H3G 1800 FEEDER TAILS TO BE RE-ROUTED FROM EXISTING POGONA CABINET TO UCU WITHIN FREDO CABINET. EXISTING EE/H3G 2100 FEEDERS TO BE RE-ROUTED FROM FREDO CABINET TO NEW TOWER. PROPOSED EE 800 FEEDERS TO BE ROUTED FROM PROPOSED BTS3900A RFC (800) TO NEW TOWER.

EXCLUSION ZONES CONFORM TO THE ICNIRP REFERENCE LEVEL FOR LIMITED EXPOSURE TO MEMBERS OF THE GENERAL PUBLIC



LOCATION PLAN

NGR E 368125
NGR N 408385

SCALE 1:1250

REPRODUCED FROM ORDNANCE SURVEY PROMAP DATA © CROWN COPYRIGHT 2016

LICENCE NUMBER 100020449



ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE

EE OPERATOR STATUS : A

DEPENDENCY	STATUS
Asbestos	N/A
Building Regulations	N/A
Fixit Form	N/A
Global Design Check	N/A
ICNIRP Conformity	Complies to GSD008 Without Control
Underground Services	Plans Requested
Structural Check	N/A
Cooling Check	N/A Outdoor units
H3G 800 Build Complete?	N/A

A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

MBNL

HUAWEI



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LS12 6HH

Tel: 0113 3023550 Fax: 0113 2876834
e-mail: info@wilkinson-helsby.co.uk

Site Name & Address:
LOSTOCK JUNCTION SW,
BEAUMONT ROAD, LOSTOCK JUNCTION,
BOLTON, BL6 4EH

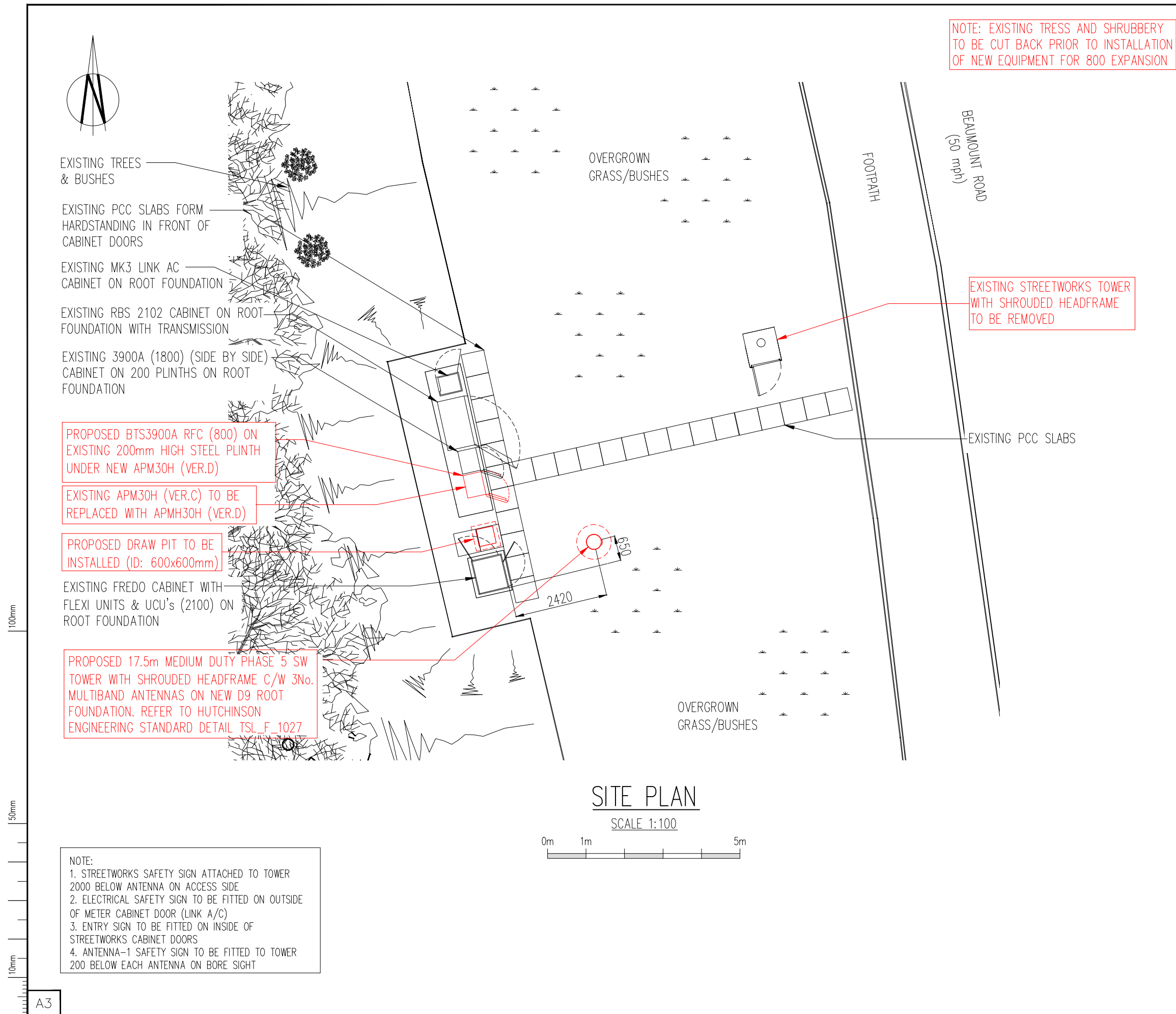
Title:
PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
SITE LOCATION

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 01

Cell ID:	76297	Site ID:	864440	MBNL ID:	BLN022
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Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16



A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd





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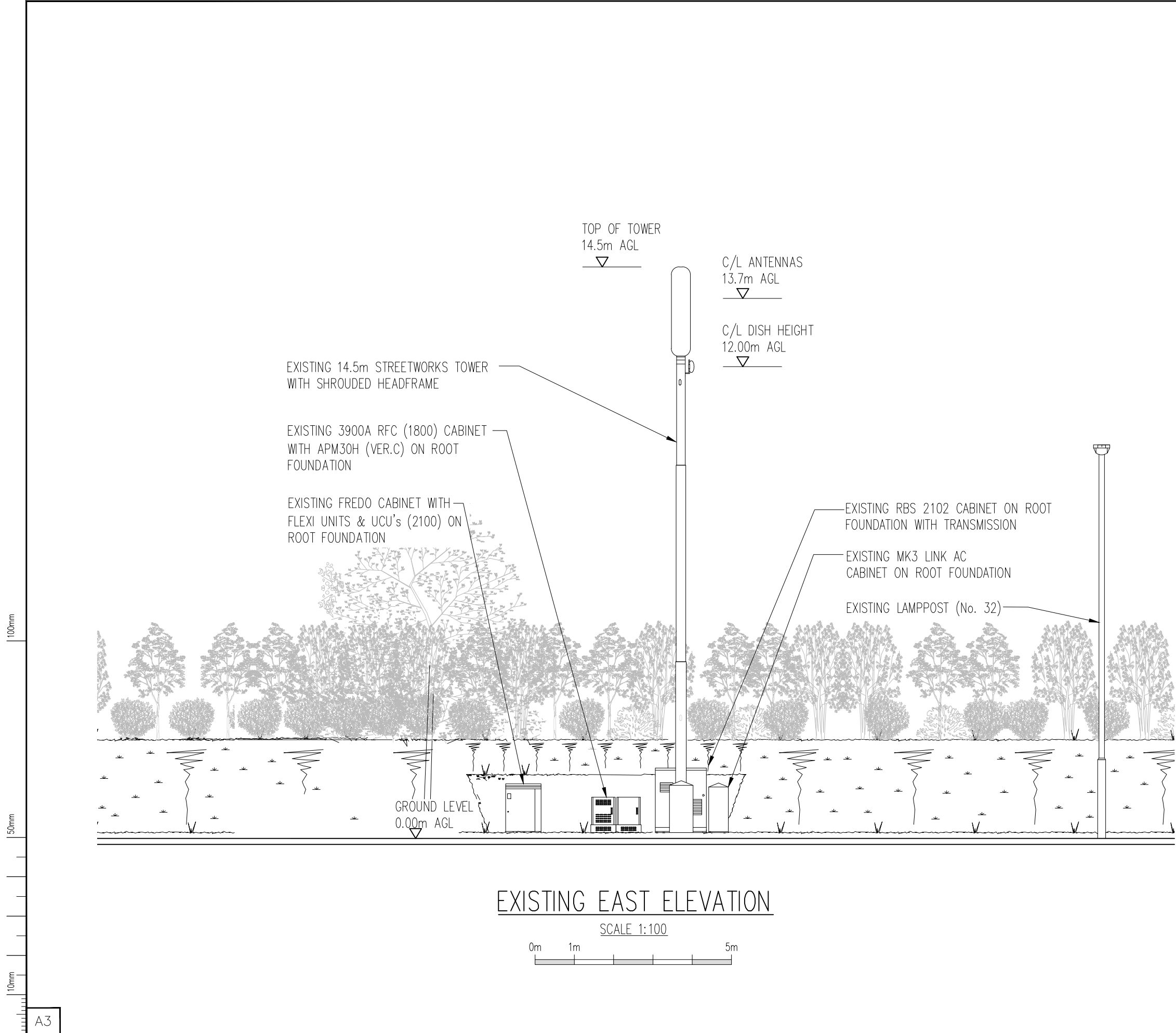
Title:
PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
SITE LAYOUT

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 02

Cell ID:	Site ID:	MBNL ID:
76297	864440	BLN022

Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16



A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

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**LOSTOCK JUNCTION SW,
BEAUMONT ROAD, LOSTOCK JUNCTION,
BOLTON, BL6 4EH**

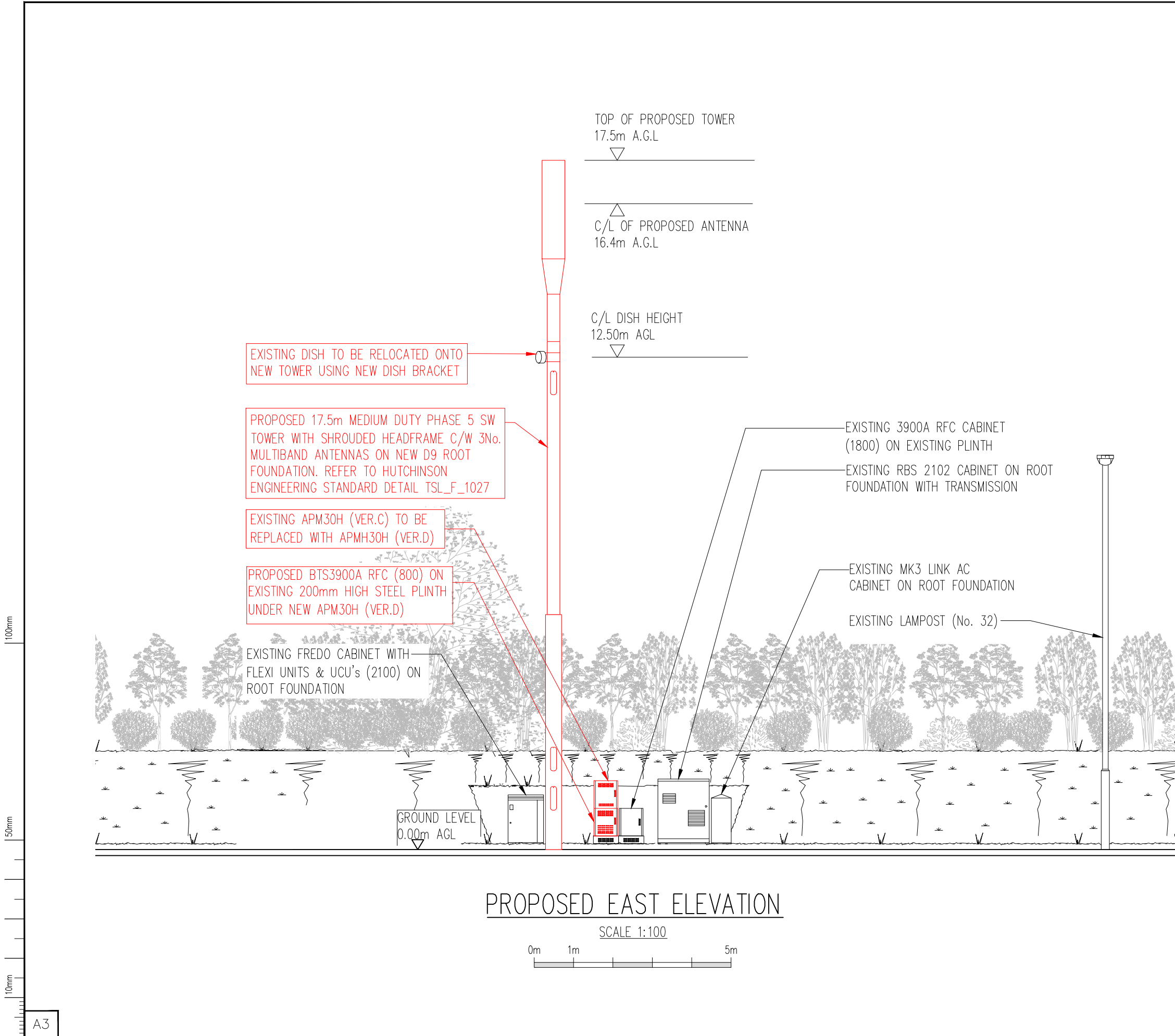
Title:
**PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
SITE ELEVATION**

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 03

Cell ID:	Site ID:	MBNL ID:
76297	864440	BLN022

Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16



A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

MBNL



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Site Name & Address:
**LOSTOCK JUNCTION SW,
BEAUMONT ROAD, LOSTOCK JUNCTION,
BOLTON, BL6 4EH**

Title:
**PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
SITE ELEVATION**

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 04

Cell ID:	76297	Site ID:	864440	MBNL ID:	BLN022
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Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16

RBS2102 CABINET WITH TRANSMISSION
DIMENSIONS: 1300x710x1638 HIGH
MATERIAL: STEEL
COLOUR: GREEN

FREDO CABINET WITH FLEXI UNITS & UCU'S (2100) ON
ROOT FOUNDATION
DIMENSIONS: 900x800x1240 HIGH
MATERIAL: STEEL
COLOUR: GREEN

BTS3900A APM30H (VER.C) ON 200 HIGH PLINTH
DIMENSIONS: 600x480x700
MATERIAL: STEEL
COLOUR: GREY
COMMENTS: TO BE REMOVED AND REPLACED

BTS 3900A RFC (800) ON EXISTING 200mm HIGH
STEEL PLINTH
DIMENSIONS: 600x480x700 HIGH
MATERIAL: STEEL
COLOUR: GREY

COMMENTS: TO BE STACKED ABOVE PROPOSED
BTS3900A RFC (800)

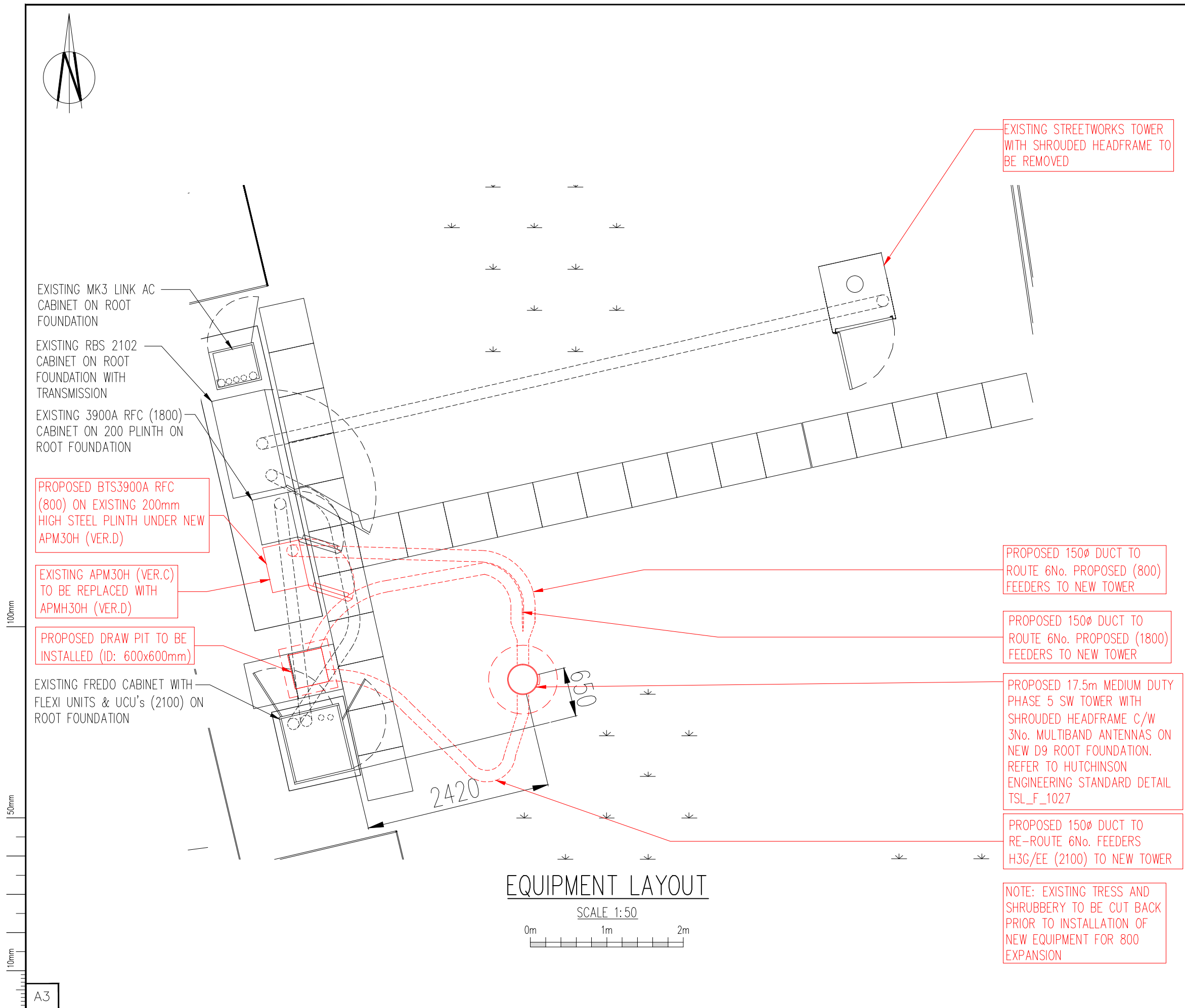
MK3 LINK AC CABINET
 DIMENSIONS: 600x500x1200 HIGH
 MATERIAL: STEEL
 COLOUR: GREEN

TOWER DETAILS:
PHASE 4 STREETWORKS TOWER WITH SHROUDED HEADFRAME
(BY OTHERS) ON EXISTING ROOT FOUNDATION
OVERALL TOWER HEIGHT: 14.5m
COLOUR: GREY
COMMENTS: TO BE REMOVED

QUANTITY: 1No.
MANUFACTURER: HUTCHINSON ENGINEERING LTD
TYPE/REF: MEDIUM DUTY PHASE 5 MONOPOLE
HEIGHT: 17.5m
MATERIAL: STEEL
COLOUR: GOOSE GREY (00 A 05)
COMMENTS: TO BE INSTALLED ON NEW D9 ROOT
FOUNDATION. REFER TO HUTCHINSON ENGINEERING
STANDARD DETAIL TSL_F_1027



Issue: A2	Scale: AS STATED		Ch'd: JPR	Date: 03.03.16
	Drn: JR	Date: 26.02.16	App: JPR	Date: 03.03.16



A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

MBNL



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BOLTON, BL6 4EH**

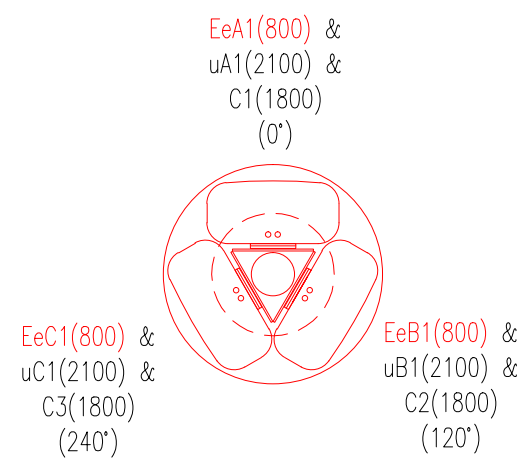
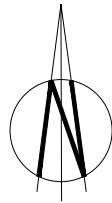
Title:
**PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
EQUIPMENT LAYOUT**

