

**Planning Applications Report**

**Planning Committee  
23rd March 2023**

**Bolton  
Council**

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

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

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

The following abbreviations are used within this report: -

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

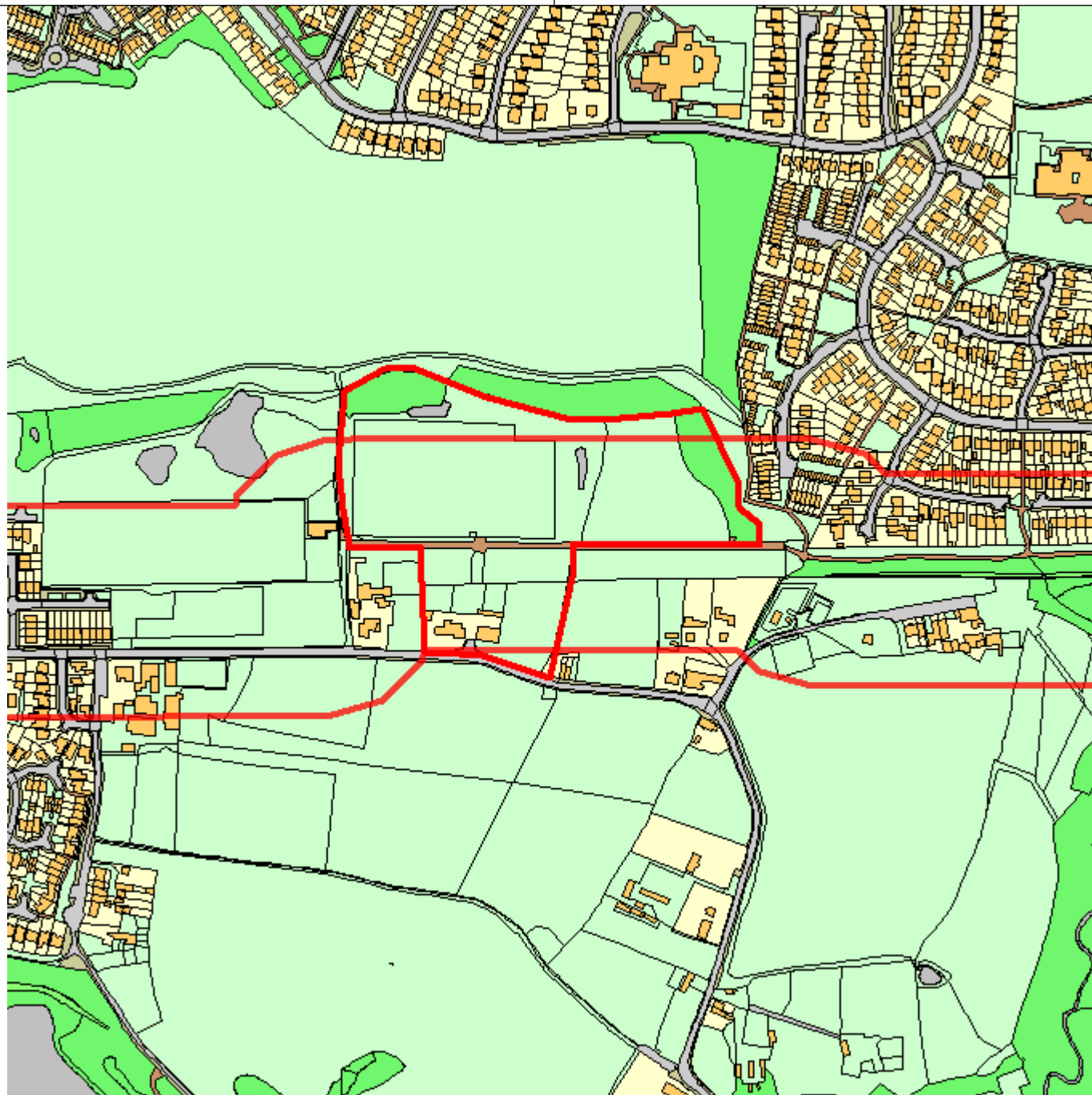
The background documents for this Report are the respective planning application documents which can be found at:-

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

Application Number  
12387/21

**Directorate of Place  
Development Management Section**

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



**Bolton**  
**Council**

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Date of Meeting: 23 March 2023

Application Reference: 12387/21

<b>Type Of Application</b>	<b>Full Planning Permission</b>
<b>Registration Date</b>	<b>6 October 2021</b>
<b>Decision Due Date</b>	<b>26 March 2023</b>
<b>Responsible Officer</b>	<b>David Forshaw</b>

<b>Location</b>	<b>Land North Of 659 Radcliffe Road Bolton BL3 1AN</b>
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<b>Proposal</b>	ERECTION OF 112 NO. RESIDENTIAL DWELLINGS WITH ASSOCIATED WORKS
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<b>Ward</b>	Breightmet
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Applicant Morris Homes North Ltd

Agent Mr J Coxon

Officers Report

Recommendation Approve subject to conditions

### **Background**

1. This application is brought to committee for a decision because part of the site is owned by the Council, it is a major application, a departure from the development plan and there have been objections received from 16 local addresses.

### **Summary**

2. This a full application. The revised proposal is for 112 dwellings accessed via a single point off Radcliffe Road (B6209) to the south. Accesses to the adjoining PRow network will also be provided in several locations. Other features proposed are replacement ponds, surface water attenuation basin, open space and landscaping.
3. Most of the site is within the urban area and on previously developed land (PDL) with some green field. Part of the site is within the Green Belt on a mix of PDL and greenfield.
4. The site is currently used for the most part as external caravan storage with a house for the business owners and associated outbuildings. The green field part is used for grazing horses.
5. A viability assessment has been submitted to demonstrate the marginal finances of the scheme and why no affordable housing or other s106 contributions can be provided.
6. A biodiversity net gain will be achieved and mitigation for loss of newt habitat will be provided via Natural England's District Level Licence process.
7. The landscape impact and effects on the openness of the Green Belt and its purposes have been assessed in detail. It is considered the harm caused to the Green Belt's openness is outweighed by the delivery of housing and lack of conflict with the purposes of the Green Belt, leading to a recommendation to approve.



