

Planning Applications Report

Planning Committee

30 July 2015

**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

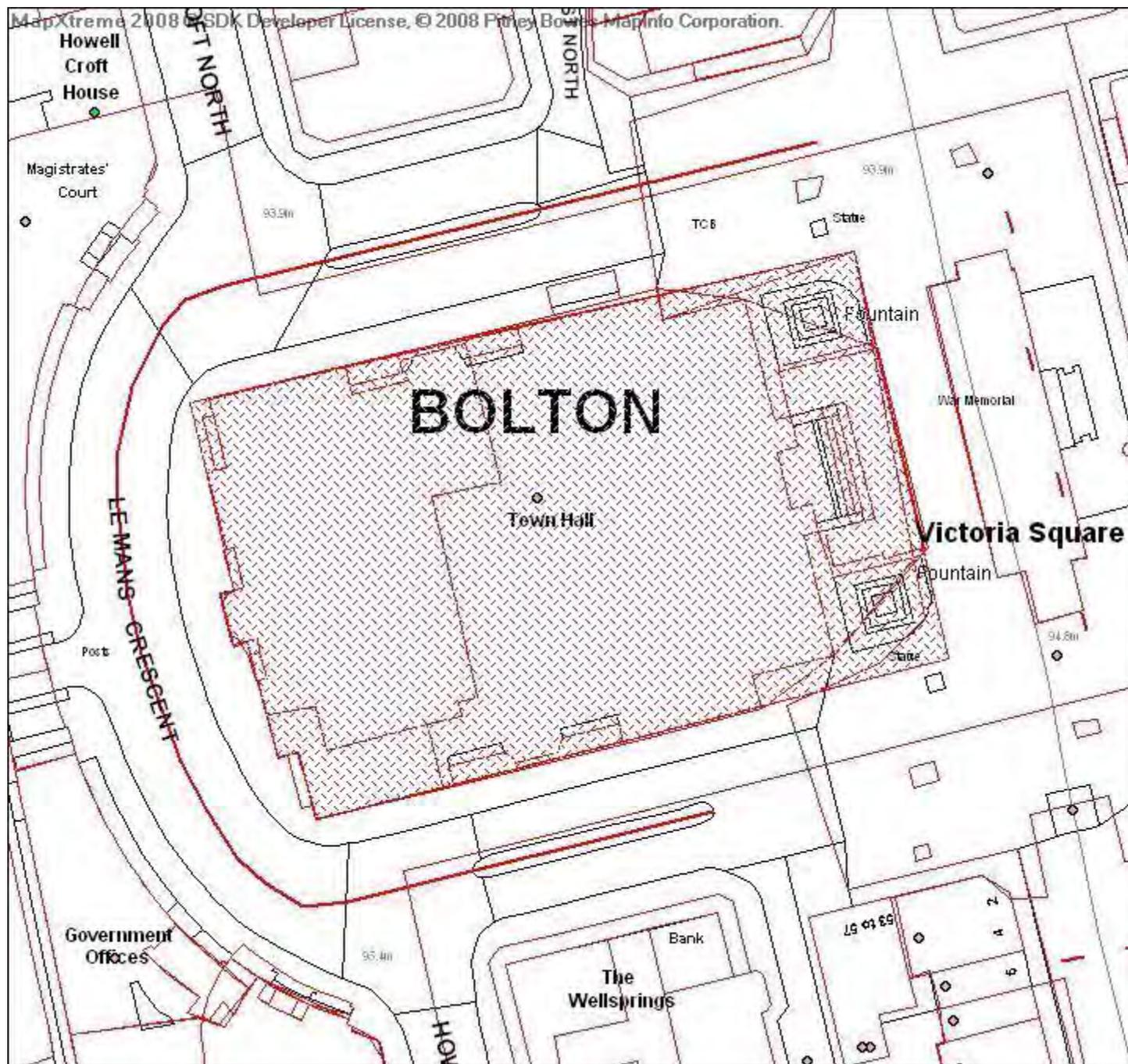
The background documents for this Report are the respective planning application documents which can be found at:-

www.bolton.gov.uk/planapps

INDEX

Ref. No	Page No	Ward	Location
93554/15	4	HALL	THE ALBERT HALLS, TOWN HALL, VICTORIA SQUARE, BOLTON, BL1 1RU
93556/15	12	HALL	THE ALBERT HALLS, TOWN HALL, VICTORIA SQUARE, BOLTON, BL1 1RU
93719/15	25	BRAD	23 TOP O TH BROW, BOLTON, BL2 4DJ
93817/15	37	WNCM	TIMEWISE PRIVATE HIRE, 260 CHURCH STREET, WESTHOUGHTON, BOLTON, BL5 3QW
93919/15	48	HULT	38 NEWBROOK ROAD, BOLTON, BL5 1ER
93963/15	56	GRLE	LAND ADJACENT 235 MANCHESTER ROAD, BOLTON, BL3 2QP
94032/15	69	WNCM	UNIT 1002, WINGATES INDUSTRIAL ESTATE, GREAT BANK ROAD, WESTHOUGHTON, BOLTON, BL5 3XU
94060/15	78	HOBL	12 HAXEY WALK, HORWICH, BOLTON, BL6 5HT
94087/15	86	HARP	24 PRIMROSE AVENUE, FARNWORTH, BOLTON, BL4 0DP
94116/15	95	HOBL	DRA OFFICES, PARAGON BUSINESS PARK, CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 6HG
94144/15	108	HARP	258 PLODDER LANE, FARNWORTH, BOLTON, BL4 0BS
94158/15	115	SMIT	LAND OFF SALISBURY AVENUE, BOLTON, BL1 4PP
94271/15	130	BRAD	SITE OF FORMER LONGSIGHT PRIMARY SCHOOL, HOUGH FOLD WAY, BOLTON, BL2 3JN
94351/15	141	CROM	FALCON VIEW BUILDING, COTTON STREET, BOLTON, BL1 3JN
94377/15	148	HELO	SOMBRIN, 94 REGENT ROAD, LOSTOCK, BOLTON, BL6 4DE
94417/15	156	HULT	UNIT A6A & A6B, LEA FIELD WAY, BOLTON, BL5 1ED (LAND TO THE SOUTH OF THE A6,SALFORD RD, MANCHESTER RD WEST)

Application number 93554/15



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: 30/07/2015

Application Reference: 93554/15

Type of Application: Full Planning Application
Registration Date: 03/02/2015
Decision Due By: 30/03/2015
Responsible Officer: Martin Mansell

**Location: THE ALBERT HALLS, TOWN HALL, VICTORIA SQUARE,
BOLTON, BL1 1RU**

**Proposal: FORMATION OF ACCESSIBLE RAMP ON NORTHERN
ELEVATION**

Ward: Halliwell

Applicant: Bolton Council
Agent : jmarchitects

Officers Report

Recommendation: Refer to Secretary of State

Background

At the previous meeting, Members requested further information on the design and materials of the accessible ramp.

The proposal now shows a ramp with a base constructed from stone to match the exterior of the Town Hall, together with guard rails that replicate those of the existing ramp at the Town Hall north entrance. Planning Officers consider that the proposal would be easily assimilated into the street scene as it would be an intervention between two existing interventions - the Albert Halls entrance and the Town Hall north entrance. As it replicates existing features of the building and other key buildings in the civic core such as the library, the impact on the special character of this heritage asset is considered to be less than significant.

Officers confirm that Historic England have viewed the proposals for the ramp and consider that it would cause minimal harm to the character of the building and that this minimal harm is justified by the need to provide DDA compliant access to the building whilst allowing flexibility in the use of the building. They recommend that the Council exercises detailed control over the final specifics and exact materials. This would be achieved by conditions. All consultees were reconsulted on the amended proposals and Officers confirm that no objections have been received.

Work continues on looking to see if the stone balustrade can be retained as part of the new ramp - Members are invited to impose a condition that requires Officers to approve final details of the ramp, including the retention of the balustrade if possible.

The proposal has been referred to the Secretary of State, in parallel with Members' consideration.

Proposal

Planning permission is sought for the formation of an accessible ramp with an associated staircase on the northern elevation of Bolton Town Hall. The location would be in a small recessed area between the existing canopied entrance to the Albert Halls and the existing ramped access to the Town Hall.

The current arrangements for accessing the Albert Halls involve wheelchair users making use of the ramped access to the Town Hall, then using an internal platform lift that links the two parts of the building. The machinery is difficult to use, often requiring assistance from Council staff.

The proposal would involve the removal of the stone balustrade and the enlargement of one window to form a glazed door. The new structure would sit partially on the area of land that forms the recess, together with spanning the existing sealed lightwell.

Officers confirm that elements previously contained within this application - namely the formation of an external terrace and the enlargement of windows to form glazed doors - no longer form part of these proposals.

Site Characteristics

The Grade II* listed Bolton Town Hall was built in 1866-1873 to the design of William Hill of Leeds and was later extended by Bradshaw, Gass and Hope in 1938. It is built in a Classical temple form, with high tower over a pedimented entrance. It forms the centrepiece of the Town Hall Conservation Area and indeed the Civic Core in general. The 1930s extension is largely devoted to office accommodation together with the former central Rates Hall (now to be used as the One Stop Shop). The building exhibits a remarkably consistent external appearance considering it was built in 2 phases (1873 and 1931-9). The interior scheme reflects the different construction periods more clearly, moving from front to rear with high significance features from each period.

The current application relates solely to a small area of the whole building - a recessed area between the existing canopied entrance to the Albert Halls and the existing ramped access to the Town Hall. It is part of the original Victorian construction of the Town Hall, though considered to be a location of lesser prominence. The area consists of a row of three windows that serve as functional offices for the Albert Halls - these windows are smaller than the grander feature windows above which serve the stairs and landings in front of the Festival Hall. Below the windows are rows of horizontal rusticated stone with a sealed lightwell below and a stone balustrade forming protection for the lightwell. Three functional signs are located within the lightwell and a public bench is located in the space that would be taken up by the accessible ramp.

Policy

National Planning Policy Framework:
Conserving and Enhancing the Historic Environment

Core Strategy Policies:
SO11 Built Heritage, CG3 Design and the Built Environment
TC1 Civic Core, TC11 Design in Bolton Town Centre

Supplementary Planning Documents:
Building Bolton, Town Hall Conservation Area Character Study

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:

- the impact on the building or its setting or any features of special architectural or historic interest
- the impact on accessibility

Impact on the Building or its Setting or any Features of Special Architectural or Historic Interest

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.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a general duty on Local Planning Authorities that in the exercise of their powers with respect to any buildings or land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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 conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

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 conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings. Historical associations should be retained where possible.

Core Strategy Policy TC11 relates specifically to development in Bolton Town Centre and states that the council and its partners will protect, strengthen and enhance the distinctive townscape qualities of Bolton town centre. Development should conserve and enhance the special nature of the conservation areas and listed buildings.

The area in question is part of the original Victorian construction of the Town Hall; whilst it is easily visible it is clearly not as prominent or as striking as the main Victoria Square elevation. The original Town Hall has undergone a number of external alterations over time - not least the 1930 extension but also other features such as the later canopied entrance to the Albert Halls and the ramp at the north entrance.

Officers consider that the alteration represents an acceptable intervention at this heritage asset. The loss of the balustrade and the enlargement of the window to form a door are not considered to significantly harm the heritage value of the building, relative to the massive scale of this building. As with the recently constructed ramp at the library, the Applicant is confident that materials can be

sourced to match the existing stone work. This elevation already contains two interventions - the Albert Halls canopied entrance and the ramped access to the Town Hall. The new ramp will sit between these two elements forming a series of entrances ranging in accessibility but together providing a method by which the two parts of the building can operate independently.

The proposal now shows a ramp with a base constructed from stone to match the exterior of the Town Hall, together with guard rails that replicate those of the existing ramp at the Town Hall north entrance. Planning Officers consider that the proposal would be easily assimilated into the street scene as it would be an intervention between two existing interventions - the Albert Halls entrance and the Town Hall north entrance. As it replicates existing features of the building and other key buildings in the civic core such as the library, the impact on the special character of this heritage asset is considered to be less than significant.

The proposed ramp is considered to be in accordance with the Council's Development Plan and with national policy as set out in the National Planning Policy Framework.

Impact on Accessibility

From 1 October 2004, Part 3 of the Disability Discrimination Act 1995 has required businesses and other organisations to take reasonable steps to tackle physical features that act as a barrier to disabled people who want to access their services. This may mean to remove, alter or provide a reasonable means of avoiding physical features of a building which make access impossible or unreasonably difficult for disabled people.

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. Planning decisions should aim to ensure that developments create safe and accessible environments.

Policy CG3 of Bolton's Core Strategy states that the council will ensure development is designed in an inclusive manner which is accessible and legible to all, regardless of age, gender, background or disability. Policy P5 requires proposals to take into account the transport needs of people with disabilities.

Existing accessibility arrangements for the Town Hall involve wheelchair users making use of the existing ramped access to the Town Hall, then using a platform lift to negotiate the three stairs that form the link between the two sections - the Albert Halls are at a slightly higher level (approximately one metre) than the recently refurbished office section of the Town Hall. The short flight of stairs immediately following the Albert Halls entrance also forms a barrier to wheelchair users. The existing platform lift can be used independently by wheelchair users, but is not considered to be particularly user friendly and in practice it is understood that users do sometimes ask staff for assistance.

The existing arrangements mean that the Albert Halls cannot presently function independently of the rest of the Town Hall - it is necessary to keep the Town Hall north entrance open at all times that Albert Halls are in use as this is currently the only ramped access point and the lift currently provides the only accessible way of accessing the upper floors of the Albert Hall. Whilst other areas of the Town Hall are protected by the cotag system this still remains a security risk via tailgating etc. The current proposal would allow the Albert Halls to operate entirely independently of the Town Hall - an independent internal lift is also proposed, subject to the accompanying application for Listed Building Consent. The new ramp would also improve access arrangements for families with pushchairs, also considered to be of benefit as the proposal seeks to increase visitor numbers to the Albert Halls.

The original proposal showed the installation of a stairlift in the central flight of stairs immediately

following the entrance to the Albert Halls. Whilst this would have been an internal solution (and therefore not have required the external intervention now proposed) it has since been removed from the proposal following feedback provided to the Applicant. The original solution would have had similar problems to the existing platform lift - available for independent use in principle but still forming a barrier to some degree. It would also have been a highly visible feature immediately upon gaining access to the feature entrance of the Albert Halls and therefore not consistent with the Applicant's aims of encouraging greater numbers to the Albert Halls.

The proposal is considered to deliver significant benefits in terms of allowing independent access to the Albert Halls, solving a long-standing problem of providing access for all at a building that was not designed with accessibility in mind.

Conclusion

The proposal involves an alteration to a relatively small part of the this Listed Building, located in an area of less prominence - relative to the main Victoria Square elevation. Whilst the works do involve a likely irreversible intervention into the historic fabric of the building, it is not considered that heritage value will be unacceptably affected and therefore less than substantial harm would be caused. The benefits of improved accessibility are considered to outweigh any limited harm in this instance.

The impacts of the works proposed on the building or its setting or any features of special architectural or historic interest are considered to be acceptable and the proposal is considered to comply with Core Strategy Policies SO11 and CG3.

Representation and Consultation Annex

Representations

Letters:- the original proposal to alter the Victoria Square elevation received significant numbers of objections and it is considered that the Applicant has responded to this feedback by removing those elements from the scheme.

Consultations

Advice was sought on the original proposal from the following consultees: English Heritage, the Victorian Society, Bolton Civic Trust, the Georgian Group, the Council's conservation adviser (at Stockport Council), Highways Engineers. All consultees have been reconsulted on the amended proposals and no objections have been received.

Planning History

89853/13 Listed building consent was approved for the internal alterations to create open plan office space, installation of new roof plant, secondary glazing to existing windows and other maintenance work.

A number of previous applications for other refurbishment and alterations have also been submitted over the years.

Recommendation: Refer to Secretary of State

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of development, the following details must be submitted in writing to, and approved by, the local planning authority:
 - details of fixings
 - methods/samples of stonecleaning, where proposed
 - a detailed drawing of the new door in the north elevation
 - samples of materials

Reason

To ensure the development safeguards the visual appearance and heritage interest of the building.

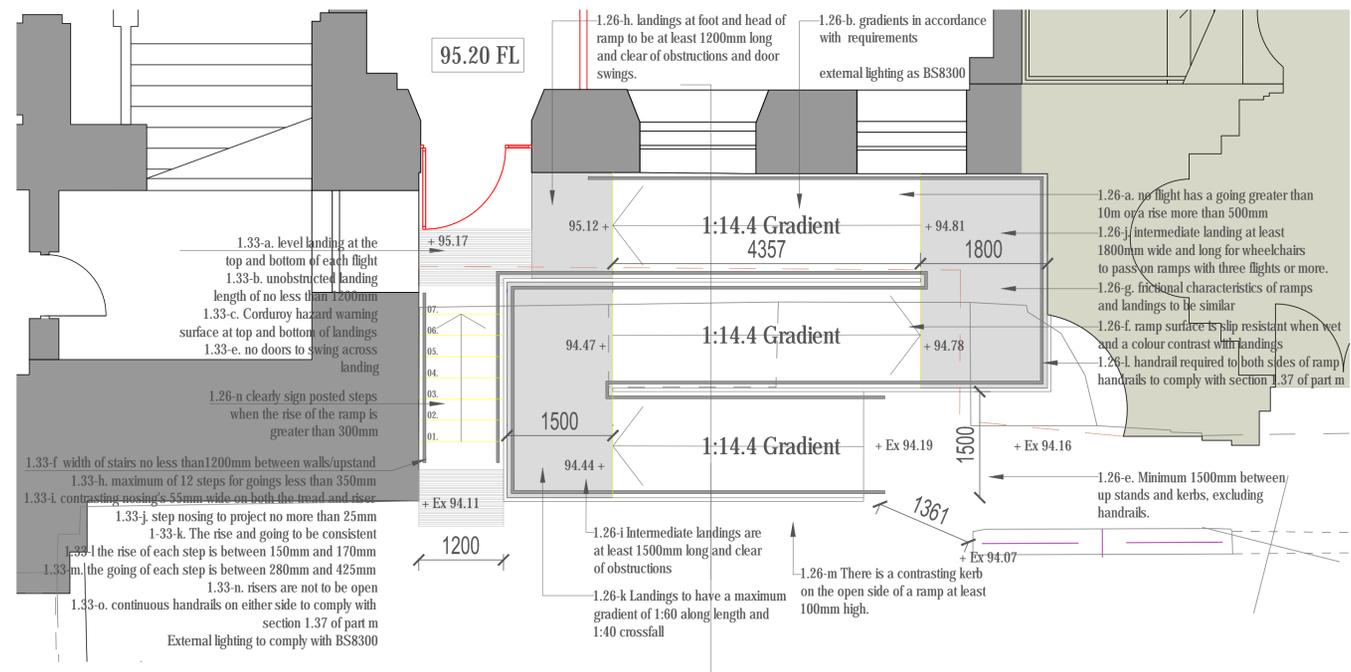
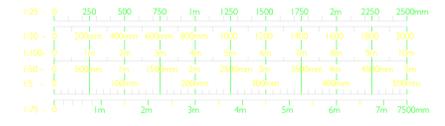
3. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

5453 A (9) 001 rev D (stone ramp, metal guard rails to match those at the north entrance)

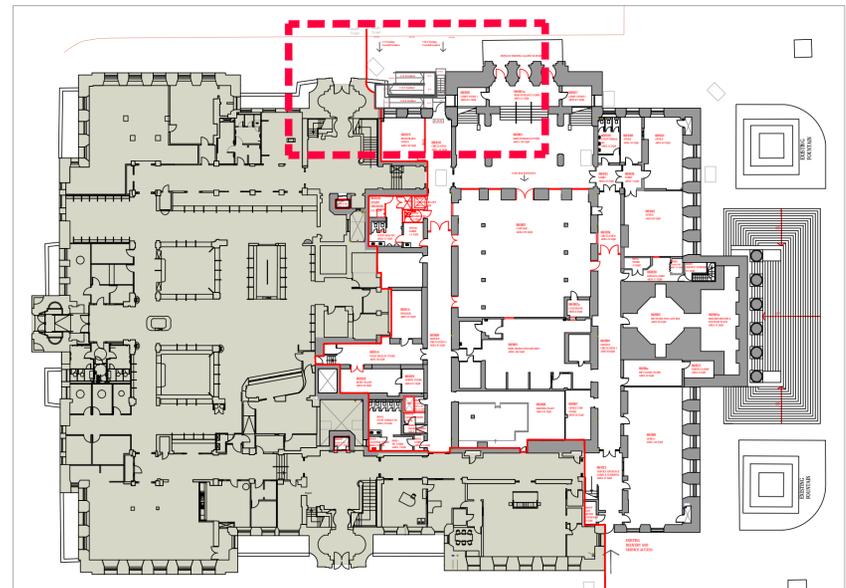
Reason

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

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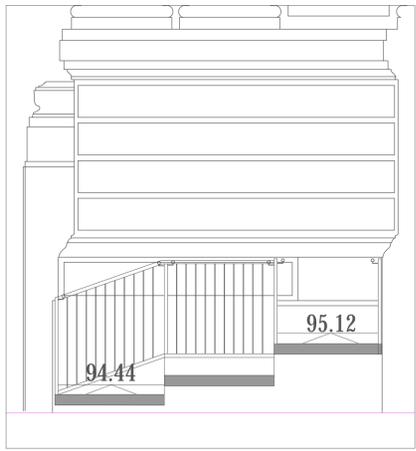
Proposed External Ramp and Steps



Key plan indicating proposed ramp location



Proposed External Ramp - Elevation



Site as existing



Proposed External Ramp and Steps - Visual 1



Proposed External Ramp and Steps - Visual 2

STAGE 3 SUBMISSION

D	New alternative to the glazed balustrade option	02/07/15	SD	APR
C	Submitted for planning approval	12/06/15	SD	APR
B	Key plan added	08/06/15	AZ	APR
A	Issued for stage 3 submission	28/05/15	HLK	APR

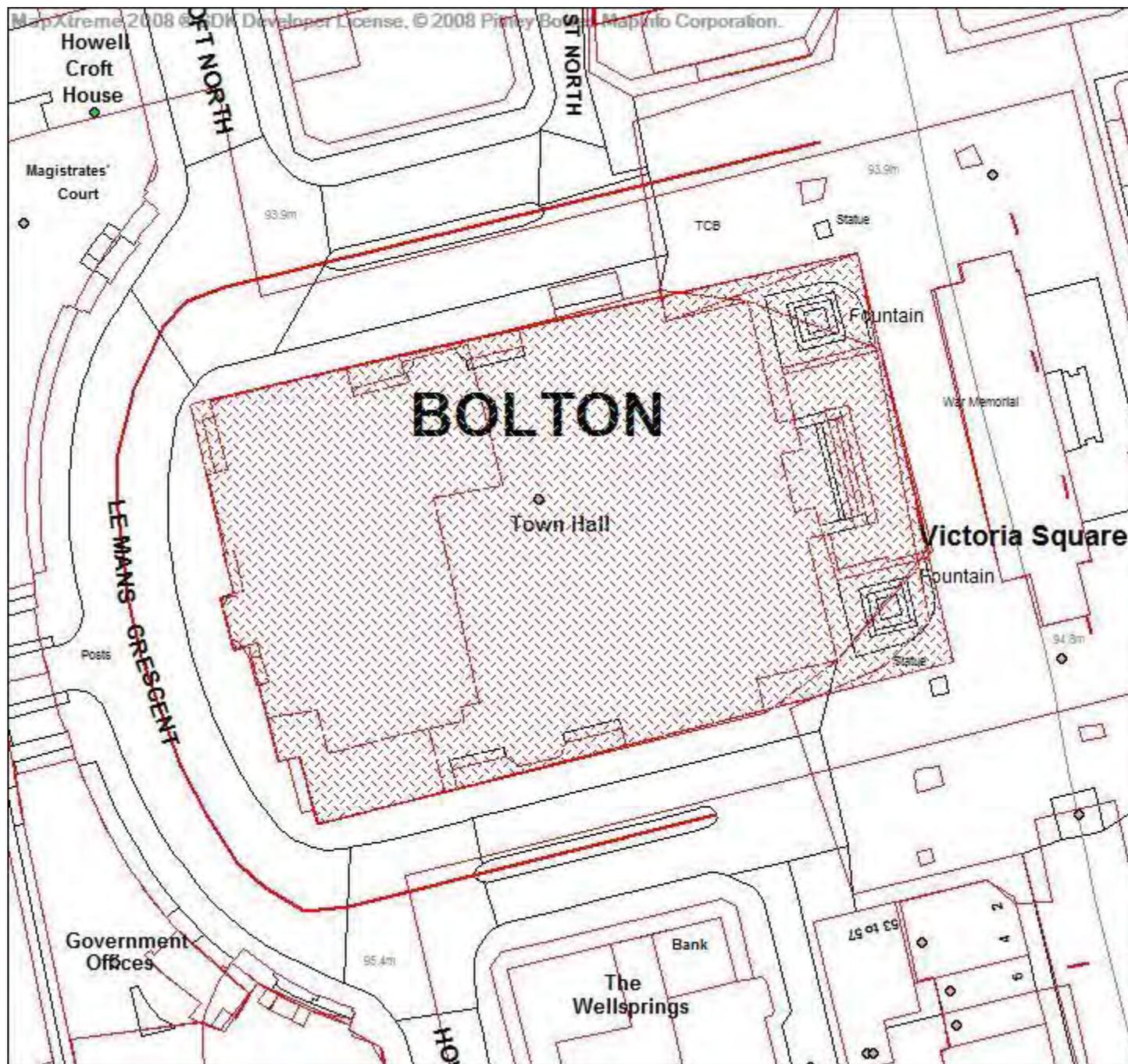


jmarchitects

PROJECT: BOLTON ALBERT HALL
 TITLE: Proposed Ramp
 CLIENT: Willmott Dixon
 DRAWN: S453
 CHECKED: A97001
 SCALE: 1:50 @ A1
 DATE: 28.05.15
 PROJECT NO: 150001
 DRAWN BY: HLK
 DATE: APR
 PROJECT: STAGE 3 SUBMISSION
 DATE: 28.05.15

Floor 9
 St James's Buildings
 Oxford Street
 Manchester
 M1 6EJ
 T: 0161 200 6300
 F: 0161 200 6301
 m@jmarchitects.net
 www.jmarchitects.net

**Application number
93556/15**



**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: 30/07/2015

Application Reference: 93556/15

Type of Application: Listed Building Consent
Registration Date: 03/02/2015
Decision Due By: 30/03/2015
Responsible Officer: Martin Mansell

**Location: THE ALBERT HALLS, TOWN HALL, VICTORIA SQUARE,
BOLTON, BL1 1RU**

**Proposal: LISTED BUILDING CONSENT FOR THE FORMATION OF AN
ACCESSIBLE RAMP ON THE NORTHERN ELEVATION
TOGETHER WITH INTERNAL ALTERATIONS INCLUDING
CHANGES TO LAYOUT, INSTALLATION OF NEW LIFT,
REDECORATION AND NEW SERVICES.**

Ward: Halliwell

Applicant: Bolton Council
Agent : jmarchitects

Officers Report

Recommendation: Refer to Secretary of State

Background

At the previous meeting, Members requested further information on the design and materials of the accessible ramp, together with further information on the internal works, in particular the new wheelchair lift that would pass through Ante Room North and the Loyals Lounge.

The proposal now shows a ramp with a base constructed from stone to match the exterior of the Town Hall, together with guard rails that replicate those of the existing ramp at the Town Hall north entrance. Planning Officers consider that the proposal would be easily assimilated into the street scene as it would be an intervention between two existing interventions - the Albert Halls entrance and the Town Hall north entrance. As it replicates existing features of the building and other key buildings in the civic core such as the library, the impact on the special character of this heritage asset is considered to be less than significant.

Work continues on looking to see if the stone balustrade can be retained as part of the new ramp - Members are invited to impose a condition that requires Officers to approve final details of the ramp, including the retention of the balustrade if possible.

Officers confirm that Historic England have viewed the proposals for the ramp and consider that it

would cause minimal harm to the character of the building and that this minimal harm is justified by the need to provide DDA compliant access to the building whilst allowing flexibility in the use of the building. They recommend that the Council exercises detailed control over the final specifics and exact materials. This would be achieved by conditions. All consultees were reconsulted on the amended proposals and Officers confirm that no objections have been received.

Members will be aware that the Head of Development Management has confirmed in an email that the repair work to the roof does not require Listed Building Consent as it will be carried out on a like for like basis in terms of materials. This element has been removed from the proposal and will commence soon.

The new internal lift would involve a small corner of the Loyals Lounge and Ante Room North being "boxed off" to accommodate the lift shaft and workings. Officers confirm that these two rooms have limited features of heritage value and these will not be affected by the proposed works. The new partitions would be painted to match the walls and would look little different than an area partitioned to accommodate the flue of a chimney - though there will need to be service access for the internal workings. Again, it is recommended that Members allow the final details of finishes to be controlled by condition.