Purpose of Issue:
APPROVAL

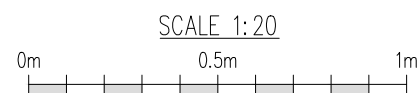
Drawing No:
BLN022 - 06

Cell ID:	Site ID:	MBNL ID:
76297	864440	BLN022

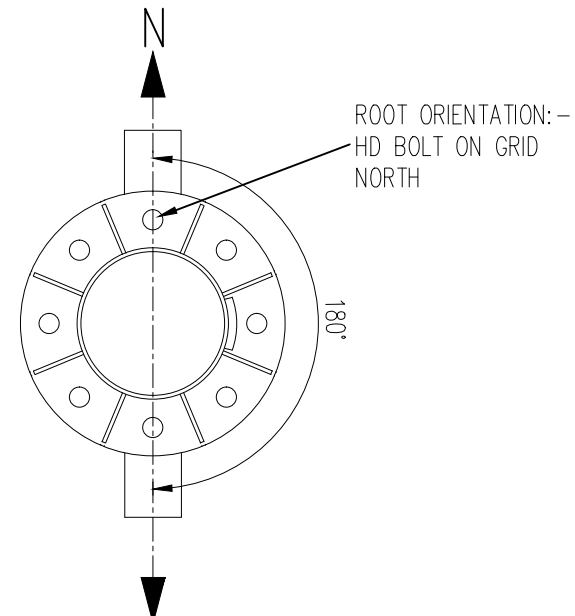
Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16



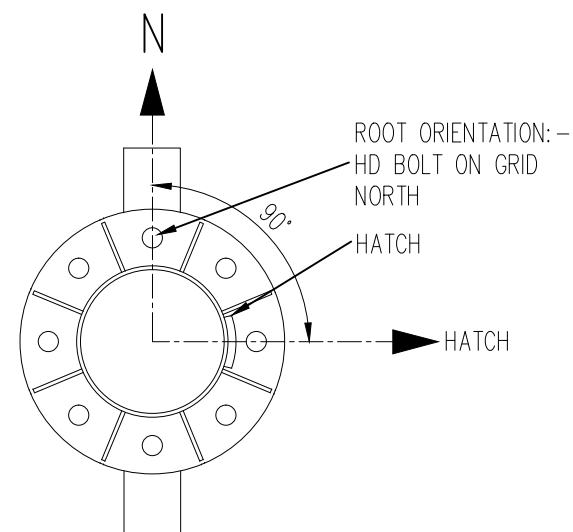
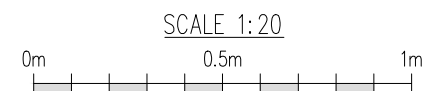
ANTENNA DETAILS



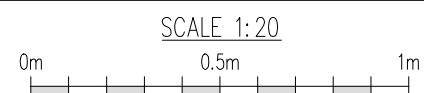
EXISTING TOWER TO BE REPLACED WITH
NEW PHASE 5 TOWER WITH MULTIBAND 6
PORT ANTENNA AND NEW MHA's IN
SHROUDED HEADFRAME



PLAN INDICATING ROOT & DUCTING ORIENTATION

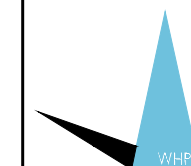


PLAN INDICATING HATCH ORIENTATION



A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

MBNL



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Site Name & Address:
LOSTOCK JUNCTION SW,
BEAUMONT ROAD, LOSTOCK JUNCTION,
BOLTON, BL6 4EH

Title:
PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
EQUIPMENT LAYOUT

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 - 07

Cell ID:	76297	Site ID:	864440	MBNL ID:	BLN022
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Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16

PRE-UPGRADE ANTENNA LINE KEY

ANTENNA TYPE, AZIMUTH, TILT AND PORTS							ANTENNA PORT ALLOCATION		MHA REF	RET		OVERALL SYSTEM LOSS					
SECTOR ID	ANTENNA TYPE	ANTENNA C/L (m) AGL	ANTENNA LENGTH (m)	BEARING (°)	MECHANICAL TILT (°)	PORT FREQUENCY RANGE	OPERATING FREQUENCY	RFU/RRU	MHA NAME	RET CABLE LOCATION	RET NAME	ANT JUMPER LENGTH (m) & TYPE	MAIN FEEDER LENGTH (m) & TYPE	FEEDER TAIL LENGTH (m) & TYPE	ESTIMATED TOTAL LOSS HWF (dB)		
1	KATHREIN 742215	13.7	1.4	0	—	WB	1800/2100	RFU	RD0448	—	E18P:E21P:H21P:000:B1	EX EX	EX EX	EX EX	EX		
2	KATHREIN 742215	13.7	1.4	120	—	WB	1800/2100	RFU	RD0448	—	E18P:E21P:H21P:120:B1	EX EX	EX EX	EX EX	EX		
3	KATHREIN 742215	13.7	1.4	240	—	WB	1800/2100	RFU	RD0448	—	E18P:E21P:H21P:240:B1	EX EX	EX EX	EX EX	EX		

POST-UPGRADE ANTENNA LINE KEY

ANTENNA TYPE, AZIMUTH, TILT AND PORTS							ANTENNA PORT ALLOCATION		MHA REF	RET		OVERALL SYSTEM LOSS					
SECTOR ID	ANTENNA TYPE	ANTENNA C/L (m) AGL	ANTENNA LENGTH (m)	BEARING (°)	MECHANICAL TILT (°)	PORT FREQUENCY RANGE	OPERATING FREQUENCY	RFU/RRU	MHA NAME	RET CABLE LOCATION	RET NAME	ANT JUMPER LENGTH (m) & TYPE	MAIN FEEDER LENGTH (m) & TYPE	BTS TAIL LENGTH (m) & TYPE	ESTIMATED TOTAL LOSS HWF (dB)		
1	HUAWEI ATR4518R4	16.4	2.0	0	—	LB	800	RFU	E15R02P11	—	E08P:000:r	1 12-50	16 78-50	8 12-50	1.71		
						UWB	2100	RFU	RD0448	YES	E21P:H21P:000:yL	1 12-50	16 78-50	9 12-50	2.94		
						UWB	1800	RFU	E15S09P75	—	E18P:000:yyR	1 12-50	16 78-50	10 12-50	2.62		
2	HUAWEI ATR4518R4	16.4	2.0	120	—	LB	800	RFU	E15R02P11	—	E08P:120:r	1 12-50	16 78-50	8 12-50	1.52		
						UWB	2100	RFU	RD0448	YES	E21P:H21P:120:yL	1 12-50	16 78-50	9 12-50	2.94		
						UWB	1800	RFU	E15S09P75	—	E18P:120:yyR	1 12-50	16 78-50	10 12-50	2.62		
3	HUAWEI ATR4518R4	16.4	2.0	240	—	LB	800	RFU	E15R02P11	—	E08P:240:r	1 12-50	16 78-50	8 12-50	1.52		
						UWB	2100	RFU	RD0448	YES	E21P:H21P:240:yL	1 12-50	16 78-50	9 12-50	2.94		
						UWB	1800	RFU	E15S09P75	—	E18P:240:yyR	1 12-50	16 78-50	10 12-50	2.62		

TRANSMISSION DISH TABLE

DISH ID	D1 CO		
DISH SIZE	300		
HEIGHT m AGL	12.5		
POLE TAG REF	TBA		
BEARING °EGN	311		
SITE LINK	95561		
SITE NAME	TBA		
TNE No.	TBA		
ML No.	80530		
RADIO TYPE	TBA		
POLARITY	TBA		

Key to Dish Status
CO: Commissioned/Installed transmission dish
PL: Planned transmission dish with Landlords & Planning consent
Reserved: Approved transmission dish for future requirement
Proposed: New transmission dish awaiting Landlords & Planning consent
HCO: Replacement of transmission dish with Landlords & Planning consent

NOMINATION COMPLIANCE

NO NOM RECEIVED

A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

MBNL



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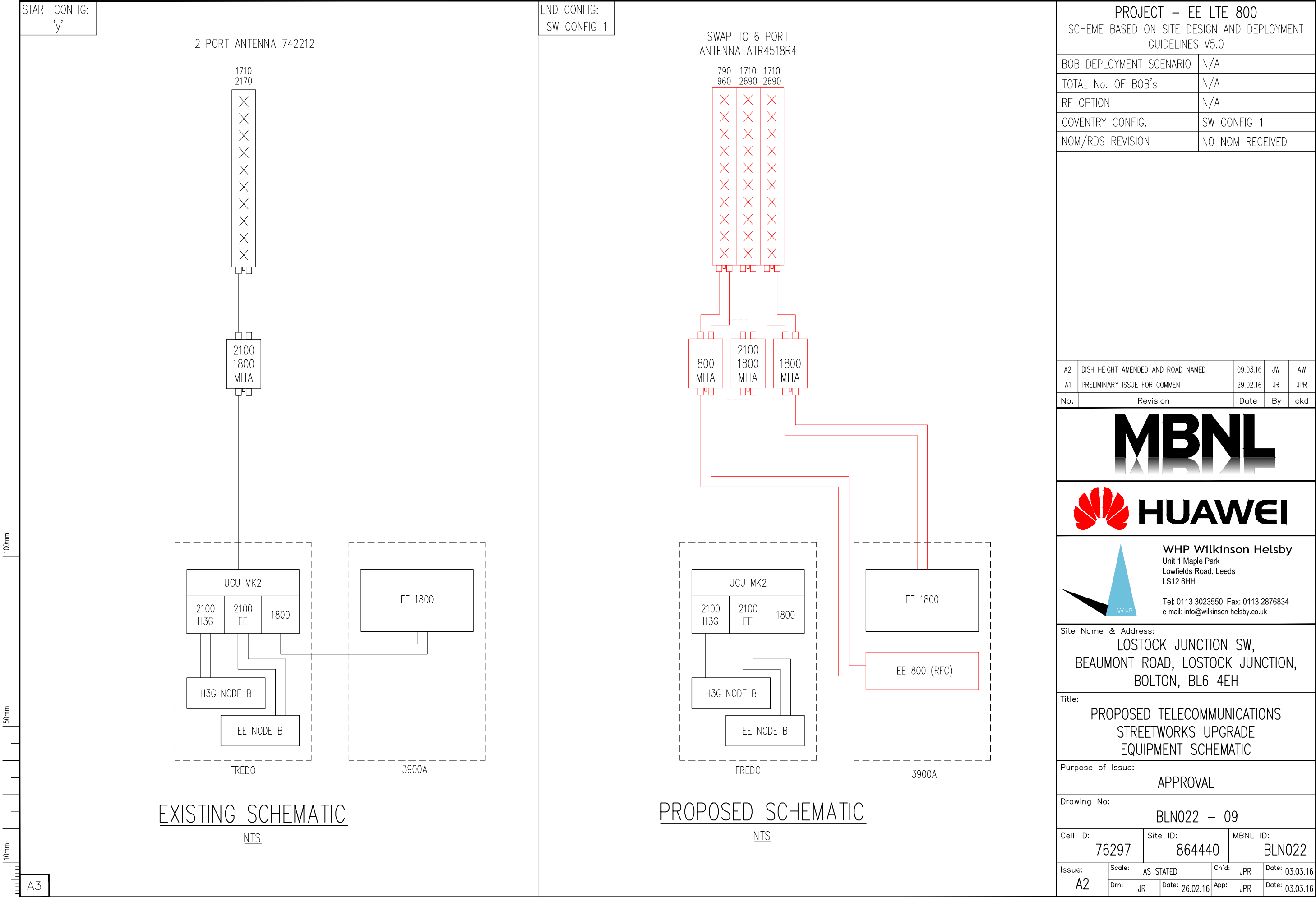
Title:
PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
ANTENNA LINE KEY

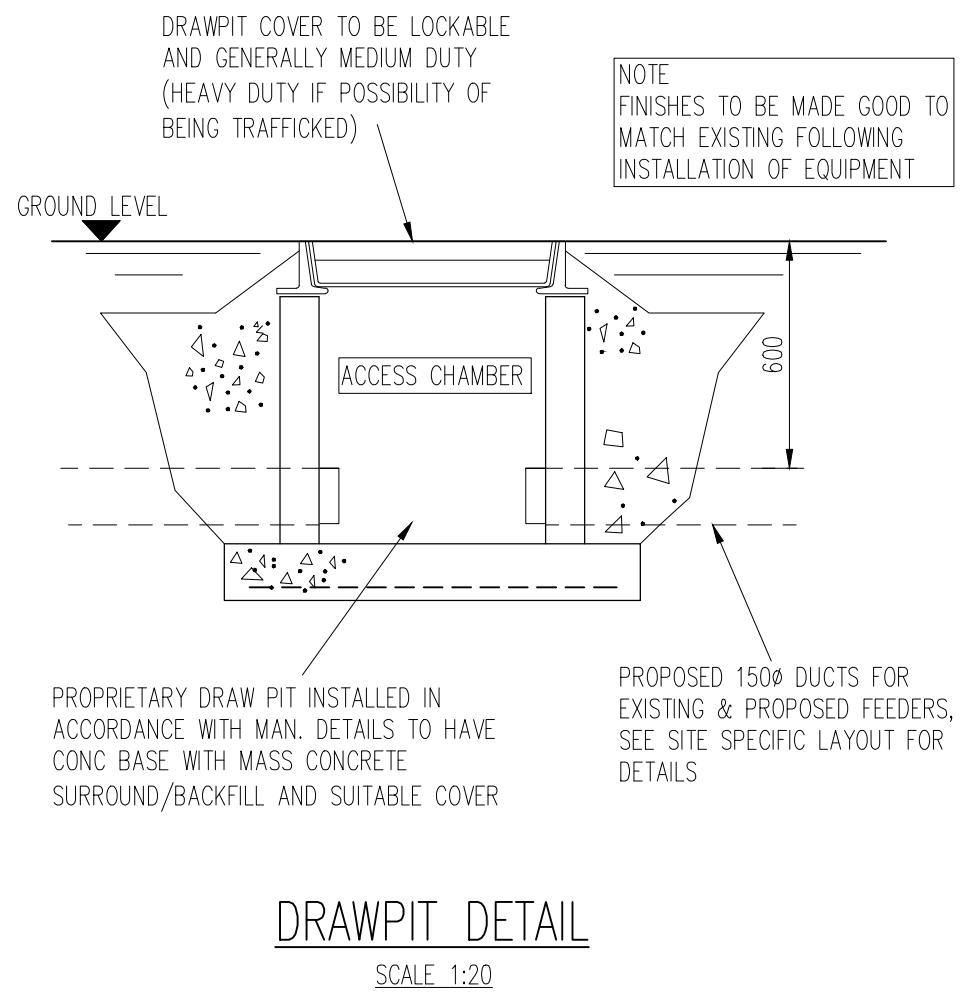
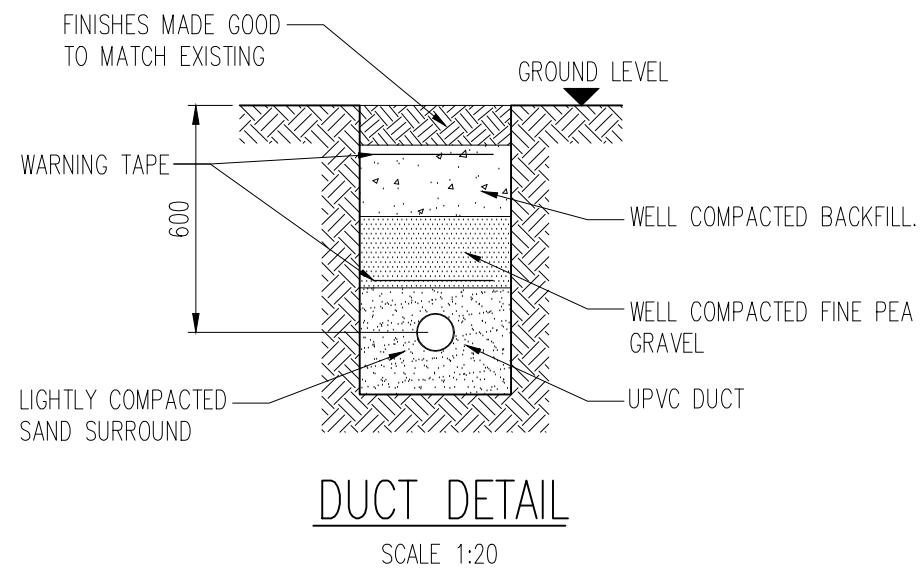
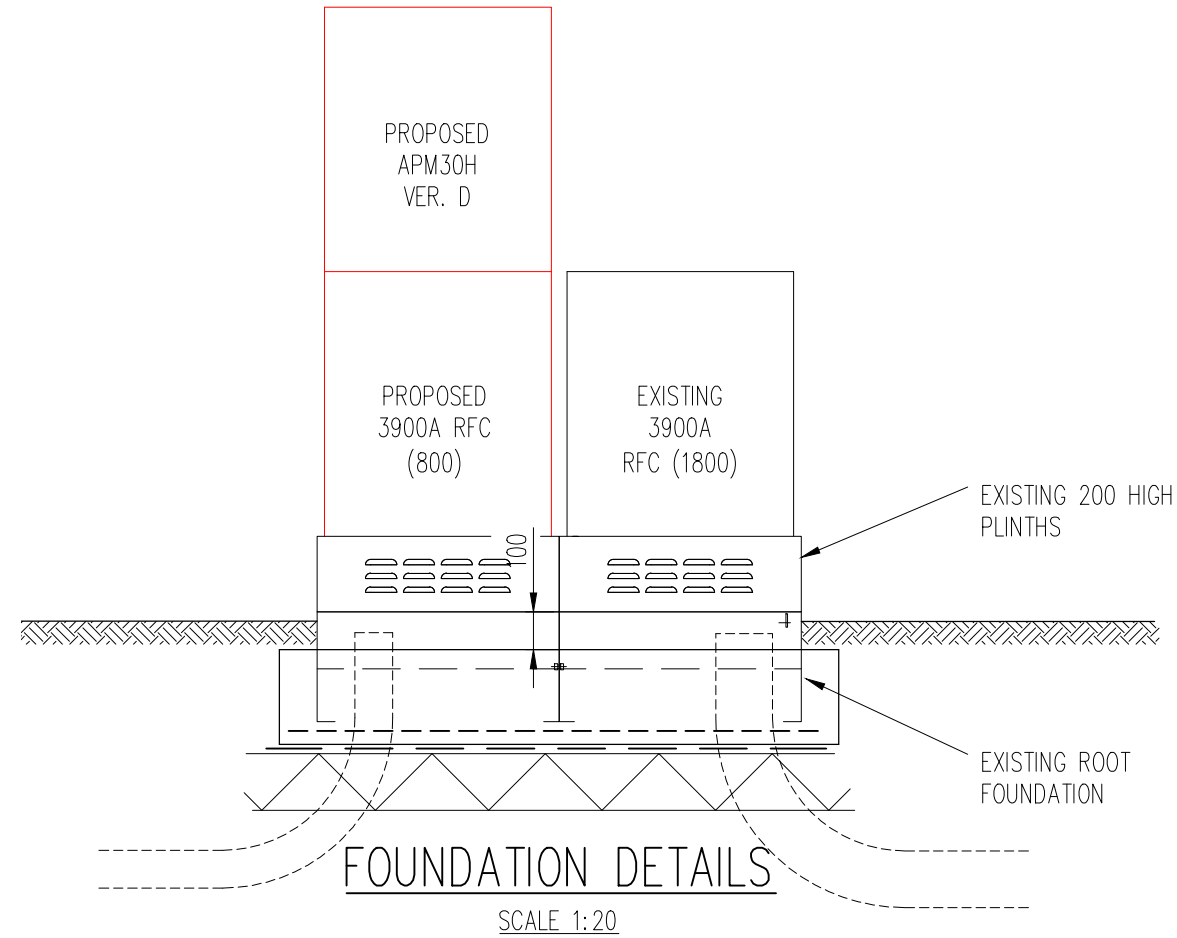
Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 08

Cell ID:	76297	Site ID:	864440	MBNL ID:	BLN022
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Issue:	Scale: AS STATED		Ch'd:	JPR	Date: 03.03.16
	Drn:	JR	Date: 26.02.16	App:	JPR





- GENERAL NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACT DOCUMENTATION, SPECIFICATIONS AND DRAWINGS
 2. THIS DRAWING IS NOT TO BE SCALED, IF IN DOUBT ASK
 3. ALL PROPRIETARY PRODUCTS TO BE USED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS
 4. ALL EXCAVATIONS ARE TO BE INSPECTED BY THE ENGINEER PRIOR TO CONCRETING. CONTRACTOR TO GIVE THE ENGINEER 24 HOURS NOTICE TO ALLOW INSPECTION TO BE CARRIED OUT
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STRUCTURE DURING THE COURSE OF THE WORKS.