## **Proposal**

8. The housing will be all two storey and a mix of detached, semi-detached, mews and apartments of 4, 3 and 1 beds. Materials will be predominantly red brick with some buff brick, contrast render detailing and grey tiled roofs.
9. The development will be modern but reflect much of the local traditional architectural detailing such as windows and chimneys on gable ends, stone cills and arched brick headers, brick eaves, detailing to verges and pediments with corbels, bays and arched windows and simple window style.
10. The proposed vehicular access will be via a repositioned priority access from Radcliffe Road. The proposed access will comprise of a 5.5m carriageway width and 2m footways on both sides of the carriageway and throughout the site. Under the Council's current code of practice, a maximum of 50 dwellings can be served off a single access point so an emergency access onto the public highway further east along Radcliffe Road will be provided. To avoid use by non-emergency vehicles, this link will be controlled with demountable bollards.
11. Most of the houses will face out from the site meaning where they face public rights of way (ProWs) that surround the site, the cycle track and existing housing they will have front gardens with landscaped lawns and no solid boundary treatment. Where boundary definition is needed facing these public routes and areas it is proposed to be a wall with timber infill panels, set well back from the public routes and separated by new hedgerow or existing trees.
12. Landscaping will include retention of woodland around the north and west boundaries and along the cycle track. To mitigate loss of trees and other vegetation, 240 new trees, 900 metres of new hedgerow, 3200m<sup>2</sup> of new native grasses and meadow planting and 980m<sup>2</sup> of varied pond planting in the 3 replacement ponds on site.

## **Site Characteristics**

13. The site area is 4.62ha (11.4 acres) situated north of Radcliffe Road, 2km east of Bolton town centre and 1km northwest of Little Lever. It is within a 20 minute walk of local shops and Brightmet retail park and 20 minutes by bike to Bolton town centre. There are bus stops close by on Radcliffe Road and public open space adjacent to the north and west with wider PRow access in all directions including linking to Moses Gate Country Park 400m to the south.
14. The site is currently split into different uses. The northwest and southern parts of the site are dominated by caravan storage and associated buildings. The northeast part is open fields used for horse grazing. Surrounding the main caravan park are wooded areas containing ponds.
15. Across the middle of the site running east-west is a track/cycle path along the route of the former Bolton to Bury railway line. Running southeast-northwest through the northeast corner is a PRow which links in with the wider network running alongside and near to the site to the west, east and north.
16. The site is bounded to the north by woodland with New House Farm playing fields beyond; to the east by the built-up area with Hatherleigh Walk closest to the site; to the south are

scattered properties along the Radcliffe Road frontage and to the west is Bolton County FC ground and Darcy Lever Marsh Site of Biological Importance (SBI).

## **Policy**

17. Most of the site (north of the track) is within the urban area. The part south of the track is in the Green Belt. The following policies are relevant to consideration of this application:  
Core Strategy: H1 (Healthy Bolton), A1 (Achieving Bolton), P5 (Accessibility and Transport), S1 (Safe Bolton), CG1 (Cleaner and Greener), CG2 (Sustainable design and construction), CG3 (Built Environment), CG4 (Compatible Uses), SC1 (Housing), IPC1 (Infrastructure and planning contributions), RA3 (Brightmet) and OA6 (Little Lever and Kearsley).  
Allocations Plan: CG7AP (Green Belt) and P8AP – (ProWs)

## **Other Material Considerations**

18. The NPPF sections 2, 4, 5, 8, 11, 12 and 13; SPDs: Sustainable Design and Construction; Accessibility, Transport and Safety; General Design Principles and Developer Contributions

## **Analysis**

19. 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.

20. The issues to consider are:

- Principle of Development
- Effect on the Character and Appearance of the Locality
- Effect on the Green Belt and the purposes of including land within it
- Housing Land Supply
- Viability
- Ecology and Trees
- Public Rights of Way
- Drainage and Flood Risk
- Transport and Highways
- Ground Conditions
- Neighbour Amenity
- Sustainability
- Conclusion and Planning Balance

## **Principle of Development**

21. Policy RA3 states a number of commitments including allowing new housing on a limited number of greenfield sites in existing housing areas; identifying the former Bury to Bolton railway line as a strategic cycle route; improving public transport to link new and existing housing to employment opportunities; requiring increased levels of high quality distinctive

design to enhance the local area and ensuring that development respects the large amounts of open and recreational open spaces.

22. Most of the site is within the urban area of Brightmet as set out in the Core Strategy, including the large caravan storage area and open field to the north of the track. Policy RA3 states that new housing can be developed throughout the Brightmet area on a combination of brownfield and a limited number of greenfield sites in existing housing areas. Therefore, development of these areas is consistent with policy and acceptable in principle.
23. The part of the site extending south of the track to Radcliffe Road, which includes the proposed road access, junction with Radcliffe Road, emergency access, 8 detached houses, attenuation basin, ponds, open space and drainage pumping station is within the Green Belt. The footprint of the 8 houses is on previously developed land containing outbuildings, an area used for caravan storage and a detached dwelling (the house is being retained). Policy OA6 (Little Lever and Kearsley) applies to this part of the site and states (of relevance to this application): Concentrate sites for new housing within the existing urban area; Maintain current Green Belt boundaries and respect and enhance the built form and pattern of existing development.
24. The NPPF states that new buildings should be regarded as inappropriate development in the Green Belt. Exceptions are set out and these include the partial or complete redevelopment of previously developed land, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt than the existing development.
25. The existing buildings are all single storey and part of the site is used for external storage of caravans and other vehicles. Therefore, the siting of 8 two storey detached houses will have a greater impact on the openness of the Green Belt than the existing buildings and use and is inappropriate. By definition therefore, the proposed development of this part of the site is harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very Special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
26. A detailed assessment of the effect of the proposal on the character and appearance of the area and on the openness of the Green Belt and the purposes of including land within it, as well as the viability case is set out in the report below.
27. It has been accepted in recent appeal decisions that the Council can only demonstrate a housing land supply of 3.9 years and on this basis policies for housing provision are deemed to be out of date.
28. Furthermore, adopted development plan policies relating to the Green Belt are not fully consistent with the NPPF because they do not provide for consideration of very special circumstances as justifying inappropriate development in the Green Belt. These are Policy RA3.5 of the Core Strategy, which requires that Green Belt boundaries are maintained, and Policy CG7AP of the Allocations Plan which resists inappropriate development in the Green Belt. For these reasons the policies that are most relevant to the proposals are out of date.