The other layout changes are very limited – the removal of the ticket office, new openings to the former Dido and the refurbishment of the current toilet facilities. Other changes are considered to be limited to essentially redecoration, repair and refurbishment whilst ensuring that features of heritage value – doors, door surrounds, cornices and other decorative features – remain unchanged.

The proposal has been referred to the Secretary of State, in parallel with Members' consideration.

Proposal

Listed Building Consent is sought for internal and external works to the Albert Halls section of Bolton Town Hall, grouped into the following three elements:-

- formation of an accessible ramp with associated staircase on the northern elevation of Bolton Town Hall. The location would be in a small recessed area between the existing canopied entrance to the Albert Halls and the existing ramped access to the Town Hall
- changes to the internal layout of the Albert Halls, largely confined to the removal of the glazed ticket office, the opening up the Dido Restaurant, improving toilet facilities and the installation of an accessible lift
- general repairs, refurbishment, redecoration and new services throughout to form a high quality celebration venue

External Ramp

The current arrangements for accessing the Albert Halls involve wheelchair users making use of the ramped access to the Town Hall, then using an internal platform lift that links the two parts of the building. The machinery is difficult to use, often requiring assistance from Council staff.

The proposal shows a ramp with a base constructed from stone to match the exterior of the Town Hall, together with guard rails that replicate those of the existing ramp at the Town Hall north entrance

The proposal would involve the removal of the stone balustrade and the enlargement of one window to form a glazed door. The new structure would sit partially on the area of land that forms the recess, together with spanning the existing infilled lightwell.

Internal Layout

The main purpose of the works is to seek to increase visitor numbers at the Albert Halls via informal visits to an improved restaurant/cafe offer, more formal events such as weddings and an improved offer at the live venue itself. The changes to the layout seek to facilitate this and also to achieve secure separation between the Albert Halls and Town Hall functions in terms of public access. The changes proposed include:-

- removal of the existing glazed ticket office
- opening up access to a refurbished Dido Suite, including direct access from the north immediately following the internal steps after the Albert Halls entrance
- improved toilet facilities
- construction of a passenger lift to the right of the existing ticket office, extending upwards via a corner of the Loyals Lounge and Ante Room North, allowing independent access to the first and second floors of the Albert Halls without needing the Town Hall lift
- replacement of the three glazed doors to the Albert Halls (door surrounds to be retained)
- formation of Registrar's office
- reconfiguration of bar area to form two sided bar with larger public area
- minor changes to layout resulting from the installation of the external ramp

No layout changes are proposed to the areas of higher significance i.e. Blue Room, Mayor's Reception, Hall of Remembrance, Banqueting Suite

General Repairs and Refurbishments

Little work has been carried out at the Albert Halls since major works following the 1981 fire and as a result the appearance of many areas is looking somewhat tired. Therefore, as with the recent works to the Town Hall, areas will be improved in appearance whilst paying particular attention to historic finishes, cornices, plasterwork etc.

Officers confirm that elements previously contained within this application - namely the formation of an external terrace and the enlargement of windows to form glazed doors - no longer form part of these proposals. The scope of the changes to the internal changes to the Albert Halls has also reduced as a result of this.

Site Characteristics

The Grade II* listed Bolton Town Hall was built in 1866-1873 to the design of William Hill of Leeds and was later extended by Bradshaw, Gass and Hope in 1938. It is built in a Classical temple form, with high tower over a pedimented entrance. The 1930s extension is devoted to office accommodation arranged around a former central Rates Hall (now used as the One Stop Shop) with coffered and corniced ceiling and shallow glazed barrel vault. The careful classical idiom employed by Bradshaw, Gass and Hope in the design for the extension compliments the original Victorian design whilst introducing more modern 1930s decorative details throughout. Bradshaw, Gass and Hope are not only a local practice of note but was one of the most significant firms working in the north of England during the late nineteenth and much of the twentieth century.

The proposed works are limited to the Albert Halls section of the Town Hall, which is entirely located within and comprises the majority of the original Victorian element of the Town Hall as a whole. The site contains areas of high heritage significance such as the Council Chamber, the Blue Room, the Mayor's Reception Room and the Albert Hall itself together with more functional areas of lesser significance such as the ticket office, the bar area and the Dido cafe.

Policy

National Planning Policy Framework:

Conserving and Enhancing the Historic Environment

Core Strategy Policies:

SO11 Built Heritage, CG3 Design and the Built Environment
TC1 Civic Core, TC11 Design in Bolton Town Centre

Supplementary Planning Documents:

Building Bolton, Town Hall Conservation Area Character Study

Analysis

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the primary legislation that has to be used to assess the impact of proposals on listed buildings. Section 16 requires that, in considering whether to grant listed building consent for any works, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The main impact of the proposal is:

- its effect on the building or its setting or any features of special architectural or historic interest.

Impact on the character and appearance of the listed building

Policy SO11 of Bolton's Core Strategy is a strategic policy and seeks to conserve and enhance the best of Bolton's built heritage. Policy CG3 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.

The key conservation planning policy test to assess whether the proposals are acceptable is contained in paragraph 134 of the National Planning Policy Statement, which notes that "where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimal viable use".

External Ramp

The area in question is part of the original Victorian construction of the Town Hall; whilst it is easily visible it is clearly not as prominent or as striking as the main Victoria Square. The original Town Hall has undergone alterations over time - not least the 1930 extension but also other features such as the later canopied entrance to the Albert Halls.

Officers consider that the alteration represents an acceptable intervention at this heritage asset. The loss of the balustrade and the enlargement of the window to form a door, relative to the massive scale of this building, is not considered to harm the heritage value of the building. As with the other recent changes in the civic core such as the ramp at the library, the Applicant is confident that materials can be sourced to match the existing stone work. This elevation already contains two interventions - the Albert Halls canopied entrance and the ramped access to the Town Hall. The new ramp will sit between these two elements forming a series of entrances ranging in accessibility but together providing a method by which the two parts of the building can operate independently.

The proposal now shows a ramp with a base constructed from stone to match the exterior of the Town Hall, together with guard rails that replicate those of the existing ramp at the Town Hall north entrance. Planning Officers consider that the proposal would be easily assimilated into the street scene as it would be an intervention between two existing interventions - the Albert Halls entrance

and the Town Hall north entrance. As it replicates existing features of the building and other key buildings in the civic core such as the library, the impact on the special character of this heritage asset is considered to be less than significant.

The proposed ramp is considered to be in accordance with the Council's Development Plan and with national policy as set out in the National Planning Policy Framework.

Internal Layout

The Applicant has responded to significant numbers of objections over the changes to the front elevation by removing these elements from the scheme, thus limiting the scope of the internal works.

Officers have considered all the works and physical changes that are proposed in order to deliver the new layout (including demolition of some internal partition walls) and are satisfied that this can be achieved without harming any features of heritage significance. Neither will the layout change to such a degree that heritage value would be affected. The most prominent change would be the removal of the glazed ticket office and the new opening to the Dido Suite - however, even this feature is considered to be of limited heritage value. The layout of areas of higher significance will remain unchanged.

The changes to the internal layout are considered to be in accordance with the Council's Development Plan and with national policy as set out in the National Planning Policy Framework.

General Repairs and Refurbishments

Significant improvements are proposed to all publicly accessible areas to create an internal space that is as striking as the external appearance. On the ground floor, the new entrance lobby, refurbished restaurant and improved kitchen are the most significant changes. At first floor, the Remembrance hall will undergo a "minimal refresh" that will allow it to become a grand entrance for weddings. The Festival hall, Artillery Suite and Lancaster Suite would also receive upgrades to become better quality spaces whilst retaining features of heritage value. At second floor, the Albert Hall itself would receive an upgrade of the bleacher seating, new flooring and redecoration. Existing features of the Council Chamber would also be refreshed.

Officers consider that the general approach is one of retaining and refreshing existing features using appropriate materials and colours. In the high significance areas identified in the heritage significance assessment, no harm is proposed to the level of significance as a result of these proposals. The majority of the high significance areas – which include rooms for civic areas and functions – will be retained and their original features restored as part of the proposals. In the medium significance areas, the improvements enhance the larger spaces formed and are considered to be consistent with the desire to increase visitor numbers to this heritage asset. Many of the works are considered to be seeking to address a deficit of works that has built up over the 35 years since the works following the devastating fire.

The Council's Conservation consultant states:-

"The internal alterations will require particular care and attention to detail, materials and finishes but are considered to be acceptable in principle. Any consent for these internal alterations should be subject to appropriate planning conditions to ensure the specification of works respects the quality of the Town Hall's original architectural and decorative scheme."

The general repairs and refurbishments are considered to enhance this heritage asset and are in accordance with the Council's Development Plan and with national policy as set out in the National Planning Policy Framework.

Value Added to the Development

This application was subject to significant pre-application consideration and amendment, resulting in the current proposal.

The detailed proposals for the works have been informed by detailed heritage significance assessment of the whole building. This report, prepared by the Architectural History Practice and Bernard Taylor Partnership describes the relative significance of the various elements of the building. This report has been supplemented by a heritage impact assessment which considers the submitted proposals in light of the initial assessment. This approach, recommended in the National Planning Policy Framework and associated historic environment practice guide (formerly PPS5), represents best practice in dealing with a complex set of interrelated proposals relating to a heritage asset of outstanding historic and architectural interest such as the Albert Halls.

The proposals have also been subject to an on-going dialogue between the architect, client, planning officer and conservation officer in order to inform the design at various stages of development.

Conclusion

Officers have considered all the individual elements of the amended proposal and conclude that it would lead to significantly less than substantial harm to the significance of a designated heritage asset. This minor harm, largely resulting from the external change caused by the ramped access should be weighed against all the public benefits of the proposal, including improved accessibility and the Applicant's wish to increase visitor numbers to this prominent heritage asset. The layout changes are considered to have limited or neutral impact on significance and the works to the public and civic areas are considered to enhance the heritage significance of this heritage asset. The impacts of the works proposed on the building or its setting or any features of special architectural or historic interest are considered to be acceptable and the proposal is considered to comply with Core Strategy Policies SO11 and CG3.

As a Listed Building in the ownership of the Council, the application requires a referral to the Secretary of State if Members are minded to approve the proposals.

Representation and Consultation Annex

Representations

Letters:- the original proposal to alter the Victoria Square elevation received significant numbers of objections and it is considered that the Applicant has responded to this feedback by removing those elements from the scheme.

Consultations

Advice was sought on the original proposal from the following consultees: English Heritage, the Victorian Society, Bolton Civic Trust, the Georgian Group, the Council's conservation adviser (at Stockport Council), Highways Engineers. Further consultation was carried out on the amended proposal and no objections were received as a result of this.

Planning History

89853/13 Listed building consent was approved for the internal alterations to create open plan office space, installation of new roof plant, secondary glazing to existing windows and other maintenance work.

A number of previous applications for other refurbishment and alterations have also been submitted

over the years.

Recommendation: Refer to Secretary of State

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of the construction of the ramp, the following details must be submitted in writing to, and approved by, the local planning authority:

- details of fixings of the ramp including the retention of the balustrade if possible
- methods/samples of stonecleaning, where proposed
- a detailed drawing of the new door in the north elevation
- samples of materials for the ramp

Reason

To ensure the development safeguards the visual appearance and heritage interest of the building.

3. Notwithstanding the information shown on the submitted drawings, no works involving items (a)-(d) listed below shall take place until full details of the same have been submitted to and approved in writing by the local planning authority, and samples have been made available for inspection on site. Details and submitted samples shall relate to:

- (a) A schedule of and specifications for all internal repairs, redecoration, refurbishment and new services
- (b) Details of the means of enclosure of the new internal lift shaft, including finishes
- (c) New seating for the Albert Halls
- (d) Repairs/finishes to terrazzo and parquet flooring, skirting and cornices (stone/timber/plaster), pilasters, iron radiators, retained doorsets and 1930s light fittings.

Development shall not be carried out except in accordance with the agreed schedule and samples.

Reason

In order to preserve or enhance the special architectural, artistic, historic or archaeological significance of the heritage asset, in accordance with Policies SO11 and CG3 of the adopted Bolton Core Strategy and para 134 of the National Planning Policy Framework (2012).

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

5453 L (0) 029 rev F

5453 L (0) 030 rev F
5453 L (0) 031 rev F
5453 L (0) 032 rev F
5453 L (0) 033 rev F
5453 L (0) 034 rev E
5453 L (0) 035 rev E
5453 L (0) 050 rev E
5453 L (0) 051 rev E
5453 L (0) 052 rev E
5453 L (0) 103 rev K
5453 L (0) 104 rev J
5453 A (9) 001 rev D (stone ramp, metal guard rails to match those at the north entrance)

Reason

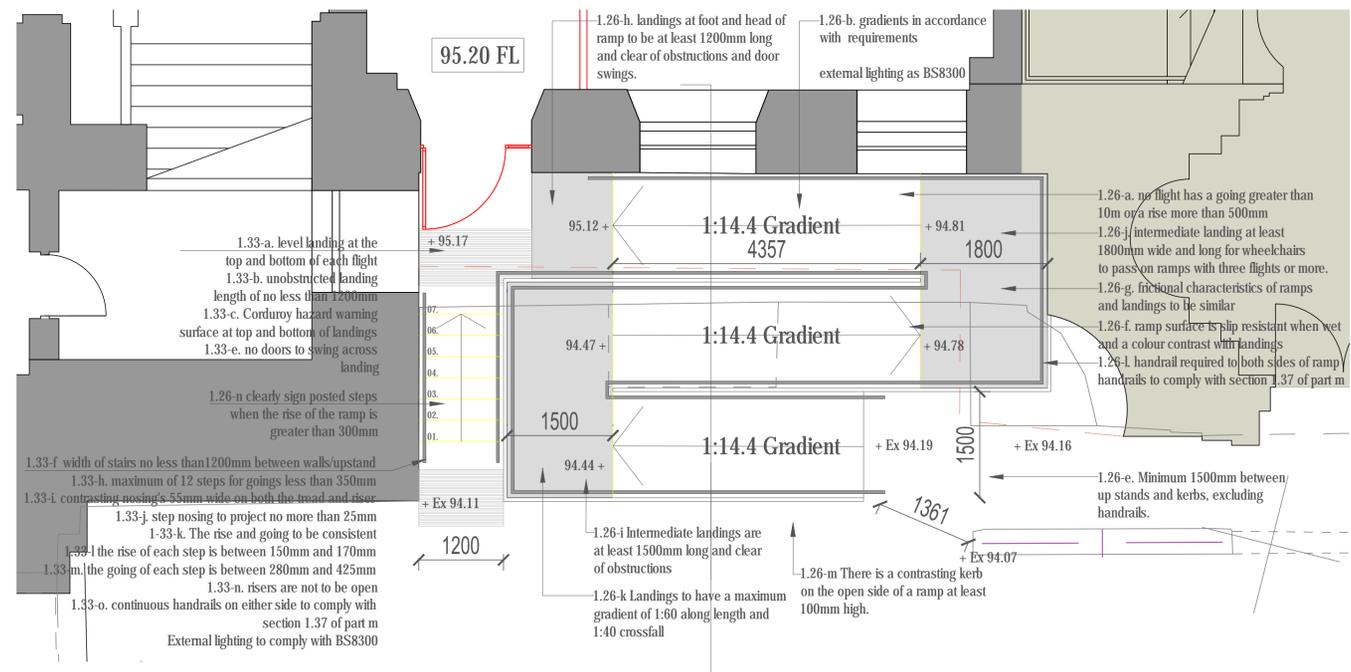
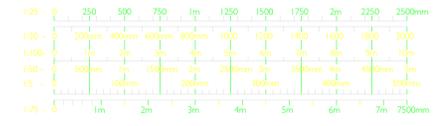
For the avoidance of doubt and in the interests of proper planning.

5. The developer shall give the Local Planning Authority 21 days' advance notice of the start of any works and, for a period of 14 days before any work begins, reasonable access to the building shall be given to a person/body nominated by the Local Planning Authority for the purpose of recording the building [or interior] by making measured drawings or taking photographs.

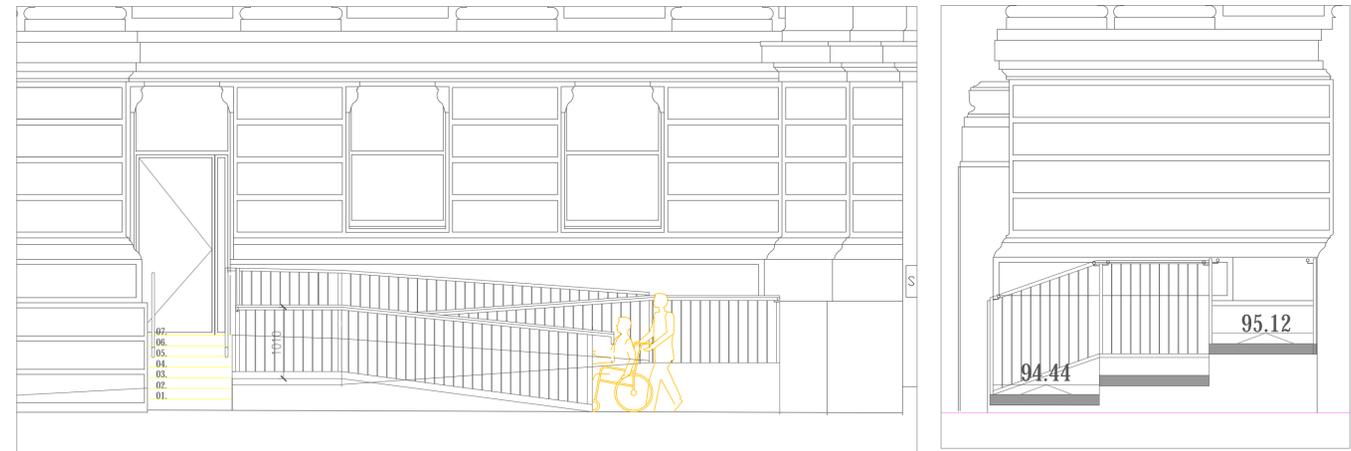
Reason

To ensure the historic or archaeological aspects of the site can be recorded.

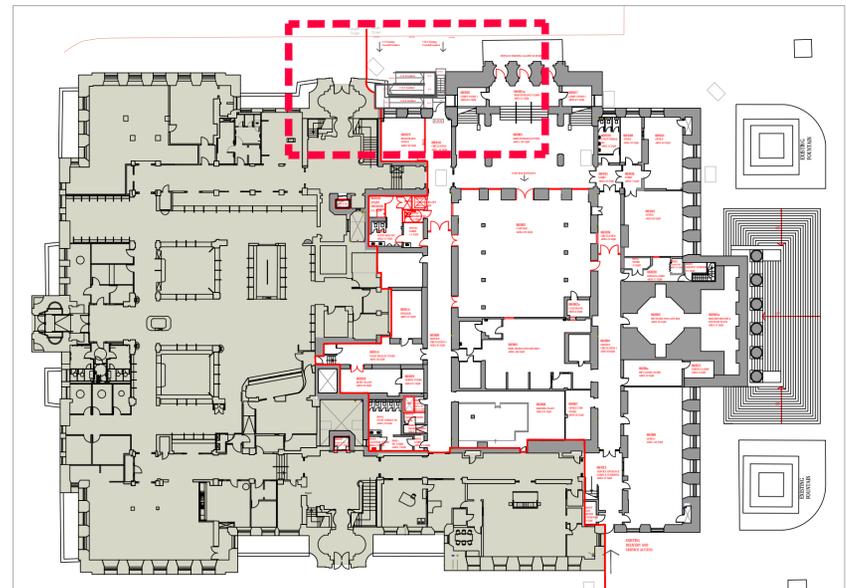
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Proposed External Ramp and Steps



Proposed External Ramp - Elevation



Key plan indicating proposed ramp location



Site as existing



Proposed External Ramp and Steps - Visual 1



Proposed External Ramp and Steps - Visual 2

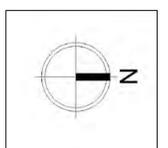
STAGE 3 SUBMISSION

D	New alternative to the glazed balustrade option	02/07/15	SD	APR
C	Submitted for planning approval	12/06/15	SD	APR
B	Key plan added	08/06/15	AZ	APR
A	Issued for stage 3 submission	28/05/15	HLK	APR



jmarchitects

PROJECT: BOLTON ALBERT HALL			
TITLE: Proposed Ramp			
CLIENT: Willmott Dixon			
DATE: 5/5/15	PROJECT: A/2001	ISSUE: D	
SCALE: 1:50 @ A1	PREPARED BY: HLK	CHECKED BY: APR	
STAGE 3 SUBMISSION		DATE: 28.05.15	
Floor 9 St James's Buildings Oxford Street Manchester M1 4EJ		T: 0161 200 6300 F: 0161 200 6301 m@jmarchitects.net www.jmarchitects.net	



- KEY:**
- SITE BOUNDARY
 - EXISTING PARTITIONS / FITTINGS
 - NEW INTERVENTION

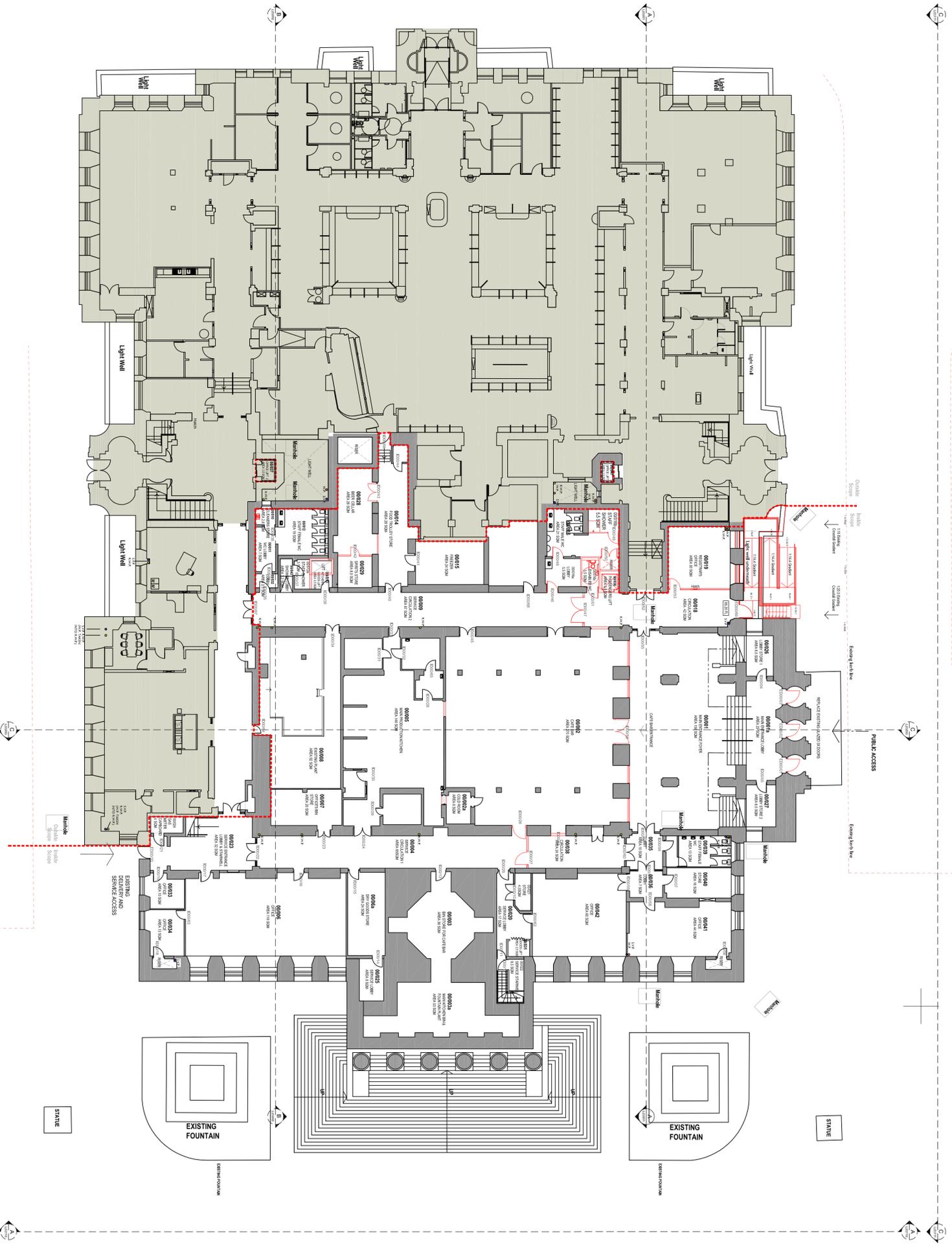
AREA OUT OF SCOPE

NOTE:

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 FULL DRAINAGE SURVEY REQUIRED TO ASCERTAIN FULL EXTENT OF EXISTING DRAINAGE LOCATIONS.

ALL PROPOSED ALTERATIONS ARE SUBJECT TO INTRUSIVE SURVEYS AND TO STRUCTURAL AND M&E ENGINEERS ADVICE.
 THE PROPOSAL HAS BEEN DESIGNED IN LINE WITH 'BERNARD TAYLOR CONSERVATION PLAN AND C.M.P. GAZETTEER.'

Victoria Square



PROPOSED GROUND FLOOR

STAGE 3 SUBMISSION

REV.	DESCRIPTION	DATE	OWNER	DESIGNER
L	Revised planning application submission.	10.06.15	SD	AR
K	External ramp revised as requested by VJD	08.06.15	AZ	ARR
J	Stage 3 submission - Post election redesign	02.06.15	AZ	APR
H	Door numbers added	14.05.15	SD	AZ
G	boundary & layout changes following DTPM review meeting	20.04.15	HLK	AZ
F	14.04.15. Issued for Stage-D report	09.04.15	OV	AZ
E	boundary & layout changes following client review meeting	07.04.15	HLK	AZ
D	Room names & layout updated following workshop 26.03.15	30.03.15	HLK	AZ
C	existing 'garage' locations added	20.03.15	HLK	AZ
B	Drawing revised following client engagement meeting 10.03.15	02.02.15	HWY	AZ
A	Issued for Planning	23.11.14	AZ	AZ
A	drawing revised following client review on 20.11.14	01.10.14	AZ	AZ
A	drawing revised to be read with scope of works document	01.10.14	AZ	AZ

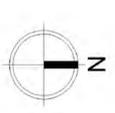
WILLMOTT DIXON
 ARCHITECTS

jmarshitects

PROJECT: BOLTON TOWN HALL - ALBERT HALL
TITLE: PROPOSED GROUND FLOOR
CLIENT: Willmott Dixon Construction Limited
JOB NO.: 5453
SCALE: 1:200 @ A1
DRAWING NO.: L(0)101
REVISION: L
STATUS: STAGE E3
DATE: 02-07-14

Site 3A
 54 Princess Street
 Manchester
 M1 8BN
 T: 0161 200 6300
 F: 0161 200 6301
 mail@jmarshitects.net
 www.jmarshitects.net

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KEY:
 - - - - - BOUNDARY OF AREA IN SCOPE
 - - - - - EXISTING PARTITIONS, FITTINGS
 - - - - - NEW INTERVENTION



EXISTING MALE & FEMALE TOILETS



EXISTING FESTIVAL HALL (01/010)

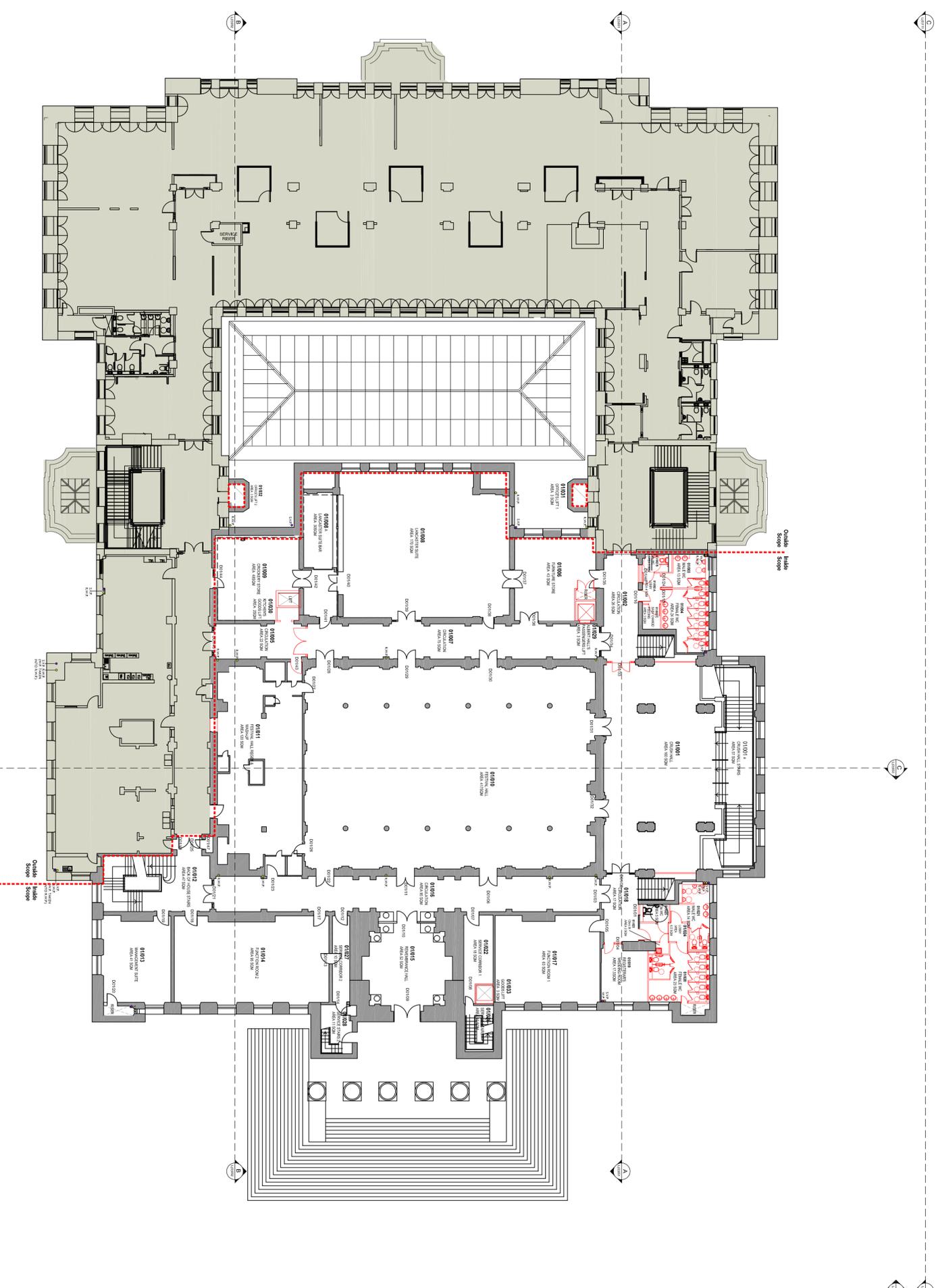


EXISTING LANCASTER SUITE (01/008)



EXISTING REMEMBRANCE HALL (01/015)

AREA OUT OF SCOPE



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ALL PROPOSED ALTERATIONS ARE SUBJECT TO INTRUSIVE SURVEYS AND TO STRUCTURAL AND M&E ENGINEERS ADVICE.