A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd



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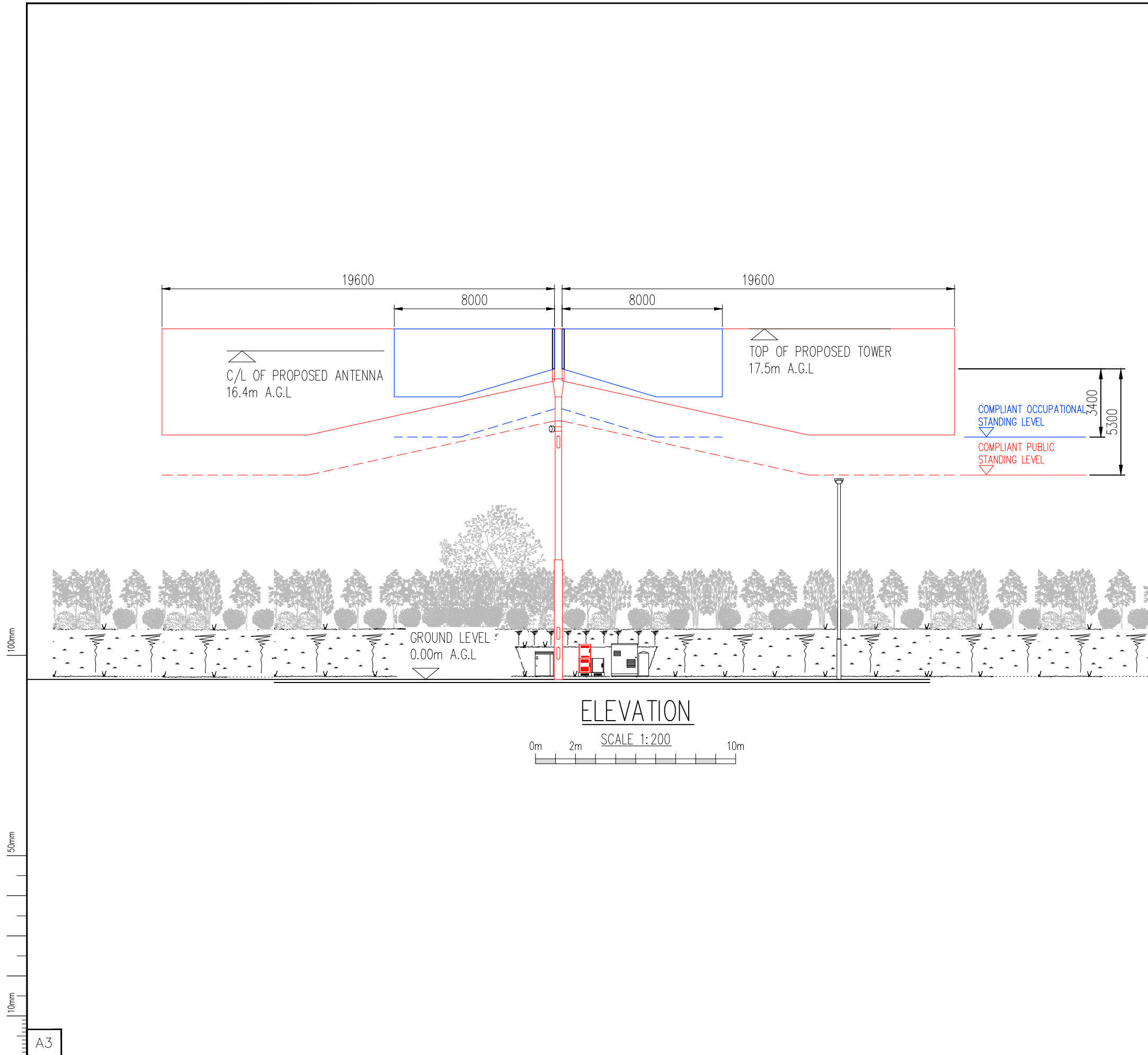
Title:
**PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
CONSTRUCTION DETAILS**

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 10

Cell ID: 76297	Site ID: 864440	MBNL ID: BLN022
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Issue: A2	Scale: AS STATED	Ch'd: JPR	Date: 03.03.16
	Drn: JR	Date: 26.02.16	App: JPR



ICNIRP EXCLUSION ZONES ARE BASED ON VALUES WITHIN THE MBNL ICNIRP COMPLIANCE CERTIFICATION DOCUMENT GSDD008 R6.0

EXISTING SITE TYPE SW (GSM/UMTS/LTE) NO OTHER OPERATORS WITHIN 50m HORIZ AND 4m VERT.
USE VALUES FOR EE/H3G ONLY
PROPOSED WORKS: EE LTE UPGRADE
ANTENNA TYPE: ATR4518R4
BEARINGS: 0/120/240
ACTUAL BUILD HEIGHT: 15.4m
FRONT DISTANCE PUBLIC: 19.6m
FRONT DISTANCE OCCUPATIONAL: 8.0m
PUBLIC BUILD HEIGHT: 5.3m
COMPLIANCE DISTANCES BASED ON THE FOLLOWING EQUIPMENT POWER:
800MHz - 80W
1800MHz - 320W
2100MHz - 220W
2600MHz - 80W

A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

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BOLTON, BL6 4EH**

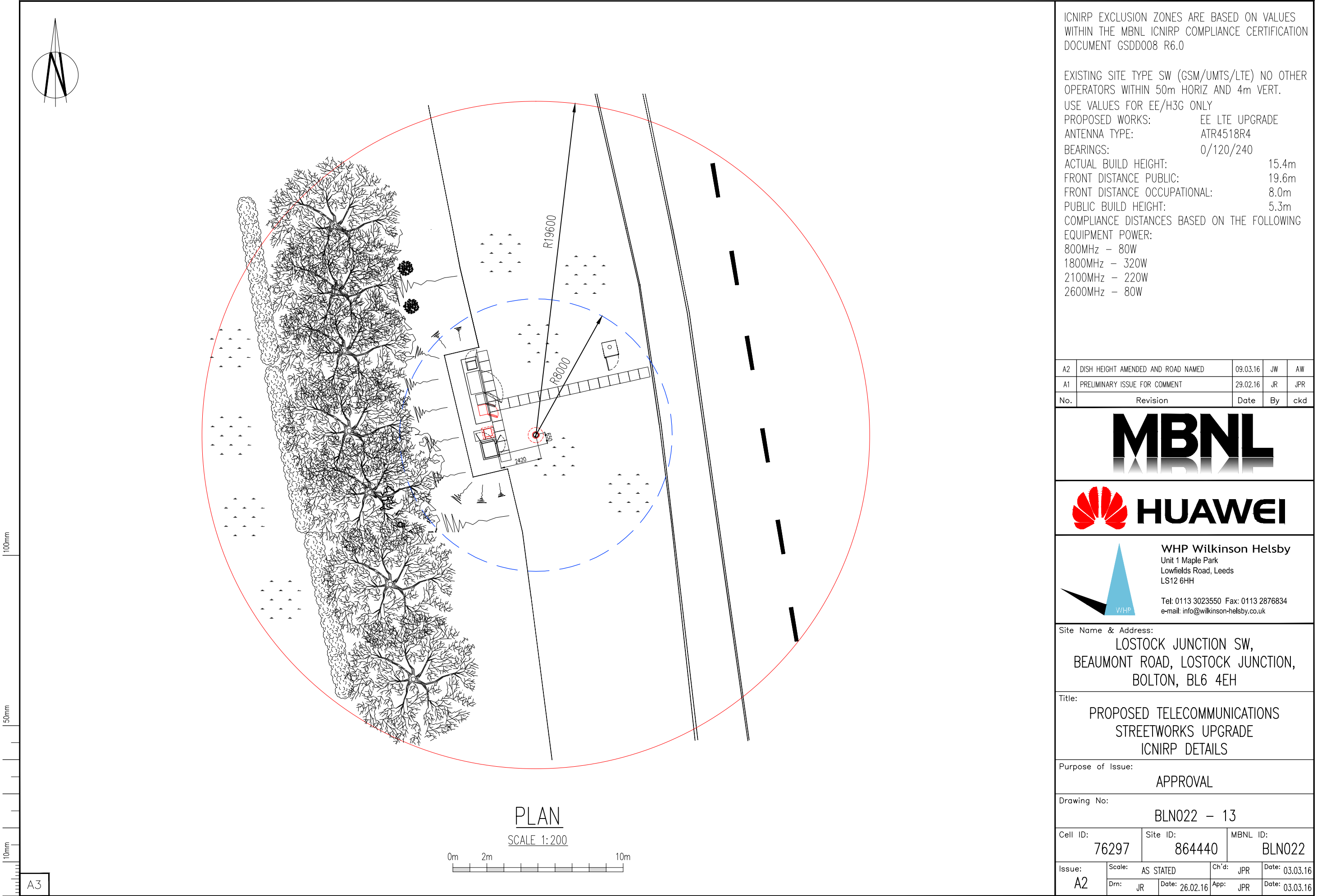
Title:
**PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
ICNIRP DETAILS**

Purpose of Issue:
APPROVAL

Drawing No:
BLN022 - 12

Cell ID:	76297	Site ID:	864440	MBNL ID:	BLN022
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Issue:	Scale:	AS STATED	Ch'd:	JPR	Date:	03.03.16
A2	Drn:	JR	Date:	26.02.16	App:	JPR
					Date:	03.03.16



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800MHz – 80W
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A2	DISH HEIGHT AMENDED AND ROAD NAMED	09.03.16	JW	AW
A1	PRELIMINARY ISSUE FOR COMMENT	29.02.16	JR	JPR
No.	Revision	Date	By	ckd

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BOLTON, BL6 4EH

Title:
PROPOSED TELECOMMUNICATIONS
STREETWORKS UPGRADE
ICNIRP DETAILS

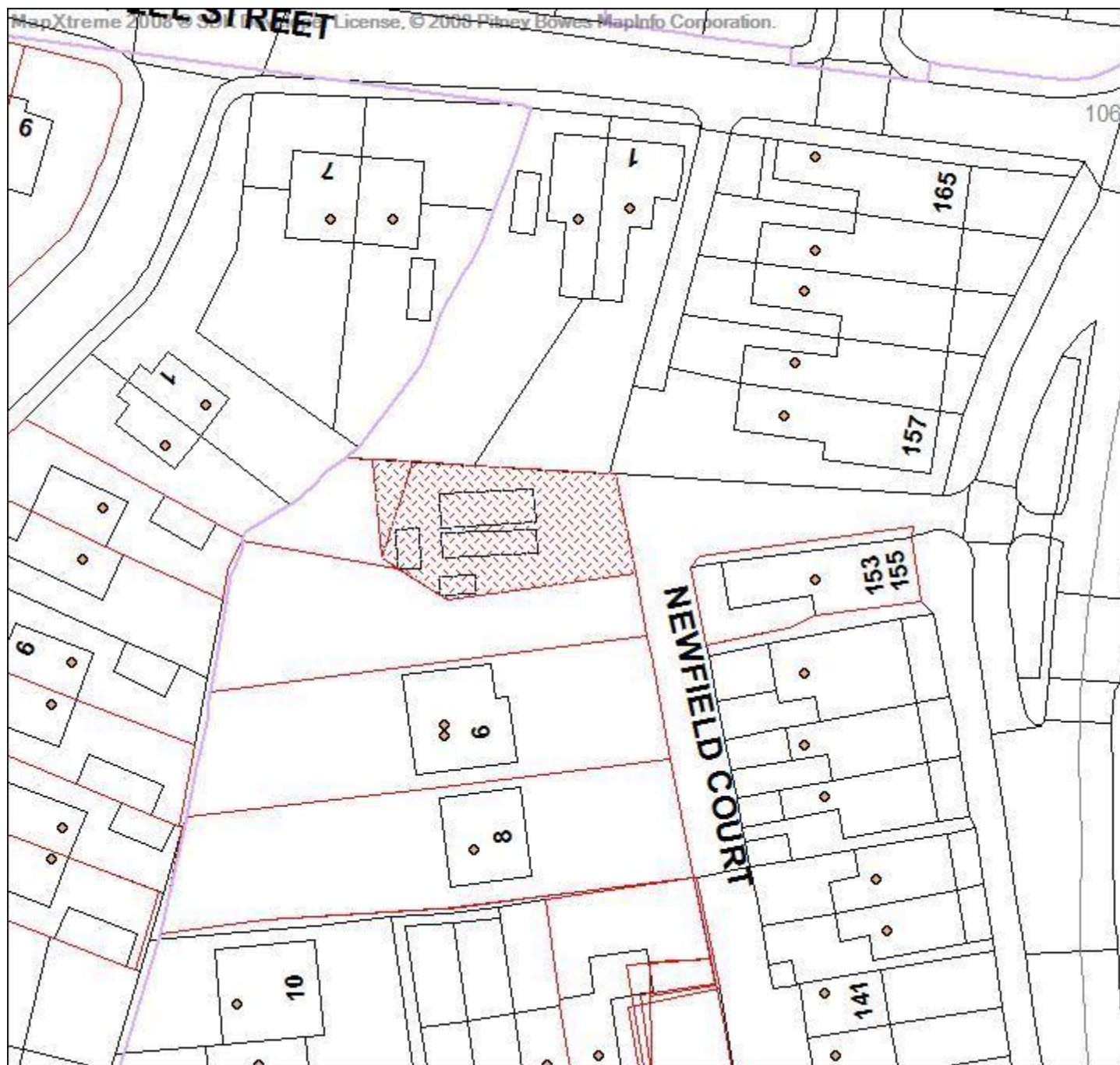
Purpose of Issue:
APPROVAL

Drawing No:
BLN022 – 13

Cell ID:	Site ID:	MBNL ID:
76297	864440	BLN022

Issue:	Scale:	Ch'd:	Date:
A2	AS STATED	JPR	03.03.16
Drn:	Date:	App:	Date:
JR	26.02.16	JPR	03.03.16

**Application number
96251/16**



**Development & Regeneration Dept
Development Management Section**

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

**Bolton
Council**

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Date of Meeting: 02/06/2016

Application Reference: 96251/16

Type of Application: Outline Planning Permission

Registration Date: 07/04/2016

Decision Due By: 01/06/2016

Responsible Officer: Alex Allen

Location: LAND ADJACENT 6 NEWFIELD COURT, CHURCH STREET, WESTHOUGHTON, BOLTON, BL5 3SW

Proposal: OUTLINE APPLICATION FOR THE ERECTION OF A DETACHED DWELLING.

Ward: Westhoughton South

Applicant: Mr Stockton

Agent : Jeffrey Bell Architects

Officers Report

Recommendation: Approve subject to conditions

Proposal

The application is an identical resubmission of the previously approved outline permission in 2013 which was also considered by Members (see history section).

The application site is currently used for off road parking and garage facilities for No 153/155 Church St. The proposal is in outline form to erect one two storey dwelling with garden area and off road parking for two vehicles.

Matters for consideration at this stage are access, layout and scale. The access to the site would be using the existing access point for the detached garages which is from an unmade private road which runs from Church Street to the east past the gable of No's 153/155 Church Street. The originally submitted plans made provision for one off road car parking space with main windows at first floor facing east and west. The applicant has provided amended plans which accommodate 2 off road spaces at the front of the proposed dwelling. In addition, whilst matters of external appearance would be left for consideration at the reserved matters stage it was also considered that main windows in the rear elevation should be avoided.

Site Characteristics

Access to the site is off a private drive which serves the rear of properties on Church Street and two properties which have been built at the rear (6 and 8 Newfield Court). The surrounding area is residential in character with a number of properties (No's 1 to 7 [odds only] Peel Street having views over the site from the north, No's 157 and 153 - 55 Church Street to the east and residential properties on Collingwood Way to the west of the site.

The garden area of No. 4 Newfield Court forms the western boundary of the application site with a

number of leylandii trees which form a hedge effectively screening views into No. 4's garden from the application site. No. 4 also has constructed a single storey side extension which runs along the boundary of the site. This extension has a study within it's front elevation with a blank side elevation other than velux windows in it's roof.

Policy

National Planning Policy Framework.

Core Strategy (2011) P5 Accessibility, S1 Safe, CG3 The Built Environment, CG4 Compatible Uses, SC1 Housing and OA3 Westhoughton.

General Design Principles Supplementary Planning Document.

Planning Control Policy Note - No. 21 Highways Considerations.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * Principle of development
- * impact on the living conditions of existing/future residents;
- * impact on highway safety;
- * impact on the character and appearance of the area;
- * impact on surface water run-off / flooding.

Principle of development

Guidance contained within NPPF and also RSS policies and Core Strategy policies seek to prioritise new residential development on previously developed land in sustainable locations. The site is currently used as an amenity and car parking area for the residents of No. 153/155 Church Street. The site is previously developed and in close proximity to both Westhoughton Town Centre and Westhoughton Railway Station.

Whilst the proposal would be back land development, located behind properties on Church Street, it is noted that two other properties (4 and 6 Newfield Court) have been constructed adjacent to the application site.

It is considered that the principle of residential development is acceptable in this location. It is also noted that Members previously granted planning permission for an identical scheme in 2013. There have been no significant changes in either policy or site circumstances since that time.

Impact on the living conditions of existing/future residents

Core Strategy CG4 seeks to ensure that new development proposals are compatible with the surrounding land uses and occupiers, protecting amenity, privacy, safety and security. The proposal would meet all the suggested interface distances as outlined within the General Design Principles SPD. The closest relationship would be windows located in the front elevation of the property and the existing rear windows located at the rear of No. 153/155 Church Street. There would be a distance of 19.8 metres between the two properties. As outlined in the General Design Principles there is an allowance for relaxations in interface standards where the two properties are not directly overlooking each other. In this particular instance the two properties would be slightly offset from each other.

In addition, the plans have been amended to ensure there would be no main room windows (at first floor level) located within the rear elevation of the property so as to maintain the living conditions of 6 Newfield Court. There would also be no first floor windows located in the proposed side elevations. This would assist in maintaining the living conditions of 6 Newfield Court and properties on Peel Street to the north.

It is considered that this relationship is satisfactory and complies with policy and guidance provided within PCPN No. 2.

Impact on highway safety

Core Strategy policies P5 and S1 seek to ensure that new development proposals provide adequate off road parking and promote road safety. The proposal has been amended to provide for two off road car parking spaces. The indicative floor plans suggest that the proposed dwelling would have 3 bedrooms. The car parking standards as outlined within Appendix 3 of the Core Strategy seek the maximum provision of 2 spaces for a 2 - 3 bedroomed property. This proposal would meet those requirements in full.

It is considered that the proposal provides adequate car parking for the needs associated with the new dwelling and complies with policy.

Impact on the character and appearance of the area

Core Strategy policies CG3 and OA3 seek to ensure that new developments respect the character and appearance of the area. It is noted that the external appearance of the dwelling would be determined at the reserved matters stage.

In terms of the layout of the scheme the application site is smaller than the other two properties which have been previously built at the rear of Church Street (4 and 6 Newfield Court). The garden area of the property would be located at the side and rear of the plot. Whilst the garden area is smaller it is noted the overall character of the area is mixed with traditional terraced housing having smaller gardens than the more modern dwellings to the north and west.

It is considered that the proposed layout is acceptable and complies with policy.

Impact on surface water run-off / flooding

Core Strategy policy CG1 seeks to reduce the risk of flooding from new development. One local residents have raised concerns over surface water run off from the back street running onto land and property in the area. In addition, concerns have been raised over the usability of rear gardens which have become sodden with run off.