### **Effect on the Character and Appearance of the Locality**

29. CG3 states inter alia that developments are expected to be innovative, display good urban design, conserve and enhance local distinctiveness having regard to the overall built character and landscape quality of the area; be compatible in terms of massing, grain scale, form, architecture and landscaping and be compatible with nearby landscape character types identified by the Landscape Character Assessment
30. The context of the locality is sporadic businesses and/or houses off Radcliffe Road to the west and east (including immediately to the west), the open land of the proposed development with the densely developed urban area to the northeast, the existing large caravan storage site to the north with woodland, playing fields and the urban area beyond. To the south beyond Radcliffe Road are open fields with housing development further to the northwest and southeast. The overall character of the site is urban edge with development visible in all directions.
31. The applicant has submitted a landscape and visual impact appraisal (LVIA). This sets the site within the urban edge and describes the wider area: *The influence and proximity of the urban edge is experienced throughout the study area, with open views towards the relatively dense residential built form imbuing a sense of a suburban landscape with transitional, urban fringe character.* Officers consider this description is correct.
32. The National Landscape Character Area covering the site is “Manchester Pennine Fringe” and it is also close to “Manchester Conurbation”, “Lancashire Coal Measures and “Southern Pennines” character areas. In the Council’s own Landscape Character Appraisal (2001) the southern part of the site (between the track and Radcliffe Road) is within the Urban Valleys character type. The northern part of the site is in the urban area. The 2018 GM Landscape Character and Sensitivity Assessment identified the southern part of the site within “Incised Urban Fringe Valleys”. The sensitivity of this wider character area is said in the document to be moderate to 2-3 storey housing development due to the influence of surrounding nearby built development and existence of large industrial complexes and motorways. The existing landscape value of the site is considered to be low north of the track and low to medium south of the track.
33. Receptors to changes within this landscape are residents of surrounding houses, users of the ProW and road network and New House Farm playing fields. The applicant’s LVIA includes assessment of 18 views of the site from between 2 and 420 metres away. The value of the views range between medium-low and medium; susceptibility to change from medium-low to high and resulting sensitivity as medium-low to medium-high. The anticipated visual effects on completion of the development, including the proposed landscaping, are negligible to moderate adverse.
34. The Landscape and Design Officers objected to the original layout due to loss of woodland, open fields and natural features which would have caused significant landscape change and alter views for neighbours and users of PROWs. That layout had a poor visual aspect from inward facing dwellings. It was felt the development would be less harmful if it was smaller, retained most of the woodland and had some outward facing houses towards Hatherleigh Walk. Furthermore, it was suggested the scheme needed more spacing between dwellings, more greening, incorporation of the exist ponds into a central green area, connections to existing green features and footpaths and enhancement of wildlife corridors.
35. The amended layout addresses most of these points. There are now outward facing dwellings, including towards Hatherleigh Walk and the track, more trees are retained and more landscaping is being provided within and on the edges of the development. The layout has been improved since first submitted and is more inclusive with the surrounding area and retained woodland. Users of the cycle track and PROWs and nearest residents will see fronts of plots and softer development edges. No comments have been received from the

landscape officer on the revised layout.

36. It is accepted from the LVIA that the development will not materially adversely affect the designated landscape character types or landscape as viewed by receptors generally. The proposals are consistent with the existing setting and urban fringe context and will be well contained and connected to the existing settlement area, complying with policies CG1 and CG3. This represents a neutral impact in the planning balance.

### **Effect on the Purposes of Including Land in the Green Belt and its Openness.**

37. Policy CG7AP of the Allocations Plan resists inappropriate development in the Green Belt. The NPPF (in particular paragraph 133) makes it clear that the Government attaches great importance to the Green Belt and the protection of its essential characteristics. The five purposes of the Green Belt are set out at paragraph 134 of the NPPF and they and openness overall are considered below:

#### **Purposes of the Green Belt**

38. **To check the unrestricted sprawl of large built-up areas.** The 8 houses would extend the whole development further south but in themselves would not represent sprawl of a large built-up area. They are contained for the most part within the PDL and would have only a localised impact on the Green Belt and not harm this overall purpose.
39. **To prevent neighbouring towns merging into one another.** There would remain a significant tract of Green Belt land between the development and Darcy Lever to the southwest and Little Lever to the southeast. Therefore, the development would not result in merging of towns.
40. **Safeguarding the countryside from encroachment.** The impact of the development on the wider integrity of the Green Belt would be limited. The physical encroachment is minor through fencing and four garages and would be seen against the backdrop of the locality as set out above. The additional massing would not be seen as extending out from the urban edge but contained and influenced by existing and proposed development surrounding it.
41. As a result of these locational characteristics and influences, the consequences of the development would mean that the proposals would have only a localised effect on the Green Belt. The broad thrust of function and purpose of the Green Belt in this location would remain and there would be no significant encroachment into the countryside. It is, therefore, considered that the development in the Green Belt would not result in harm in terms of the encroachment into the Green Belt in this location.
42. **To preserve the setting and special character of historic towns.** This purpose is not applicable.
43. **To assist in urban regeneration.** The Green Belt development is an integral and essential part of the whole scheme which does regenerate a PDL site in the urban area (the caravan storage). Therefore, it does assist this purpose.

#### **Impact on Openness**

44. The Planning Practice Guidance (001 Reference ID: 64-001-20190722) contains guidance on assessing the impact of a proposal on the openness of the Green Belt. Openness is recognised as having both spatial and visual aspects, should take into account the duration of development, its remediability, and the degree of activity likely to be generated.

45. Part of the site within the Green Belt comprises previously developed land (PDL) containing hard standing for open air caravan storage and several single storey brick buildings used in association with the business and operator's dwelling. It is proposed that the footprints of all 8 houses are within the PDL part. Only a small part of the rear gardens to 4 of the houses, the private drive serving the other 4 plots, emergency access and the drainage pumping station would be located on the undeveloped grazing and unused open Green Belt land. Also, on the green field part will be located two replacement ponds, attenuation basin, open space and landscaping.
46. Replacement of the single storey buildings and external storage with 8 two storey detached dwellings, garages and associated fencing would undoubtedly reduce openness, causing harm to the Green Belt, conflicting with the NPPF and adopted policy CG7AP. This harm carries significant weight in the planning balance. Therefore, consideration must be had of whether very special circumstances exist which outweigh that harm.