THE PROPOSAL HAS BEEN DESIGNED IN LINE WITH BERNARD TAYLOR CONSERVATION PLAN AND C.M.P. GAZETTEER.

STAGE 3 SUBMISSION

REV	DESCRIPTION	DATE	BY	CHECKED BY
K	Revised planning application submission	10/06/15	MW	AR
J	Stage 3 submission	02/06/15	AZ	AR
H	Added door numbers	14/05/15	SD	AZ
G	boundary & layout changes following DTM review meeting	20/04/15	HLK	AZ
F	boundary & layout changes following client review meeting	09/04/15	OV	AZ
E	Room names & layout updated following workshop 26/03/15	30/03/15	HLK	AZ
D	existing drainage boarders added	20/03/15	HLK	AZ
C	Drawing revised following client engagement meeting 10/03/15	05/03/15	MW	AZ
B	Drawing revised following client review on 20/11/14	25/11/14	AZ	AZ
A	drawing revised to be read with scope of works document	01/10/14	AZ	AZ



BOLTON TOWN HALL - ALBERT HALL
PROPOSED FIRST FLOOR
 Willmott Dixon Construction Limited

CLIENT: Willmott Dixon Construction Limited
 PROJECT: Bolton Town Hall - Albert Hall
 DRAWING NO: L010102
 SCALE: 1:200 @ A1
 DATE: 02/07/14

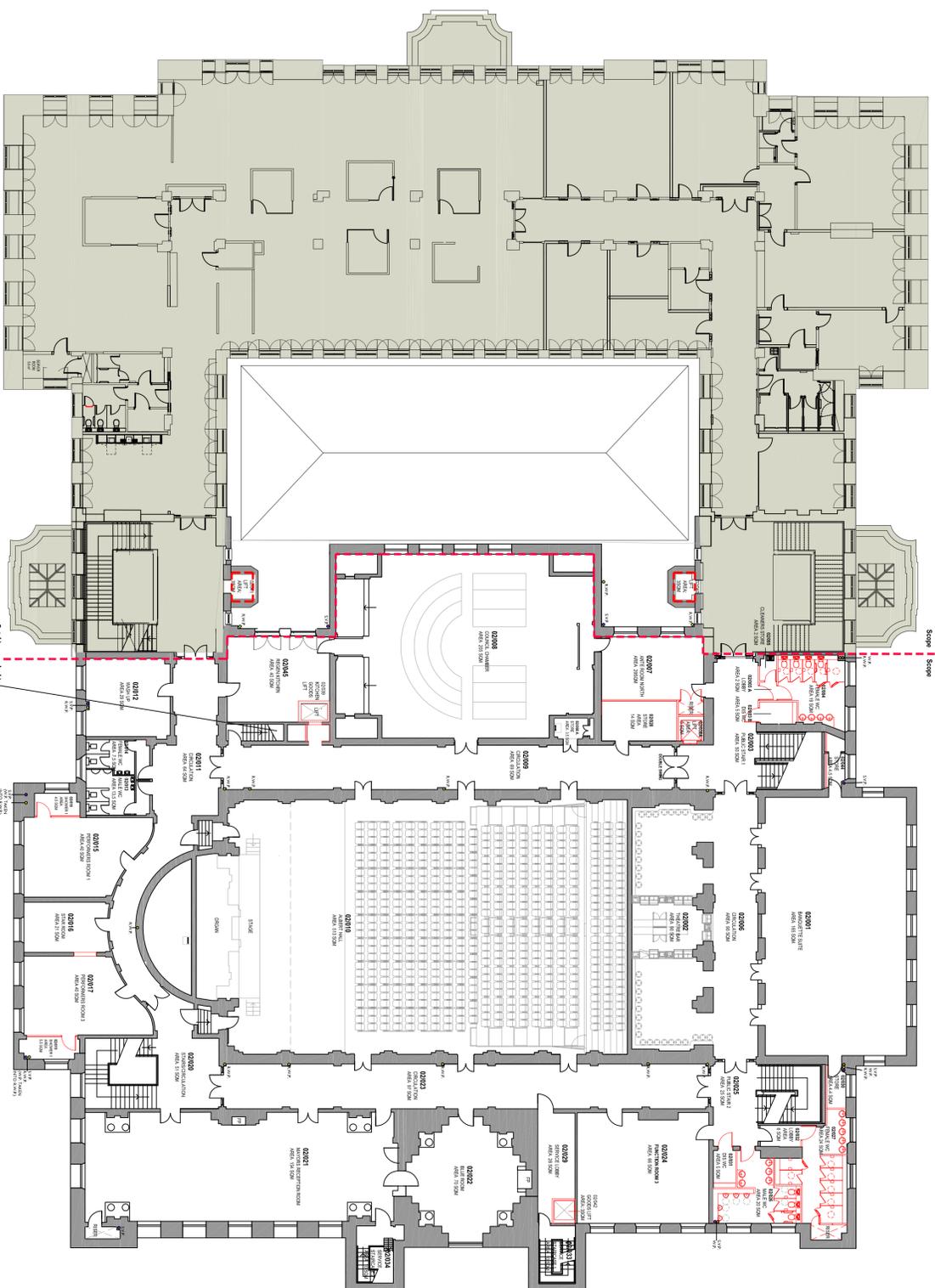
Site 3A
 54 Princess Street
 Manchester
 M1 8BN
 T: 0161 200 6300
 F: 0161 200 6301
 email@jmarshitects.net
 www.jmarshitects.net

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NOTE: All proposed alterations are subject to intrusive surveys and to structural and M&E engineers advise.

The proposal has been designed in line with 'Bernard Taylor' Conservation plan and C.M.P Gazetteer.



EXISTING ALBERT HALL (02/010)



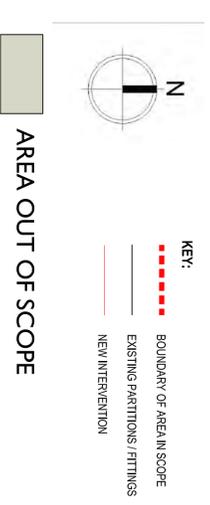
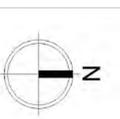
EXISTING COUNCIL CHAMBERS (02/008)



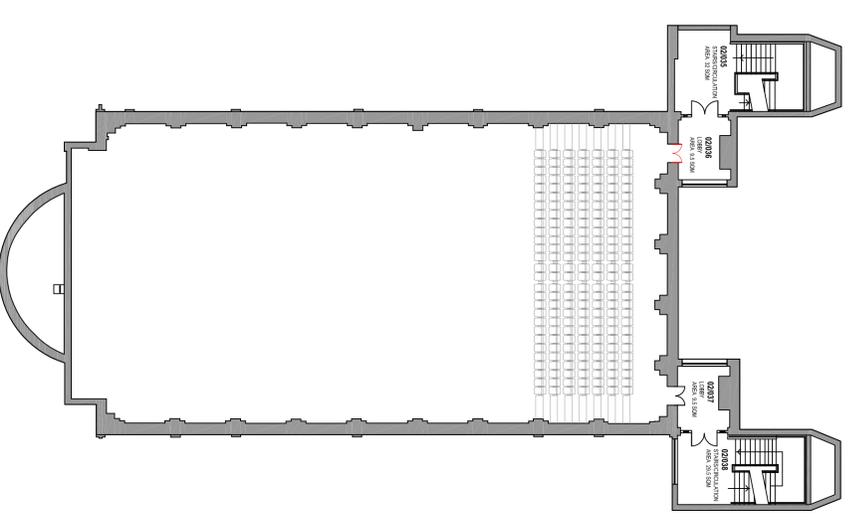
EXISTING BLUE ROOM (02/022)



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PROPOSED SECOND FLOOR MEZZANINE



NO.	DESCRIPTION	DATE	OWNER	DESIGNER
K	Revised planning application submission	10.06.15	MW	AR
J	Stage 3 submission	07.04.15	AZ	AZ
H	Design changes	14.05.15	SD	AZ
G	boundary & layout changes following DTM review meeting	20.04.15	HK	AZ
F	boundary & layout changes following client review meeting	09.04.15	OV	AZ
E	Room names & layout updated following workshop 26.03.15	30.03.15	HK	AZ
D	Drawing revised following client engagement meeting 10.03.15	20.03.15	HK	AZ
C	Drawing revised following client's review on 20.11.14	02.02.15	MW	AZ
B	Drawing revised to be read with scope of works document	01.10.14	AZ	AZ
A	drawing revised to be read with scope of works document	01.10.14	AZ	AZ

STAGE 3 SUBMISSION



BOLTON TOWN HALL - ALBERT HALL

PROPOSED SECOND FLOOR

Client: Willmott Dixon Construction Limited

Site: 3A, 54 Princess Street, Manchester, M1 4BT
 Telephone: T. 0161 200 6300
 Fax: F. 0161 200 6301
 Email: msa@jimarchitects.net
 Website: www.jimarchitects.net

Project: Willmott Dixon Construction Limited
 Job No: 5453
 Scale: 1:200 @ A1
 Drawing No: L01/03
 Revision: K
 Designer: AZ
 Checker: MW
 Status: STAGE 3
 Date: 02.07.2014

Application number 93719/15



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: 30/07/2015

Application Reference: 93719/15

Type of Application: Full Planning Application

Registration Date: 27/02/2015

Decision Due By: 23/04/2015

Responsible Officer: Simon Coles

Officer:

Location: 23 TOP O TH BROW, BOLTON, BL2 4DJ

Proposal: ERECTION OF TWO STOREY SIDE EXTENSION OVER EXISTING GARAGE AND SINGLE STOREY EXTENSION TO REAR.

Ward: Bradshaw

Applicant: Mr G Brown

Agent : Good & Tillotson

Officers Report

Recommendation: Approve subject to conditions

Background

The application was deferred at Planning Committee on the 2nd July 2015 for an advance site visit.

Proposal

The application seeks permission for the erection of a two storey extension above the existing attached garage and the erection of a single storey extension at rear.

Amendments have been received to the side element of the proposal to reduce the height of the extension from 6415 mm to 5599 mm. A small dual pitched feature has been added to the front to maintain the head height of the room it serves and a single set of French doors added serving a Juliet balcony.

The existing hardstanding on the land to the front has been extended by proposing to remove a small element of the existing stone boundary wall and hedge. This will allow off road parking for three vehicles.

Site Characteristics

The application property is situated off Riding Gate; a semi-rural area within the Riding Gate Conservation Area. The property is an end terrace, which has been previously developed to add a two storey extension and attached garage to the side. The garage is sited at lower ground floor level. The existing property and the row it is sited within are set at an elevated position from the road. Within the area there is a mixture of property styles/types.

To the front of the property is an enclosed garden area with views over open farmland. Part of the land at the front has an area of hardstanding providing off road parking for the property.

To the west is sited the neighbouring property at number 35 Riding Gate Mews, a detached two storey dwelling. The front of this property directly faces the rear garden area of the application property. Number 35 has a side and rear garden area and is sited at a slightly lower level to the application property.

The attached neighbouring property at number 21 Top O'th' Brow is a mid terrace cottage. This property has a lounge window closest to the shared boundary with the application property as well as a lean to structure.

To the north is Brookdale Barn (in excess of 40 metres away), north-west is Brookbottom Farm (in excess of 30 metres away) and west is Brookdale (sited to the rear of number 35 Riding Gate Mews - in excess of 22 metres away).

Policy

National Planning Policy Framework (NPPF)

Core Strategies Policies: P5 Transport and Accessibility; S1.2 Road Safety; CG1.1 Rural Biodiversity; CG3 The Built Environment; CG4 Compatible Uses and OA5 North Bolton.

Allocations Plan Policies: CG7AP Green Belt.

SPD House Extensions and PCPN2 Space Around Dwellings

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 parking
- * impact on trees
- * impact on the purposes and openness of the Green Belt

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 CG3.4 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological,

historic, cultural and architectural interest and their settings.

Policy OA5 of the Core Strategy relates specifically to development in North Bolton and states that the Council will conserve and enhance the character of the existing physical environment, especially the conservation areas, will ensure regard is had to the character of farm complexes, folds, vernacular cottages and the wider open landscape, and will require special attention to be given to the massing and materials used in new development.

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.

The proposal has two key elements: (i) a two storey side extension and (ii) a single storey rear extension. Each element will be assessed in turn:

(i) Two storey side extension

The proposed extension would be constructed above the existing garage, which is set at a lower ground level to the existing dwelling and is 4.63 metre wide; 5.55 metres in length and is set back from the front elevation.

SPD House Extensions states that a well designed extension should be subordinate in relation to the dwelling and should be of a size and scale which is in proportion to the existing house. Overly large side extensions for example can completely ruin the character of the property or unbalance a symmetrical pair of semi-detached dwellings. The height of an extension should not therefore exceed the height of the existing house, so that it does not dominate the host property.

Changes have been made to the proposed extension to ensure that the extension complements the existing dwelling. The height of the extension has been reduced from 6415 mm to 5599 mm to lower the eaves and ridge height of the extension to make it appear subordinate to the existing dwelling.

Part of the amendments to the side extension seek to include a small apex roof feature to the front roof slope and replacing a unit of four bi-fold doors with one set of French doors serving a Juliet balcony within the front elevation. The roof structure is similar to that proposed within the rear roof slope and those existing on the rear. This has been added to maintain head space in the room it serves, given the reduction in the overall height of the extension and furthermore provides a design that is more in-keeping with the existing property. The proposal also provides a blank gable elevation, which as a result sees the existing windows in the gable removed from the property.

Given the siting of the existing garage, which is set back from the front elevation, it is considered that the proposal would not have a detrimental impact on the street scene in this instance.

(ii) Rear single storey extension

The single storey extension is sited away from public view and therefore does not impact on the street scene in this instance. The extension incorporates a mono-pitched roof. It is considered the size/massing and architectural design of the extension is in-keeping with the existing property.

The materials to be used in the construction are to match the existing dwelling with a render finish and stone features to be used in the walls, slates to the roof and brown UPVC windows and doors.

Further to the above, it is considered that the proposal complies with Policy CG3.

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. PCPN2 Space Around Dwellings sets out the Council's minimum interface standards between dwellings.

Two storey side extension above existing garage

The neighbouring property at number 35 Riding Gate Mews is sited to the south-west of the application site. The main aspect of this property is to the rear garden area of the application property. Number 35 has a side garden area that is closest to the proposed extension.

The proposed side extension does not incorporate any windows in the side gable or any main room windows in the rear elevation. Given the non direct relationship the proposed extension would have with the existing front elevation of number 35, the 11.5 metre interface distance present is considered to be acceptable in this instance with regard to the impact on the main room windows in the front elevation of this property. With regard to the impact on the side garden area, the proposed extension will be approximately 2.5 metres from the shared boundary. Given the siting of the garden in relation to the sun's arch, it is considered that the proposed extension would not have a detrimental impact with regard to loss of day light.

Further to the above, the windows in the existing gable elevation will be removed as a result of the extension and it can be argued that this lessens the impact on the privacy of number 35 with respect of their private amenity space.

The side element is not considered to impact on any of the other neighbouring properties given the interface distances present and/or their siting in relation to the extension.

Single storey rear extension

Supplementary Planning Document - House Extensions states that rear single storey extensions on terraced properties of up to 4 metres in length will normally be permitted.

The purpose of the above is to ensure that neighbouring properties are not unduly affected in terms of their living conditions by reason of being overshadowed by any development to a degree where reasonable outlook would be lost.

In this case the single storey proposal will be 2.925 metres long and therefore is consistent with these guidelines.

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 parking standards set out in Appendix 3. Policy S1.2 states that the Council will promote road safety in the design of new development.

SPD House Extensions provides general advice on house extensions and offers guidance relating to the impact of extensions on highway safety.

Highways have commented as follows: -

In this location with a substandard carriageway width and no footway, the Council's parking standards should be met in full. Since the use of the existing garage cannot be controlled, 3 spaces 2.5m x 5.5m should be shown on the opposite side of Top O'th' Brow on the site plan.

The applicant has changed the proposed plans to enlarge the existing hardstanding to create space for three vehicles. To facilitate this work, it is proposed to demolish and re-build part of the existing stone wall and remove part of the hedgerow to widen the access.

The amendments received are considered to comply with Highway policies.

Impact on Trees

Policy CG1.1 of the Core Strategy states that the Council will safeguard and enhance the rural areas of the borough from development that would adversely affect its biodiversity including trees, woodland and hedgerows.

Situated at the side of the proposed side extension is a mature Silver Birch tree. The canopy of the tree overhangs the garage and will require some pruning back to give 1 metre clearance to the new extension. The Council's Tree and Woodland Officer advised that by removing only secondary branches then the tree should not be damaged physically or aesthetically.

It is therefore considered that the proposal complies with Policy CG1.1 of the Core Strategy.

Impact on the Purposes and Openness of the Green Belt

Policy CG7AP of the Allocations Plan states that the Council will not permit inappropriate development in the Green Belt. Inappropriate development includes any development which does not maintain the openness of land or which conflicts with the purposes of including land within the Green Belt, and the erection of new buildings except for [amongst other things] the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.

It is noted that in terms of scale, the proposal is quite large however its size is considered to relate to the plot. Given the design of the proposal it is not considered that the extensions would result in disproportionate additions over and above the size of the original building, thus complying with Policy CG7AP.

Conclusion

The proposal is consistent with the guidelines contained in SPD - House Extensions (2012). Similarly the proposal is consistent with Bolton's Core Strategy (2011) by reason of its scale and massing and is reflective of the design and appearance of the host building and Bolton's Allocations Plan Policies CG7AP Green Belt.

For these reasons Members are therefore recommended to approve the application.

Representation and Consultation Annex

Representations

Letters:-

Objections have been received from four neighbouring properties. The points they raise are as follows: -

- 25 Top O'th' Brow was previously a two up two down end cottage;
- Extended early 80's to provide hall, lounge, cloaks, 2 beds and 1 en suite;
- Bolton Planning Document states no side extensions or dormers in conservation areas (*Officer's comments: - This relates to extensions built under Permitted Development Rights, without the need for planning permission*);
- Bolton SPD House Extensions states extension must be subordinate to original dwelling. The proposal would result in over 150% larger extension to original;
- Reduced privacy;
- Unsatisfactory interface distance;
- Loss of view (*Officer's comments: this is not a material planning consideration*);
- Windows not in-keeping with existing property;
- Building would take light and leave house and side garden in shade for much of the day;
- Garage in poor condition. Rear wall recently condemned as unsafe by surveyor;
- All the properties at Top O'th' Brow (numbers 13 - 21) are buildings of note within the Riding Gate Conservation Area document, number 23 is not included due to excessive rebuilding works;
- Concerned regarding the single storey extension to the rear of the property;
- The southern facing elevation is the original front elevation of the property (access was blocked when Riding Gate Mews was developed and the former residents of 23 objected to a footpath being laid);
- Access to the properties 13 - 21 is via the courtyard at the rear of the properties, access to the front can only be gained via the passageway between numbers 17 and 19;
- The cottage (21) has low ceilings and deep window casements which tend to make the property dark;
- The single storey extension will impact on the light entering our lounge window and will impact on the 45 degree angle from the centre of this window;
- Concerns with regard to obstruction of the lane (including for emergency and refuse vehicles) and damage to the bridge during the construction (*Officer's comments: these are not material planning considerations*).

Consultations

Advice was sought from the following consultees:

Highways: - addressed in report above.

Trees: - addressed in report above.

Drainage: - No comment to make.

Planning History

23243/84 - Erection of a two storey extension at side - Approved with Conditions

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 extensions 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.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order) no dormers or any other alterations to the roof (other than those expressly authorised by this permission) shall be constructed.

Reason

To safeguard the character and appearance of the dwelling.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order) no windows or doors shall be formed in any elevation of the development hereby approved other than those shown on the approved drawings, nor shall those approved windows or doors be enlarged or altered.

Reason

To safeguard the outlook, privacy and living conditions of neighbouring residents and the character and appearance of the dwelling and the surrounding area.

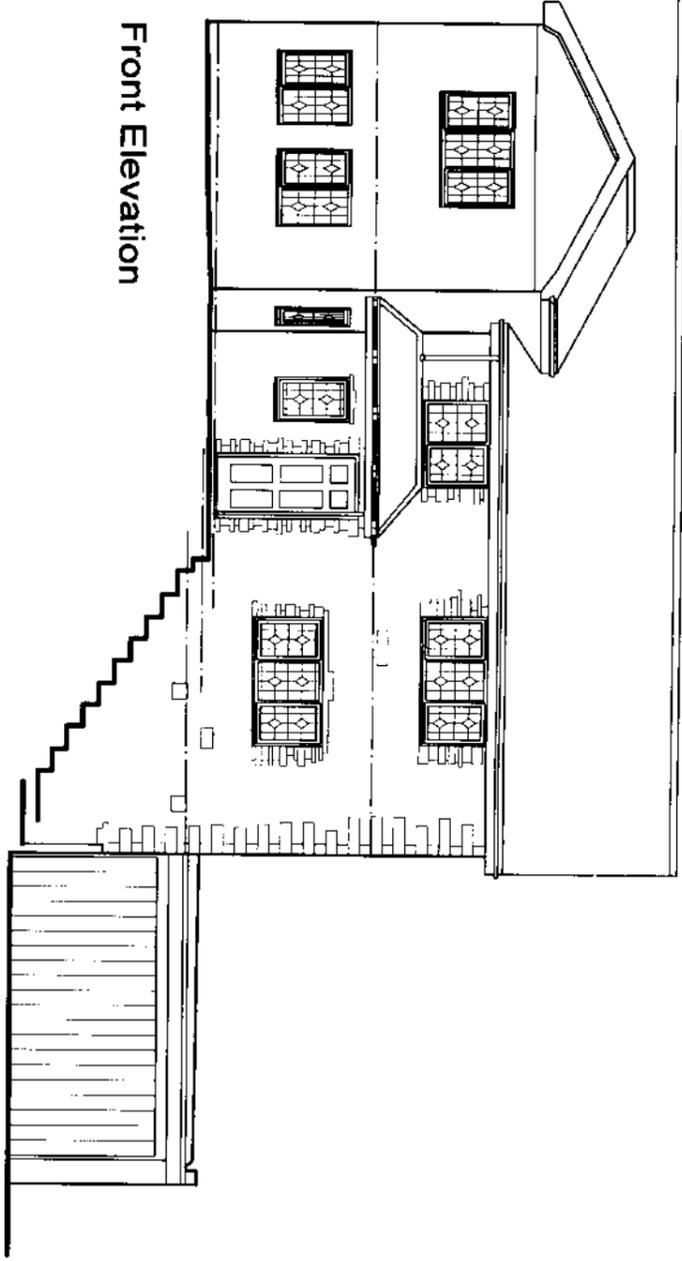
5. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

1474 04 Rev. B; "Proposed Plans"; dated 19.05.15
1474 05 Rev. B; "Proposed Elevations"; dated 07.05.15
1474 06 Rev. B; "Proposed Site Plan"; dated 08.05.15

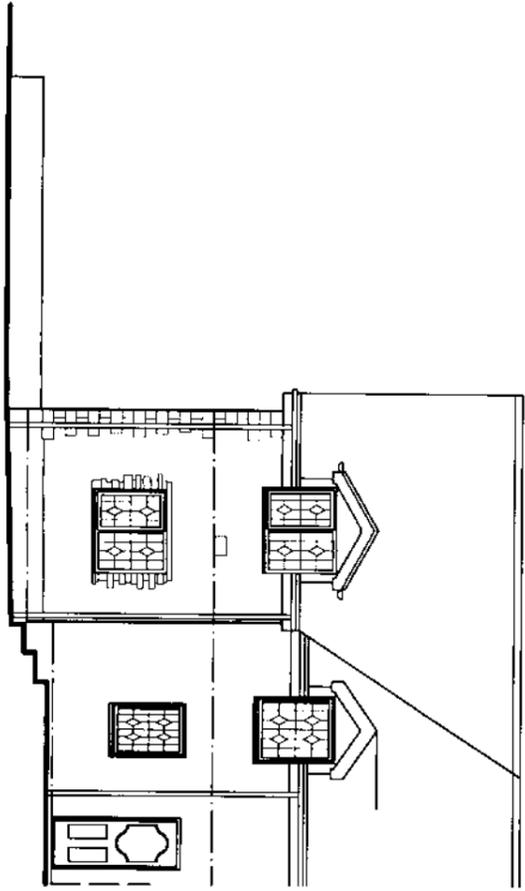
Reason

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

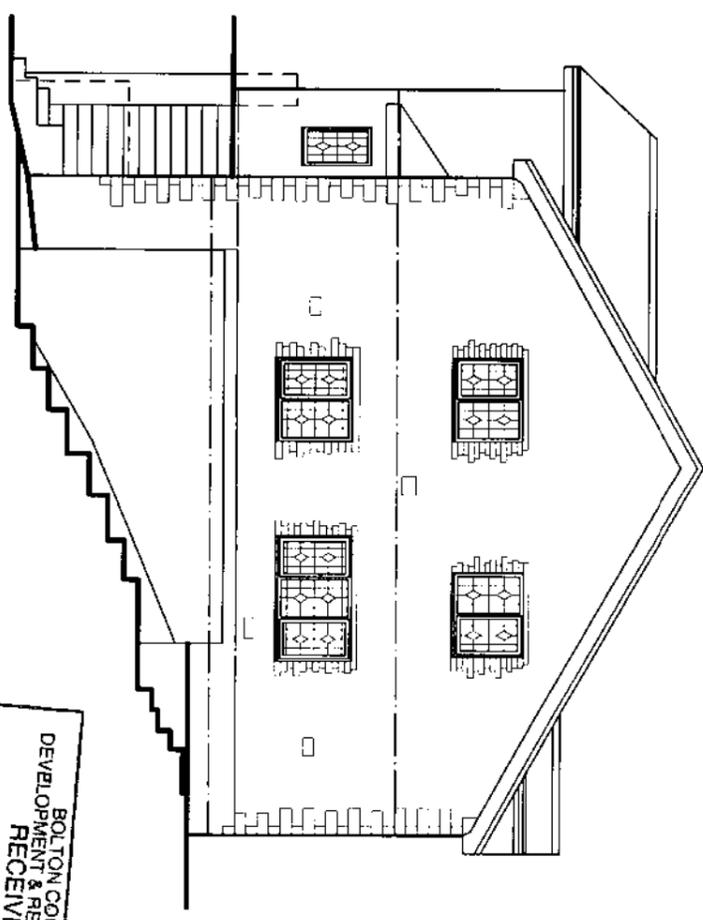
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 DO NOT SCALE OFF THIS DRAWING.
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ALL LEVELS TO BE CHECKED ON SITE.
 All discrepancies between information shown on the drawings and the information in the specification to be referred to the architect prior to proceeding.
 All component sizes and references to be checked prior to ordering of materials.
 Positions and designation (i.e. combined, surface water or foul) of drains and downpipes to be checked prior to construction by the building contractor. In addition, any additional drains to be made, are also to be checked prior to construction. Drains to be made, are also to be checked prior to construction.
 All relevant boundary positions to be checked prior to proceeding.