The Council's Drainage/Flood Risk team and United Utilities have been consulted on the proposed

development. Both consultees have no objections to the proposal.

It is considered that the proposal would not result in an increase in surface water run-off or flooding and complies with Core Strategy policy CG1.

Value Added to the Development

The applicant has been advised to submit amended plans which provide additional car parking and layout plans which maintain the living conditions of existing/future residents.

Conclusion

The proposal would result in the provision of one additional dwelling on a previously developed site located in a sustainable location. The amended proposal would maintain the living conditions of existing and future residents together with providing adequate off road parking for the users / occupants of the property.

Representation and Consultation Annex

Representations

Letters:- two objection letters have been received raising the following issues

- loss of privacy;
- overbearing nature of the proposed development for residents on Peel Street - ***the sections submitted show the proposed scale of the proposed dwelling and the relationship with the surrounding properties. The application site is slightly lower than properties on Peel Street. As a result of the level difference and existing boundary treatment it is considered that the proposal would not be overbearing impact on adjoining properties;***
- would result in noise, disturbance, overlooking and overshadowing to properties on adjoining land - ***whilst sited relatively close to the boundary with properties on Peel Street it is considered that the distances to the main habitable rooms located within properties on Peel Street would mean in reality limited impact on overshadowing and loss of light;***
- potentially resulting in flooding of adjoining properties,
- devaluing of property - ***not a material planning consideration;***
- loss of view - ***not a material planning consideration;***
- increase in vehicular traffic,
- inaccurate plans / distances shown on the proposed plans;
- No. 3 Peel Street not previously consulted on the last planning application - **No. 3 Peel Street was previously consulted on the 2013 planning loss of car parking increase in demand for car parking, access and has been re consulted on the current application.**

Petitions:- none received.

Town Council:- Westhoughton Town Council provided no detailed comments apart from recommending that the application is either determined by a Planning Officer or Bolton Planning Committee.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: Westhoughton Town Council, the Council's Highways Engineers and Flood Risk/Drainage team.

Planning History

Planning permission was granted in October 1993 for the erection of a double garage after demolition of 2 existing garages (Ref: 43731/93).

Outline planning permission was granted in April 2013 at Planning Committee for the erection of one dwelling. Details of access, layout and scale were approved at the outline stage.

Recommendation: **Approve subject to conditions**

Recommended Conditions and/or Reasons

1. Approval of the following details (hereinafter referred to as "The Reserved Matters") shall be obtained from the Local Planning Authority in writing before any development commences:-

Appearance

The aspects of a building or place within the development which determine the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;. **The submission of a reserved matter application should be designed in accordance with floor layouts as detailed within Approved drawing AL/05/105.**

Landscaping

The treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fences, walls or other means, the planting of trees, hedges, shrubs or grass, the formation of banks, terraces or other earthworks, the laying out or provision of gardens, courts or squares, water features, sculpture, or public art, and the provision of other amenity features.

Reason

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

2. Application for the approval of Reserved Matters 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 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 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

AL [05] 102 Revision A - 2 - 4 Newfield Proposed Ground Floor received 19/05/16;
AL [05] 103 Revision A - 2 - 4 Newfield Proposed First Floor received 19/05/16;
AL [05] 105 Revision A - 2 - 4 Newfield Proposed Plans received 19/05/16.

Reason

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

4. The development hereby approved/permitted shall not be brought into use unless and until not less than 2 car parking spaces have been provided within the curtilage of the site, in accordance with the approved/submitted details. 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.

5. a) Prior to commencement of the development and where the approved preliminary risk assessment report has identified the need for further assessment, an investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
 - a survey of the extent, scale and nature of contamination
 - i) an assessment of the potential risks to:
 - ii) human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,

- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;
- where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s)

b) Prior to commencement of the development and where the risk assessment has identified unacceptable risks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing the identified unacceptable risks must be prepared, and is subject to the approval in writing of the Local Planning Authority.

c) The approved remediation scheme must be carried out. There shall be no variation of the approved remediation scheme unless approved in writing by the Local Planning Authority. Prior to commencement of the permitted use of the whole or part of the development, the measures identified in the approved remediation scheme must be completed and a verification report, that demonstrates that the remediation scheme has been carried out satisfactorily for the whole or corresponding part of the development, must be produced and is subject to the approval in writing of the Local Planning Authority. Where remediation has been carried out on a phased basis, a final verification report for the whole development must be produced upon completion of all remediation and is subject to the approval in writing of the Local Planning Authority.

d) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority and development on all parts of the site must stop unless otherwise approved in writing by the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of a) above and where remediation is necessary a remediation scheme must be prepared in accordance with b) above, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared which is subject to the approval in writing of the Local Planning Authority in accordance with c) above.

6. The submission of an application for an approval of Reserved Matters shall show 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; the proposed siting and finished floor levels of all buildings and structures; and the proposed site layout and phasing of development.

Reason

To ensure that the development safeguards the character of the locality and the privacy and outlook of nearby residents.

7. 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) 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 any extension would result in an unsatisfactory scheme in terms of open space and privacy requirements.

[*delete one or the other*]

The site lies within the Green Belt as defined within the Council's Unitary Development Plan, and further extensions could prejudice the aims and purposes of the Green Belt.

8. 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) 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 dwelling.

9. No development shall take place unless and until a scheme which makes provision for the undopted access road leading from Church Street to the eastern boundary of the application site to be cleared of vegetation and resurfaced, has been submitted to and approved by the Local Planning Authority. The approved highway scheme shall be completed in full prior to first occupation of the dwelling hereby approved.

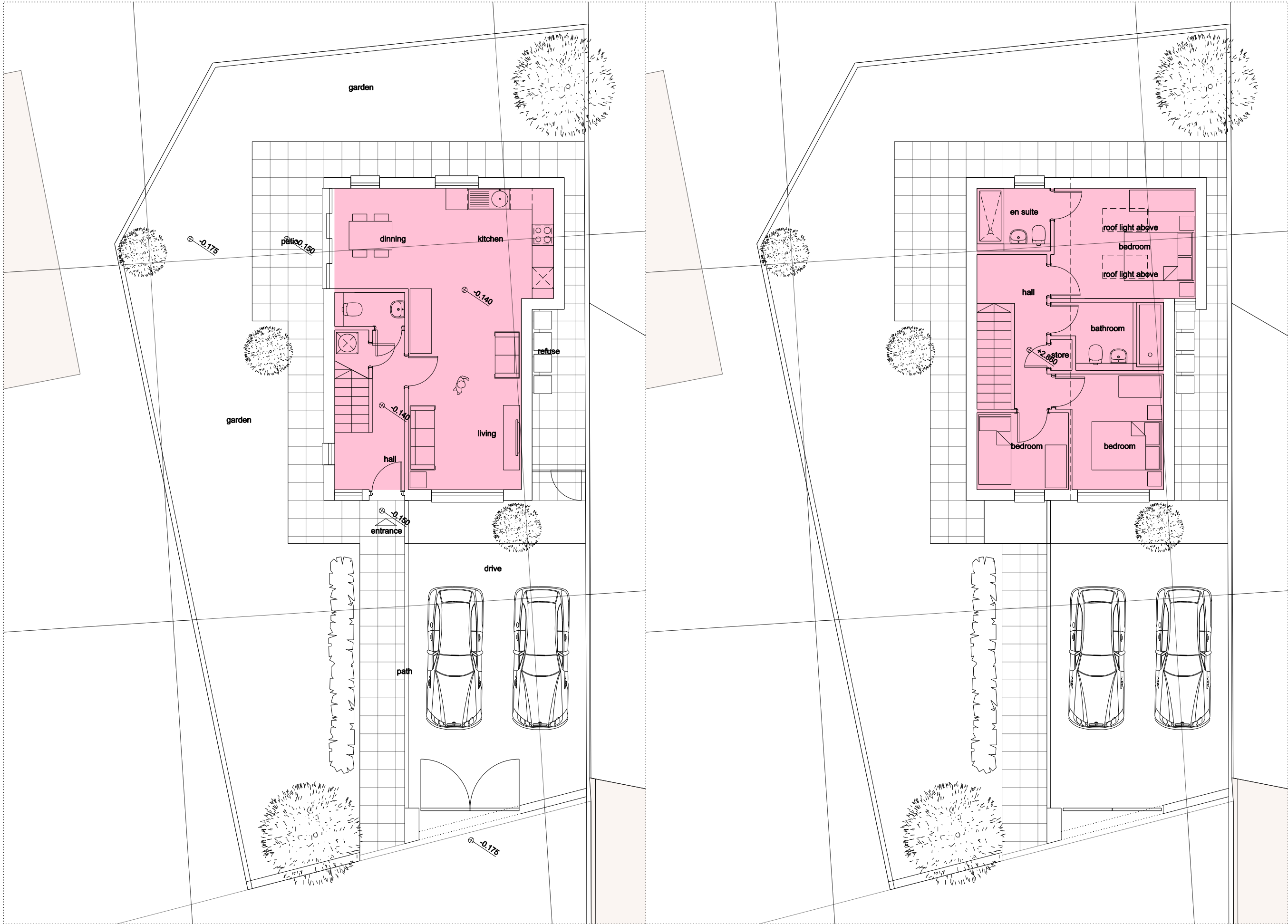
Reason

In the interests of highway safety.

10. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works /drainage strategy for the proposed new dwelling has been submitted to and approved in writing by the Local Planning Authority. The approved scheme/strategy shall be carried out in full in accordance with the approved plans and it shall be retained thereafter.

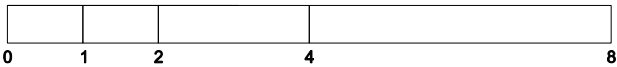
Reason

To reduce the risk of contaminating surface water run off and to reduce the risk of localised flooding and down stream flooding by ensuring the provision of a satisfactory means of surface water dispersion



PROPOSED GROUND FLOOR PLAN - 2 - 4 NEWFIELD

PROPOSED UPPER FLOOR PLAN - 2 - 4 NEWFIELD

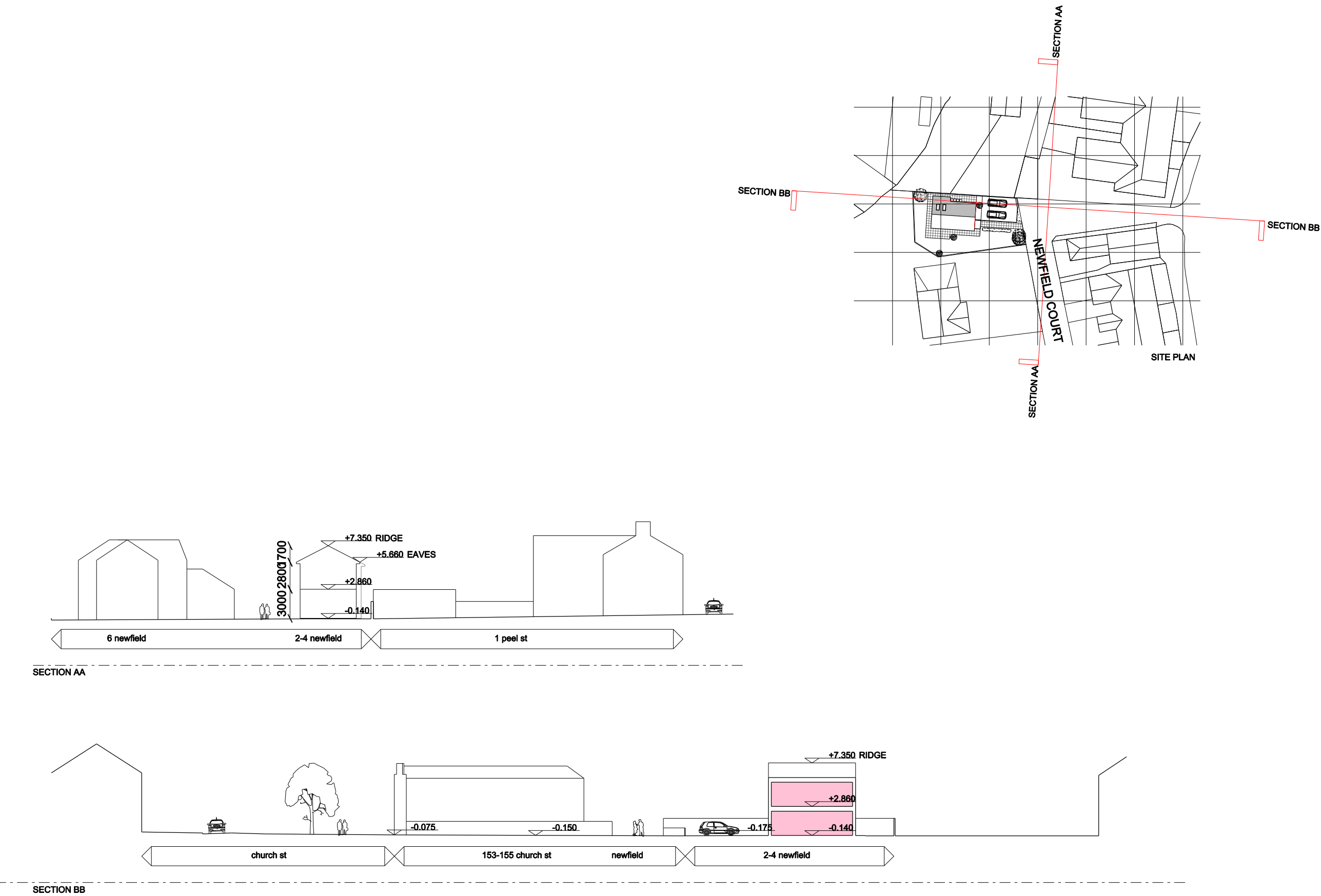


NOTE - EXISTING BUILDING SURVEY
PROVIDED BY CLIENT. SITE MEASURE
ALL ELEMENTS PRIOR TO ANY
CONSTRUCTION ACTIVITY AND/OR
FABRICATION

total nett area 92m²

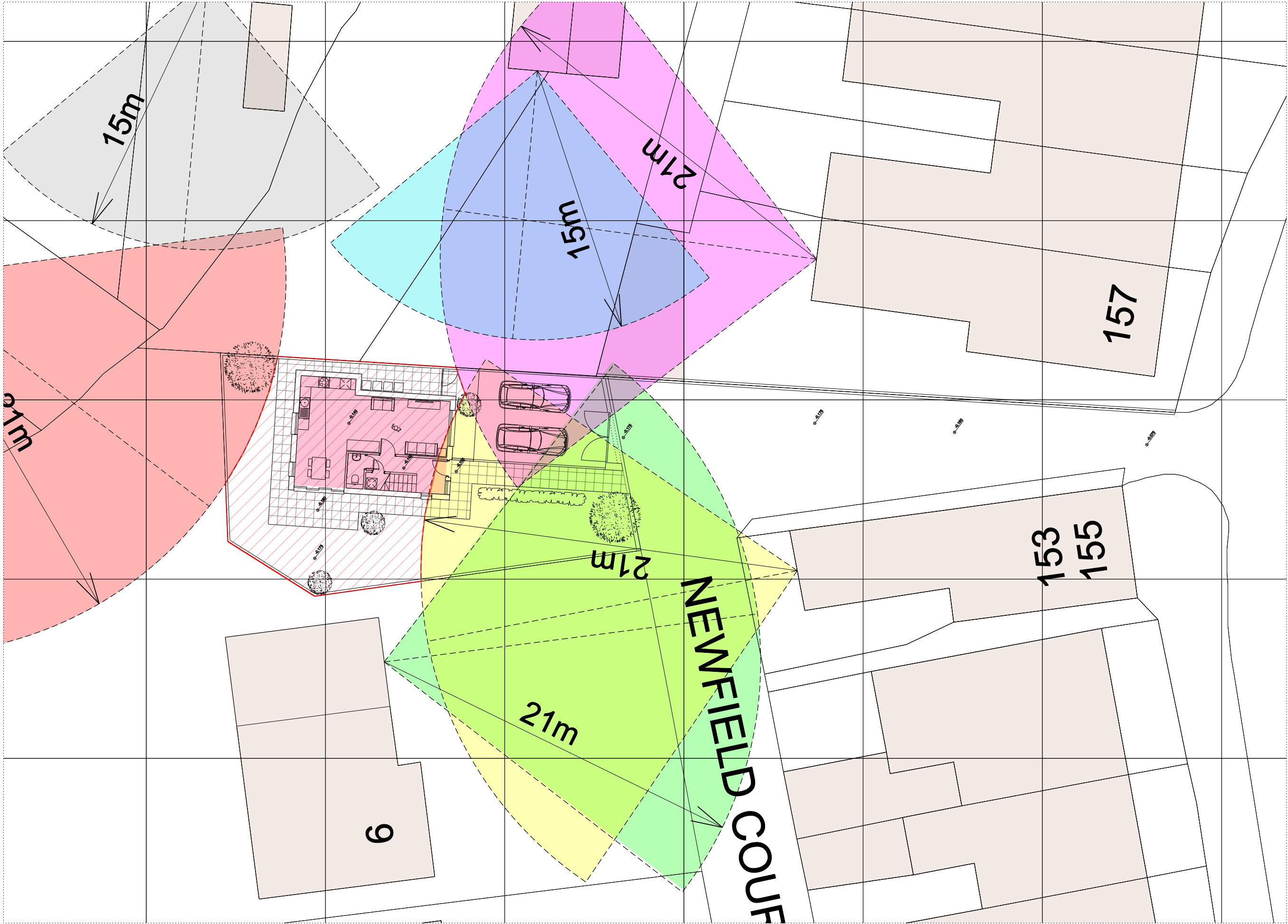


PROJECT 153-155 CHURCH ST & 2-4 NEWFIELD WESTHOUGHTON, BOLTON			
CLIENT MR & MRS STOCKTON			
TITLE 2-4 NEWFIELD PROPOSED PLANS			
SCALE 1:100@A3		DATE JAN 2013	
JOB No 1379	DWG No AL[05]105	REV A	
ISSUE FOR PLANNING DOCUMENT			

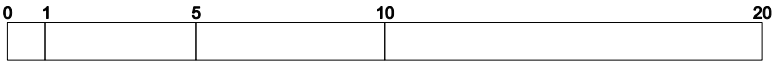


NOTES / REVISION			
NOTE - EXISTING BUILDING SURVEY PROVIDED BY CLIENT. SITE MEASURE ALL ELEMENTS PRIOR TO ANY CONSTRUCTION ACTIVITY AND/OR FABRICATION			

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PROPOSED GRD PLAN WITH HABITABLE VIEW ANALYSIS - 2-4 NEWFIELD



NOTES / REVISION
REV A - 04/02/2013
DESIGN DEVELOPMENT

NOTE - EXISTING BUILDING SURVEY
PROVIDED BY CLIENT. SITE MEASURE
ALL ELEMENTS PRIOR TO ANY
CONSTRUCTION ACTIVITY AND/OR
FABRICATION