### **Viability**

47. In accordance with policy IPC1 and the affordable housing SPD this development would normally be required to provide 30% of the houses on the greenfield part and 15% of the houses on the PDL part as affordable (75% of which for rent and 25% at discounted market value) and a contribution towards additional school places of £694,333.
48. The applicant has submitted a viability case to argue against provision of affordable housing and this contribution. The appraisal is based on a residual methodology with the costs of undertaking the development, including a developer's profit deducted from the value of the completed development to leave a residual sum. This residual sum is the land value which is then benchmarked against the assessed benchmark land value (BLV) of £1,935,000. If the residual land value is equal to or greater than the BLV, then the development is viable and able to support the planning contributions being sought. If the residual land value is less than the BLV then the development is not viable and the planning contributions would need to be reduced to bring the residual land value in line with the BLV.
49. The applicant's viability report has assessed the likely sales revenues and associated development costs of the development and provided their view that it is not sufficiently financially viable to support the package of affordable housing and contribution being sought.
50. An appraisal has been carried out including the policy compliant affordable housing and education contribution and shows the residual land value is £169,114, significantly less than the BLV of £1.935m. Therefore, the applicant concludes the scheme is not viable if required to provide the commuted sum figure and would not be delivered.
51. They have also appraised whether any reduced level of affordable housing and education contribution can be provided. The appraisal of the scheme without any such provision and contribution generates a residual value of £1.51m which is still less than the BLV. The applicant recognises that for the site to come forward both the site vendor and they will have to be more flexible in their expectations of return.
52. This appraisal has been checked by an independent Development Viability Expert on behalf of the Council and applicant. They consider the existing use value used by the applicant is appropriate but that the BLV should be lower at £1.835m. They also believe the developer profit on the affordable housing element should be slightly higher than the applicant has used.
53. Their calculation is that the scheme with nil affordable housing and education contribution

results in a residual value of £1.671m which shows a deficit against the lower BLV of £1.835m and an actual profit of 17.97%. This developer profit is below the upper point of the range indicated in government guidance of 20%. Therefore, the independent expert advises that, in taking a balanced view of current development values and costs, and the risk relating to the development (taking into account the current market uncertainty), the scheme viability is marginal and a nil affordable housing/education contribution is justified in this case. Therefore, in accordance with IPC1, the application can be approved without any contributions or affordable housing.

## **Ecology and Trees**

54. CG1 seeks, inter alia, to: Safeguard all areas from development that would adversely affect its biodiversity including trees, woodland and hedgerows, geodiversity, landscape character, recreational value or its contribution to green infrastructure, reducing flood risk and combating climate change; Enhance biodiversity by improving the quality and interconnectivity of wildlife corridors and habitats.
55. The applicant's biodiversity metric shows a net increase of 0.11% biodiversity units and 367.81% linear units post development through implementation of the landscaping scheme. This complies with current policy.
56. The site contains horse grazed fields, large hardstanding, buildings, a large area of woodland, two permanent woodland ponds, one ephemeral pond, wet ditches and scrub. It does not contain any protected habitats. The nearest off site statutory habitat is Moses Gate Country Park 400m to the southwest. Adjacent the site to the west is the non-statutory Site of Biological Importance Darcy Lever Marshes.
57. **Great Crested Newts** are known to breed at Darcy Lever Marshes SBI and it is likely that GCNs are using the terrestrial and aquatic habitats within the proposed development site. As such, the development has been registered under the Natural England District Level Licence (DLL). This removes the requirement to undertake any further GCN surveys and to implement mitigation and compensation measures. This is administered by Natural England and in planning terms is acceptable as mitigation for any effect on GCNs. Reasonable avoidance measures (RAMs) are to be implemented during the construction phase of the development to protect any reptiles and common amphibians.
58. **Bats** – No further survey work for bat roosts is needed although further transect surveys and lighting plan are required and is conditioned.
59. **Badger** – following additional survey work GMEU is satisfied no badgers are active on the site. A condition for RAMs and pre-commencement survey of a potential sett is recommended.
60. **SBI** – more of the western boundary woodland is being retained which provides an adequate buffer to the SBI. A condition is proposed for a CMP to protect the SBI during construction.
61. **Ponds** - The two existing permanent ponds are habitats of high importance and are being replaced by 3 new permanent ponds. This is suitable mitigation.
62. **Trees** – The site contains 3 individual trees, 11 groups and one hedge. In order to accommodate the proposal, removal is required of two complete groups (graded B2/C2), parts of 4 groups (graded C2 to A2) and one individual tree (C2). As stated above, 240 new trees are proposed to be planted as mitigation. This is considered acceptable.
63. GMEU's full comments on BNG are set out below but it is considered policy CG1 is satisfied by

the marginal BNG gain shown to be achievable. This carries neutral weight in the planning balance.

### **Public Rights of Way**

64. Policy P8AP of the Allocations Plan says proposals affecting a PRoW will be allowed provided its integrity is retained. The northeast corner of the site is crossed by footpath BOL243 which runs from Hatherleigh Walk northwest across the grazing field and through the woodland where it meets footpaths BOL 247 and 259 on the boundary of New House Farm Playing Fields. BOL 244 runs outside the western site boundary. The former railway line is used regularly as a walking and cycling path although it has no statutory status.
65. It is proposed to divert footpath 243 so it follows the existing tarmac path around the east and north of the woodland accessing the playing fields at their southeast corner to meet the other paths close to the existing junction. Diversion will need to be subject of the necessary order. The PRoW Officer is satisfied the integrity of all PRoWs will be retained. This aspect therefore complies with policy and carries neutral weight in the planning balance.

### **Drainage and Flood Risk**

66. Policy CG1 aims to 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.
67. The site is within flood zone 1 (low probability). The most likely potential source of flooding within the site is surface water runoff generated by the development. Infiltration is unlikely to be possible due to underlying geology. The proposal is to pump surface water runoff to the public surface water pipe within Redwood Close to the west at an approved rate. Surplus water will be stored in the above ground attenuation basin.
68. Foul water will be pumped into the public system at a point to be agreed with United Utilities, but likely to be to the west in Radcliffe Road.
69. The LLFA agrees with this strategy although United Utilities require further information. Standard conditions are proposed for final details to be submitted. The development therefore complies with policies CG1.