Front Elevation



Rear Elevation



Side Elevation

BOLTON COUNCIL
 DEVELOPMENT & REGENERATION
 RECEIVED
 27 FEB 2015

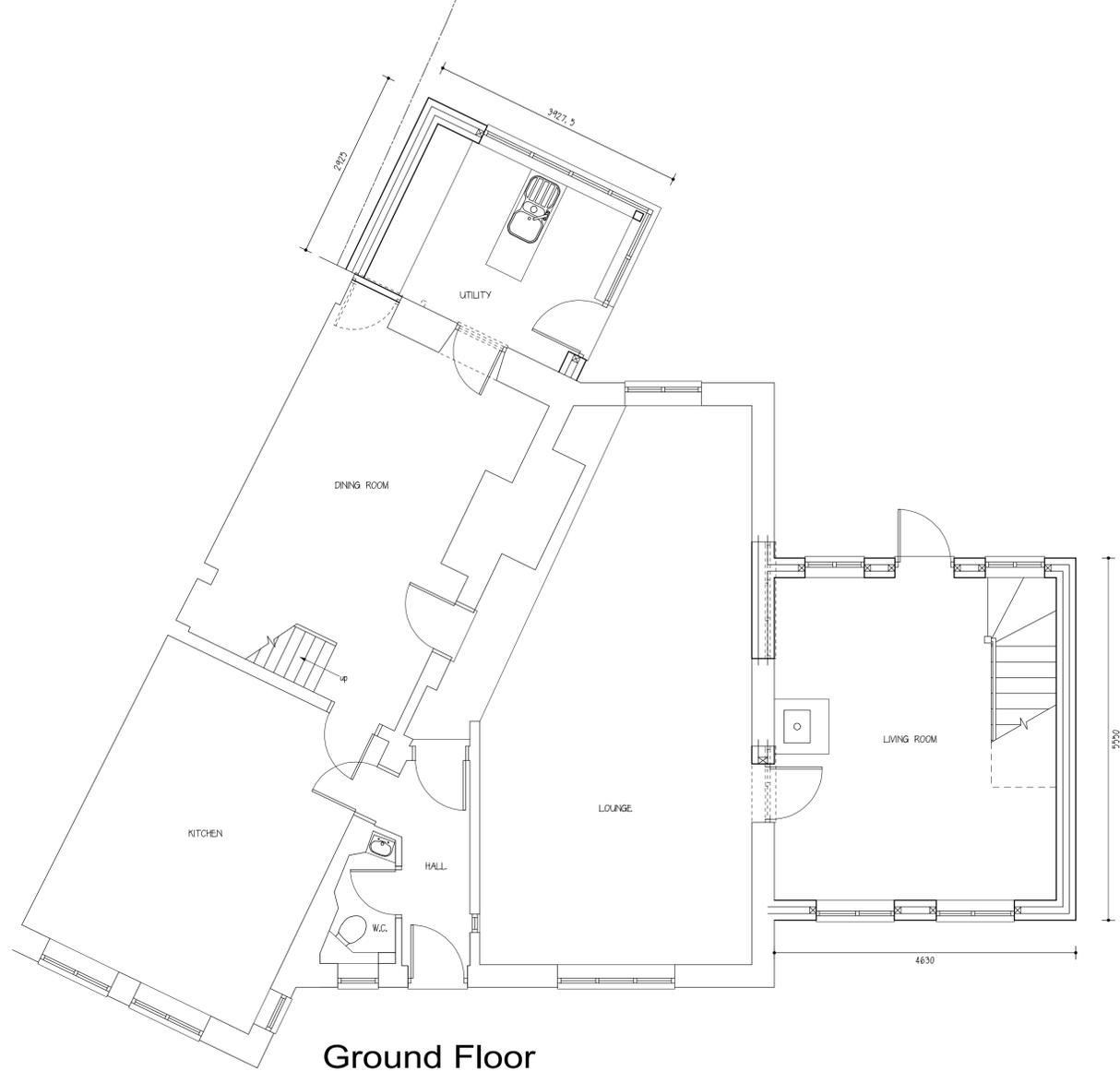
Rev	Revision	Date

Good & Tilsonson Chartered Architects
 2 The Studios,
 Bolton,
 Chorley Old Road,
 BL1 4JU
 Tel : 01204 487700
 Fax : 01204 487710
 E-mail : info@goodandtilsonson.co.uk
 Web : www.goodandtilsonson.co.uk

Client : Mr G. BROWN
Project : 73 Top Oth Brow
 Bolton
RIBA Chartered Practice

Drawings : Existing Elevations
Date : 10th October 2014
Drawn : M.D.J.

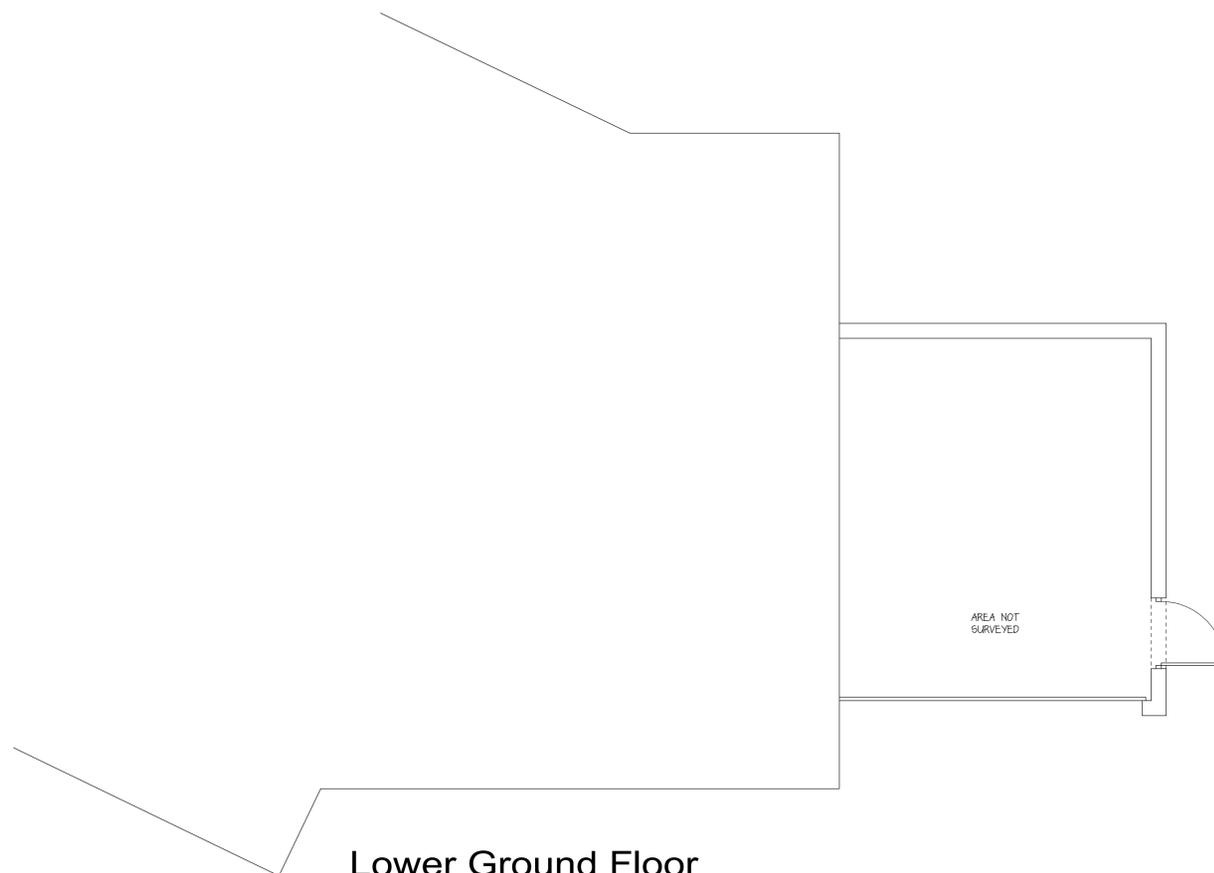
Survey Drawing
Project No. : 1474
Drawing Number : 02
Scale : 1 : 50 @ A1
Drawing Revision :



Ground Floor



First Floor



Lower Ground Floor

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All component sizes and references to be checked prior to ordering of materials.

Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building contractor prior to commencement of any drainage works. Any existing drains, to which additional connections are to be made, are also to be checked as necessary to ensure that they are suitable to accommodate additional capacity and the type of effluent being connected.

All relevant boundary positions to be checked prior to proceeding.

B	First Floor amended to suit clients comments	M.D.J.	19.05.15
A	Glazing to utility room altered & general amendments	M.D.J.	03.12.14
Rev.	Revision	Inl.	Date

Good & Tillotson Chartered Architects
 2 The Studios,
 318 Chorley Old Road,
 Bolton,
 BL1 4JU
 Tel : 01204 497700
 Fax : 01204 497776
 E-mail : info@goodandtiltson.co.uk
 Web : www.goodandtiltson.co.uk

Client : Mr G. Brown	
Project : 23 Top O'th Brow Harwood Bolton	RIBA  Chartered Practice
Drawing : Proposed Plans	Date : 06th Nov. 2014
Scheme Drawing	Drawn : M.D.J.
Project No. : 1474	Scale : 1 : 50 @ A1
Drawing Number : 04	Drawing Revision : B

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 All relevant boundary positions to be checked prior to proceeding.



Front Elevation



Side Elevation



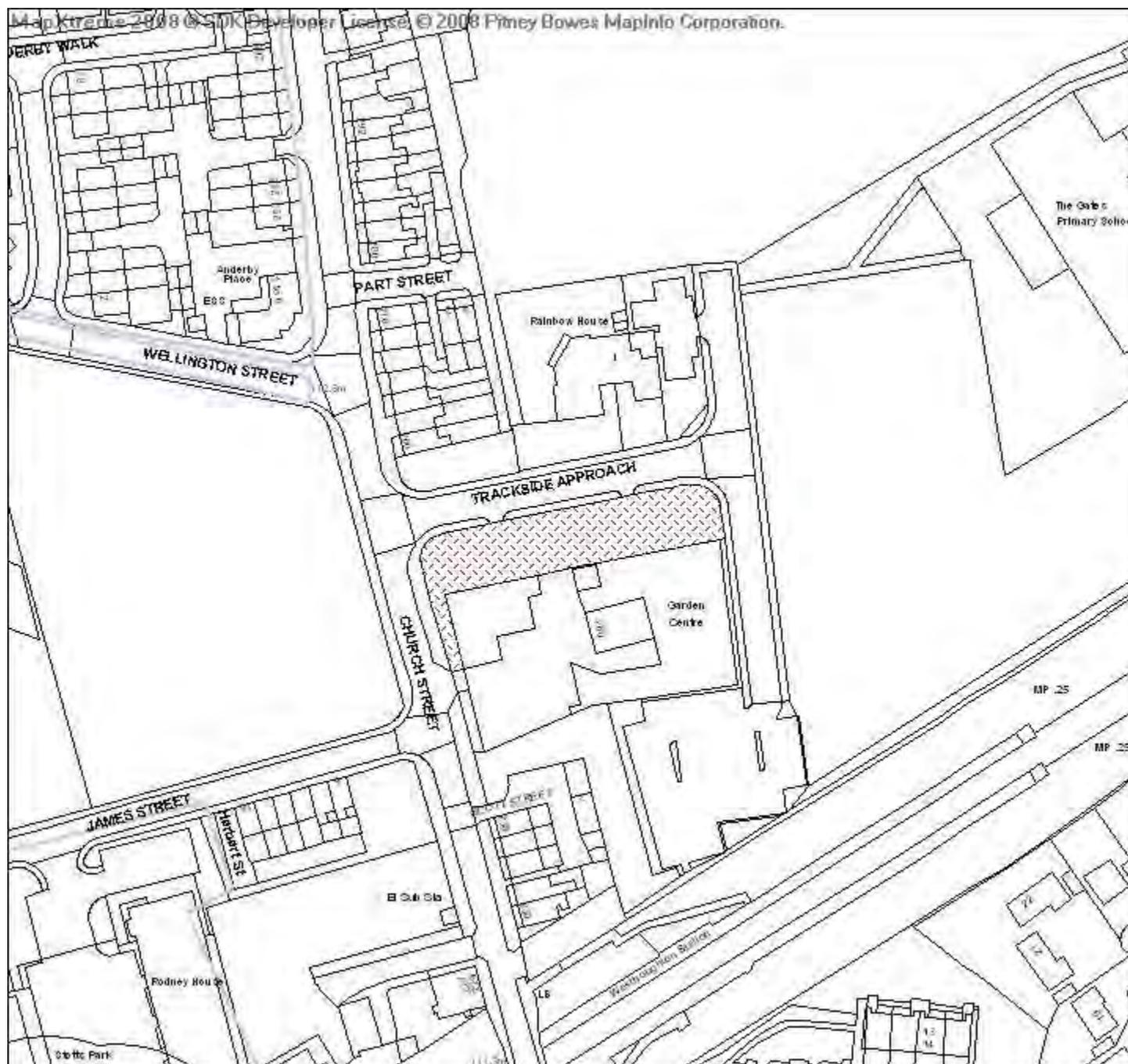
Rear Elevation

Rev.	Revision	Inl.	Date
B	Extension altered		M.D.J. 07.05.15
A	Glazing to utility room altered & general amendments		M.D.J. 03.12.14

Good & Tillotson Chartered Architects
 2 The Studios,
 318 Chorley Old Road,
 Bolton
 BL1 4JU
 Tel : 01204 497700
 Fax : 01204 497776
 E-mail : info@goodandtillotson.co.uk
 Web : www.goodandtillotson.co.uk

Client : Mr G. Brown	
Project : 23 Top O'th Brow Harwood Bolton	RIBA  Chartered Practice
Drawing : Proposed Elevations	Date : 06th Nov. 2014
Scheme Drawing	Drawn : M.D.J. Scale : 1 : 50 @ A1
Project No. : 1474	Drawing Number : 05 Drawing Revision : B

Application number 93817/15



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: 30/07/2015

Application Reference: 93817/15

Type of Application: Full Planning Application
Registration Date: 12/03/2015
Decision Due By: 06/05/2015
Responsible Officer: Jeanette Isherwood

Location: TIMEWISE PRIVATE HIRE, 260 CHURCH STREET,
WESTHOUGHTON, BOLTON, BL5 3QW

Proposal: ERECTION OF THREE STOREY BUILDING COMPRISING TAXI
OFFICE AND RETAIL SHOP ON GROUND FLOOR WITH REST
ROOMS ON FIRST AND OFFICE SPACE ON SECOND FLOOR.

Ward: Westhoughton North

Applicant: Mr S Khan
Agent : Mr S Saund

Officers Report

Recommendation: Approve subject to conditions

Proposal

This application proposes the removal of the existing portakabin that houses the Timewise Taxi business and the erection of a three storey building.

To the ground floor will be the taxi office with associated waiting room, together with a retail outlet trading in autoparts. The first floor will utilise the space to provide rest areas, toilet facilities and tea rooms for the taxi drivers. The second floor of the building will provide office space for the managers of the businesses, secretarial areas and further staff facilities.

Parking is to be to the rear with access taken from Trackside Approach.

Hours of opening for the taxi office are proposed to remain 24 hours as existing.

Hours of opening for the retail outlet are proposed as:-

Mon - Sat 8am - 6pm
Sundays 10am - 4pm

Site Characteristics

The site is situated on the south west corner of Church Street and Trackside Approach. Adjoining the site is a garden centre, facing the site is an open area, beyond which is Wingates Industrial Estate. To the east is The Gates primary school, whilst to the south is Westhoughton railway station and associated car parking. Residential terraced properties fronting onto Church Street are to the

north with a three storey apartment block opposite.

The site is approximately 0.93 hectares and is currently secured by a 2m high mesh fence.

Policy

National Planning Policy Framework 2012

Bolton's Core Strategy: CG1 - Cleaner and Greener, CG2 - Sustainable design and construction, CG3 – The Built Environment, CG4 – Compatible Uses, P1 - Employment, P5 - Accessibility, S1 – Safe and OA3 - Westhoughton.

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 surrounding area;
- * impact on highway safety;
- * impact on residential amenity;
- * impact on the local economy;
- * other matters;

Impact on the Character and Appearance of the Surrounding Area

The NPPF in paragraph 56 states "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

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 CG3.4 states that the Council will conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings. Policy OA3 relates specifically to developments in Westhoughton and states that the Council will conserve and enhance the character of the existing physical environment.

The proposal is sited on Church Street, Westhoughton. The immediate vicinity is characterised by a mixture of residential houses of varying styles and some commercial outlets. Immediately adjacent to the site is a garden centre business. There has been some development on Church Street in the

form of a three storey apartment block at Anderby Place, although not directly facing the existing timewise unit it can be clearly seen from the site.

One objection has been received from a resident expressing concern about the height of the building, with Westthoughton Town Council giving a similar comment. However, due to the mix of property styles along Church Street and the three storey apartment block to the north it is not considered that the height of the proposed building will detrimentally impact on the street scene.

The proposed building has been designed to give the appearance of traditional terraced properties, similar to the adjacent terraced houses on Church Street. The materials are detailed as red brick to mirror the construction of these properties. Window alignment is that of a traditional residential property, symmetrical in design.

The plans detail the use of roller shutters to the ground floor to provide security.

SPD - General Design Principles states that shutters should be of an open grille design, which allows clear visibility into the shop when down. They should not present a blank or dead frontage. Shutters should not cover the entire shop frontage and should not normally extend over the stall riser.

Details of the shutters have not been finalised with the applicant open to any preferred design, colour and siting. This aspect will be subject to conditions added to any approval.

Bins will be stored to the rear of the building.

Presently the site has a generally untidy appearance and the replacement of the existing portakabin with a permanent structure is thought to have a positive impact on the visual appearance of the street scene.

On balance, taking into account the individuality in design of properties along Church Street, the proposal is not thought to have a detrimental impact on the character and appearance of the area, complying with Core Strategy Policies CG3 and OA3 and SPD General Design Principles.

Impact on Highway Safety

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account accessibility, 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.

The proposal details the retention of 15 parking bays to the rear of the site incorporating two disabled spaces. Access to the site will remain from Trackside Approach with the insertion of double gates within the existing mesh fencing.

After further consultation with Highways Engineers an additional plan has been submitted highlighting the widening of the access to the site, the blocking up of the alternative entrance and the insertion of double yellow lines near the junction of Church Street.

Highways Officers have no objections to the proposal subject to conditions that will be added to the approval.

Impact on Residential Amenity

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.

The site is not directly overlooked to the front or rear with commercial buildings to either side.

The retail element of the development is directly linked to the taxi business and will sell autoparts.

The proposal is not thought to propose any additional disturbance to residential properties in Church Street.

The proposal is considered to comply with Core Strategy CG4.

Impact on the Local Economy

The development is considered to have a positive impact on the local economy. The business has been trading from this location for over 7 years. The expansion of the business will secure existing jobs whilst allowing for new employment opportunities to be created.

Other Matters

One letter of objection has been received concerned with the proposed use of the upper floors.

The business is a busy taxi office that is manned 24 hours a day. The applicant has detailed that the majority of staff travel quite a distance to the office at varying hours throughout the day and due to the nature of the work it is imperative that there are adequate resting facilities for all drivers to ensure the safety of customers.

Value Added to the Development

The plans have been amended to detail two obscure glazed windows serving washroom facilities, additional roller shutters and a more detailed room layout.

Conclusion

The proposal is considered to be an acceptable addition to the area in terms of its design and siting, providing a boost to the local economy and visually enhancing an otherwise untidy site.

The proposal is considered to comply with the policies contained within Bolton's Core Strategy and is therefore recommended for approval.

Representation and Consultation Annex

Representations

Letters:- One letter of objection with the concerns addressed within the main body of this report.

Town Council:- raise objection to the proposal on the grounds of the height of the building.

Consultations

Advice was sought from the following consultees: Pollution control, Highways Department, Design by Security

Planning History

82281/09 - planning permission approved in 2009 for the siting of a portakabin.

77920/07 - temporary planning permission approved in 2007 for a period of 2 years for the siting of a portakabin.

60259/01 - planning permission approved in 2002 for the change of use of the site to a car park.

56257/00 - planning permission approved in 2000 for the erection of a new school and playing field.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of development full details of the highway works at Church Street/Trackside Approach comprising parking review and measures to prohibit waiting and loading/unloading at all times.
shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety.

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

Reason

To ensure the development reflects local distinctiveness and in accordance with Core Strategy policy CG3.

4. Before the development hereby approved is first brought into use, a colour scheme for the roller

shutters shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved colour scheme shall be implemented in full and retained thereafter unless otherwise agreed with the Local Planning Authority.

Reason

To ensure the development safeguards the character and visual appearance of the locality and in accordance with Core Strategy policy CG3.

5. Prior to the development hereby approved/permitted being first occupied or brought into use the existing vehicular access onto Trackside Approach 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 Trackside Approach, other than as shown on drawing dated 2 July 2015 and scanned 3 July 2015.

Reason

In the interests of highway safety.

6. Prior to the development hereby approved/permitted being first occupied or brought into use a scheme shall be submitted to and approved in writing by the Local Planning Authority for the [parking/turning/loading/unloading] of vehicles within the curtilage of the site [to enable vehicles to enter and leave the site in forward gear]. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter and not to be used for any purpose except the [parking/turning/loading/unloading] of vehicles.

Reason

In the interests of highway safety.

7. Prior to the development hereby approved/permitted being first occupied or brought into use the means of vehicular access to the site from Trackside Approach shall be constructed to a minimum width of 6 metres with 4 metres radii in accordance with the drawings Dated 2 July 2015 and scanned 3 July 2015.

Reason

In the interests of highway safety

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

Reason

In the interests of reducing crime and the fear of crime and to ensure the development safeguards the visual appearance of the building.

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

[8.00am - 6.00pm] Mondays – Saturdays

[10.00am - 4.00pm] Sundays

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance.

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

Elevations scanned 10/07/15

Proposed ground and first floor scanned 10/07/15

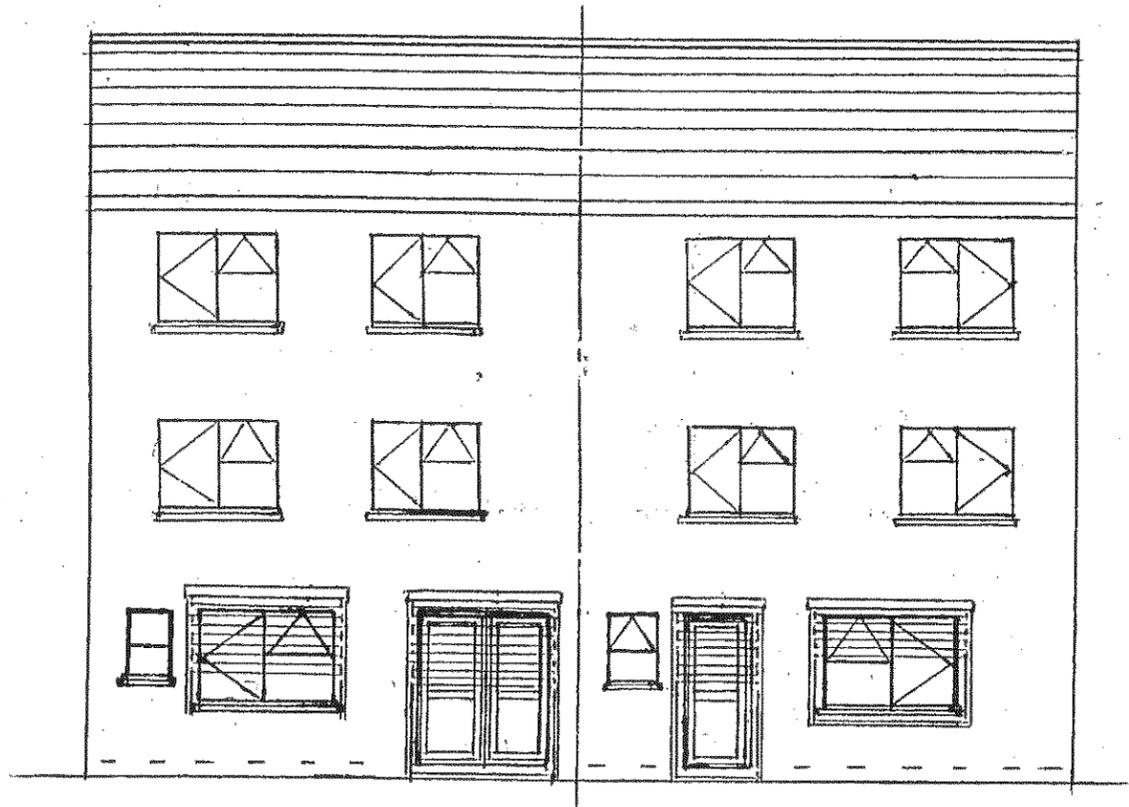
Proposed second floor and site plan scanned 10/07/15

Reason

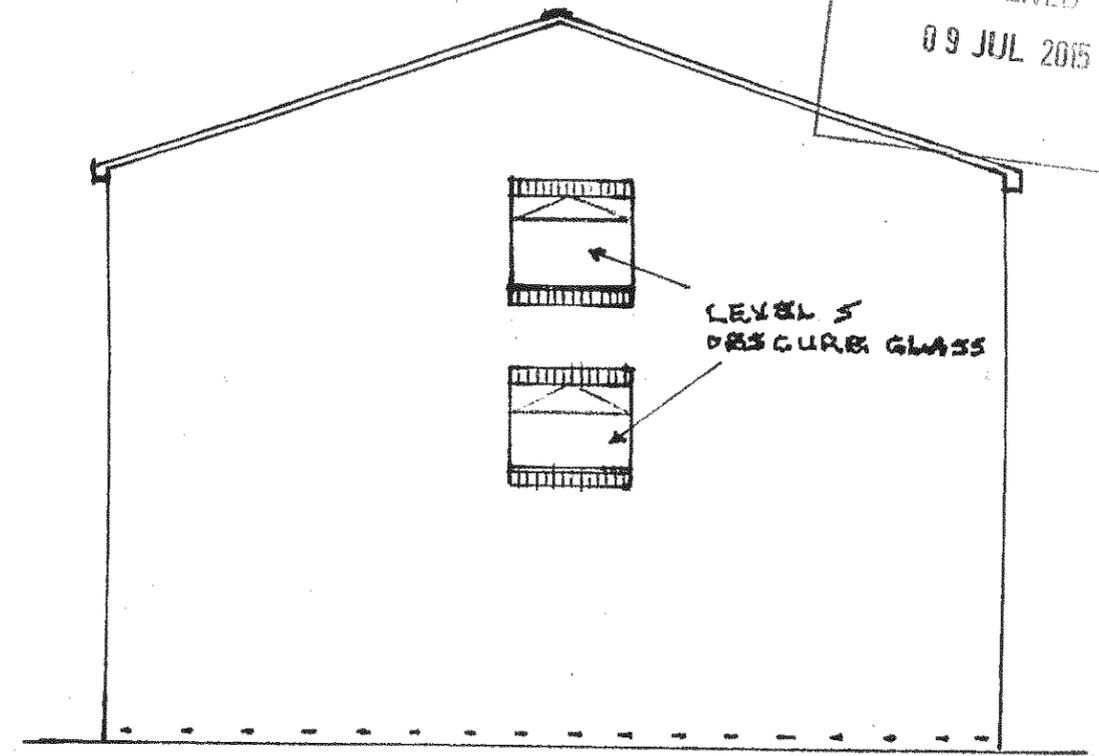
For the avoidance of doubt and in the interests of proper planning.