PROJECT
153-155 CHURCH ST & 2-4 NEWFIELD
WESTHOUGHTON, BOLTON

CLIENT
MR & MRS STOCKTON

TITLE
2-4 NEWFIELD
PROPOSED GRD FLOOR

SCALE
1:200@A3

DATE
JAN 2013

JOB No

1379

DWG No

AL[05]102

REV

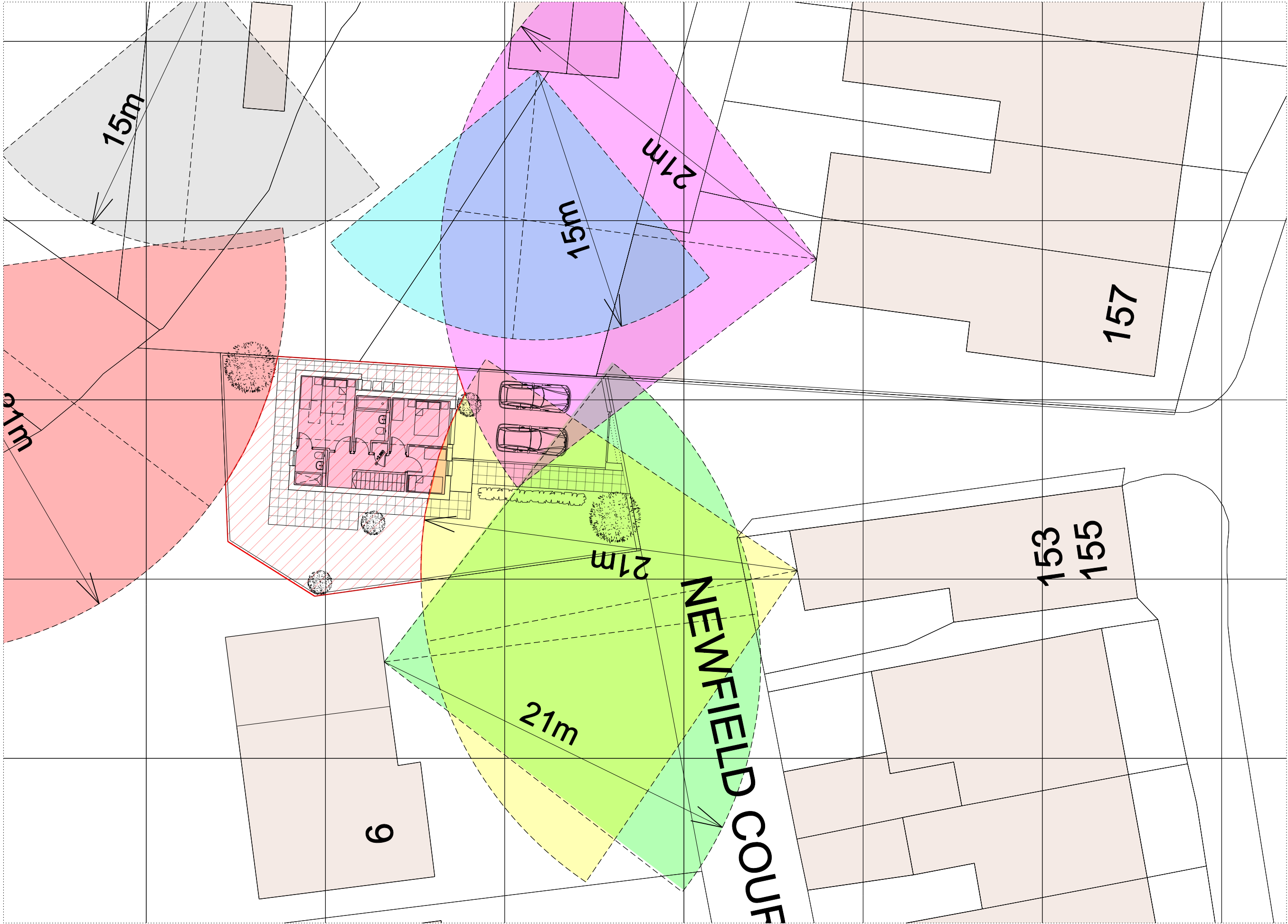
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ISSUE FOR
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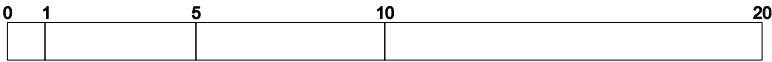
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PROPOSED FIRST FLOOR PLAN WITH HABITABLE VIEW ANALYSIS - 2-4 NEWFIELD



NOTES / REVISION
REV A - 09/04/2013
DESIGN DEVELOPMENT

NOTE - EXISTING BUILDING SURVEY
PROVIDED BY CLIENT. SITE MEASURE
ALL ELEMENTS PRIOR TO ANY
CONSTRUCTION ACTIVITY AND/OR
FABRICATION



PROJECT
153-155 CHURCH ST & 2-4 NEWFIELD
WESTHOUGHTON, BOLTON

CLIENT
MR & MRS STOCKTON

TITLE
2-4 NEWFIELD
PROPOSED FIRST FLOOR

SCALE
1:200@A3

DATE
JAN 2013

JOB No
1379

DWG No
AL[05]103

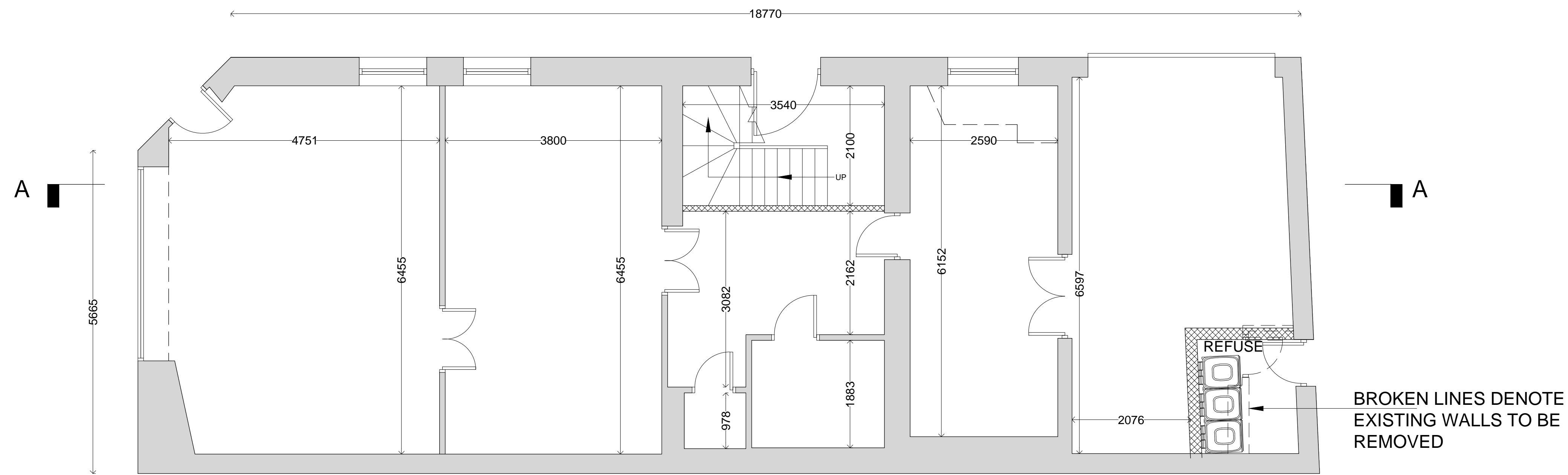
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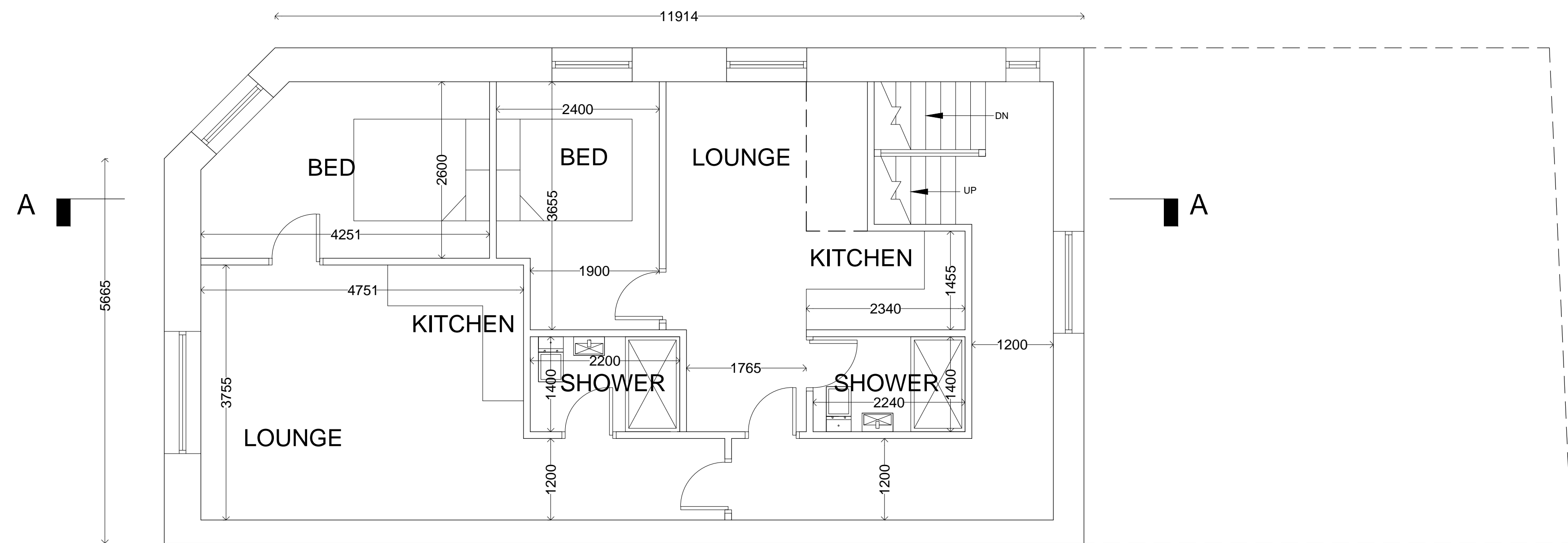
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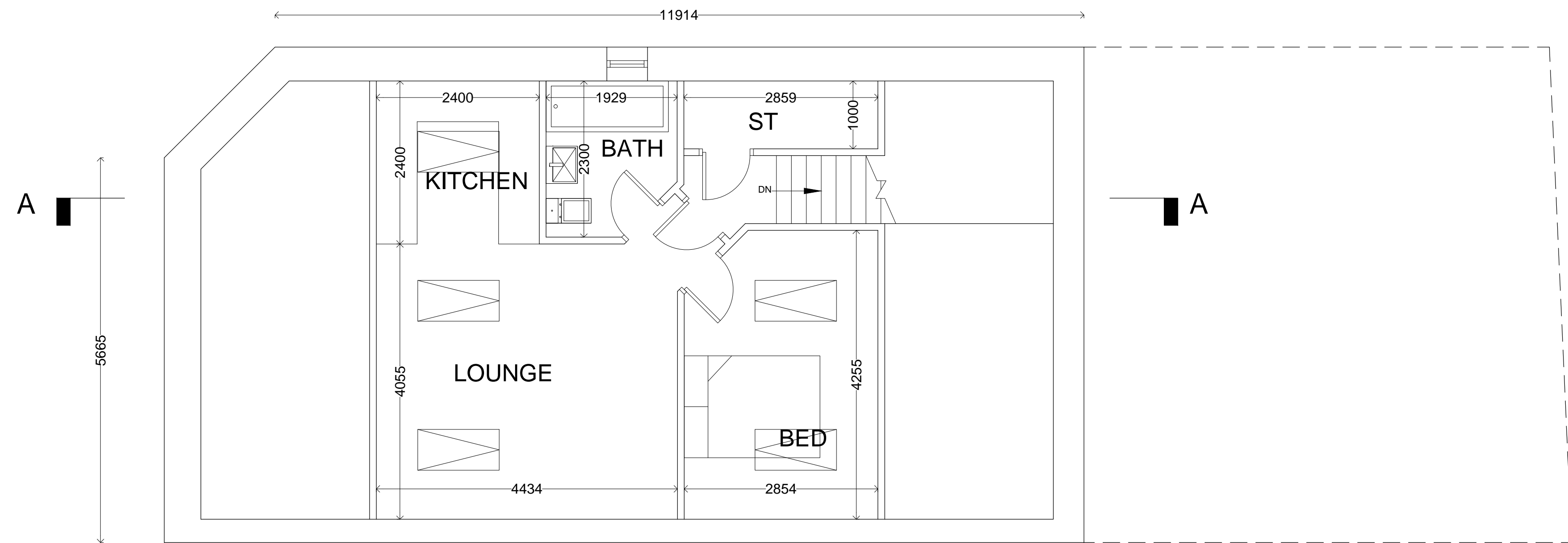
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GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN

REV	DESCRIPTION
A	GENERAL AMENDMENTS TO CLIENT'S SPECIFICATION 16.10.15 D.D.
B	NEW SKY LIGHT ADDED AND FA;LL SHOWN TO ROOF AT REAR 22.10.15 R.P..
C	BEDROOM WINDOW REPOSITIONED. 10.03.16 R.P..
D	GROUND FLOOR PLAN REVISED TO ACCOMMODATE NEW REFUSE STORE. 30.03.16 D.D.
E	GROUND FLOOR PLAN REVISED TO ACCOMMODATE NEW REFUSE STORE. 05.04.16 R.P.

PROPOSED FLOOR PLANS

PROPOSED EXTENSION
BATH SAFE LTD, 152A BRADFORD STREET,
BOLTON, BL2 1JS

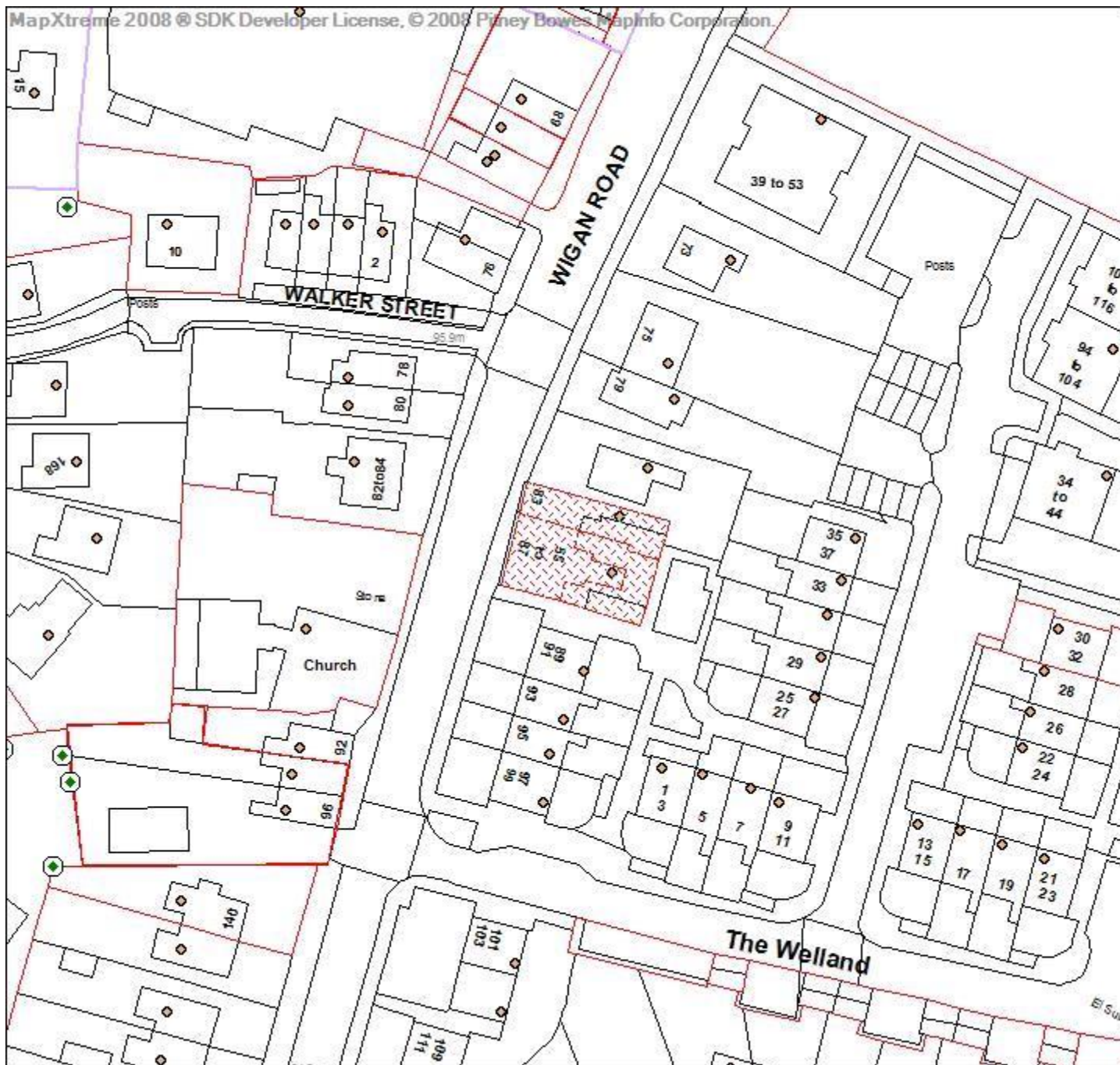
CLIENT:	KASHA
DWG NO:	K724/01
SCALE:	1/50 @ A1
DRAWN BY:	D.D.
DATE:	25/09/15
REV:	E



MICHIGAN HOUSE, 17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR
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Application number 96345/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 02/06/2016

Application Reference: 96345/16

Type of Application: Full Planning Application

Registration Date: 15/04/2016

Decision Due By: 09/06/2016

Responsible Officer: Alex Allen

Location: 83-87 WIGAN ROAD, WESTHOUGHTON, BOLTON, BL5 3RD

Proposal: RETENTION OF NO 83 AS DWELLING AND CHANGE OF USE AND CONVERSION OF NOS 85-87 TO 5 SELF-CONTAINED FLATS.

Ward: Westhoughton South

Applicant: Mr Jackson

Agent : Neil Pike Architects

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the change of use of 83-87 Wigan Road. No. 83 is in an existing residential use (i.e. 2 bed 2 storey dwelling) which is not planned to change as a result of the proposal. The existing (vacant) shop is located at Nos. 85-87 at ground floor level with ancillary storage also at ground floor level. Also at ground floor level is an existing kitchen, lounge and living room area which is used in conjunction with an existing 3 bedroom flat whose bedrooms are currently located on the first floor of Nos. 85 to 87 Wigan Road. The proposal would change the existing situation into 3 self contained flats at ground floor level each unit with a separate lounge/dining area, 1 bedroom, kitchen and living room. Two one bedroomed flats would be located at the first floor of Nos. 85-87 Wigan Road.

Pedestrian access to the properties would primarily be directly off the Wigan Road frontage whilst access to the flat in the existing single storey rear extension would be accessed from the side of the property.

Site Characteristics

The application relates to three separate properties - No. 83 an existing dwelling, No. 85 which is a 3 bedroomed self contained flat together with a shop at Nos. 85 and 87 which is located in the front section of the property with a small storage area located at the rear of the shop and a single storey extension which provides a living room, kitchen and wc for the 3 bedroomed flat. To the north of the property is a detached two storey dwelling (No. 81 Wigan Road) which is set back from the application site, whilst a number of residential properties are located to the south (Nos. 83-99 Wigan Road) which are located within the wider 'The Welland' estate which forms the boundary to the south and east of the application site.

There is an existing walkway to the south which separates the application site with Nos. 89-91 Wigan Road which provide pedestrian only access to the rear of the application site and the properties on the Welland. The land at the rear of the application site is enclosed by a brick wall with no direct vehicular access to the rear.

Waiting restrictions at the front of the property (single yellow lines) restrict parking (no waiting) between the hours of 0800hrs and 1900 hrs Mondays to Saturdays.

Policy

National Planning Policy Framework

Core Strategy CG3 The Built Environment, CG4 Compatible Uses, P5 Accessibility, S1 Safe and OA3 Westhoughton.

General Design Principles SPD, PCPN No. 21 Highways Considerations.

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * principal of residential conversion
- * impact on the character and appearance of the area
- * impact on adjoining uses/users;
- * impact on highway safety.

Principle of residential conversion

Guidance contained within NPPF (paragraphs 50 and 51) seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In addition, LPAs should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies.

The proposed conversion of the property to 5 flats meets the objectives of both local and national housing policy. The conversion of existing buildings represents the most sustainable form of development and achieves the intensification of use of a sustainably located urban site.

The development of 5 one bedroomed flats will add to the range of properties available in the area.

The proposal would retain No. 83 as one residential unit. It is noted that the proposal would result in the loss of one small retail unit with the change of use into 3 ground floor one bedroomed self

contained flats with the additional change of one x 3 bedroomed self contained flat at first floor level to 2 x 1 bedroomed self contained flats at first floor.

The creation of additional residential units is welcomed and contributes, in a small way, towards the Council's housing requirements and Core Strategy policy SC1.

Impact on the character and appearance of the area

Core Strategy policies CG3 and CG4 seek to ensure that new development proposals are compatible with the area in which they are located. The proposal would return the property/building to residential use with modest improvements to the external appearance of the property e.g. removal of the roller shutter and signage.

The proposal would then have a more domestic appearance which would make it more compatible with the surrounding area.