### **Transport and Highways**

70. Policy P5 seeks to ensure the following is taken into account: Accessibility by different types of transport, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users; The design of developments to enable accessibility by public transport; Servicing arrangements.
71. The submitted Transport Assessment shows the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel such that 62 two-way trips in the operational AM peak period and 64 two-way trips within the operational PM peak period are expected. Junction capacity analysis shows the proposed development is expected to have a low impact on the local highway network. The development is expected to generate less than 30 two-way peak hour vehicle trips through junctions at Castle Street/Bradford Street; Dearden



Street/Church Street and Lever Street/Church Street. At the Long Lane/Radcliffe Road junction up to 36 two-way vehicle movements are expected in peak hours

72. Personal Injury Collision records provide no evidence to show the proposed development will have a detrimental impact on highway safety.
73. An Interim Travel Plan has been submitted to minimise the number of single occupancy private car trips generated by the development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel. The former Bury to Bolton railway line is used as an informal cycle way. This development will not adversely affect this use or any future upgrading of the route as it passes through the site. Therefore, this aim of policy RA3 is not compromised.
74. The Highway Authority and TfGM have no objections subject to several conditions and informatives. The development thus complies with policy P5 and carries neutral weight in the planning balance.

### **Ground Conditions**

75. Policy CG4 seeks to make sure development does not generate unacceptable nuisance, odours, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.
76. Following detailed ground investigations, the locations of two mine entries have been confirmed. As a result, the layout has been amended to take plots outside the zone of influence and details submitted of how these features will be dealt with. The Coal Authority is satisfied subject to completion of those measures which is required by conditions.

### **Neighbour Amenity**

77. Policy CG4 also seeks to ensure that: new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. The nearest house is 659 Radcliffe Road, the owners of the caravan park and site vendors. Nevertheless, it is appropriate to consider the interface distances to the new dwellings to protect amenity of future occupiers. The normal separation distance between principal windows to habitable rooms is 21 metres. No.659 has two rooms with facing windows 17m away. However, one of those rooms is a kitchen which is not classed as habitable. The other window is to a dining room but is a secondary window with the principle window facing away from the development. First floor windows on 269 are 21m away.
78. The closest other existing housing is on Hatherleigh Walk over 31m from the nearest proposed plots. Therefore, amenity of existing neighbours is adequately protected, complying with policy CG3.

### **Sustainability**

79. Core Strategy Policy CG2 requires that proposals for residential development meet the Code for Sustainable Homes Level 3 and incorporate appropriate decentralised, renewable or low carbon energy sources to reduce the CO2 emissions. However, the Code for Sustainable Homes has since been withdrawn. The standards for the Conservation of Fuel and Power are incorporated within part L of the Building Regulations, and the homes are designed to achieve or exceed these requirements. This would satisfy the requirements of policy CG2. This provides

neutral weight in the planning balance.

### **Conclusion and Planning Balance**

80. The 8 Green Belt houses are inappropriate and, by definition, harmful to the Green Belt. This must carry substantial weight in the planning balance.
81. The development will provide a valuable contribution to the Borough's housing supply. The provision of housing at a time where a 5 year supply cannot be demonstrated is a material benefit that must be given substantial weight. To deliver the site, the financial situation is such that affordable housing and education contributions are not possible. However, the provision of 8 houses in the Green Belt is essential to that viability.
82. Following assessment of the effect on the character and appearance of the local and wider landscape and the purposes and openness of the Green Belt set out above, it is considered that the harm to the Green Belt's openness is minor, and the purposes of the Green Belt are not compromised.
83. For the purposes of considering the principle of developing the Green Belt part of the site the following are considered to represent very special circumstances:
- Lack of a 5 year supply of housing
  - The viability case proves the 8 houses in the green belt are essential to delivery of the whole scheme
  - The development will not conflict with any of the 5 purposes of the Green Belt
  - Effect on openness is minor
84. Therefore, it is considered that these very special circumstances outweigh the harm caused to the Green Belt and justify approving the development.
85. Accordingly, the proposal is recommended for approval. As the floorspace of development within the Green Belt is less than 1000sqm the application does not have to be referred to the Secretary of State.

## **Representation and Consultation Annex**

### **Representations**

#### **Letters:**

Objections from 16 local properties have been received making the following points:

- Loss of green space
- Loss of wildlife, especially protected species
- Loss of enjoyment for PRow users
- Highway impact
- Inadequate access on a bend
- Radcliffe Road is too narrow and used by speeding vehicles
- BAP designation
- Green belt
- Pollution
- Lack of school places
- Mining area
- Gas main in area
- Loss of former railway which could be used for Metrolink
- PEA insufficient
- LVIA downplays real life experience of the area and its condition
- Unsustainable proposal which will not reduce fossil fuels
- No affordable homes
- Out of character
- Strain on NHS services
- Site has positive mental health benefits
- Increased noise
- Loss of heritage
- Loss of view

1 additional comment has been made stating there is an opportunity to improve nesting potential within the new houses.

**Petitions:-** None

**Elected Members:-** None

### **Consultations**

Advice was sought from the following consultees:

**Dixon Searle** (viability) – former mining creates ground condition and mineshaft abnormalities. It has been demonstrated that the scheme viability is marginal and a nil affordable housing and s106 contributions are justified in this case.

**GMEU** – The BNG Metric shows a net gain of 0.11%. Noting the design of the development has been changed to increase the buffer along the boundary with the SBI, which is welcome, we would maintain the scheme as it stands does not adequately achieve a net gain for biodiversity, particularly in relation to the loss of habitats of high and medium distinctiveness. However, given the current lack of supporting policy within Bolton it is for LPA to decide this issue and a condition for a LEMP is requested. Mitigation for other amphibians and protection of SBI can be conditioned.

**GMAAS (archaeology)** – Written Scheme of Investigation is acceptable.

**Drainage** – No objection subject to standard condition.

**Landscape** – Objected to original layout due to loss of woodland, open fields and natural features which will cause significant landscape change and alter views for neighbours and users of PRowS. Ponds to be lost were secured under s106 when caravan storage application was granted. Poor visual aspect from inward facing proposal. Would be less harmful if smaller development, retained most of the woodland and with some outward facing houses towards Hatherleigh Walk. (No comments received to revised plans which have addressed most of these points - See analysis in main report)

**Highways** – 62 2way trips in AM peak and 64 2way trips in PM peak – minimal additional detriment to road safety, amenity and operational capacity of network. Sustainable location and submitted travel plan proposes achievable targets. No objection

**Cadent** – no objection

**Design Officer** – Objected to original layout: more spacing between dwellings and greater greening, incorporate exist pond into central green area, connect to existing green features and footpaths/enhance wildlife corridors/BNG. Specific layout comments made. (No comments received to revised layout which addresses most of the points raised)

**Coal** – No objection subject to conditions

**Tree officer** – Objected to original layout – development will result in loss of UK, GM and Bolton BAP habitat and habitat of principle importance for conserving biodiversity. (No comments received to revised plans. See analysis in main report)

**UU** – Insufficient evidence drainage hierarchy has been investigated, standard condition for submission of scheme requested.