260 CHURCH ST, WESTHOUGHTON,
BOLTON.

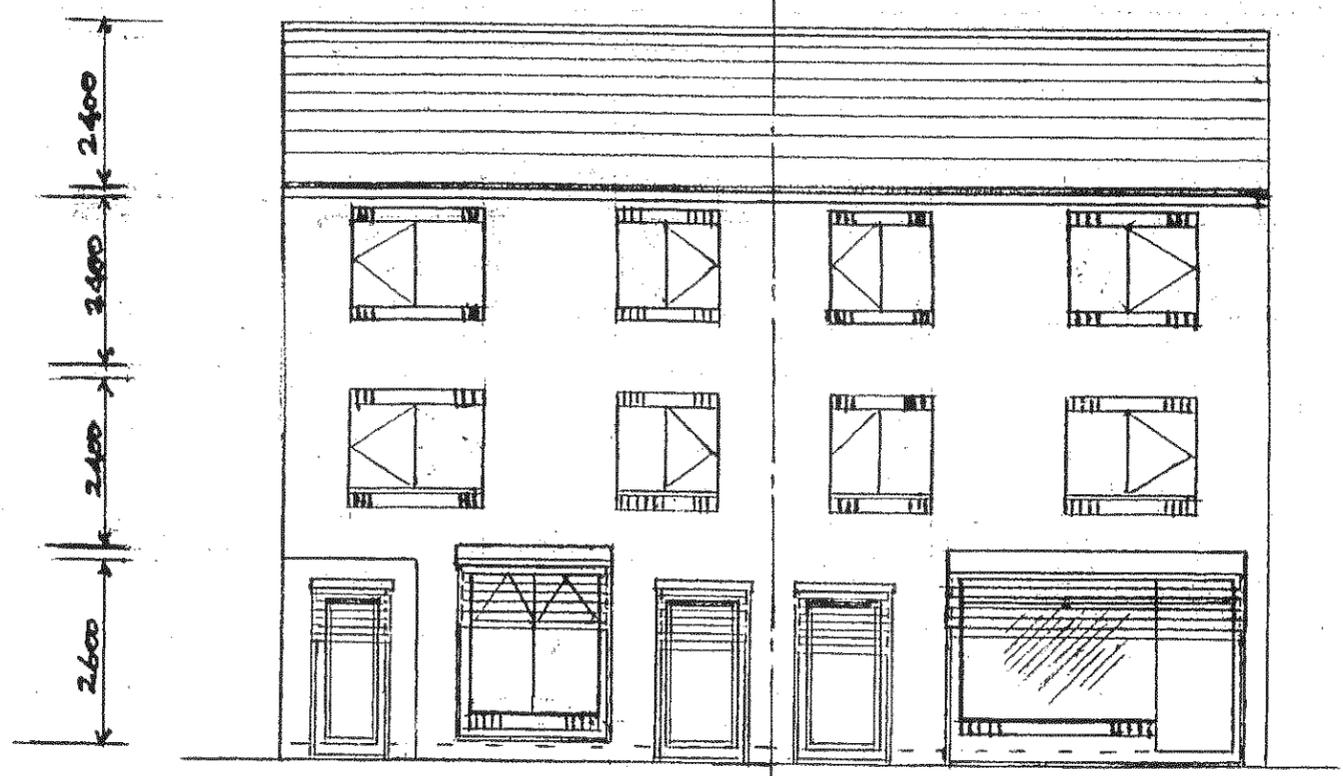
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09 JUL 2015



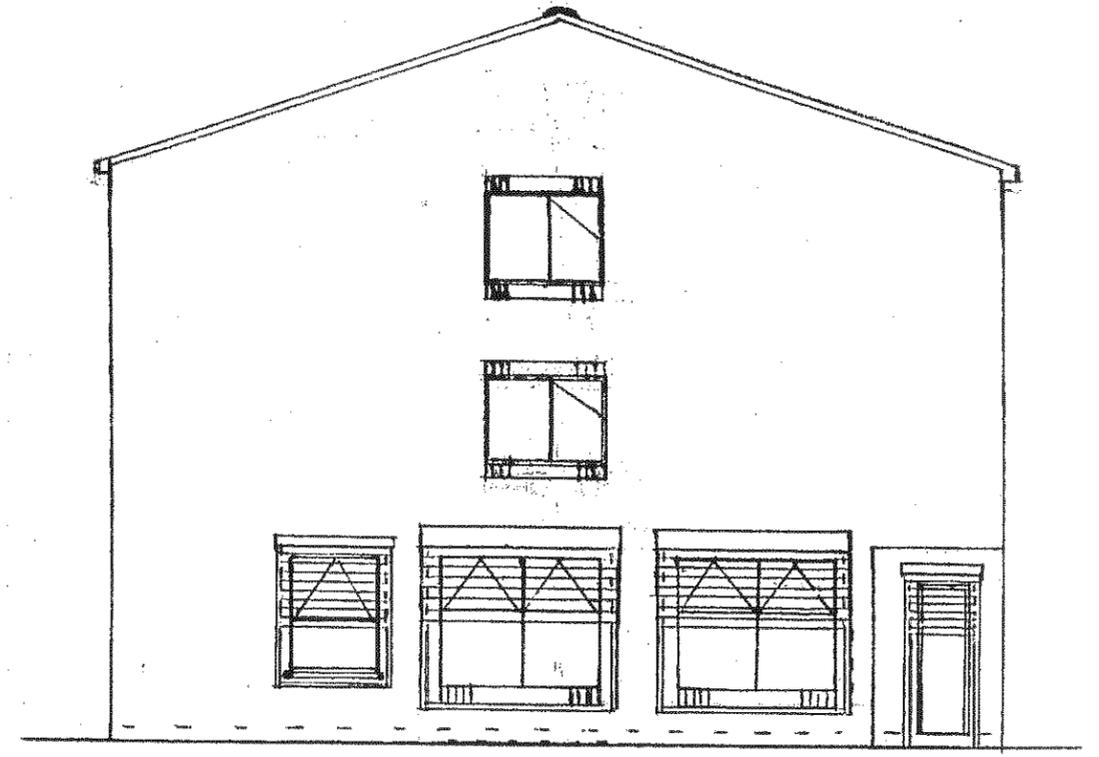
REAR ELEVATION



R.H.S. ELEVATION



FRONT ELEVATION



L.H.S. ELEVATION

SCALE: 1:100

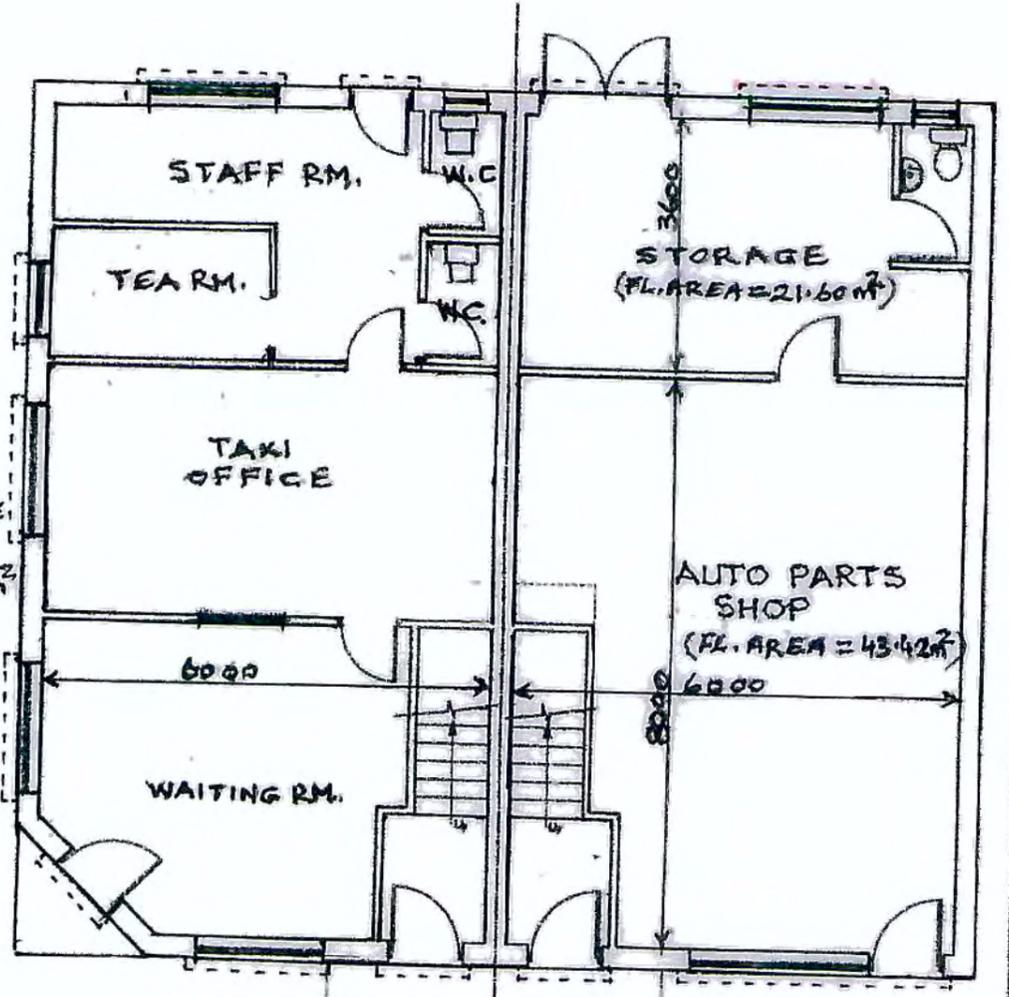
AMENDED:-

(30.6.2015) - WINDOW ADDED TO W.C. AT REAR IN TAXI OFFICE.

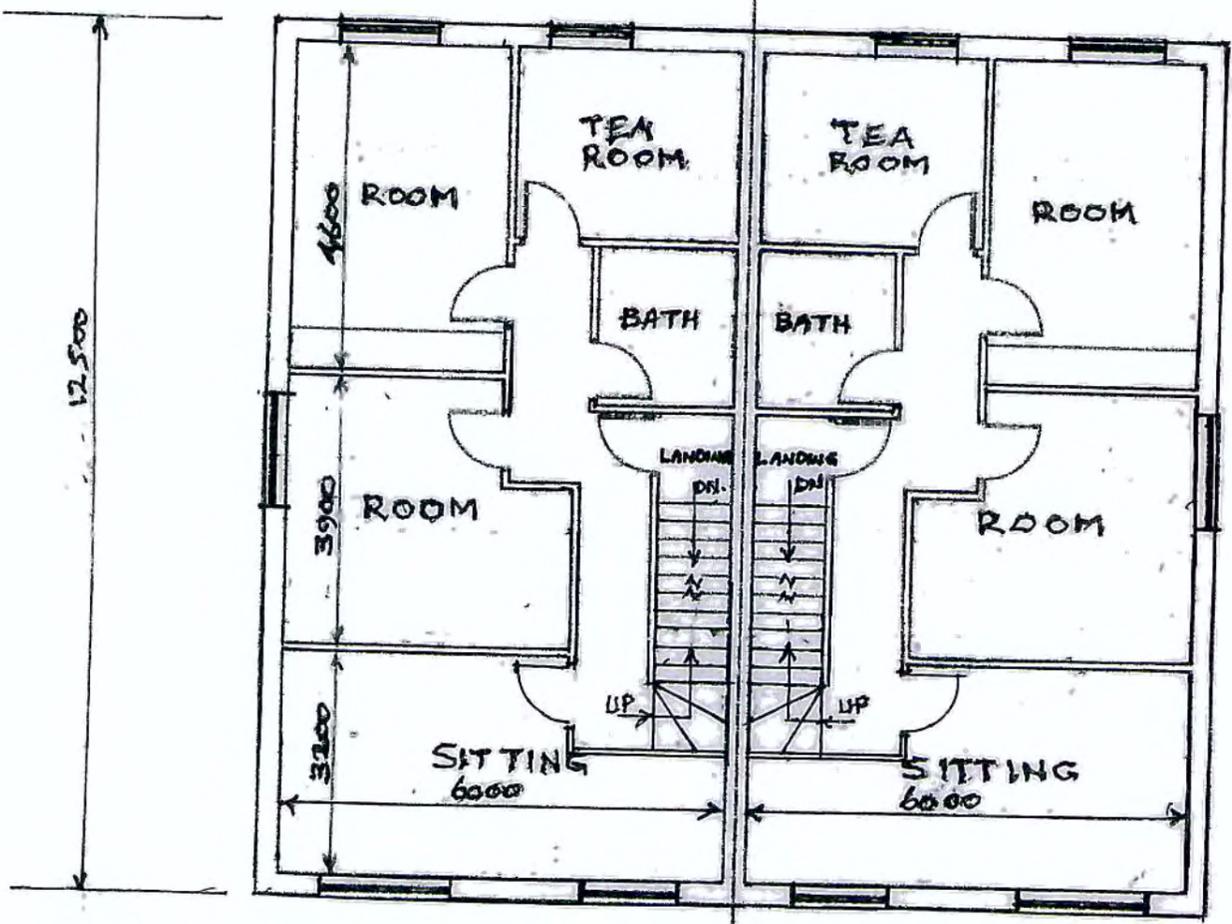
(9-7-2015) - WINDOW ADDED TO W.C. AT REAR OF AUTO PARTS SHOP AND SHUTTERS TO DOORS & WINDOWS ON GROUND FLOOR & SHOWN ON ELEVATIONS.

260 CHURCH STREET, WESTHOUGHTON, BOLTON

BOLTON LOCAL DEVELOPMENT & REGENERATION RECEIVED 09 JUL 2015



PROPOSED GROUND FLOOR



PROPOSED FIRST FLOOR

FL. AREA 161.25 m²

SCALE:-1:100

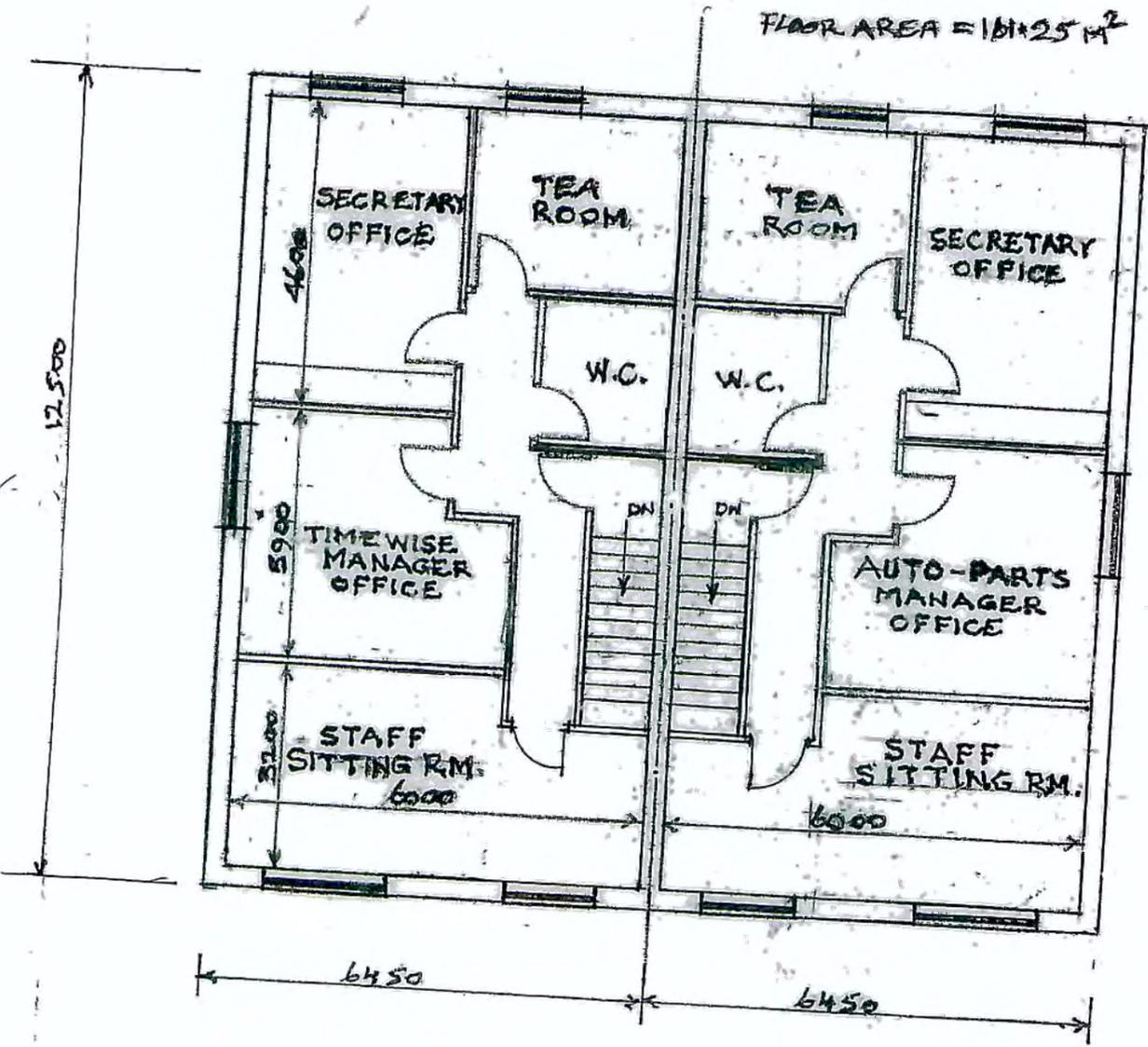
AMENDMENTS:-

- (20-6-2015) - S.W. ENTRANCE BLOCKED UP.
- N.S. ENTRANCE WIDTH INCREASED TO 6000 AND ROAD KERB RADIUS INCREASED TO 4000.
- 2ND FLOOR CHANGED FOR MANAGER'S AND STAFF OFFICES ETC.

93817/15

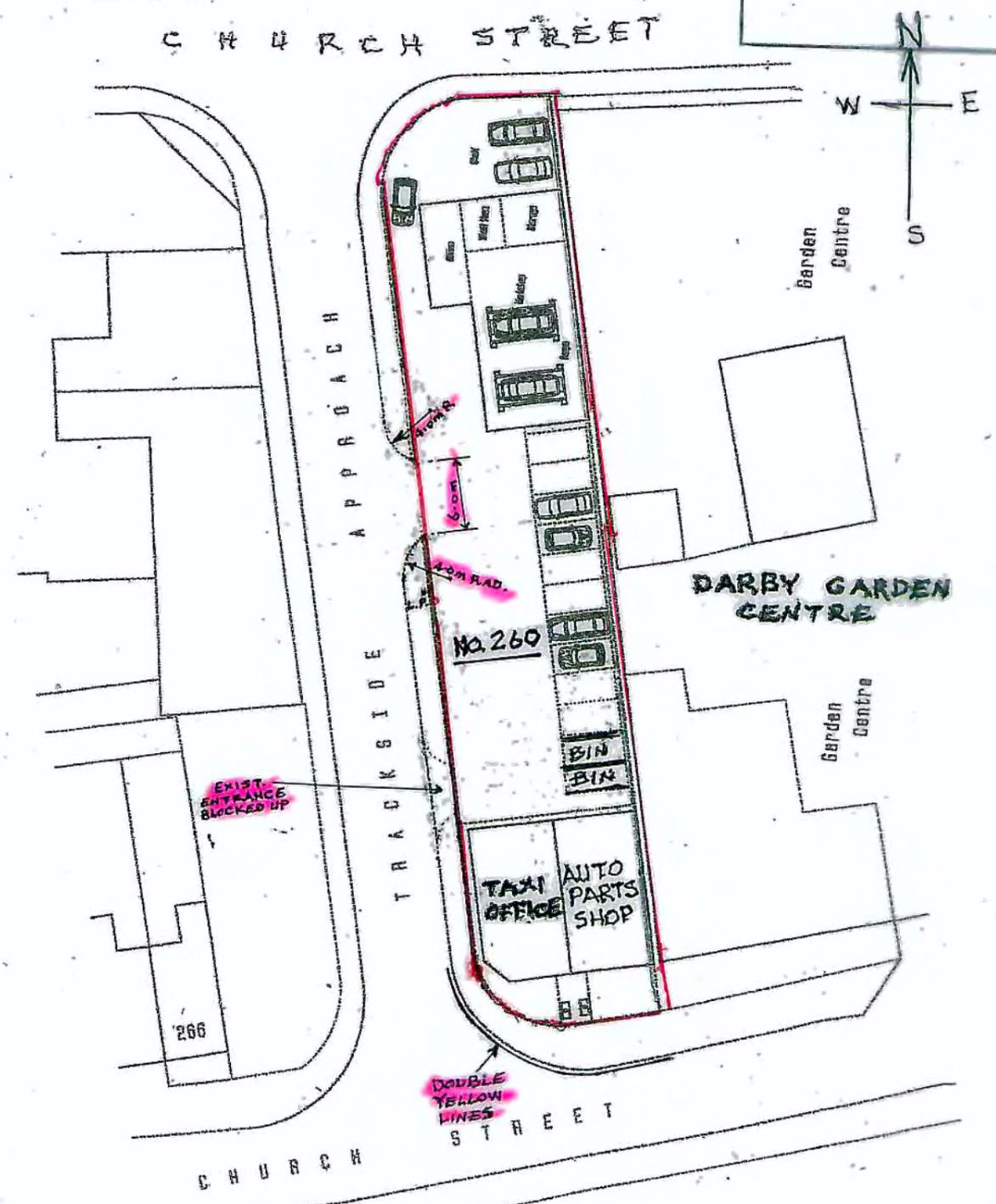
260 CHURCH ST, WESTHOUGHTON, BOLTON.

PLANNING PERMISSION
DEVELOPMENT & REGISTRATION
RECEIVED
09 JUL 2015



PROPOSED SECOND FLOOR

SCALE:-1:100



SITE PLAN

SCALE:-1:500

SCALE:-1:100
1:500

Application number 93919/15



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: 30/07/2015

Application Reference: 93919/15

Type of Application: Full Planning Application
Registration Date: 30/03/2015
Decision Due By: 24/05/2015
Responsible Officer: Jeanette Isherwood

Location: 38 NEWBROOK ROAD, BOLTON, BL5 1ER

Proposal: DEMOLITION OF DWELLING AND ERECTION OF 2No NEW DWELLINGS

Ward: Hulton

Applicant: Mr C Mills
Agent : A. B. Design Services

Officers Report

Recommendation: Approve subject to conditions

Proposal

The application proposes the demolition of an end terrace property and its replacement with the erection of two terrace houses.

The properties will be two storey with the external appearance being identical to the remaining two properties in the row. Boundary treatment to the site will remain as existing with the addition of a party boundary fence to separate rear gardens, of the same height and materials, together with a smaller 600mm high fence to separate gardens to the front.

Both properties will have three bedrooms with full width, single storey elements to the rear to provide kitchen, dining, family rooms across the full rear of the property. Two parking spaces will be provided for each property, sited at the front and accessed from Newbrook Road as existing.

Site Characteristics

The site consists of a row of 3 large terrace properties sited on Newbrook Road. 38 and 36 are separated at ground floor level by an access path within the curtilage of 36. This property has a small single storey extension to the rear approximately 3 metres in length and is bounded by a waneylap fence approximately 1 metre high to the front and side rising to approximately 1.8/9 metres towards the rear. The existing property at 38 has a large side garden with a detached garage. To the side of 38 is St Vincent De Paul's Church and associated presbytery which is set further back than 38. To the rear are semi-detached properties on Rutherford Drive with the interface distance being in excess of 35 metres. To the front the property overlooks a similar row of 3 terrace properties.

The immediate locality is of mixed character with a variety of house types evident.

Policy

National Planning Policy Framework 2012

Core Strategy: CG3 Built Environment, CG4 Compatible Uses, OA4 West Bolton, S1 Safety, P5 Accessibility and Appendix 3 Parking Standards.

SPD - Accessibility, Transport and Safety

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 area
- * impact on the amenity of neighbouring residents
- * impact on the highway

Impact on the Character and Appearance of the Area

Section 7 of the NPPF recognises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

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.

Policy OA4 aims to concentrate new housing within the existing urban area.

Newbrook Road is characterised by a selection of mixed house types the majority being garden fronted. Some of the larger detached properties are somewhat individual in design.

The proposed addition and rebuild are of a good design and will reflect the appearance of the two adjoining properties in the row. The single storey elements to the rear are proportionate to others in the row in terms of size and design. The development will result in acceptable sized garden areas for the proposed dwellings to the front and rear and as such are not considered to have a detrimental impact on the streetscene or the character of the area.

No rear access is proposed for the middle property and therefore a condition will be added to the approval requesting details of the storage of waste bins, to ensure the amenity of the street scene is

not affected.

The proposal is considered to comply with policies CG3 and OA4 of the Bolton Core Strategy.

Impact on Residential Amenity

Policy CG4 aims to ensure that new development is compatible with surrounding land uses and occupiers and protects amenity.

One objection states that loss of light due to the build design would be of a concern. However the proposed dwellings satisfy interface distances contained within SPD 'General Design Principles' with regard to minimising impact on neighbouring residents.

With regards to the single storey element at the rear. These will be 3.5 metres long and full width of the rear elevation, incorporating a monopitch roof. However the proposed outriggers comply with guidance contained within SPD - House Extensions for this type of property and therefore the impact on neighbouring residents is considered to be negligible.

The proposal is considered to comply with policy CG4 of the Bolton Core Strategy, SPD 'General Design Principles' and SPD 'House Extensions'.

Impact on the Highway

Appendix 3 of the Bolton Core Strategy recommends that two car parking spaces be provided for new dwelling houses that provide three bedrooms.

Policy S1 requires road safety be taken into account in the design of new development.

Access to the new property will be taken from Newbrook Road as existing.

Bolton Council's Highway Engineers have stated that the Council's maximum parking standards must be met in full for the properties, with two spaces each 2.5m x 5.5m. The plot is large enough to accommodate these spaces and would result in a similar layout appearance to 36 and 34 Newbrook Road.

Highway Engineers have expressed no concerns with regard to highway safety subject to conditions.

It is therefore considered that the proposal is compliant with policies S1, P5 and Appendix 3 of Bolton's Core Strategy and SPD - Accessibility, Transport and Safety.

Conclusion

The proposal provides two new dwellings within an existing, sustainable urban area, without unduly affecting highway safety or the amenity of nearby residential occupiers. The proposal is considered to comply with planning policy and guidance. Members are therefore recommended to approve this application, subject to conditions.

Representation and Consultation Annex

Representations

Letters:- One letter of objection has been received with the concerns addressed in the main body of this report.

Objections:

- Loss of light
- No access to the rear for one property
- Impact on the structural integrity of the adjoining property (*planning officer comment: this is not a material planning consideration and will be an issue of the Party Wall Act and Building Regulations.*)

Consultations

Advice was sought from the following consultees: Environmental Health, Highways, Coal Authority, Ecology, Design for Security

Planning History

None relevant

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to the commencement of development full details of the highway works at Newbrook Road comprising of extension to VAC to facilitate driveway access for new properties shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety.

3. Before the approved development is first brought into use no less than 4 car parking spaces with minimum dimensions of 2.5 metres by 5.5 metres shall be provided within the curtilage of the site, in accordance with [Drawing Ref:] details to be submitted to and approved by the Local Planning Authority. 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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order) no extensions, porches, garages, outbuildings, fences, gates, walls, dormers or any other alterations

to the roof (other than those expressly authorised by this permission) shall be constructed.

Reason

To safeguard the character and appearance of the dwelling/land

5. The external surfaces of the dwellings hereby permitted shall be of a similar colour, texture and size of those of the existing attached dwellings, and shall be retained thereafter.

Reason

To ensure the development visually reflects the existing building.