Impact on adjoining uses/users

Core Strategy policy CG4 seeks to ensure development proposals are compatible with surrounding land uses and users/occupiers. The adjoining uses to the north and south are both residential. The removal of a modest retail use to a residential use would be more compatible with the adjoining residential uses with the removal of potential delivery vehicles and car borne customers calling at the premises.

It is considered that the proposal is compatible with the surrounding area.

Impact on highway safety

The site is located on Wigan Road which is part of the strategic route network. Waiting restrictions are in place outside the premises which are in force for the period Monday to Saturday 8.00am to 7.00pm. The potential for waiting on the highway is likely to reduce if the proposal is granted permission and subsequently implemented with the removal of service deliveries to the shop and potential car borne customers calling at the property. It is noted that the existing shop has been vacant for a number of years, however it still has the potential to reopen for trade without any restrictions.

It is noted that there is no off-street parking provision and that the Council's Highways Engineers have concerns regarding this fact in that they perceive this will result in likely contravention of existing traffic regulation orders at the front of the property and the parking of vehicles within the adjoining Welland site. However, it is considered that given their size it is likely that the flats will be single occupancy and unlikely to give rise to substantially more demand for car parking than the existing three bedroom flat.

On balance it is considered that the proposal would be acceptable.

Conclusion

Whilst it is debateable whether the retention of No. 83 Wigan Road requires the benefit of further planning permission, it is considered that the change of use from a shop with ancillary storage and a 3 bedroomed flat to five 1 bedroomed self contained flats would have a relatively modest / minor impact on the parking in the vicinity of the application site. The conversion works themselves are compatible with the surrounding area, resulting in modest improvements to the character and appearance of the property whilst being compatible with the adjoining residential uses to the north and south.

It is considered that the only issue for discussion is the level or lack of car parking for the proposed

change of use. However, given the type of development, modest scale, location of the property in relation to local facilities and other modes of transport it is considered that the proposed development is acceptable on balance.

Representation and Consultation Annex

Representations

Letters/petitions:- no representations received.

Town Council:- Westhoughton Town Council raise objections to the proposal as the proposed number of flats has only slightly reduced from the previous application and no parking provision is proposed. It is also noted that work has commenced on site.

Officer comment - it is understood refurbishment works have been undertaken at the site including re-roofing work and internal work and this has been witnessed by local residents. However, Planning Enforcement Officers have visited the site on a number of occasions and have confirmed that refurbishment works in themselves would not constitute a breach of planning control. However, the owner of the property has informally agreed to cease work on the site whilst Members consider the application.

Elected Members:- Councillor Watters has requested that this application is determined by the Planning Committee following a site visit by Members.

Consultations

Advice was sought from the following consultees: Design for Security (Greater Manchester Police), the Council's Highways Engineers and Westhoughton Town Council.

Planning History

There are a number of planning applications which have been considered at the application site including the following:

A planning application for the conversion of 83-87 Wigan Road into 7 self contained flats consisting of 4 x 2 bed and 3 x 1 bed self contained flats was withdrawn by the applicant in March 2016 (Ref: 95499/15).

Planning permission was granted in December 2006 for the erection of a single storey rear extension to form a shop extension and the formation of a flat on the first floor of No. 87 Wigan Road (Ref: 75767/06) and the conversion of part of the existing shop/off licence at No. 85 to a single dwelling. Planning permission was granted in November 2005 for the erection of a single storey rear extension at No's 85/87 Wigan Road together with the change of use of the first floor to two flats (Ref: 72509/05).

Planning permission was refused in October 2004 (Ref: 68440/04) for the erection of a single storey rear extension and also the provision of 3 flats (2 at first floor and 1 within the existing roofspace) with the retention of the ground floor premises as an off licence/shop. The proposal included the provision of dormers at the front and rear of the property. It is noted that the application was recommended for approval by Officers. However, Members of the Planning Committee refused planning for the proposal as the proposal was considered to have a negative impact on the appearance of the area and the amenities of adjoining properties. In respect of parking / highways related issues it was considered as follows:

'With regard to the proposed conversion of the upper floors to three flats it is noted that there is no off-street parking provision. However, it is considered that given their size it is likely that the flats will be single occupancy and unlikely to give rise to more demand for car parking than the existing three bedroom flat. The applicant has stated that arrangements are in place for car parking at 75 Wigan Road and the Methodist Chapel opposite the site, but no evidence of a formal agreement has been submitted. Even if this parking were not available there is a public car park at the corner of Fairways and Wigan Road a short distance from the site which could be used by future residents. As detailed

above, the use of this car park is in dispute, however as the site is on a bus route and within reasonable walking and cycling distance of Westhoughton town centre, a choice of means of transport other than the car is provided and it is considered that the proposal would be acceptable even if the car park was not available.'

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

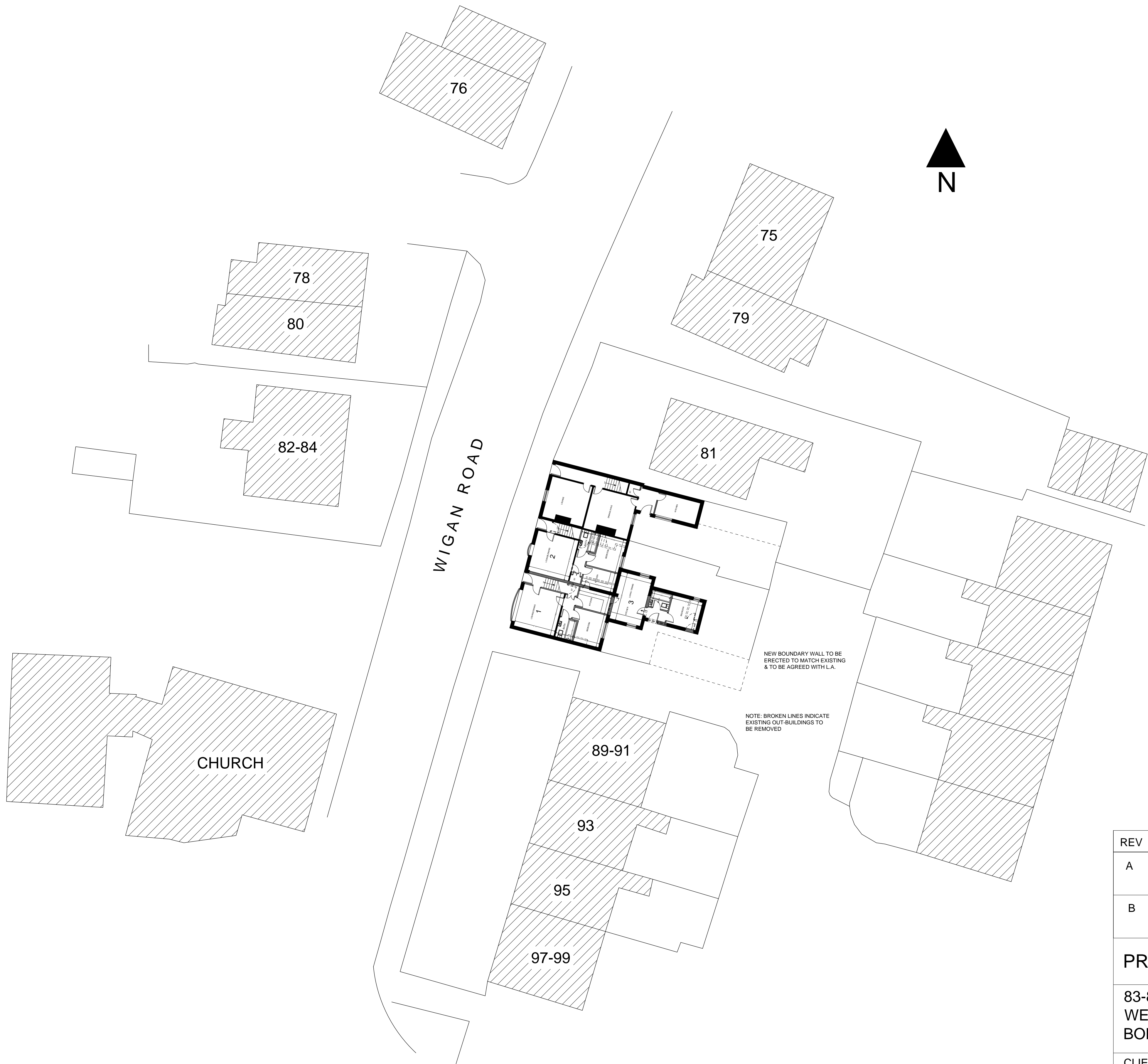
Drawing No. PL K735/01 Rev. B - Proposed Site Plan;
Drawing No. PL K735/02 Rev. B - Proposed Floor Plans and Side Elevation.

Reason

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

/

PROPOSED SITE PLAN
SCALE - 1:200



REV	DESCRIPTION
A	LAYOUT REVISED TO FORM ONE BEDROOM BEDSITS TO CLIENT'S SPECIFICATION. 04.04.16 D.D.
B	LAYOUT REVISED TO FORM 5 (1 BED) BED-SITS AND NO 83 TO BE RETAINED AS A 3-BED HOUSE TO CLIENT'S SPECIFICATION. 13.04.16 R.P.

PROPOSED SITE PLAN

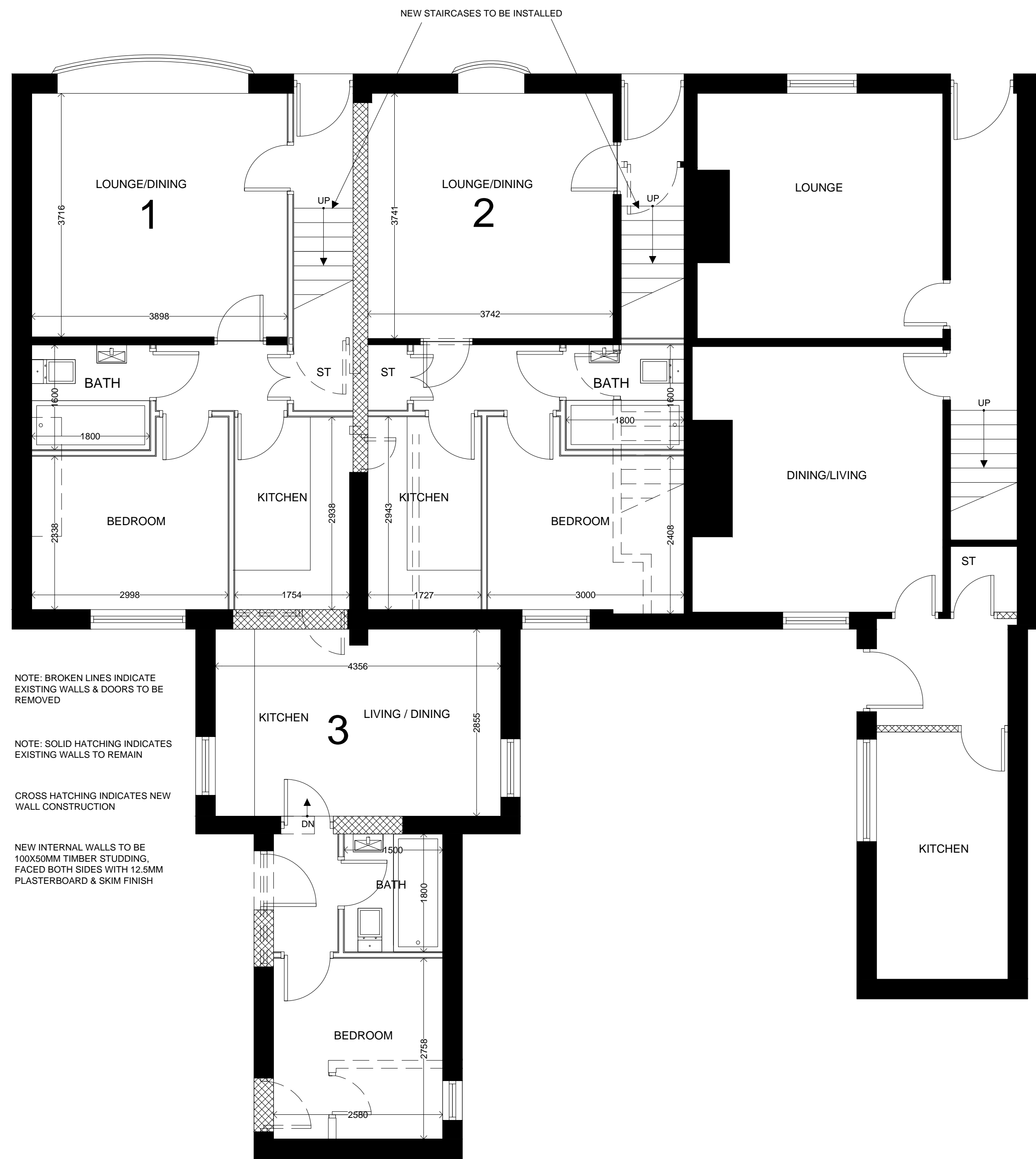
83-87 WIGAN ROAD,
WESTHOUGHTON
BOLTON, BL5 3RD

CLIENT:	JACKSON
DWG NO:	PL K735/01
SCALE:	1/200 @ A1
DRAWN BY:	R.S.P.
DATE:	23/11/15
REV:	B

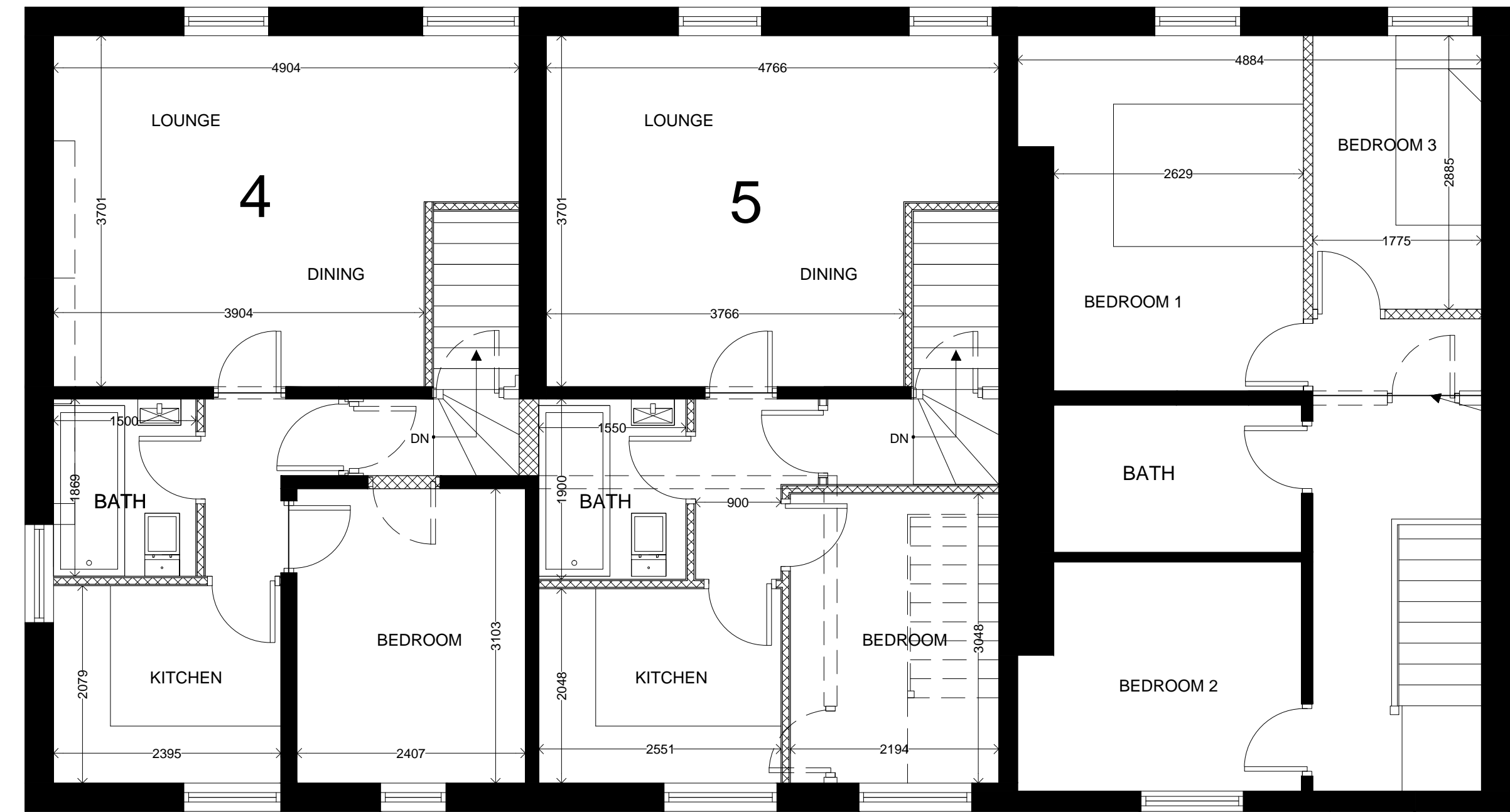


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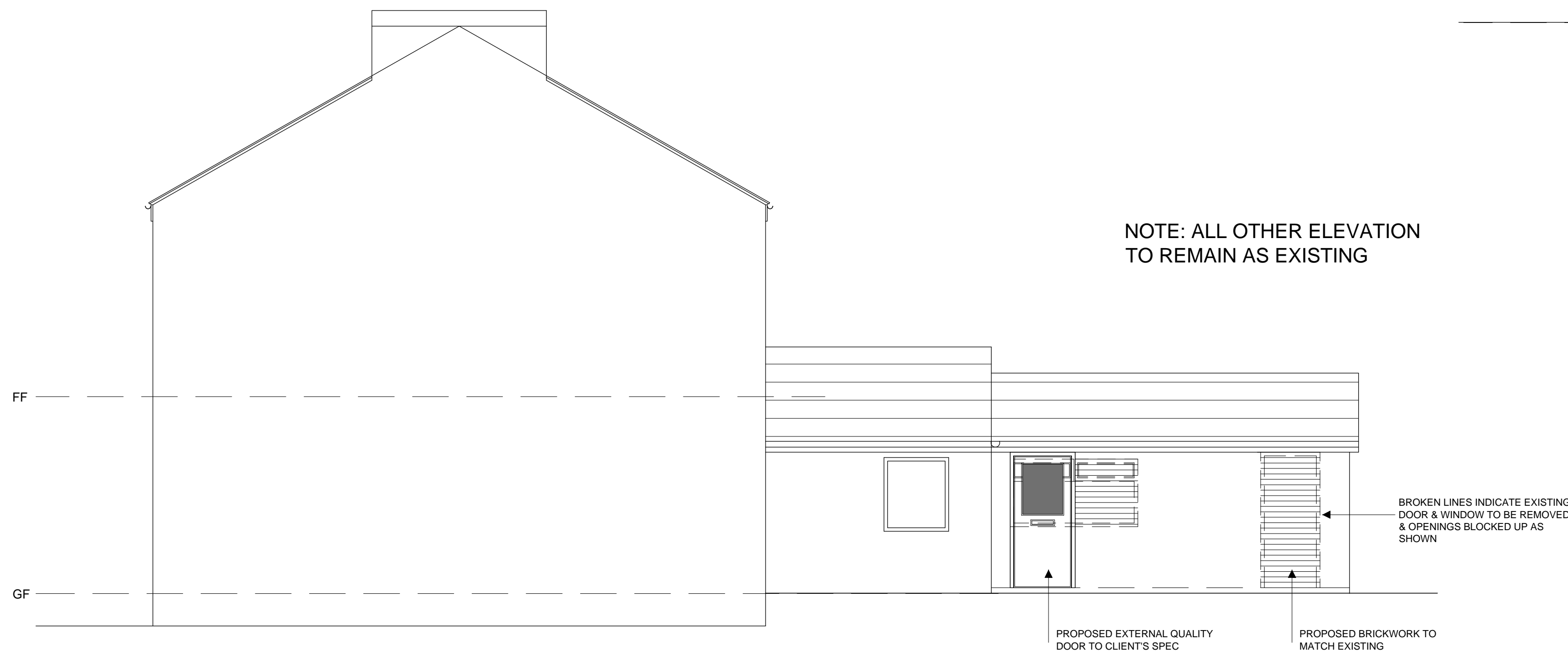
83-87 - GROUND FLOOR PLAN



83-87 - FIRST FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION (SOUTH)

REV	DESCRIPTION
A	LAYOUT REVISED TO FORM ONE BEDROOM BEDSITS TO CLIENT'S SPECIFICATION. 04.04.16 D.D.
B	LAYOUT REVISED TO FORM 5 (1 BED) BED-SITS AND NO 83 TO BE RETAINED AS A 3-BED HOUSE TO CLIENT'S SPECIFICATION. 13.04.16 R.P.