**Education** – £694,333 s106 contribution to school places needed (primary £339,016, Secondary £355,317)

**EA** – standing contaminated land advice provided.

**PRow Team** – Satisfied the integrity of the PRowS affected by the development are being retained. Diversion of the PRow requires formal approval through the appropriate order.

**Bolton Ramblers** – Not opposed if the local PRow network is enhanced but would object if it is worsened. Would like a decision delayed until PRow issues have been discussed and the application amended to show all affected PRowS.

**Peak & Northern Footpath Society** – Three PRowS are close to the site and must not be affected.

**GMP** – condition requested requiring implementation of physical security specification set out in section 7 of the Crime Impact Statement

**Greenspace Neigh Services** – bat survey needed. Intention to use DLL needs registered scheme to be agreed with NE prior to determination. All relevant protected species must be considered. BNG should be delivered. Scheme to buffer SBI should be conditioned. BAP compensation can be part of LEMP. Replacement of 3 ponds with 2 less well connected ponds. RAMS and invasive species measures needed in CEMP.

**Housing strategy** – 15% affordable housing required in accordance with SPD.

**Environmental Health** – no response received.

**Natural England** – no response received.

**Planning History**

44160/93 – relocation of private football club grounds and change of use to storage of touring caravans on vacated football ground – approved – 1 August 1997

43343/93 – Relocation of private football club grounds, erection of changing rooms and change of use to storage of touring caravans on vacated football ground – refused – 21 October 1993

39426/91 – Change of use from milk farm to caravan storage, alterations to vehicular access, erection of fencing 2.5m high and landscaping – refused – 10 October 1991

38249/91 – Change of use from milk farm to storage of caravans – refused – 7 March 1991

**Recommendation Approve subject to conditions**

**Recommended Conditions and/or Reasons**

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

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

Reason

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

- 2 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.

#### Reason for Pre-Commencement Condition:

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

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

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

#### Reason

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

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

- 4 Prior to commencement of development, an updated survey for badgers shall be undertaken to ensure that the potential sett is not in use and no new setts are present and the findings of the survey and any additional mitigation measures/RAMS proposed submitted to and approved in writing by the Local Planning Authority. The appropriate mitigation measures/RAMS and contingency plans shall be implemented in accordance with the approved details.

#### Reason

To identify and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development, having regard to policy CG1 of Bolton's Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition

Any works on site could harm protected species that may be present or using the site if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

- 5 No clearance, development or stripping of soil shall be carried out until:
1. The trees and shrubs within or overhanging the site which are to be retained have been surrounded by fences of a type and in the locations shown on approved plan P.1410.20.02 rev C "Tree Protection Measures" (within the approved Arboricultural Impact Assessment ref. P.1410.20 revision C) prior to such works commencing.
  2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).

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

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

- 6 Prior to the commencement of development, including demolition, a bat transect survey shall be undertaken by a suitable competent person to determine presence or absence of bats using the site. Details of appropriate mitigation measures and contingency plans should be submitted to and agreed in writing by the Local Planning Authority. Should bats be found, the appropriate mitigation measures and contingency plans shall be implemented in accordance with the approved details.

Reason

To safeguard the habitats of protected species and to comply with policy CG1 of Bolton's Core Strategy.

Reason for pre-commencement condition

Any works on site could harm bats that cross the site if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

- 7 Prior to the commencement of the development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out submitted to and approved in writing with the Local Planning Authority, of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:
- 1) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site, levels of the proposed systems including proposed ground and finished floor levels in AOD, mitigation measures to manage

the risk of sewer surcharge where applicable and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.

2) Include a timetable for its implementation, and

3) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime and

4) show foul and surface water is drained on separate systems

#### Reason

To ensure a satisfactory method of surface water disposal to reduce the risk of flooding elsewhere and to ensure pollution prevention in accordance with policies CG1.5 and CG2.2 of Bolton's Core Strategy and seeks to provide betterment in terms of water quality and surface water discharge rates and meets requirements set out in the following documents:

- NPPF

- Water Framework Directive and the NW River Basin Management Plan

- The national Planning Policy Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015)

#### Reason for pre-commencement condition:

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

8 A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following.

a) Description and evaluation of features to be managed.

b) Ecological trends and constraints on site that might influence management.

c) Aims and objectives of management.

d) Appropriate management options for achieving aims and objectives.

e) Prescriptions for management actions.

f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).

g) Details of the body or organization responsible for implementation of the plan.

h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure retained and proposed habitats are adequately managed to comply with adopted policy CG1

Reason for Pre-commencement condition: Both retained and proposed habitats will be affected by construction.

9 Prior to the commencement of development full details of the highway works to accommodate accessibility from the highway network and the construction of new site roads shall be submitted to and approved in writing by the Local Planning Authority. These works shall include a 2m footway along the Radcliffe Road frontage and implementation of road signage as indicated on drawing no J32-5433-PS-002 (appendix D to the Transport Assessment dated September 2021). The approved scheme shall be implemented in full prior to the development



being first occupied and retained thereafter.

Reason

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

Reason for pre-commencement condition: The technical details of the highway works are required to be approved as they will influence the site layout and construction.

- 10 No development, including site clearance, within the part of the site affected by the two on-site mine entries shall commence until the remediation works to address land instability arising from coal mining legacy have been implemented in full in accordance with the Ground Investigation Report (21MOR009/GI, January 2022) and Shaft Location Works (21MOR009/JS/L1/Rev0, 1 Nov 2022) by Betts Geo Consulting Engineers.

Prior to first occupation of any plots numbered 33 to 48 (inclusive) as shown on approved plan N1093/P/PL01 rev J, a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to and approved in writing by local planning authority. This document shall confirm the completion of the remedial works and mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure the area of the site near the mine entries is made safe and stable for the development proposed.