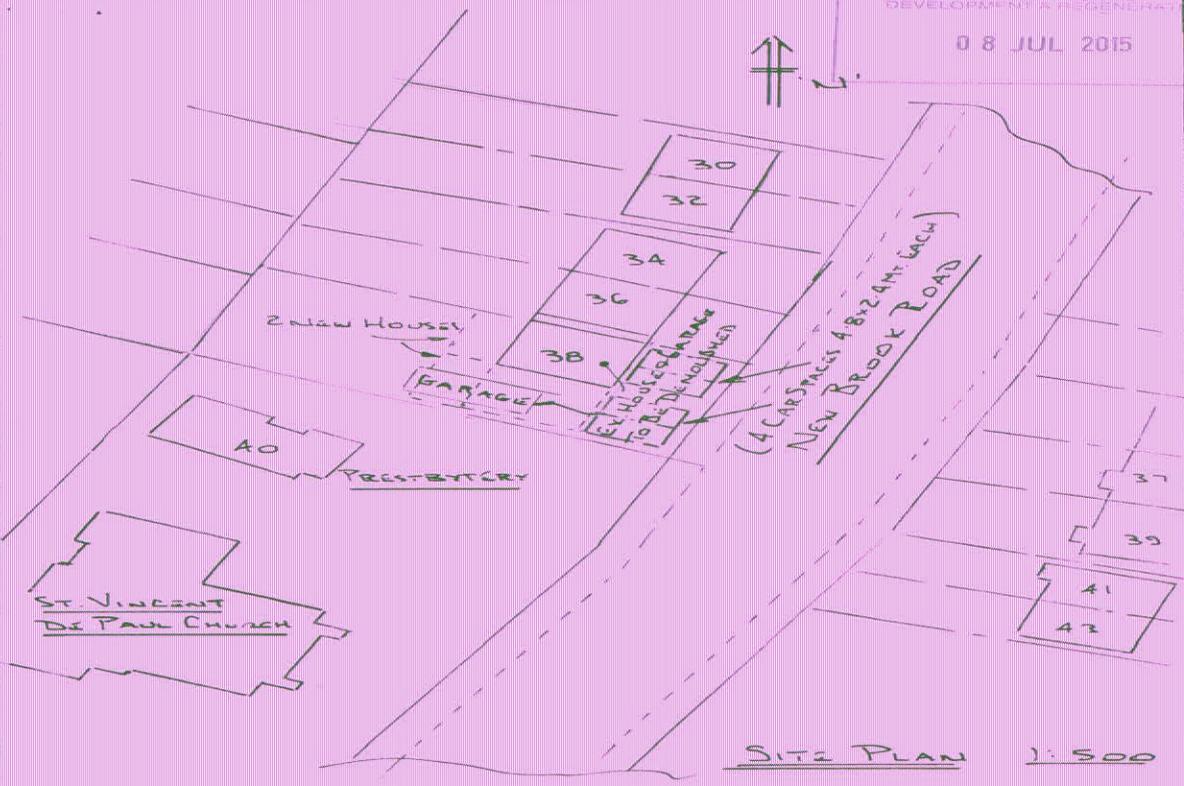
6. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Site plan, Elevations and Floor plans scanned 31/05/15
Parking plan

Reason

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

08 JUL 2015



SITE PLAN 1:500

38 NEWBROOK ROAD BOLTON
BL5 1ER



SITE PLAN 1:500

38 NEWBROOK ROAD BOLTON
BL5 1ER



SITE PLAN 1:500

38 NEWBROOK ROAD BOLTON
BL5 1ER



SITE PLAN 1:500

38 NEWBROOK ROAD BOLTON
BL5 1ER

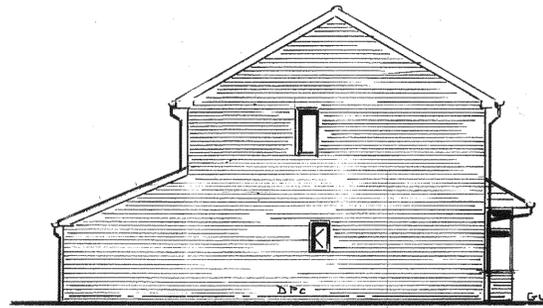


SITE PLAN 1:500

38 NEWBROOK ROAD BOLTON
BL5 1ER



FRONT ELEVATION

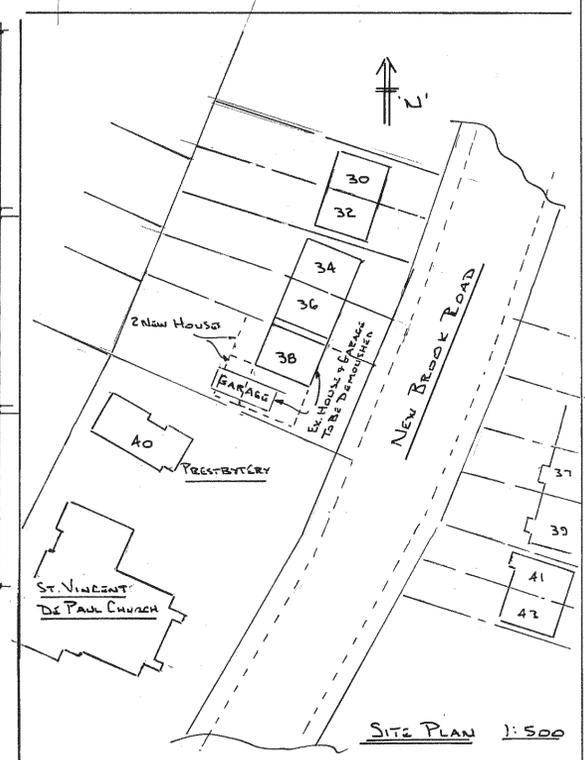
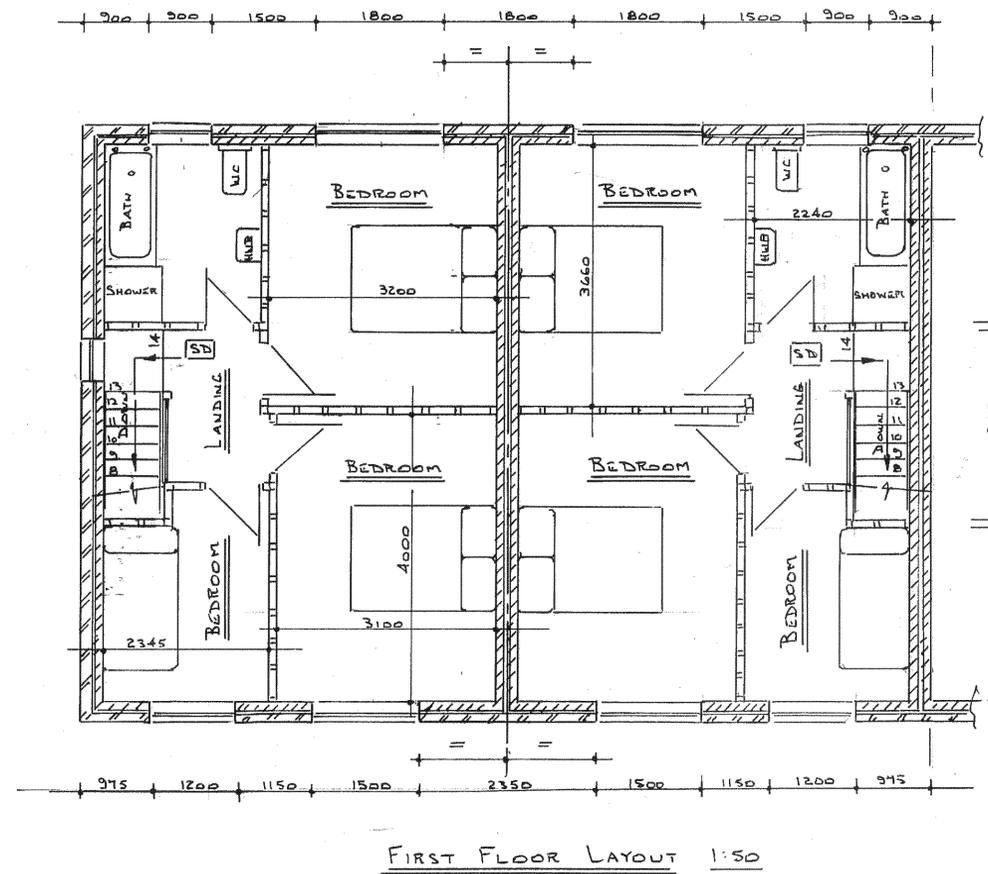
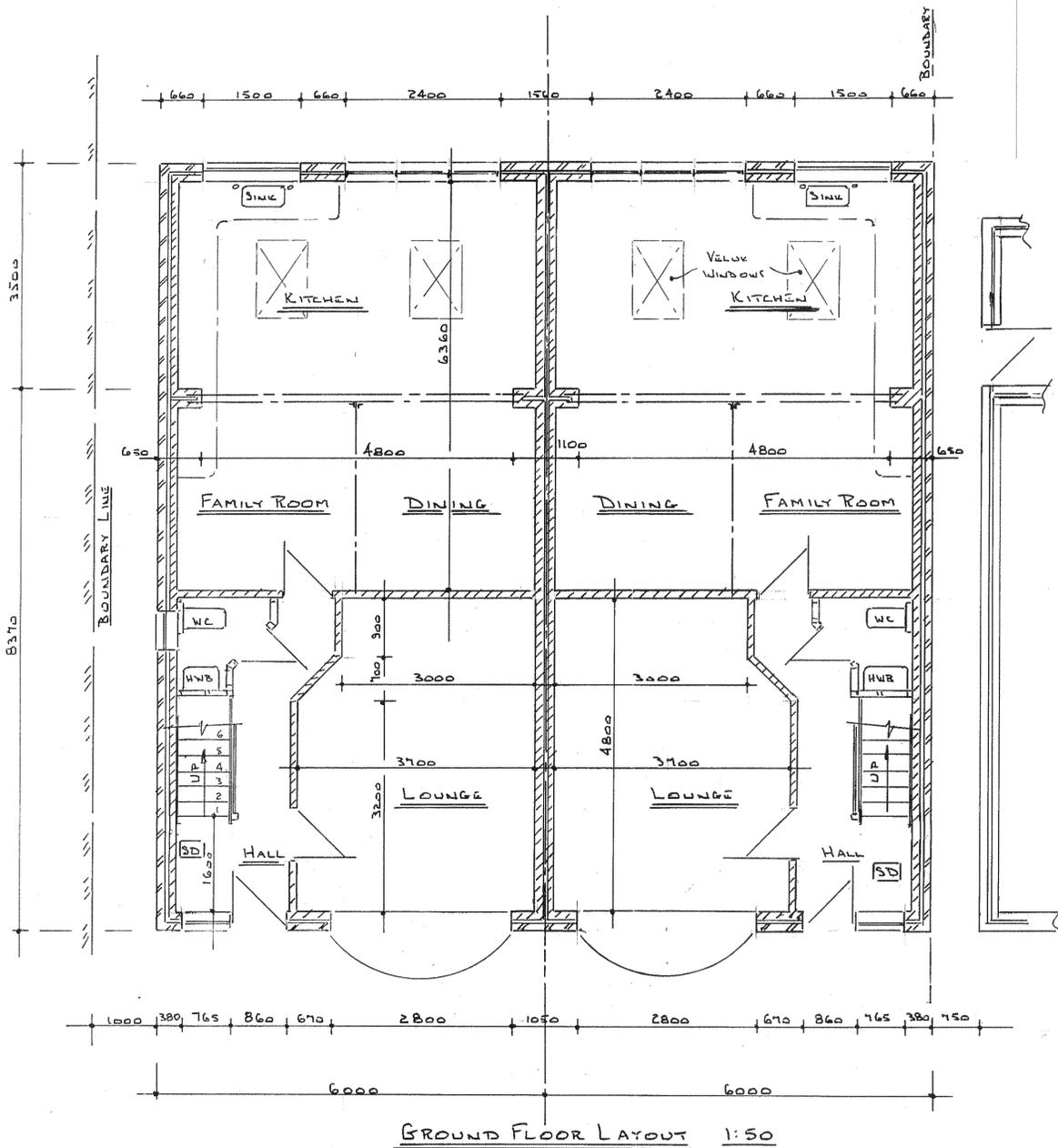


SIDE ELEVATION



REAR ELEVATION 1:100

BOLTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
30 MAR 2015



**Application number
93963/15**



**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: 30/07/2015

Application Reference: 93963/15

Type of Application: Full Planning Application
Registration Date: 10/04/2015
Decision Due By: 04/06/2015
Responsible Officer: Martin Mansell

Location: LAND ADJACENT 235 MANCHESTER ROAD, BOLTON, BL3 2QP

Proposal: ERECTION OF THREE STOREY BUILDING COMPRISING 2No UNITS ON GROUND FLOOR (CLASS A1/A2/A3), 6No APARTMENTS TO FIRST AND SECOND FLOORS TOGETHER WITH REFUSE AREA AND PARKING FOR 3 VEHICLES AND ONE SERVICE DELIVERY SPACE

Ward: Great Lever

Applicant: Lancashire Properties

Agent : Urbane Forms

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought for the erection of a three-storey flat-roofed building comprising two ground floor retail units fronting Manchester Road with six apartments over. Four car parking spaces would be provided at the rear – three for the residential units and a shared service area for the two retail units.

Planning permission was granted in November 2010 for the development of two ground floor shops with three flats over, ref: 84746/10. However, this consent expired unimplemented in November 2013. The current proposal seeks approval for generally the same development, but with one additional floor over.

Site Characteristics

The proposed location is a "gap" site on the otherwise built up frontage of Manchester Road. The site is generally level with a slight slope to the rear, is hard-surfaced and contains scrub vegetation.

The former use of the site is unclear, indeed it appears to have no use. It has the appearance of a long-standing cleared site. It is understood that the site once contained the access to a mine.

The character of the surrounding area is mixed but includes terraced houses fronting Manchester Road, large "shed" retail units at the nearby former football stadium, car sales and industrial uses. Directly to the rear of the site are the rear elevations of the terraced houses of Alfred Street.

Policy

National Planning Policy Framework - Building a strong and competitive economy, ensuring the vitality of town centres, promoting sustainable transport, delivering a wide choice of high quality homes, requiring good design, promoting healthy communities, meeting the challenge of climate change, flood and coastal change

Core Strategy Objectives

SO4 Transforming Bolton Town Centre, SO5 Bolton's Economy, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO10 Climate Change, SO11 Built Heritage, SO14 Inclusive Housing, SO15 Sustainably Located Housing, SO16 Community Cohesion and Access

Core Strategy Policies

P2 Retail, P5 Transport, S1 Crime and Road Safety, CG2 Sustainable Development, CG3 Design and the Built Environment, CG4 Compatible Uses, SC1 Housing Targets, 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 the character and appearance of the area
- * impact on the road network
- * impact on economic development and regeneration
- * impact on living conditions

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. The Council will also ensure development is designed in an inclusive manner which is accessible and legible to all, regardless of age, gender, background or disability and encourage the incorporation of design measures into new developments that allow adaptation and resilience to the impacts of climate change and extreme weather events and also to reduce the threat of fuel poverty, through the careful selection of aspect, layout and massing, and by making buildings increasingly energy efficient.

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

Manchester Road has a very mixed character reflecting the wide range of uses. The street scene drawing submitted is considered to demonstrate that, despite the flat roof, the building will be easily assimilated into the existing street scene. The proposed developed would be slightly higher than the ridge level of the adjacent property to the north but lower than the property to the south - meaning that the row would appear to "step up" to the south.

As this is a long undeveloped gap site, the proposed development is considered to represent an enhancement of the streetscene.

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 Council's Highway Engineers note that the applicant previously agreed to fund the improvement of the back street and the implementation of a peak hour loading ban on Croft Lane and Manchester Road. As with the previous approval, this will be required by a condition.

Highway Engineers also consider that the Council's parking standards should be met in full for this site. However, this is considered to be a very sustainable site, well located to one of the busiest bus routes in Bolton and well located in terms of local shops and services. It is considered that occupants would not require access to a private motor car.

The proposed parking provision is less than the adopted parking standards. However, these standards are expressed as maxima and should be revised downwards in circumstances (such as those of this proposal) where the site is well served by public transport. The proposed use is not considered to be likely to give rise to significant changes in the nature of vehicular or other movements over and above that of other forms of development fronting Manchester Road. 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 Economic Development and Regeneration

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 and 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, 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.

The proposal is considered to represent beneficial economic development. The amount of floorspace is less than the 100 square meters generally considered to be the maximum for a local shopping facility.

The proposed retail units are unlikely to have a harmful effect on the vitality and viability of Bolton Town Centre.

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. The use is considered appropriate for this area, given the generally retail and residential context. The proposed use is not considered to be likely to give rise to land use conflicts over and above that of other forms of development fronting Manchester Road. The relationship between the retail units and the houses on Alfred Street would be identical to that which is prevalent on many of the Borough's radial routes.

The principal rear elevations of the flats would be 21 metres from the principal rear elevations of the terraced houses on Alfred Street. As this would now be a 3-storey development, the Council's policies would expect to see an interface of 24 metres between the two sites. However, these standards were designed principally for the layout of new residential estates and whilst they are a useful guide they should be determinant in their own right. An interface of 21 metres is actually quite generous for terraced houses, many of which have typical interfaces of 13 to 16 metres. The relationship between the development and the houses at the rear would be little different from the existing relationship between Alfred Street and the three storey building immediately to the north. The exception to this is the proposed staircase enclosure and lift shaft - this would be 13 metres from one of the properties - as this does not contain principal windows the Council's standards would expect to see a 16.5 metre interface. Again, whilst the relationship would be substandard in terms of policy it is not considered to be unreasonable in a dense terraced area. It is also noted that consultation letters were sent to all

properties on Alfred Street and no objection where received as a result of this.

The proposal is considered to comply with Policy CG4 of Bolton's Core Strategy.

Value Added to the Development

The proposal was subject to pre-application discussions which sought to ensure compatibility with the site's surroundings together with an appropriate access.

Conclusion

The proposal is considered to be beneficial in that it would bring a long vacant gap site into appropriate use. It is a modern version of a situation common on many radial routes in Bolton - shops with flats over. The difference is that as these units would be constructed with that purpose in mind, rather than conversion or retro-fitting, more amenity space and parking can be provided than is usual elsewhere.

Representation and Consultation Annex

Representations

Letters:- One letter of objection has been received from the Emerson Group on behalf of Grangefern Properties, the operators of the adjacent Burden Retail Park. The sole ground of objection is that the parking proposed is substandard in terms of the Council's parking standards. The issues raised are:-

- Grangefern Properties objected to the previous application on the same grounds. This application seeks to add a further three flats would does not increase the off-road parking provision
- three parking spaces for two shops and six flats is inadequate
- to the front, the road has double yellow lines
- parking is at a premium in the terraced street to the rear
- this deficiency will lead to residents and customers seeking to parking on Croft Lane and adjacent private car parks
- the Council's Highway Engineers recommend that parking standards be met in full. This would require 10 parking spaces

It is considered that these issues have been considered within the report.

Consultations

Advice was sought from the following consultees: Highway Engineers, Pollution Control, Coal Authority, Regeneration and Economic Development

Planning History

Planning permission was granted in November 2010 for the development of two ground floor shops with three flats over (84746/10). This consent expired unimplemented in November 2013.

Previous approvals relating to car sales.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. The development hereby permitted shall be begun before the expiration of 3 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. No development shall be commenced unless and until full details of the highway works at Back Alfred Street comprising comprising widening and reconstruction have been submitted to and approved by the Local Planning Authority, and none of the development shall be brought into use until such details as approved are implemented in full. Such works to be retained thereafter.

Reason

In the interests of highway safety.

3. No development shall be commenced unless and until full details of the highway works at

Manchester Road and Croft Lane comprising peak hour loading ban have been submitted to and approved by the Local Planning Authority, and none of the development shall be brought into use until such details as approved are implemented in full. Such works to be retained thereafter.

Reason

In the interests of highway safety.

4. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted to and approved by the Local Planning Authority before development is started. Such scheme shall be carried out within 6 months of the occupation of any of the buildings or the completion of the new development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority; any trees and shrubs that die or are removed within five years of planting shall be replaced in the next planting season with others of similar size and species.

Reason

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

5. 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.

6. The development hereby approved/permitted shall not be brought into use unless and until not less than 4 car parking spaces have been marked out and 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.

7. The development shall be finished with materials entirely in accordance with the submitted External Materials Report.

Reason

To ensure the development fits in visually with the existing building and safeguards the character and visual appearance of the locality.

8. The development shall be carried out entirely in accordance with the findings and recommendations of the following documents:-

- Preliminary Risk Assessment (Phase I Survey), LK Consult Ltd, 20th August 2010
- GeoEnvironmental Investigation, Earth Environmental and Geotechnical, November 2014
- Environmental Strategy, Urbane Forms, 23rd March 2015

Reason

In the interests of ensuring the safe and sustainable development of the site.

9. No activities and/or operations shall take place on the site which release odorous emissions to the

atmosphere without first submitting a scheme to the Local Planning Authority for approval showing details of the means of extraction and filtration of the odorous emissions and methods to be employed to prevent noise disturbance. The approved scheme shall be implemented in full before such operations and/or activities are first commenced and retained thereafter at all times.

Reason

To safeguard the living conditions of neighbouring residents particularly with regard to the effects of odours.

10. No deliveries shall be taken at or dispatched from the site except between the hours of 08:00 and 21:00.

Reason

To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance.

11. The ground floor units shall not be open to customers except between the hours 0800 and 2300.
Reason

To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance.

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

15001,(0-)40A
15001,(0-)41A
15001,(0-)42A
15001,(0-)43B
15001,(0-)44A
15001,(0-)45A
15001,(0-)46A

Reason

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

Where dimensions are not given, drawings must not be scaled and the matter referred to the Architect. In the event of any detail or dimensional conflict between drawings, the matter must be referred to the Architect for clarification. Do not scale from this drawing.

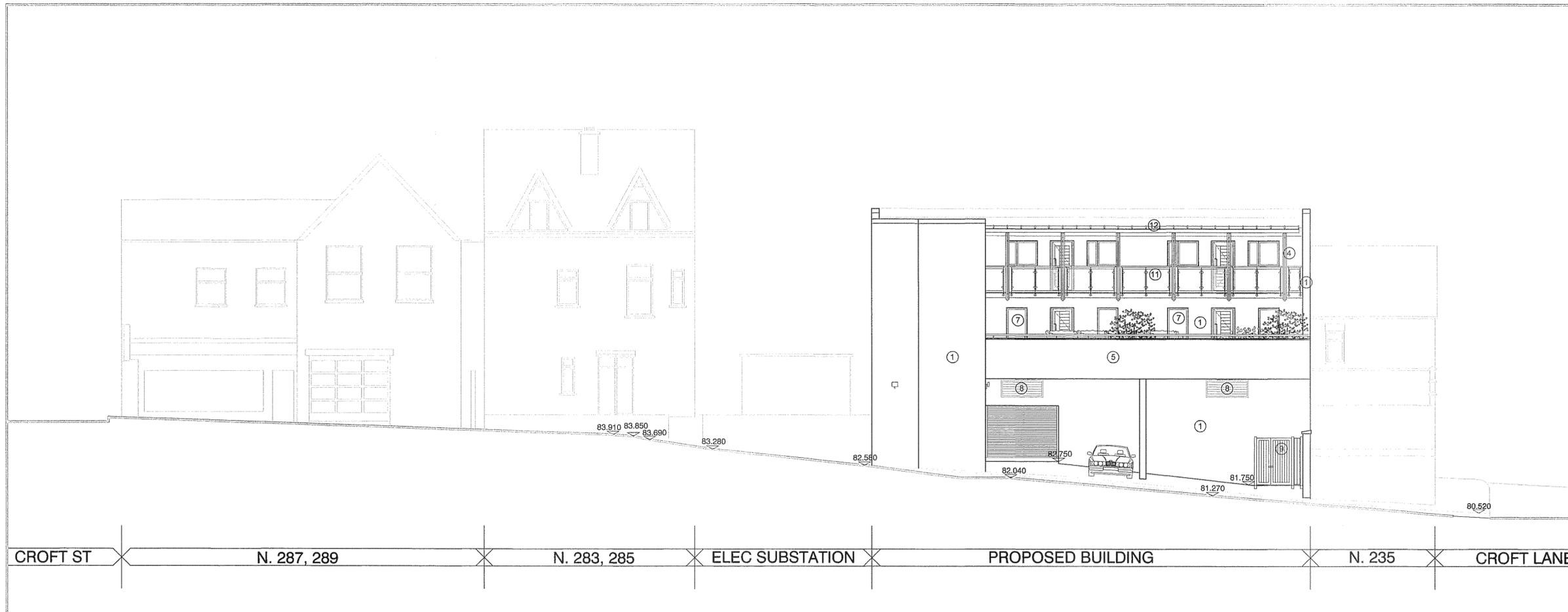
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Notes

- KEY
1. FACING BRICKWORK
 2. METALIC GREY CLAD FEATURE
 3. GLASS CANPOY AND SHOP FRONT
 4. TIMBER FRAME WITH STAIN FINISH
 5. LIME GREEN RENDER
 6. ROOF - SINGLE PLY MEMBRANE
 7. DARK GREY WINDOW FRAMES
 8. DARK GREY LOUVRE
 9. TREATED TIMBER REFUSE STORE WITH STAIN FINISH
 10. CEDAR CLAD DOOR & PANEL
 11. METAL BALUSTER & HANDRAIL WITH GLASS INFILL
 12. GLAZED CANOPY



MANCHESTER ROAD ELEVATION



BACK ALFRED ST ELEVATION

BOLTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
08 APR 2015

A ISSUED FOR PLANNING 17.03.15 JWB

Status - **PLANNING**

Drawn - JA

Date - 24.02.2015

Scale @ A1 - 1:100

Review

Client - Lancashire Properties UK Ltd

Project - Mixed Use Development
Manchester Road, Bolton

Drawing Number - **15001,(0)-45A**
CAD File

Drawing Title - Manchester Road &
Back Alfred St Elevations

URBANE FORMS 17 Redhill Street
Manchester
M4 5BA
architects T : +44(0)161 236 0693
designers F : +44(0)161 236 0690
project E : info@urbaneforms.com
managers www.urbaneforms.com

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Notes

MANCHESTER ROAD

CROFT LANE

BACK ALFRED STREET

ALFRED STREET

DOTTED LINE INDICATE THE EXTANT OF TRAFFIC ORDER FOR LOADING BAN AT PEAK HOURS (7.30 TO 9.30 & 16.30 TO 18.30)

HATCHED AREA INDICATES THE EXTANT OF BACK ALFRED STREET WITH MACADAM ROAD TOPPING FINISH.

HATCHED AREA INDICATES THE EXTANT OF BACK ALFRED STREET PAVEMENTS TO BE RECONSTRUCTED TO CARRIAGEWAY CONSTRUCTION WITH MACADAM TOPPING FINISH.

Dotted lines indicate two existing overhead wires to be moved.

New proposed overhead cable position

BOLTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
08 APR 2015

A ISSUED FOR PLANNING 17.03.15 JWB

Status **PLANNING**

Drawn **JA**

Date **24.02.2015**

Scale @ A1 **1:100**

Review

Client **Lancashire Properties UK Ltd**

Project **Mixed Use Development
Manchester Road, Bolton**

Drawing Number **15001,(0)-41A**
CAD File

Drawing Title **Ground Floor Plan**

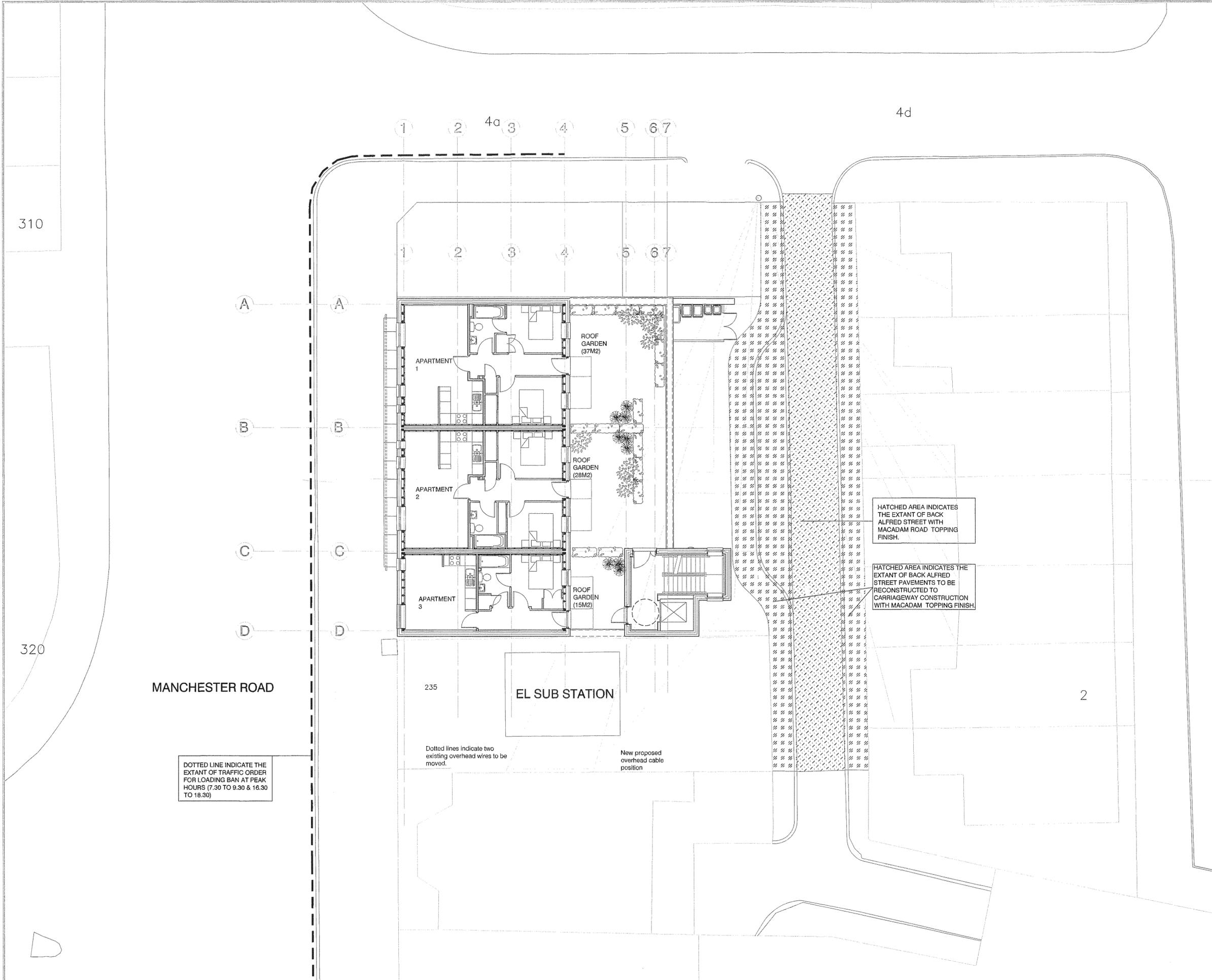
URBANE FORMS
17 Redhill Street
Manchester
M4 5BA
T : +44(0)161 236 0699
E : +44(0)161 236 0690
E : info@urbaneforms.com
project manager www.urbaneforms.com

Ground Floor Plan

Where dimensions are not given, drawings must not be scaled and the matter referred to the Architect. In the event of any detail or dimensional conflict between drawings, the matter must be referred to the Architect for clarification. Do not scale from this drawing.