PROPOSED FLOOR PLANS & SIDE ELEVATION

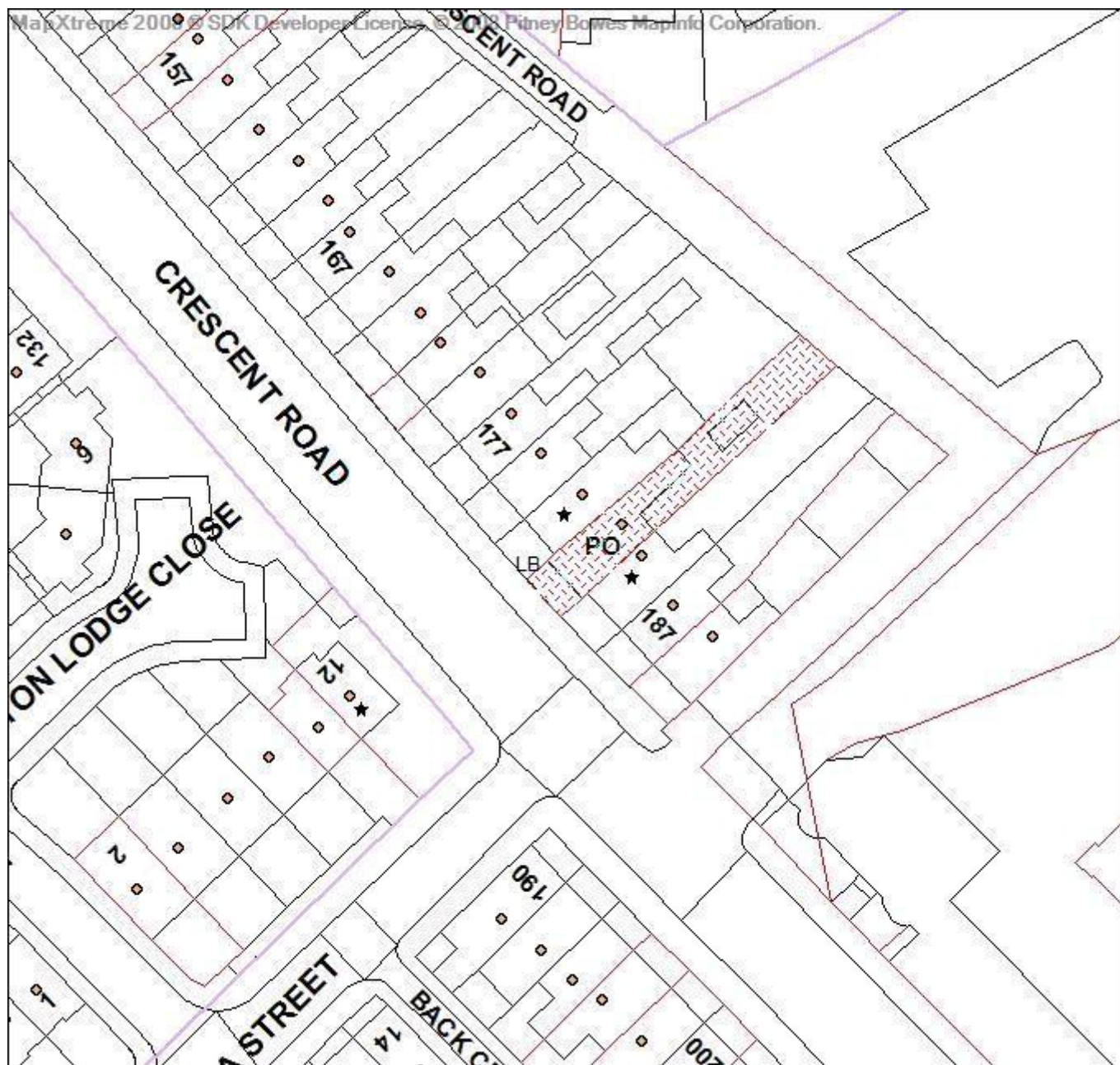
PROPOSED BED SITS
83-87 WIGAN ROAD, WESTHOUGHTON
BOLTON, BL5 3RD

CLIENT:	JACKSON
DWG NO:	PL K735/02
SCALE:	1/50 @ A1
DRAWN BY:	R.S.P.
DATE:	23/11/15
REV:	B

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Application number 96389/16



Development & Regeneration Dept
Development Management Section

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

Bolton Council

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Date of Meeting: 02/06/2016

Application Reference: 96389/16

Type of Application: Full Planning Application
Registration Date: 21/04/2016
Decision Due By: 15/06/2016
Responsible Officer: Martin Mansell

Location: 183 CRESCENT ROAD, BOLTON, BL3 2JS

Proposal: ERECTION OF SINGLE STOREY EXTENSION TO REAR TOGETHER WITH FORMATION OF DOOR TO FIRST FLOOR FLAT AT FRONT AND REMOVAL OF EXTERNAL STAIRS TO REAR.

Ward: Great Lever

Applicant: Mr AYUB
Agent : RA Design & Project Management Ltd

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought for a development with the following elements:-

- removal of rear staircase to existing first floor flat
- partial demolition of existing rear single storey outrigger
- erection of 7 metre single storey extension
- installation of additional door on front elevation to form access to first floor flat

The application appears on the agenda due to the fact that the Applicant is Councillor M Ayub and the building is in his ownership.

Site Characteristics

The site is an existing Post Office with a flat over. It is part of a row of typical two storey buildings fronting Crescent Road. The area is mixed in character, containing both residential and commercial properties. Adjacent to the north at No. 181 is another commercial property - a money and travel shop - and adjacent to the south at No. 185 is a residential property. This property shares its rear curtilage with the adjacent property No. 187 and there is evidence that the two houses are linked in terms of occupation and use.

Relative to most terraced properties in the borough, the premises in this row benefit from exceptionally long rear curtilages (approximately 24 metres) together with relatively open aspects to the rear due to them backing onto open land associated with the Beehive Mills complex to the south.

Policy

National Planning Policy Framework - building a strong and competitive economy, ensuring the vitality of town centres, promoting sustainable transport, requiring good design, promoting healthy

communities

Core Strategy Objectives

SO5 Bolton's Economy, SO9 Crime and Road Safety

Core Strategy Policies

P5 Transport, S1 Crime and Road Safety, CG3 Design and the Built Environment, CG4 Compatible Uses, RA1 Inner Bolton, RA2 Farnworth, RA3 Brightmet

Supplementary Planning Documents

General Design Principles

House Extensions

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the area
- * impact on the road network
- * impact on living conditions
- * impact on economic development

Impact on the Character and Appearance of the Area

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

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

Policy SO11 of Bolton's Core Strategy is a strategic policy and seeks to conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of new buildings. Core Strategy Policy CG3 seeks to ensure that development proposals display innovative, sustainable design that contributes to good urban design, respects and enhances

local distinctiveness, and has regard to the overall built character and landscape quality of the area. Proposals should also be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment.

Policy RA1 relates specifically to Inner Bolton and states that the Council will conserve and enhance the distinctive character of the existing physical and natural environment; ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing; respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design; make efficient use of land in inner Bolton due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach.

As a single storey structure, the rear extension will have little or no impact on the street scene due to its location to the rear, the relatively long rear curtilage and the lack of buildings to the east. Additional doors on front elevations such as the one proposed can give a cluttered and cramped appearance in some circumstances, but in this instance the modern full width shop front will lend itself to an additional door without unacceptable harm to its appearance.

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

Impact on the Road Network

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

The amount of proposed new retail space is not considered to be likely to give rise to significant changes in the nature of vehicular or other movements over and above the existing situation. It is also noted that the Council's Highway Engineers do not raise objection. The proposal is considered to comply with Core Strategy Policies SO9, P5 and S1.

Impact on Living Conditions

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.

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.

Due to the handed part single part two storey outrigger of the adjacent property at No. 181, and the commercial nature of its use, the proposal development is considered to have little or no impact on this property.

No new use is proposed - the proposal is for an existing building and use to be extended. At 7 metres, the extension is significant in terms of length and has the potential to impact on the living conditions of the adjacent residential property at No. 185 Crescent Road. This property has a principal window next to the boundary with the application site and no boundary treatment currently exists to provide any screening. The Council has no adopted standards for extensions to commercial

properties and therefore a judgement has to be made on this impact. The closest policy is the House Extensions policy which permits single and two storey extensions up to 4 metres in length, longer at ground floor level where other circumstances render this acceptable. However, the house extensions policy is clear that its justification for this relaxed approach are the needs of families occupying the buildings:-

"By reason of issues such as their age, density, size and design, most of these houses are much more restricted in terms of the space available to meet the needs of their occupants, particularly those with larger families living in potentially overcrowded conditions. Many terraced houses, particularly those built before the 2nd World War were built without an inside WC and bathroom and in many cases with limited kitchen, living and sleeping facilities. Over time the introduction of inside toilets and bathrooms has further restricted available internal space. The Council has taken the view, therefore, that applications to extend such properties need to be considered more sympathetically".

As a commercial property with a one-bedroomed flat over, it is not considered that this justification applies in this instance. However, there are considered to be other circumstances which render this proposed development acceptable:-

- the adjacent property benefits from an exceptionally long rear curtilage, approximately 24 metres, which means that the sense of enclosure typically caused by rear extensions will be significantly mitigated in this instance
- the land directly to the rear of these properties is open land adjacent to the Bolton - Manchester railway line, further enhancing this sense of openness
- No. 185 and No. 187 have a shared rear yard apparently used in common. This further reduces the impact on any one particular window or on the use of the private amenity space
- the neighbouring property has been consulted and has not raised objection to the proposal
- a significant amount of space would still remain for bin storage, amenity and other uses of the rear curtilage of the application site, including room for one car
- permitted development rights allow, subject to the Prior Notification procedure, for extensions to terraced houses up to 6 metres in length where the neighbour does not object. Clearly this right would not apply in this instance - the property is commercial and the extension would be 1 metre longer than the permitted development right - though this still needs to be taken into account. The impact on living conditions would in fact be little different than that provided by the permitted development right
- the impact on living conditions would be little different than for many of the terraced houses that have been significantly extended throughout the borough (albeit that the family justification does not apply in this instance, as discussed above)

Taken individually, it is not considered that these factors would by themselves justify an extension of this length. However, taken together, it is considered that they sufficiently render the impact on living conditions acceptable.

On balance, the proposal is considered to comply with Policy CG4 of Bolton's Core Strategy

Impact on Economic Development

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

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

Policy RA1 relates specifically to Inner Bolton but is not particularly relevant in this instance as it states that the Council will continue to focus jobs in modern employment areas in The Valley, locate new employment-related development on undeveloped sites in The Valley and surrounding area and regenerate mills and other older industrial premises in the area with a mixture of new build and refurbishment for primarily employment uses, with supporting residential and mixed uses.

Taking into account the demolition of the existing rear outrigger, the net increase in available floor space would be only 16.7 square metres. However, the extension would open up and permit the more effective use of the available space. For this reason, the proposed development is considered to have a very small but positive impact on economic development.

Conclusion

Neither the additional doorway or the rear extension will have any significant impact on the street scene or on issues such as highway safety. The extension is relatively small scale in terms of increased floor space and it is therefore not considered that a purely economic justification can apply in this instance. At 7 metres, the rear extension is significant and will have a degree of impact on the outlook of the adjacent window of the neighbouring property. However, for the reasons discussed above it is considered that the particular circumstances of the application proposal and its site render the development acceptable in this instance.

Representation and Consultation Annex

Representations

Letters:- no objections were received from consulted properties

Consultations

Advice was sought from the following consultees: Highway Engineers

Planning History

The site has no planning history.

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 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 visually reflects the existing building and to comply with policy CG3 of Bolton's Core Strategy.

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

RAD/1422/16/1; "Existing & Proposed Plans"; dated March 2016

Reason

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

**Application number
96401/16**



**Development & Regeneration Dept
Development Management Section**

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

**Bolton
Council**

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Date of Meeting: 02/06/2016

Application Reference: 96401/16

Type of Application: Full Planning Application
Registration Date: 22/04/2016
Decision Due By: 16/06/2016
Responsible Officer: Helen Williams

Location: 379A CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 6DT

Proposal: ERECTION OF FRONT DORMER (RESUBMISSION OF 94597/16)

Ward: Horwich North East

Applicant: c/o Neil Pike Architects

Agent : Neil Pike Architects

Officers Report

Recommendation: Refuse

Proposal

Councillor Kellett has requested that this application be heard before Planning Committee.

This application is a resubmission of planning application 94597/15, which was refused under delegated powers in January 2016 for the following reason:

"The proposed front dormer window would, by virtue of its design, size and siting, be detrimental to the character and appearance of the host dwelling and the street scene and is contrary to Policies CG3 and OA1 of Bolton's Core Strategy and Supplementary Planning Document - "House Extensions"."

The proposal was refused as SPD House Extension states in paragraph 5.11 that, in areas where dormers on the front of properties are absent, applications for new dormers on elevations which face a highway or on other prominent elevations are unlikely to be considered acceptable.

The proposed plans do not differ from those refused, however the applicant has submitted the following information [as summarised by the case officer] to support their proposal:

- * Their reason for the front dormer is that they foster and that there is a lack of space for their own children.
- * There is not much head height on the second floor for their children, owing to their age and height.
- * The lack of space is affecting their position to continue fostering for Bolton as all foster children have to be on the same floor as the foster parents (meaning their children have bedrooms on the second floor).
- * Their neighbours have raised no objection.
- * They do not want to move house as their children are happy and settled in school.

- * They do not overlook anyone.
- * A dormer at the front will not have a negative effect on the road.

Site Characteristics

The application property is a newly built four bedroom dwelling on the end of a row of four terraced dwellings. The dwelling has a single storey front element and an existing rear dormer window and front roof lights to accommodate use of the loft space.

On this side of Chorley New Road are rows of similarly designed terraced dwellings. None of the dwellings in the vicinity have front dormers.

The dwellings on this side of the road are set back from the main road on a secondary access road. Chorley New Road is a main thoroughfare to Horwich Town Centre.

Policy

National Planning Policy Framework (NPPF)

Core Strategies Policies: CG3 The Built Environment; CG4 Compatible Uses; OA1 Horwich and Blackrod.

SPD House Extensions

SPD General Design Principles

Analysis

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

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

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

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

The main impacts of the proposal are:-

- * impact on the character and appearance of the dwelling and the surrounding area
- * impact on the amenity of neighbouring residents

Impact on the Character and Appearance of the Dwelling and the Surrounding Area

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

SPD House Extensions provides general advice on house extensions and offers guidance relating to the effect of extensions on the appearance of the dwelling itself and the effect of extensions on the street scene and the character and appearance of the area.

Paragraph 5.11 of the SPD states that, in areas where dormers on the front of properties are absent, applications for new dormers on elevations which face a highway or on other prominent elevations are unlikely to be considered acceptable. Exceptions to this approach may however be made where it is considered that the proposed dormer will not affect the appearance of the dwelling or the character of the area as a whole. This may be the case where there is a variety or mix in the scale and appearance of nearby properties, or where the proposed dormer is appropriate in scale and has been carefully designed to appear as a feature of the original dwelling.

The dwelling has an existing rear dormer and roof lights within the front roof plane, to accommodate living space within the roof.

There are no dormers on the front of any other of the houses on this stretch of Chorley New Road. It could not be argued that there are a variety or mix of dwellings in the area, given that the dwelling is sited within a row of similarly designed dwellings.

The scale of the proposed dormer is large, in that it will cover almost the majority of the front roof plane (which is a lot more than the one quarter advised within paragraph 5.10 of the SPD where front dormers are acceptable). It is therefore considered that the proposed dormer would harm the character and appearance of the dwelling and the street scene, contrary to Policies CG3 and OA1 of the Core Strategy.

Impact on the Amenity of Neighbouring Residents

Policy CG4 of the Core Strategy states that the Council will ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security.

SPD House Extensions provides general advice on house extensions and offers guidance relating to the impact of extensions on neighbouring properties, particularly in relation to natural light, privacy and overlooking.

It is not considered that the proposed dormer would unduly harm the amenity of any neighbouring resident as it will not overlook any neighbouring dwelling. It is therefore considered that the proposal complies with Policy CG4 of the Core Strategy.

Other Considerations

The applicant has submitted a statement explaining why they require the proposed front dormer window. This has been summarised within the proposal section of this report.

Officers do not consider that the applicant's reasons for requiring the front dormer outweigh the harm that would be caused to the street scene in this instance, nor do they justify a departure from the Council's policy guidance on house extensions.

Conclusion

For the reasons discussed above it is considered that the proposed front dormer window would harm the character and appearance of the host dwelling and the street scene, contrary to Policies CG3 and OA1 of the Core Strategy and the guidance contained within SPD House Extensions. Members are therefore recommended to refuse this application.

Representation and Consultation Annex

Representations

Horwich Town Council:- raised no objection at their meeting of 19th May 2016.

Elected Members:- Councillor Kellett has requested that the final determination of this application be made by the Planning Committee.

Consultations

Advice was sought from the following consultees: None.

Planning History

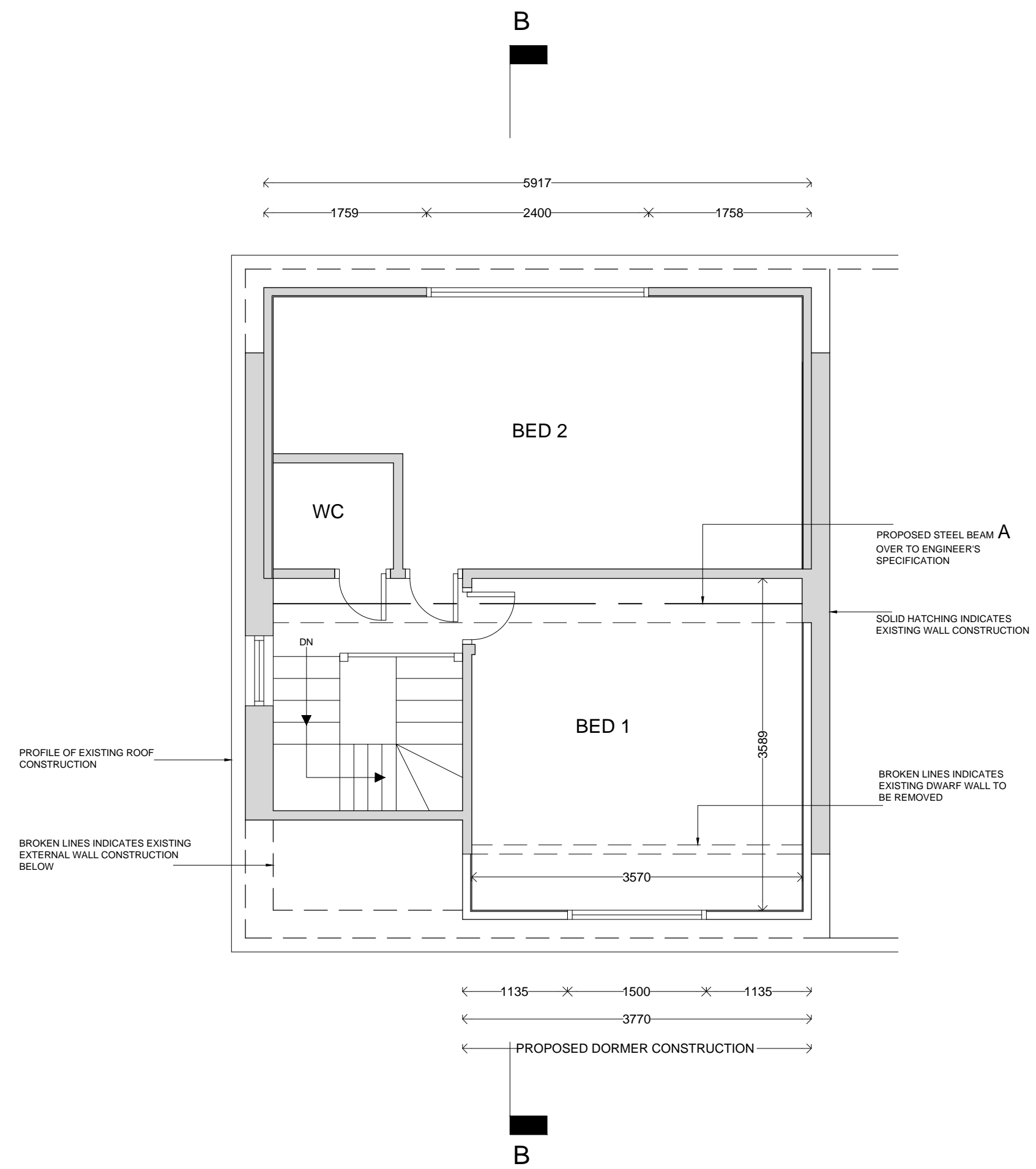
Planning application 94597/15 for the erection of a front dormer was refused under delegated powers in January 2016 for the following reason:

"The proposed front dormer window would, by virtue of its design, size and siting, be detrimental to the character and appearance of the host dwelling and the street scene and is contrary to Policies CG3 and OA1 of Bolton's Core Strategy and Supplementary Planning Document - "House Extensions"."