Reason for pre-commencement condition: Remedial works must be carried out prior to any development to ensure this part of the site is safe and stable

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

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

- 12 Prior to the commencement of works to construct the ponds a scheme shall be submitted to and approved in writing by the Local Planning Authority for the construction of the three ponds. Thereafter, the ponds shall be constructed in accordance with the approved scheme and retained thereafter.

Reason

To ensure the ponds are developed in a way that contributes to the nature conservation value of the site in accordance with the National Planning Policy Framework paragraph 109.

- 13 Prior to the development hereby approved being first occupied the means of vehicular access and emergency access to the site from Radcliffe Road shall be constructed in accordance with plan N1093/P/PL01 ref J or any subsequent plan approved by the local planning authority following the s38 technical appraisal.

Reason

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

S1, P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

- 14 Prior to the development hereby approved being first occupied the existing vehicular access serving the site shall be closed to vehicles and the existing highway (kerbing and footway) made good to adoptable footway standards. There shall thereafter be no means of vehicular access to or from the site, other than as shown on drawing N1093/P/PL01 rev J or any subsequent plan approved by the local planning authority following the s38 technical appraisal.

Reason

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

- 15 No dwelling shall be occupied until the footways/carriageway and turning provision leading thereto have been constructed and completed in accordance with drawing N1093/P/PL01 rev J or any subsequent plan approved by the local planning authority following the s38 technical appraisal.

Reason

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

- 16 Before each plot is first occupied, parking to that plot shall be provided in accordance with the approved plan N1093/P/PL01 rev J or any subsequent plan approved by the local planning authority following the s38 technical appraisal. Such spaces shall be made available for the parking of cars at all times.

Reason

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

- 17 Prior to the development hereby approved being first occupied or brought into use, a scheme detailing how parts of the site to be used by vehicles are to be laid out, constructed, surfaced, drained and lit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full and thereafter made available for the use of vehicles at all times the development is in use.

Reason

To encourage drivers to make use of the parking and circulation area(s) provided and in order to comply with Core Strategy policies S1 and P5 and Supplementary Planning Document 'Accessibility, Transport and Road Safety'.

- 18 No dwelling shall be occupied until details of the electric vehicle charging points to be provided have been submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be provided to a dwelling in accordance with the approved scheme prior to occupation of that dwelling and shall be maintained for the life of the approved development.

Reason: To safeguard the amenity of the occupiers of the proposed development in respect of atmospheric pollution, and to incorporate high standards of sustainable design within the development, in compliance with policies CG2 and CG4 of Bolton's Core Strategy.

- 19 Prior to first occupation, 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 restrict parking at the site access onto Radcliffe Road and a 20mph speed limit on the residential site roads. Such TROs shall be funded by the developer independently or through the s38 agreement. Any TROs shall be implemented in full prior to first occupation.

Reason

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

- 20 No dwelling shall be occupied until full details of the number, location, specification and timetable for provision of bat and bird boxes (including compensation specifically for swallows found nesting in building 1), hedgehog houses and hibernacula have been submitted to and approved in writing by the local planning authority. The approved measures shall be erected/installed in accordance with the approved details and timetable and retained in their approved locations at all times thereafter.

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

- 21 No dwelling shall be occupied until a scheme has been submitted to and approved in writing with the Local Planning Authority for all external lighting. The lighting shall be designed to an illumination value of no greater than 5 lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. Spill shields should also be fitted. The scheme shall also include a "lighting design strategy for biodiversity" which shall:

- i) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- ii) show how and where external lighting will be installed (through the provision of appropriate lighting contour plan and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the bats using their territory or having access to their breeding sites and resting places.

The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason: To safeguard the character and appearance of the locality, to prevent light pollution, and to safeguard bats, and in order to comply with Bolton's Core Strategy policies CG1.2, CG3 and CG4.

- 22 No dwelling shall be occupied until the boundary treatment to that plot as shown on drawing N1093/P/MP01 rev A has been implemented in full, unless otherwise agreed in writing with the Local Planning Authority, and retained thereafter. All boundary treatment shall include provision for hedgehog/small mammal holes.

Reason:

To ensure adequate standards of privacy and amenity are obtained and the development reflects the landscape and townscape character of the area, makes provision for biodiversity and in order to comply with policies CG1, CG3 and CG4 of Bolton's Core Strategy.

- 23 Trees, shrubs and hedgerows shall be planted on the site in accordance with the approved landscape and planting scheme in full within the first planting season following the first occupation of any of the dwellings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of a scheme to be submitted to and approved in writing by the local planning authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

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

- 24 Prior to occupation of any dwelling a landscape management plan and 30 Year habitat management plan shall be submitted to and approved in writing by the local planning authority. Thereafter, the landscaping and habitats shall be managed in accordance with the approved plans.

Reason: To safeguard the health of the new planting and to comply with policy CG1.1 and CG3 of Bolton's Core Strategy.

- 25 A programme of archaeological works shall be undertaken in line with the Written Scheme of Investigation (WSI) for 'Archaeological Strip, Map and Record: Land North of Radcliffe Road, Darcy Lever' (dated 24 October 2022). The works are to be undertaken in accordance with the WSI, which covers the following:
1. A phased programme and methodology to include:
    - a) archaeological evaluation via 'strip, map and record';
    - b) pending the results of the above, a targeted open-area excavation.
  2. A programme for post-investigation assessment to include:
    - a) analysis of the site investigation records and finds
    - b) production of a final report on the significance of the heritage interest recorded.
  3. Deposition of the final report with the Greater Manchester Historic Environment Record.
  4. Dissemination of the results of the site investigations commensurate with their significance.
  5. Provision for archive deposition of the report, finds and records of the site investigation.
  6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI

Reason: In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

- 26 At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources. Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of tackling climate change and in order to comply with Core Strategy policy CG2.2.

- 27 The development hereby approved shall be carried out in full accordance with the method statement contained within "Arboricultural Impact Assessment ref P.1410.20 rev C (1 Nov

2022) by Ascerta. An Arboricultural Supervisor shall be employed to supervise the works.

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

- 28 No vegetation clearance or demolition of buildings should take place between the months of March and August inclusive, unless a prior survey by a qualified ecologist confirms no nesting birds are present.