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Notes



310

320

MANCHESTER ROAD

DOTTED LINE INDICATE THE EXTANT OF TRAFFIC ORDER FOR LOADING BAN AT PEAK HOURS (7.30 TO 9.30 & 16.30 TO 18.30)

Dotted lines indicate two existing overhead wires to be moved.

New proposed overhead cable position

HATCHED AREA INDICATES THE EXTANT OF BACK ALFREDO STREET WITH MACADAM ROAD TOPPING FINISH.

HATCHED AREA INDICATES THE EXTANT OF BACK ALFREDO STREET PAVEMENTS TO BE RECONSTRUCTED TO CARRIAGEWAY CONSTRUCTION WITH MACADAM TOPPING FINISH.

BOLTON COUNCIL
DEVELOPMENT & REGENERATION
RECEIVED
10 APR 2015

A ISSUED FOR PLANNING 17.03.15 JWb

Status - **PLANNING**

Drawn - JA

Date - 24.02.2015

Scale @ A1 - 1:100

Review

Client - Lancashire Properties UK Ltd

Project - Mixed Use Development
Manchester Road, Bolton

Drawing Number - **15001,(0)-42A**
CAD File

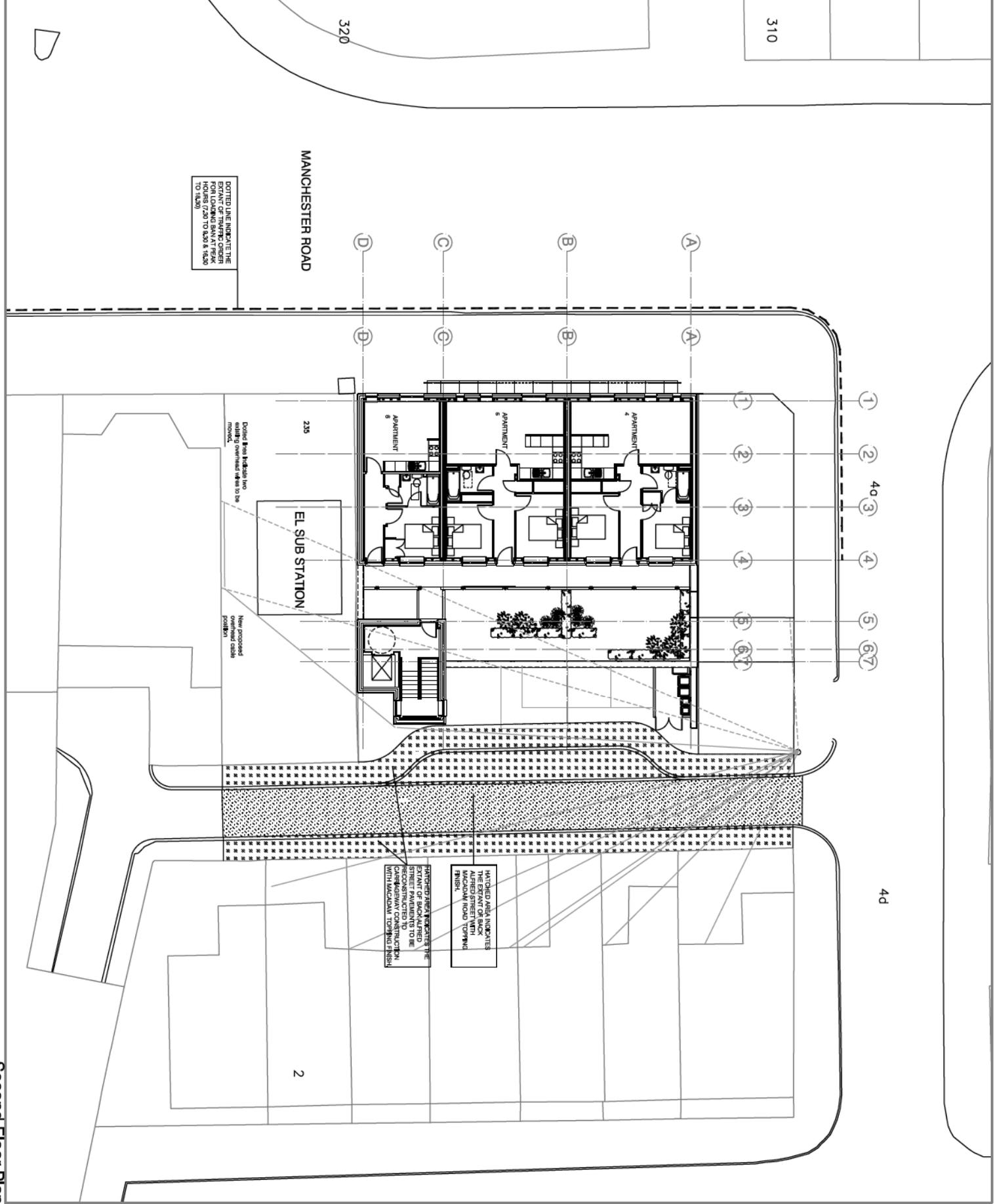
Drawing Title - First Floor Plan

URBANE
architects
designers
project
managers

17 Redhill Street
Manchester
M4 5BA

T : +44(0)161 236 0688
F : +44(0)161 236 0690
E : info@urbaneforms.com
www.urbaneforms.com

First Floor Plan



Second Floor Plan

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17 Ridge Street
 Manchester M1 2AA
 Tel: +44(0)161 225 0888
 Fax: +44(0)161 225 0889
 Email: info@mcbratney.com
 Website: www.mcbratney.com

Project: Millar Use Development
 Manchester Road, Bolton

Drawing Title: Second Floor Plan

Client: Lancashire Properties UK Ltd

Scale: A1 - 1:100

Date: 24/02/2015

Drawn by: JLA

Checked by: JLA

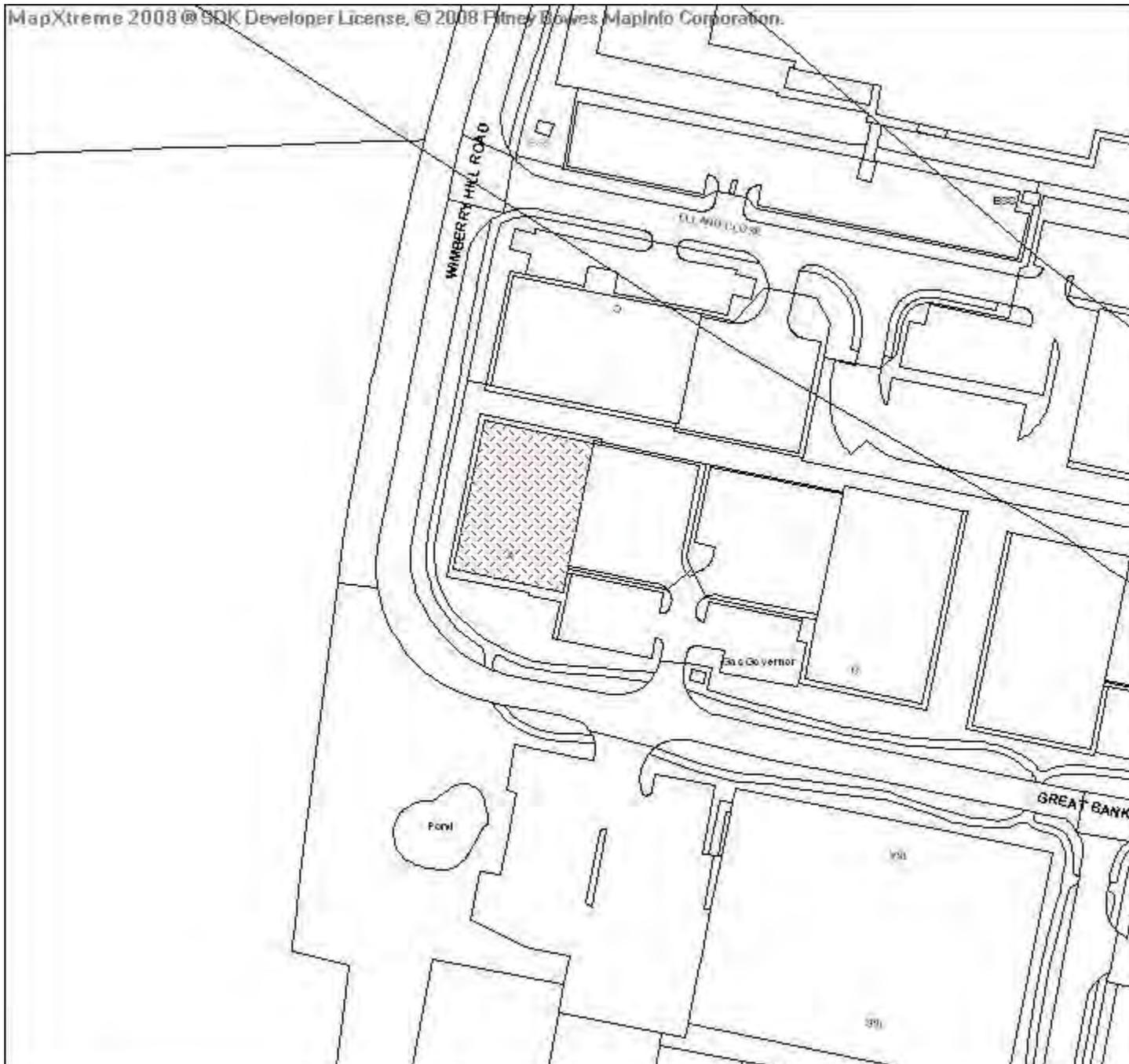
Project Status: PLANNING

Project Number: 15001_0-A3B

Project Name: Millar Use Development

21.04.15 AM
 17.03.15 AM

**Application number
94032/15**



**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: 30/07/2015

Application Reference: 94032/15

Type of Application: Full Planning Application
Registration Date: 17/04/2015
Decision Due By: 11/06/2015
Responsible Officer: Jeanette Isherwood

Location: UNIT 1002, WINGATES INDUSTRIAL ESTATE, GREAT BANK ROAD, WESTHOUGHTON, BOLTON, BL5 3XU

Proposal: CHANGE OF USE FROM A WAREHOUSE AND DISTRIBUTION USE (B8) TO AN ASSEMBLY AND LEISURE USE (D2)

Ward: Westhoughton North

Applicant: Mr Caldwell
Agent : Planitwright

Officers Report

Recommendation: Refuse

Proposal

The applicant proposes the change of use of a vacant industrial unit (Use Class B8) together with its associated land, to an indoor trampoline park (Use Class D2). The facility will include free-jumping, group parties/celebrations, adult fitness classes and corporate events.

The ground floor will incorporate a ground floor cafe area with vending machines together with 2 party rooms, first aid facility, washrooms together with a reception area. The upper mezzanine floor will incorporate a further cafe area serving hot and cold drinks and snacks, offices and staff facilities.

No external changes to the appearance of the building are proposed; however the plans detail the site will be bounded by pallisade fencing.

The car parking area would create a total of 43 car parking spaces, 3 disabled spaces, 10 Cycle spaces and 2 motorcycle spaces.

The applicant details the creation of the equivalent of 48 full time positions and the opening times are proposed as follows:-

Monday - Saturday 10:00 - 21:00
Sundays and Bank Holidays 09:00 - 21:00

Site Characteristics

The application site is occupied by a rectangular industrial building sited at the junction of Wimberry Hill Road and Great Bank Road. The building is approximately 983 sq m. The building lies on the western edge of Wingates Industrial Estate with other industrial buildings located to the south, north and east. The existing car park accommodates 17 spaces with additional loading and unloading areas. Access is taken from Great Bank Road, this is a shared access with Unit 1003.

The area is landscaped to the frontage, adjacent to Wimberry Hill Road.

Policy

National Planning Policy Framework

Core Strategy policies: P1 Employment, P5 Accessibility, S1 Safe, CG3 The Built Environment, CG4 Compatible Uses, M6 Wingates Industrial Estate, OA3 Westhoughton, Appendix 3 Car Parking Standards.

SPD: Transport, Accessibility 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 the change of use;
- * impact on the character and appearance of the area;
- * impact on the highway safety;
- * impact on adjoining land uses;

Principle of the Change of Use

Core Strategy policy M6 states the Council and its partners will refurbish and redevelop Wingates Industrial Estate for B2 and B8 employment uses. In addition, Core Strategy policy P1 seeks to safeguard existing employment sites where they are compatible with residential amenity and contribute to the sustainability of communities in which they are situated.

The application site is an industrial building located within the Wingates Industrial Estate which is characterised by similar units. The continued use of the building for industrial development would not compromise residential amenity. Whilst the property is in need of some upgrading to allow a change of use to an indoor trampoline park, such a use would in principle, be contrary to policy M6 of the Core Strategy as the proposal is for a leisure use (Use Class D2) and not an industrial/employment use as defined by the policy.

The applicant has submitted details of a sequential assessment that has been carried out in various areas of Bolton to find alternative premises. Due to the nature of the park there are several industry guidelines to take into account such as:-

- Minimum floorspace for financial viability
- Minimum clear head height
- Parking
- Accessibility
- Rental viability.

Nine units were assessed.

However the Council is of the opinion that the sequential assessment submitted is insufficient and does not fulfill the requirements of the NPPF. The sites assessed are considered to be out of centre rather than in centre or edge of centre. The NPPF requires applications for main town centre uses to be located in town centres, rather than in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.

It is therefore considered that the Council has received insufficient information to make a balanced judgement and on that basis the proposal falls short of the requirements of the NPPF.

Paragraph 3.7 of the Allocations Plan allows other uses within employment land areas and states:

'Alternative non-B1/B2/B8 uses on allocated employment land, protected employment land and mixed-use sites will be permitted where:

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

With regards to bullet point one, the economic function of the locality, the applicant has submitted details that the proposed use would represent a positive benefit to the economic function of the immediate and wider area and in this regard would accord with the NPPF advice. These are as follows:

- There are approximately 8 vacant warehouses on the Wingates Industrial Estate at present, therefore, the applicant considers the change of use of the vacant warehouse at Unit 1002 will not prevent other businesses who wish to undertake B1/B2/B8 uses from relocating to the industrial estate as there are ample numbers of other units that are vacant and available.
- The peak operating times for the development are likely to be at weekends and bank holidays when the majority of the surrounding businesses are closed, minimising disruption to other businesses on the estate.
- The locality will benefit greatly from such a modern leisure and recreational facility by providing employment for a full-time equivalent of 36 people (this is expected to be made up of 48 full and part time positions) including apprenticeships and a range of skilled and unskilled posts. Together with investment in the local economy in the initial set up period and onwards primarily

On balance therefore, it is considered that the benefits of the proposal outweigh the loss of an individual industrial unit. Economically the proposal will reduce the amount of vacant units on the industrial estate whilst generating employment for the local area. Despite this however, it is considered that suitable sites within the town centres of Horwich, Westhoughton and Bolton should be properly assessed in line with the NPPF requirements to ensure a more suitable site cannot be found, which would have greater economic benefits to the regeneration of the town/local centres detailed.

Impact on the Character and Appearance of the Area

Core Strategy policy CG3 seeks to ensure new development proposals are compatible with the surrounding area.

The overall external appearance of the property will not be changed. The landscaped area to the frontage will remain as existing to retain the buildings existing outward appearance. The plans detail the site to be bounded by pallisade fencing. However, if approved a condition will be added for a plan to be submitted to and agreed by the LPA detailing all boundary treatment to safeguard the visual amenity of the area, as weldmesh fencing is the preferred fence type in terms of visual appearance and security and safety in the borough.

It is therefore considered that the proposal would remain compatible with the surrounding area and consistent with policy CG3 of the Core Strategy.

Impact on Highway Safety and Accessibility

Core Strategy policies P5 and S1, as well as Appendix 3, seek to ensure adequate curtilage car parking and servicing is provided within the site in order to have no detriment to highway safety. For an indoor D2 recreation facility the requisite would be 1 car space per 25 m² of floor space.

The applicant proposes the provision of 43 car parking spaces within the curtilage of the property together with disabled, cycle and motorcycle spaces. It is considered that the proposed car parking provision would be in excess of what is required under the Council's maximum car parking standards.

Policy P5 also states that developments should be accessible by different types of transport, prioritising pedestrians, cyclists and public transport users over other motorised vehicle users. However, given the site's relative isolation on an industrial estate public transport is only available to the main A6 thoroughfare through Westhoughton with non readily available on the industrial estate itself. Although the applicant states that the commute to the unit will be a 3 minute walk from public transport it has to reiterated that the site is relatively isolated and due to the nature of the industrial estate could be hazardous to pedestrians. Similarly the nearest rail station is on Church Street with a pedestrian commute leading to similar issues.

The Council's parking standards will be met at the site. However, access by public transport users remains an issue.

Impact on Adjoining Land Uses

Core Strategy policy CG4 seeks to ensure that new development proposals are compatible with surrounding land uses. The proposed use is self contained and as stated above has adequate car parking. Therefore, it is considered that the proposal would have no adverse impacts on the adjoining industrial properties.

The proposal complies with policy CG4.

Conclusion

The proposal would introduce a large recreational facility of an innovative nature to Westhoughton. Although there is a children's soft play centre in situ on the industrial estate this facility will encompass a range of ages from child to adult with differing activities for all.

The proposal is sited in an area of protected employment land and the use of an existing vacant unit would prove economically viable with the generation of 48 full and part time positions.

However, the proposal would be a D2 use rather than the permitted B2 / B8 use identified in Core Strategy policy M6 and the applicant has failed to demonstrate that alternative in centre/edge of centre sites have been assessed.

The issue of accessibility for public transport users has also been highlighted with regards to pedestrian safety within a secluded industrial estate.

Given the lack of a suitable sequential assessment and the accessibility issues the proposal is considered to be unsuitable and does not accord with the NPPF and Bolton's Core Strategy Policies M6, P1, P5 and S1.

It is recommended that Members refuse the application.

Representation and Consultation Annex

Representations

Letters/petitions:- One letter of objection received concerned that the proposal was a departure from present policy and insufficient evidence had been received to justify this departure.

However, further information was submitted by the applicant and the justifications are outlined in the above report.

Town Council:- raise no objections.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: Highways Engineers, Westhoughton Town Council, Planning Strategy, Design for Security, Environmental Health, Strategic Development Unit.

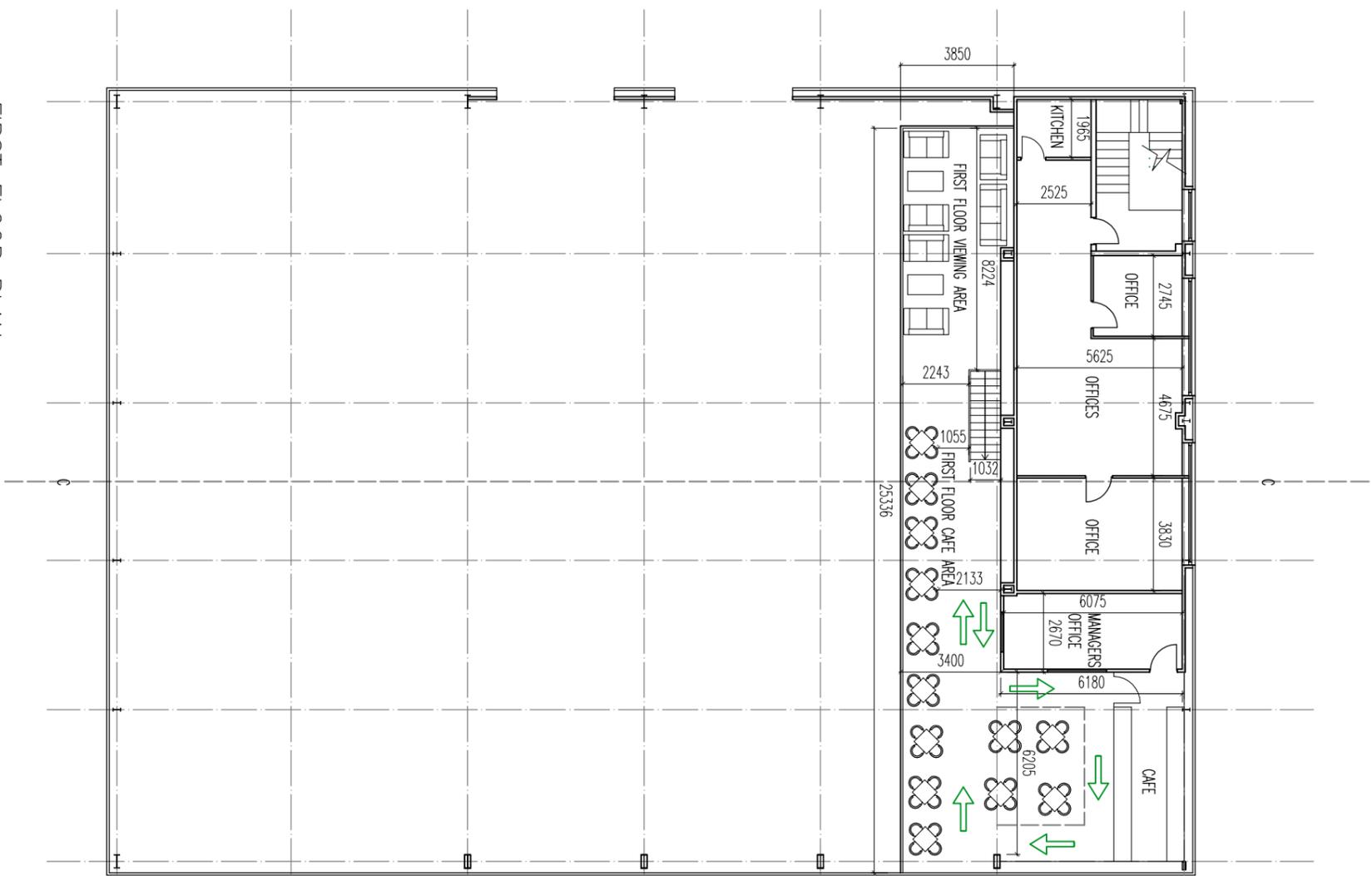
Planning History

No relevant planning history for the application site.

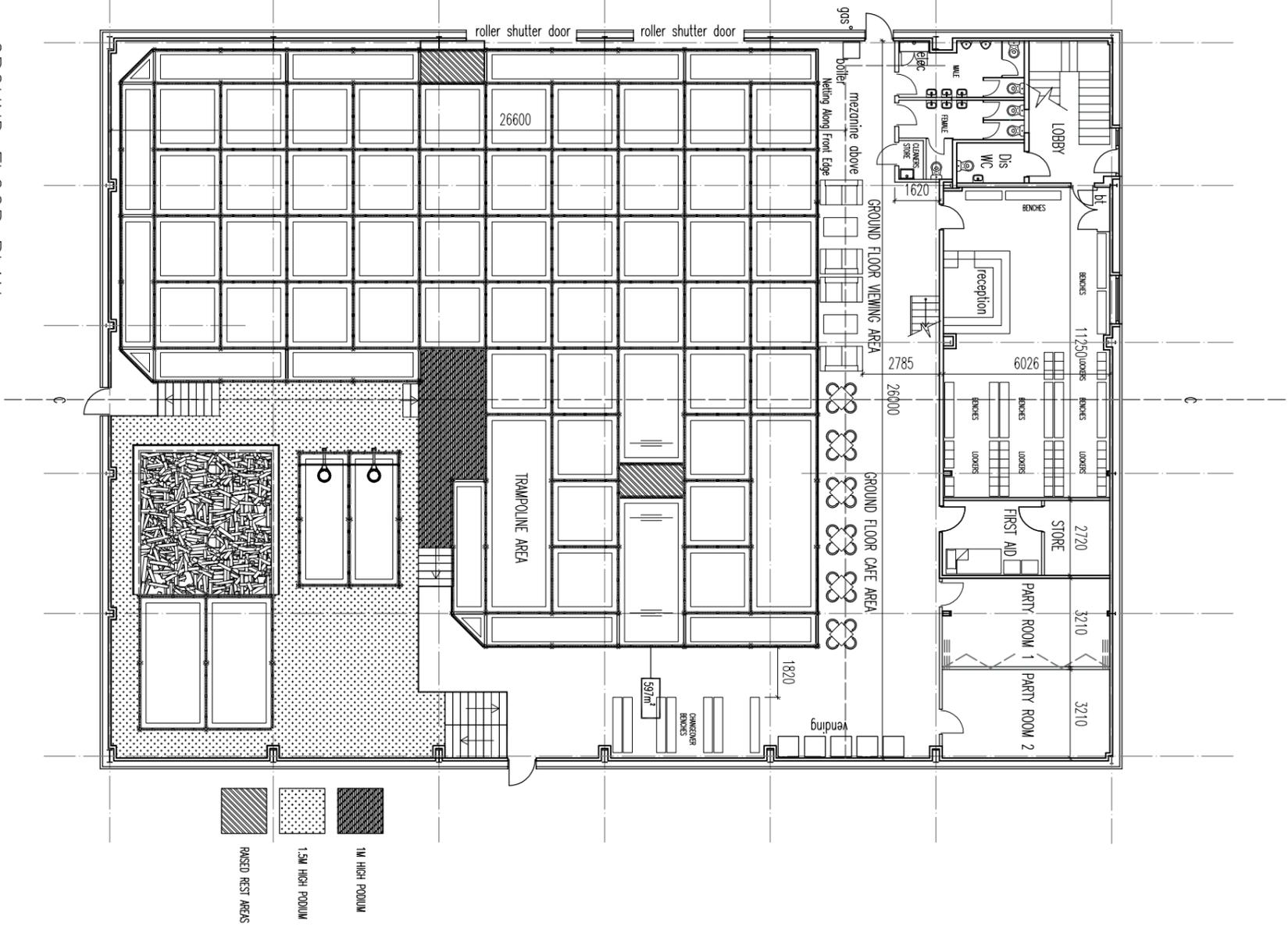
Recommendation: Refuse

Recommended Conditions and/or Reasons

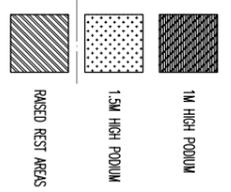
1. The proposal is contrary to Bolton's Core Strategy policies M6 and P1 and insufficient information has been provided to justify this departure with regards to a suitable and robust sequential assessment.