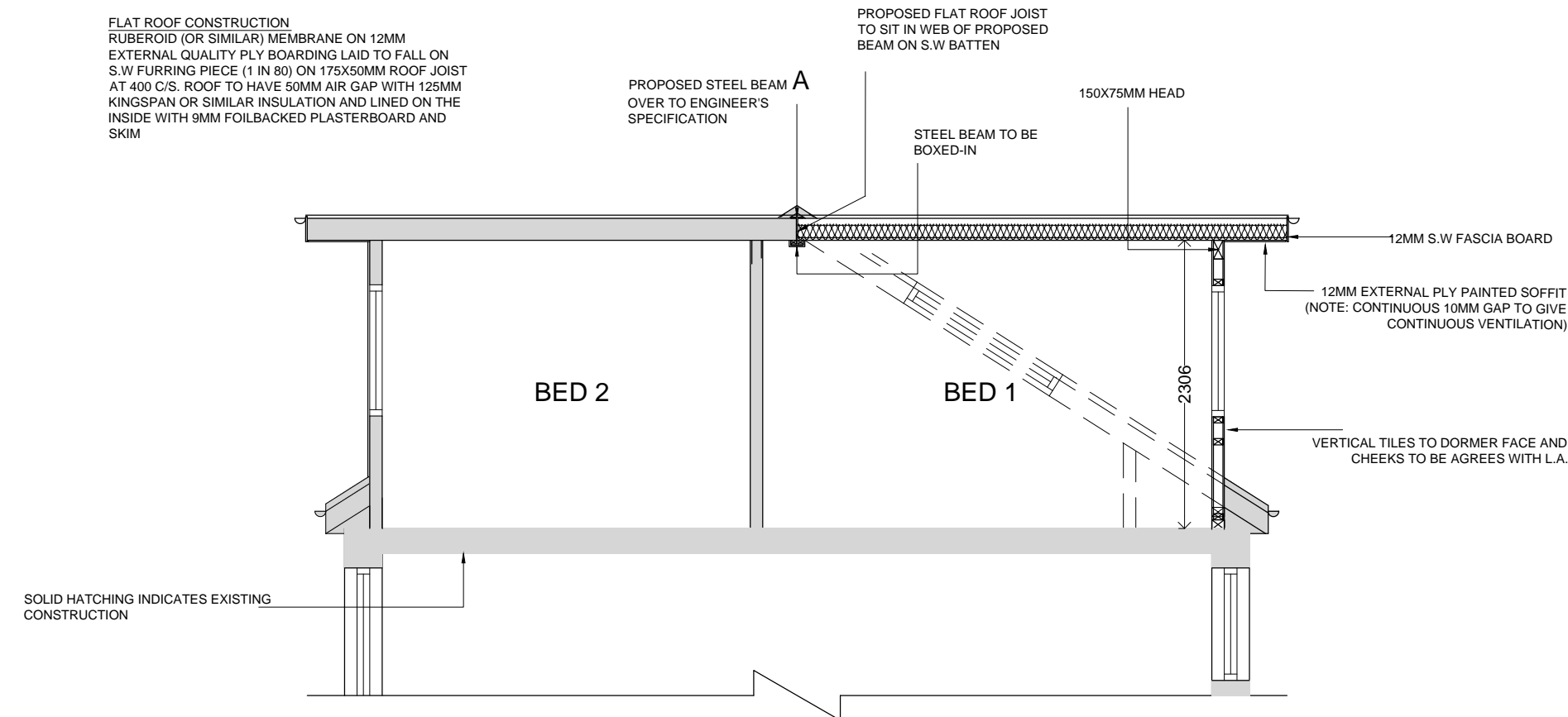
Recommendation: Refuse

Recommended Conditions and/or Reasons

1. The proposed front dormer window would, by virtue of its design, size and siting, be detrimental to the character and appearance of the host dwelling and the street scene and is contrary to Policies CG3 and OA1 of Bolton's Core Strategy and Supplementary Planning Document - "House Extensions".



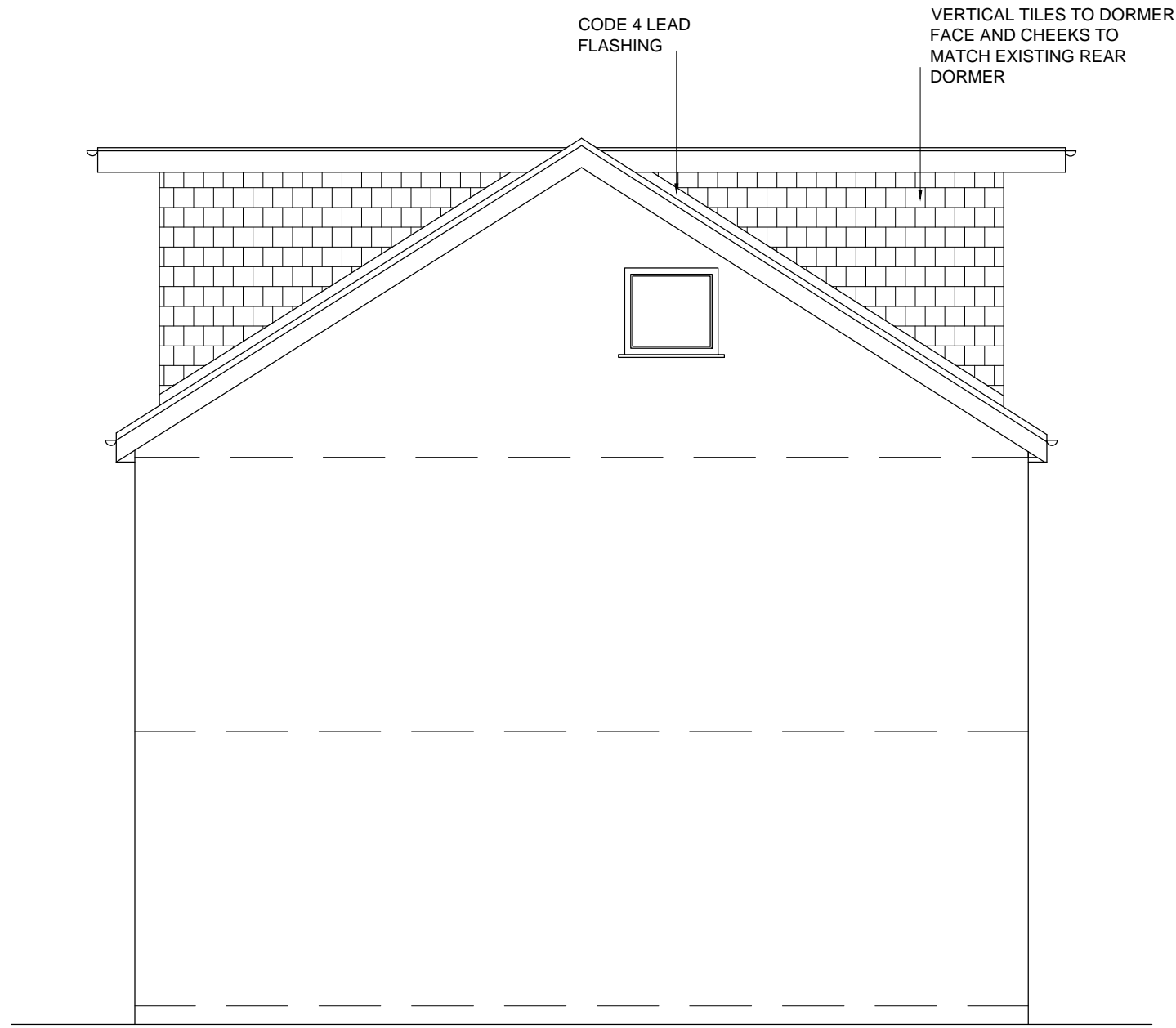
SECOND FLOOR PLAN



SECTION B-B



REAR ELEVATION




SIDE ELEVATION

REV	DESCRIPTION
A	EXISTING REAR DORMER ADDED 18.05.16 R.S.P.

PROPOSED FLOOR PLAN, ELEVATIONS & SECTION

PROPOSED FRONT DORMER
379A CHORLEY NEW ROAD,
BOLTON, BL6 6DT

CLIENT:	CHADWICK	
DWG NO:	K712/01	
SCALE:	1/50 @ A1	
DRAWN BY:	R.S.P.	
DATE:	08/06/15	
REV:	A	

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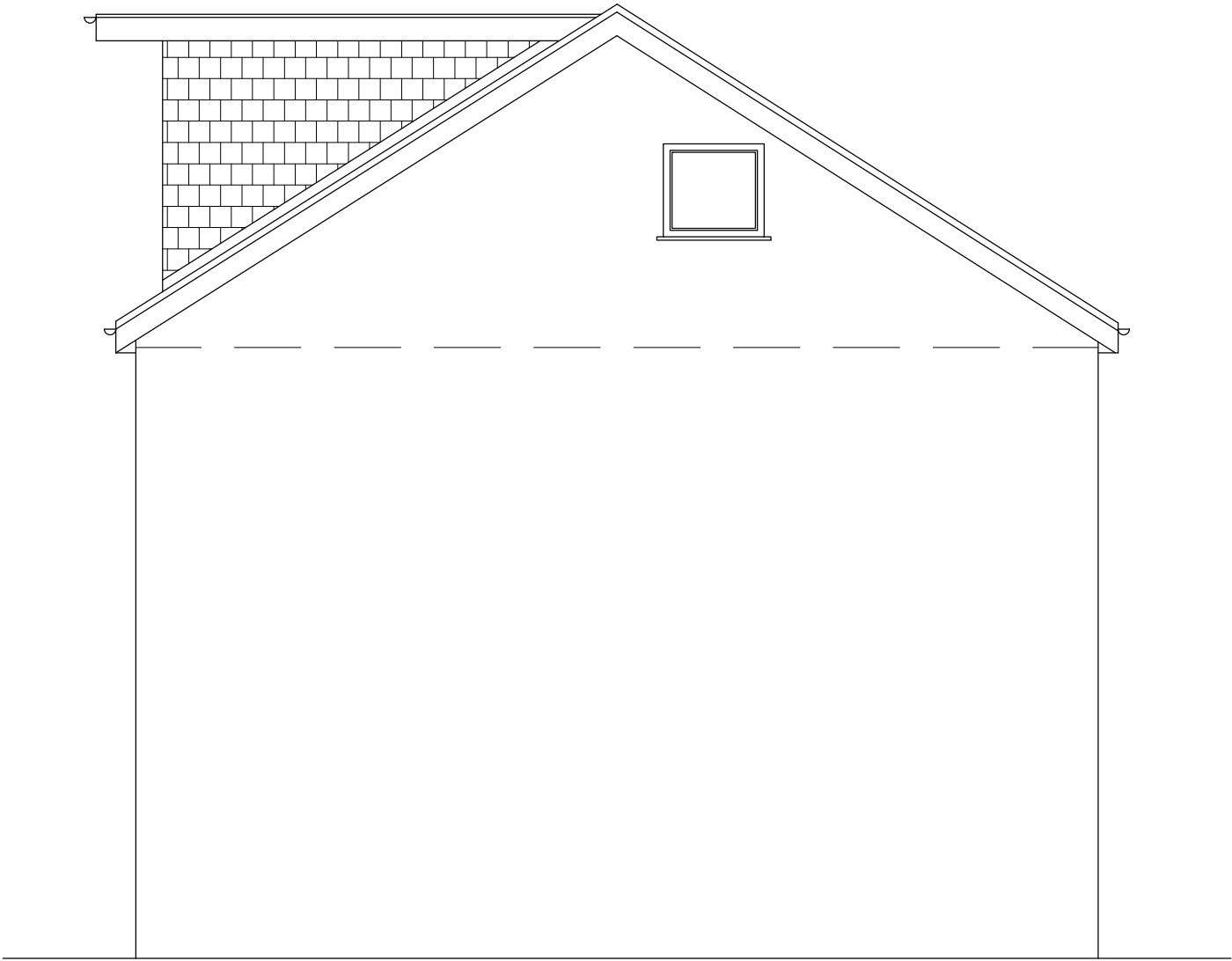
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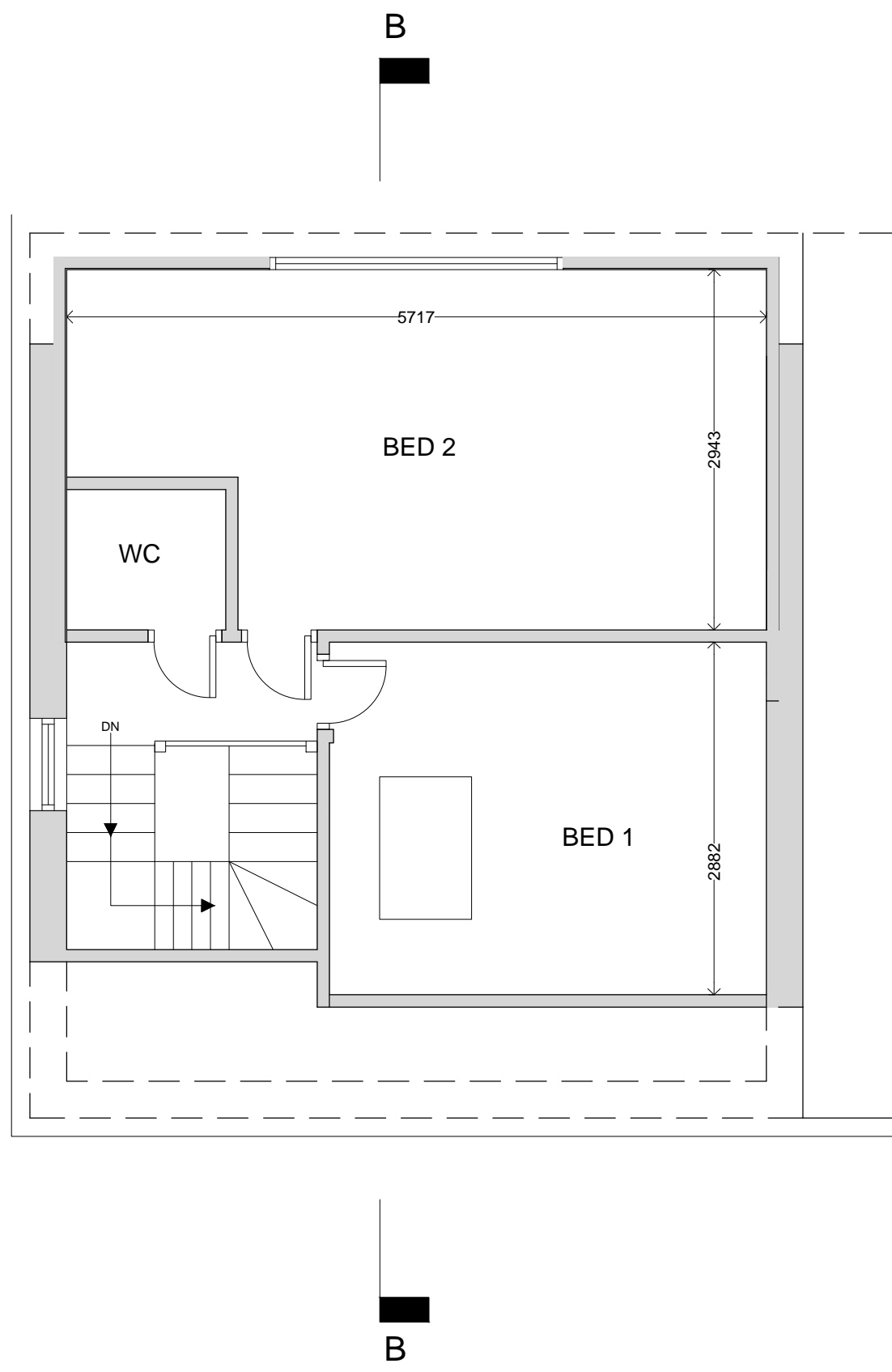
FRONT ELEVATION



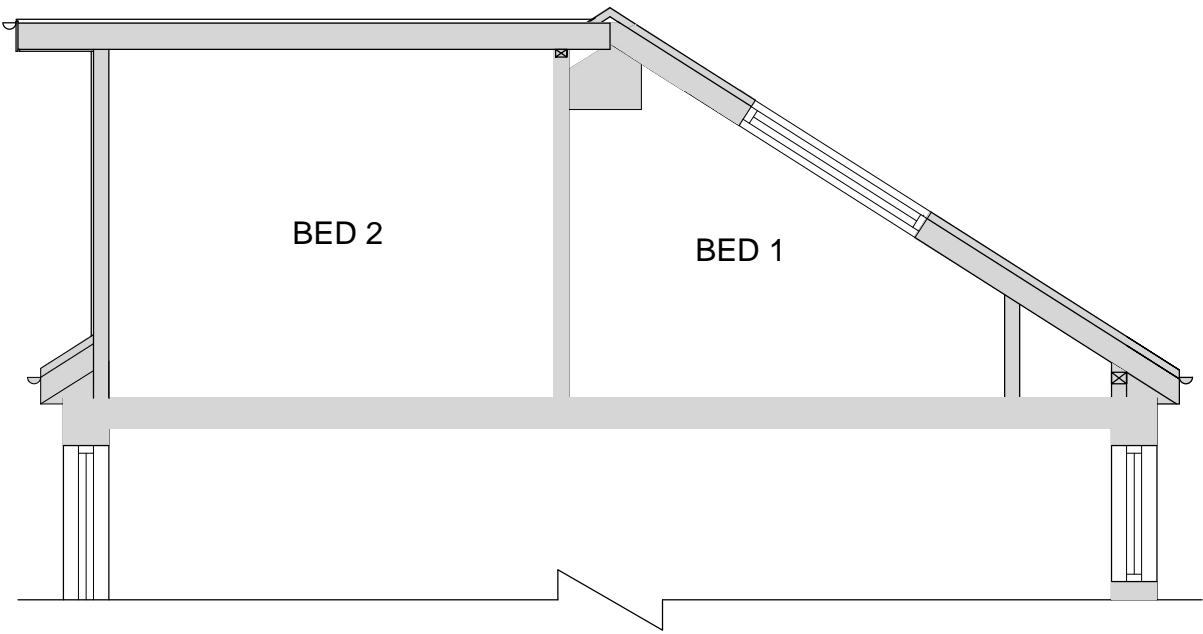
REAR ELEVATION



SIDE ELEVATION



SECOND FLOOR PLAN




SECTION B-B

REV	DESCRIPTION
A	EXISTING REAR DORMER ADDED 18.05.16 R.S.P.

EXISTING FLOOR PLAN, ELEVATIONS & SECTION

PROPOSED FRONT DORMER
379A CHORLEY NEW ROAD,
BOLTON, BL6 6DT

CLIENT:	CHADWICK	
DWG NO:	K712/01	
SCALE:	1/50 @ A1	
DRAWN BY:	R.S.P.	
DATE:	08/06/15	
REV:	A	

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