Reason

The site has the potential to support breeding birds. It is an offence under the Wildlife and Countryside Act 1981 (as amended) to disturb birds whilst they are breeding. Therefore any disturbance would be contrary to Bolton's Core Strategy policy CG1.

- 29 The development shall be carried out in accordance with the Invasive Weed Management Plan by Knotweed Eradication (ref IWMP2243A). Should there be a delay of more than one year between the date of approval of this plan and its implementation or the commencement of development then a new site survey and, if necessary, further remedial measures shall be submitted for the further approval of the Local Planning Authority. The scheme shall be carried out as approved and retained thereafter.

Reason

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

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

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

Reason: To ensure the site is safe for use and to comply with policy CG4 of Bolton's Core Strategy.

- 31 The development shall be carried out in full accordance with the Biodiversity Net Gain Assessment ref: UES02966/07 dated 14 Dec 2022, the recommendations of the Preliminary Ecological Appraisal ref: UES02966/01 dated 7 Sept 2021 and the Landscape Structure Plan no: M3433-PA-01-V02.

Reason: to ensure a biodiversity net gain is achieved in accordance with policy CG1 and the NPPF

- 32 The garage(s) hereby approved/permitted shall be made available at all times for the parking of motor vehicles.

Reason

The loss of garage spaces would be likely to lead to an increase in on-street parking to the general detriment of highway safety and in order to comply with Bolton's Core Strategy policies

- 33 The development shall be carried out in full accordance with the Reasonable Avoidance Measures relating to amphibians, reptiles and hedgehogs as set out in the Preliminary Ecological Appraisal ref: UES02966/01 dated 7 Sept 2021.

Reason: to ensure these species are adequately protected is present on site in accordance with policy CG1 and the NPPF

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

Location Plan N1093/P/LP01

Planning Layout N1093/P/PL01 rev J

Landscape Structure Plan M3433-PA-01-V02

Material and Boundary Plan N1093/P/MP/01 rev A

House Type Booklet dated 31/10/22

Transport Assessment version 1.2 dated 1 October 2021

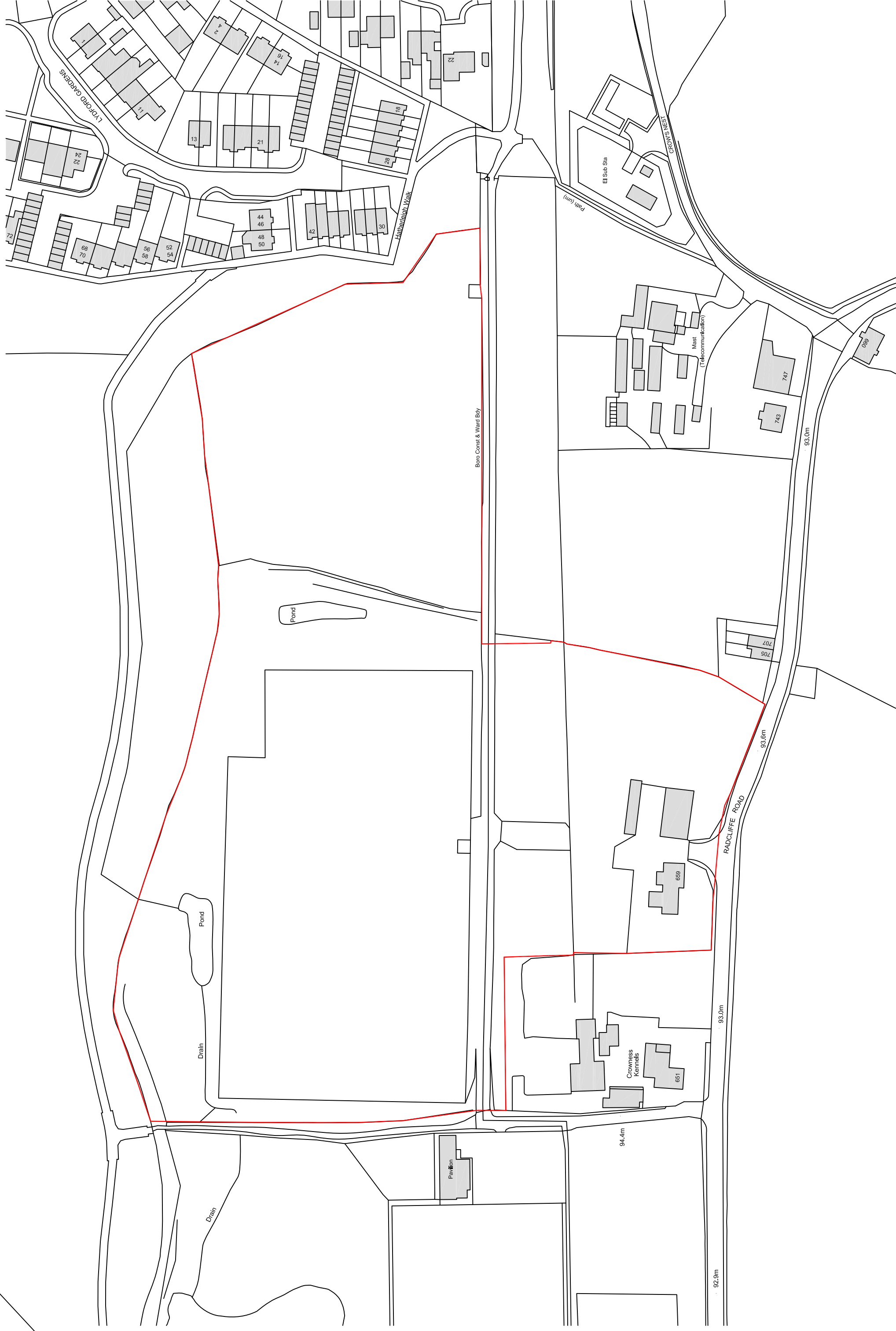
Reason


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









REV	DESCRIPTION	DATE	INT	rev	*
	 <p>Morris Homes (Group) Limited          Mortland House          Altrincham Road          Wilmslow          Cheshire SK9 5NW          Tel: (01625) 544 444          Fax: (0845) 833 1845</p>				
	<b>Job Title</b> Radcliffe Road Darcey Lever				
	<b>Dwg Title</b> Location Plan				
<b>date</b> 30.11.17	<b>drawn</b> MC	<b>checked</b>	<b>scale</b> 1:1250 @ A2	<b>drgno</b> N1093/P/LP01	<b>rev</b> *