FIRST FLOOR PLAN



GROUND FLOOR PLAN



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C	PARTY ROOM ADDED	MA	17/04/15
B	NOTES ADDED	MA	16/04/15
A	AMENDMENTS MADE FOLLOWING CLIENT MEETING	MA	15/04/15

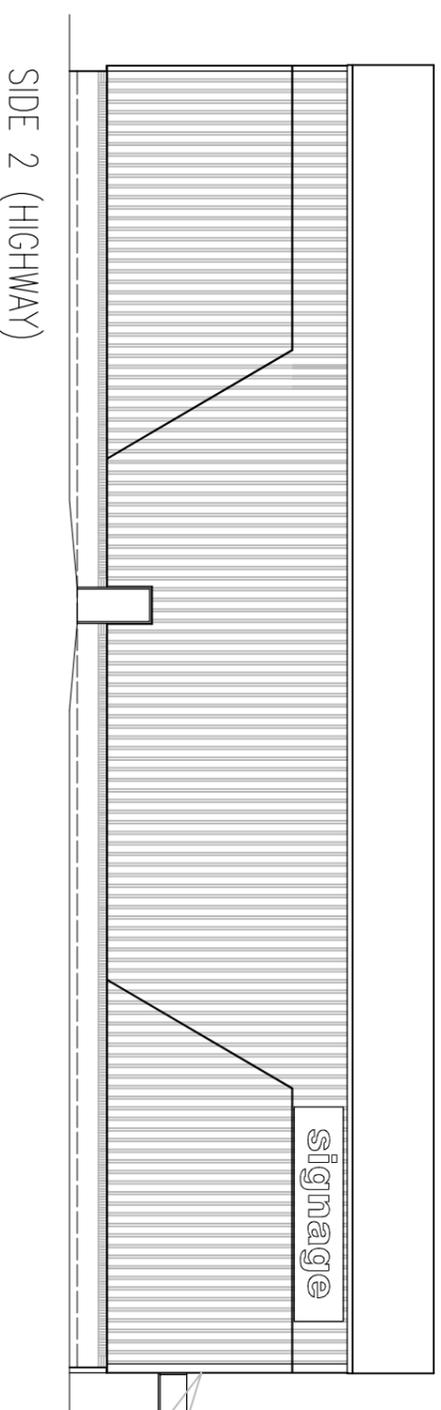
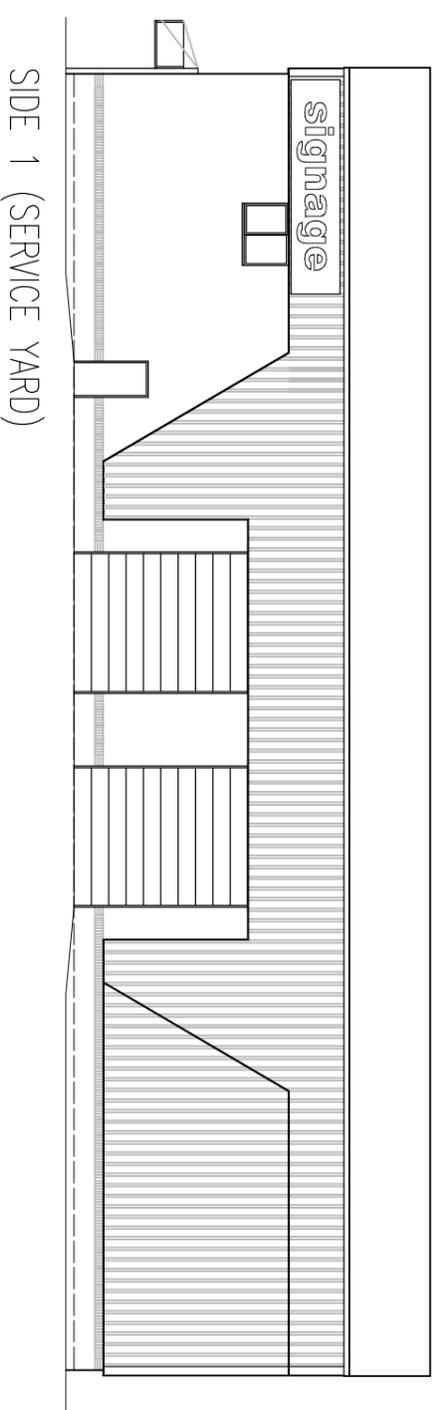
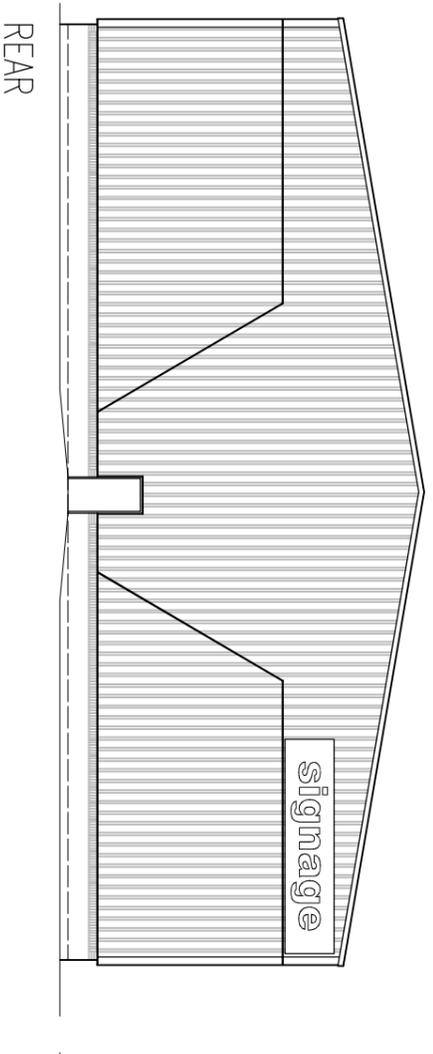
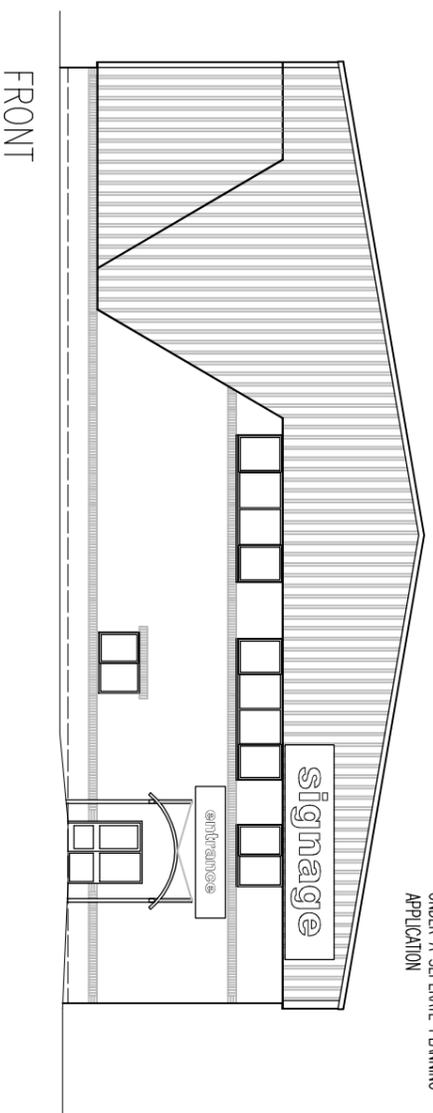
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 Melrose House, 183 Chorley New Road,
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PROPOSED FLOOR PLANS
 UNIT 1002
 WINGATES INDUSTRIAL ESTATE
 WESTHOUGHTON

Scale 1:200 @ A3
 Date 29/03/15
 Dwg By MA
 Drawing No. 0162/002
 Rev. C

PLANNING

PROPOSED SIGNAGE TO BE SUBMITTED
UNDER A SEPERATE PLANNING
APPLICATION



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A	NOTES ADDED	MA	16/04/15
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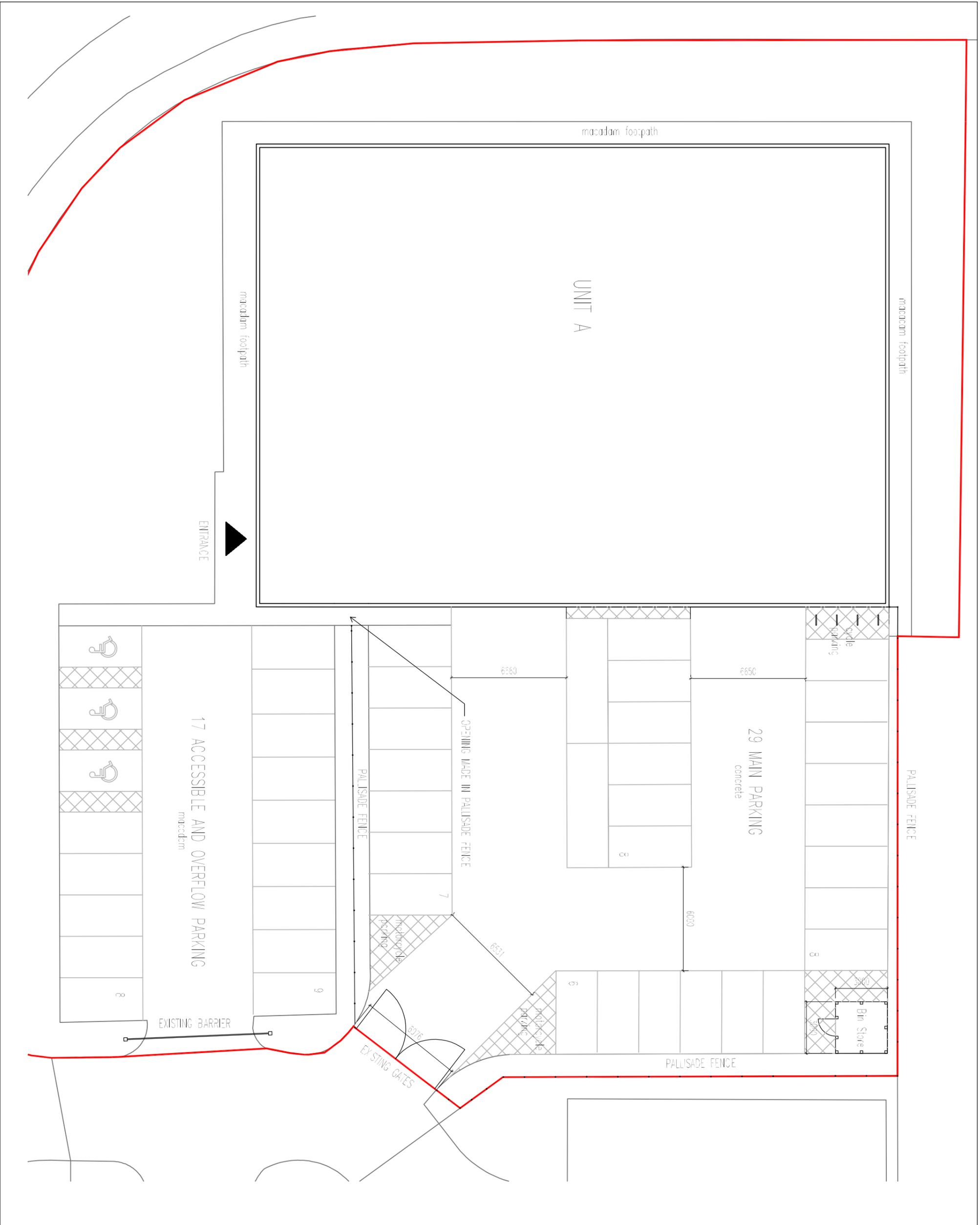


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PROPOSED ELEVATIONS

UNIT 1002
WINGATES INDUSTRIAL ESTATE
WESTHOUGHTON

Scale	1:200 @ A3	Drawing No.	RAW
Date	15/04/15	Dwg No.	0162/006
Dwg By	MA		A



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C	BIN STORE ADDED	MA 17/04/15
B	DETAIL ADDED	MA 16/04/15
A	CAR PARK LAYOUT AMENDED FOLLOWING CLIENT COMMENTS	MA 02/04/15



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PROPOSED SITE PLAN

UNIT 1002
 WINGATES INDUSTRIAL ESTATE
 WESTHOUGHTON

Scale 1:200 @ A3
 Date 02/04/15
 Dwg By MA

Drawing No. 0162/004
 Rev. C

Application number 94060/15



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: 30/07/2015

Application Reference: 94060/15

Type of Application: Full Planning Application
Registration Date: 28/05/2015
Decision Due By: 26/08/2015
Responsible Officer: Jeanette Isherwood

Location: 12 HAXEY WALK, HORWICH, BOLTON, BL6 5HT

Proposal: RETENTION OF HOUSE WITHOUT COMPLYING WITH CONDITION 3 ON PLANNING APPLICATION 55705/99 TO FACILITATE CONVERSION OF GARAGE TO HABITABLE ROOM TOGETHER WITH SINGLE STOREY EXTENSION AT REAR

Ward: Horwich and Blackrod

Applicant: Mr Twist

Agent : MDA Architectural Services

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the conversion of the existing double garage to a habitable room with the existing garage doors being replaced by two glazed windows. In addition, a small scale extension is proposed to the rear of the property. This extension will join the existing detached garage building to the original house.

Site Characteristics

The application relates to a two storey detached property sited at the head of a small cul-de-sac. The design of the property sees the existing garage sited to the rear/side of the existing house. To the side is 10 Haxey Walk a similar sized property whose front elevation faces the side of 12. This property is of an L-shaped design with their integral double garage being set at right angle to the original house. 10's integral double garage is parallel with that of 12.

The property has a long driveway suitable for the parking of 3-4 cars.

Policy

National Planning Policy Framework.

Core Strategy: P5 Transport and Accessibility; CG3 The Built Environment, CG4 Compatible Uses, OA1 Horwich and Blackrod and Appendix 3 - Car Parking Standards.

Supplementary Planning Document - House Extensions; SPD Accessibility, Transport and Road 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:-

- * impact on character and appearance of the dwelling
- * impact on the adjacent property at 10
- * impact on off-street parking provision

Impact on Character and Appearance of the Dwelling

The NPPF in paragraph 56 states "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

Core Strategy Policies CG3.2 and CG3.3 require proposals to respect and enhance local distinctiveness, and be compatible with the surrounding area in terms of scale, massing, grain, form, architecture and landscape treatment, including hard/soft landscaping and boundary treatment.

The applicant proposes to brick up the existing garage doors with matching brick and insert two windows of a style which is visually appropriate and in balance with windows found elsewhere in the front elevation.

Supplementary Planning Document - House Extension (2012) states that single storey rear extensions of up to 4 metres in length on detached houses will normally be acceptable (where they are not already permitted development).

The single storey rear extension will be 3.26m long, 3.524m wide and 3.35m high and will join the existing detached garage to the original house.

The proposed extension is within the guidelines set out in SPD - House Extensions.

The proposed extension is considered to be of good design and scale and is in-keeping with the existing house and the character and appearance of the area.

The proposals are considered to comply with Policy CG3 of Boltons Core Strategy and SPD - House Extensions.

Impact on the Adjacent Property at 10 Haxey Walk

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.

The front lounge window of the property at 10, directly faces the side elevation of 12. The existing garage to be converted is set further towards the rear of 12 directly abutting that of 10. The addition of windows in the proposed garage conversion is not thought to result in a loss of privacy at 10 due to the acute angled relationship of the properties.

One objection has been received voicing concerns [amongst other things] that the proposal will be used to run a child minding business from the property causing significant noise disturbance and traffic congestion. The applicant has not detailed such a use and although planning permission is not required for operating a small scale childminding business from a home, this is dependent on the number of children being looked after at any one time. If the number of children exceeds 6 then planning permission would be required due to the scale of activity.

Further concerns are the storage of waste bins. Similarly a condition will be added to the approval for the applicant to provide details for the suitable storage of waste.

The proposal is considered to comply with Core Strategy Policy CG4.

Impact on Off-Street Parking Provision

Condition No. 3 on planning permission 55705/99 requires the retention of the integral garage in order to provide adequate off road car parking. Core Strategy policy P5 and guidance contained within SPD Accessibility, Transport and Road Safety seeks to provide adequate off road car parking spaces to maintain highway safety. Appendix 3 of the Core Strategy provides maximum parking standards.

One objection has been received with concerns being insufficient parking. However the Councils Highways Engineers were consulted on the application and had no objections to the proposal.

The Council's stance in similar applications has been to ensure three off street spaces are provided for each property. The driveway offers 3-4 parking spaces and therefore Officers consider the garage conversion accords with policy P5 and appendix 3 of the Core Strategy.

Conclusion

The proposal would not have a detrimental impact on the adjacent property at 10 Haxey Walk and would be in character with the estate and the wider area whilst providing adequate off road car parking provision.

The proposal complies with policy and is recommended for approval.

Representation and Consultation Annex

Representations

Letters:- One letter of objection has been received with the concerns addressed within the main body of this report.

Elected Members:- no comments received.

Town Council:- Members were concerned about the size of the extension and had reservations about the removal of garages from dwellings and increase in on street parking.

Consultations

Advice was sought from the following consultees: Highways Engineers.

Planning History

None relevant

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

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

Reason

To ensure satisfactory provision is made for the storage of waste materials.

3. The external surfaces of the extension and garage alterations 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 in accordance with Core Strategy policy CG3.

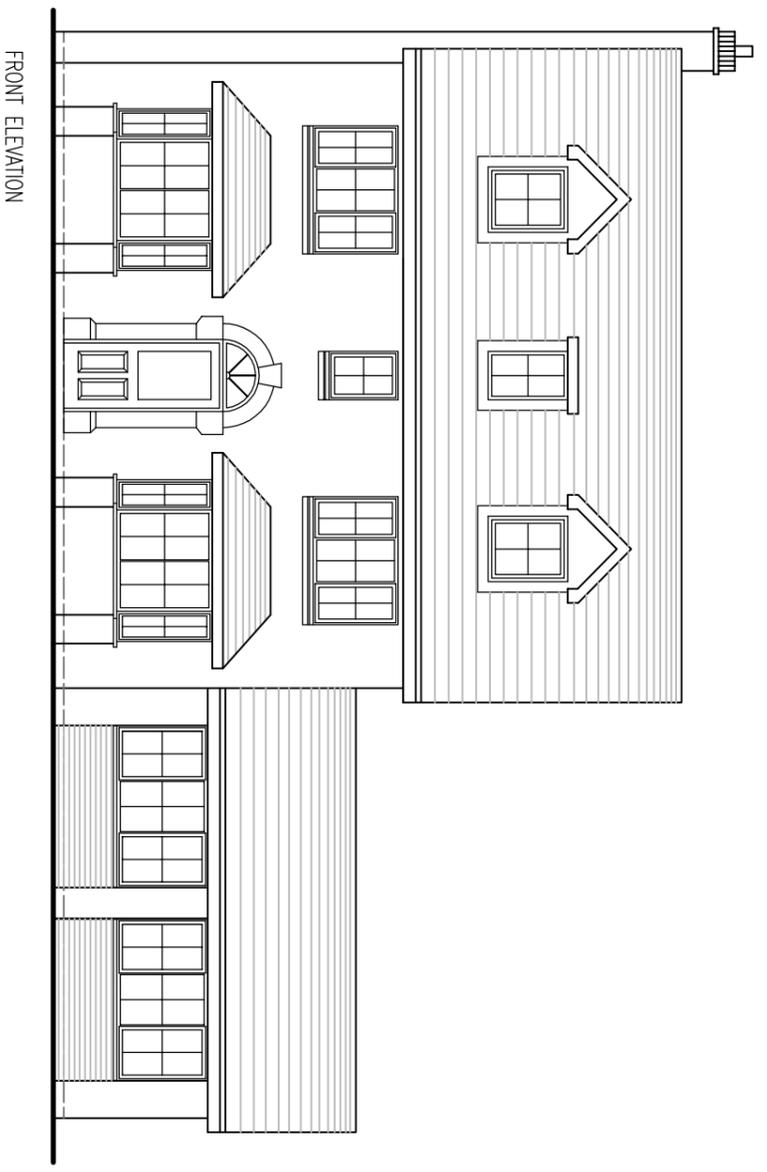
4. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Proposed Elevations - 0155/003 Rev A - 23/02/14

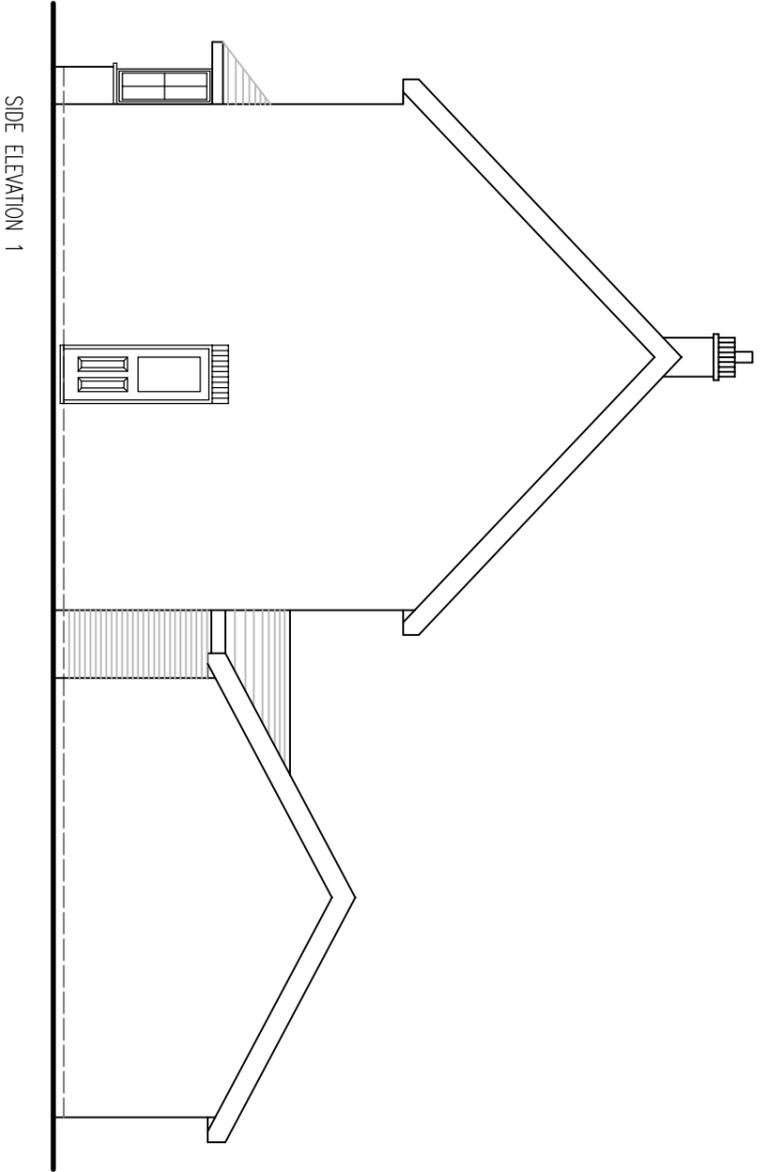
Proposed Plans - 0155/004 Rev A - 23/02/14

Reason

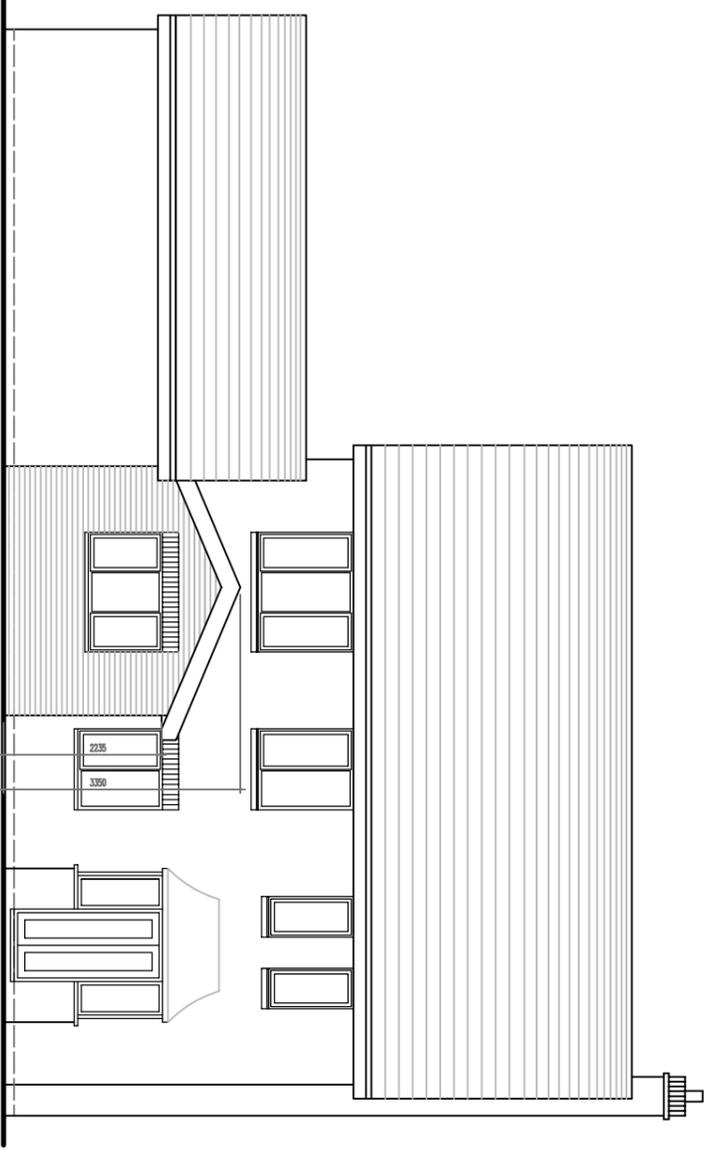
For the avoidance of doubt and in the interests of proper planning.



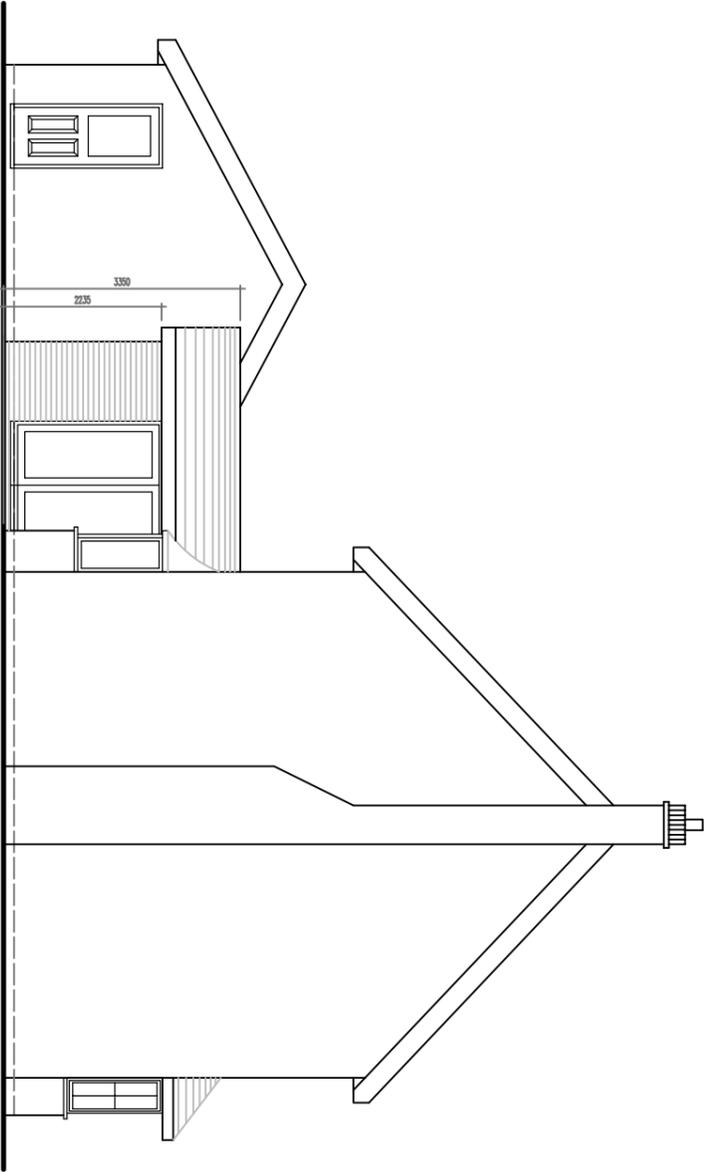
FRONT ELEVATION



SIDE ELEVATION 1



REAR ELEVATION



SIDE ELEVATION 2

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A	PLANNING SUBMISSION	MA	25/03/15
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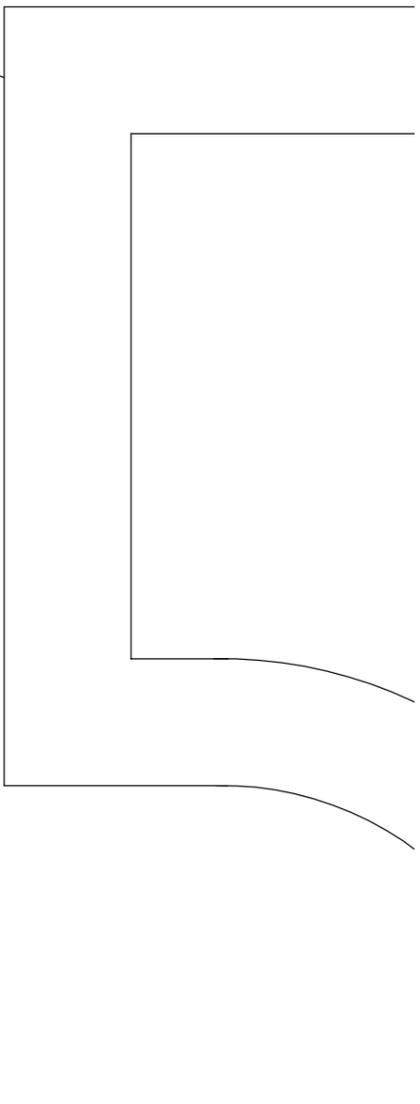
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PROPOSED ELEVATIONS

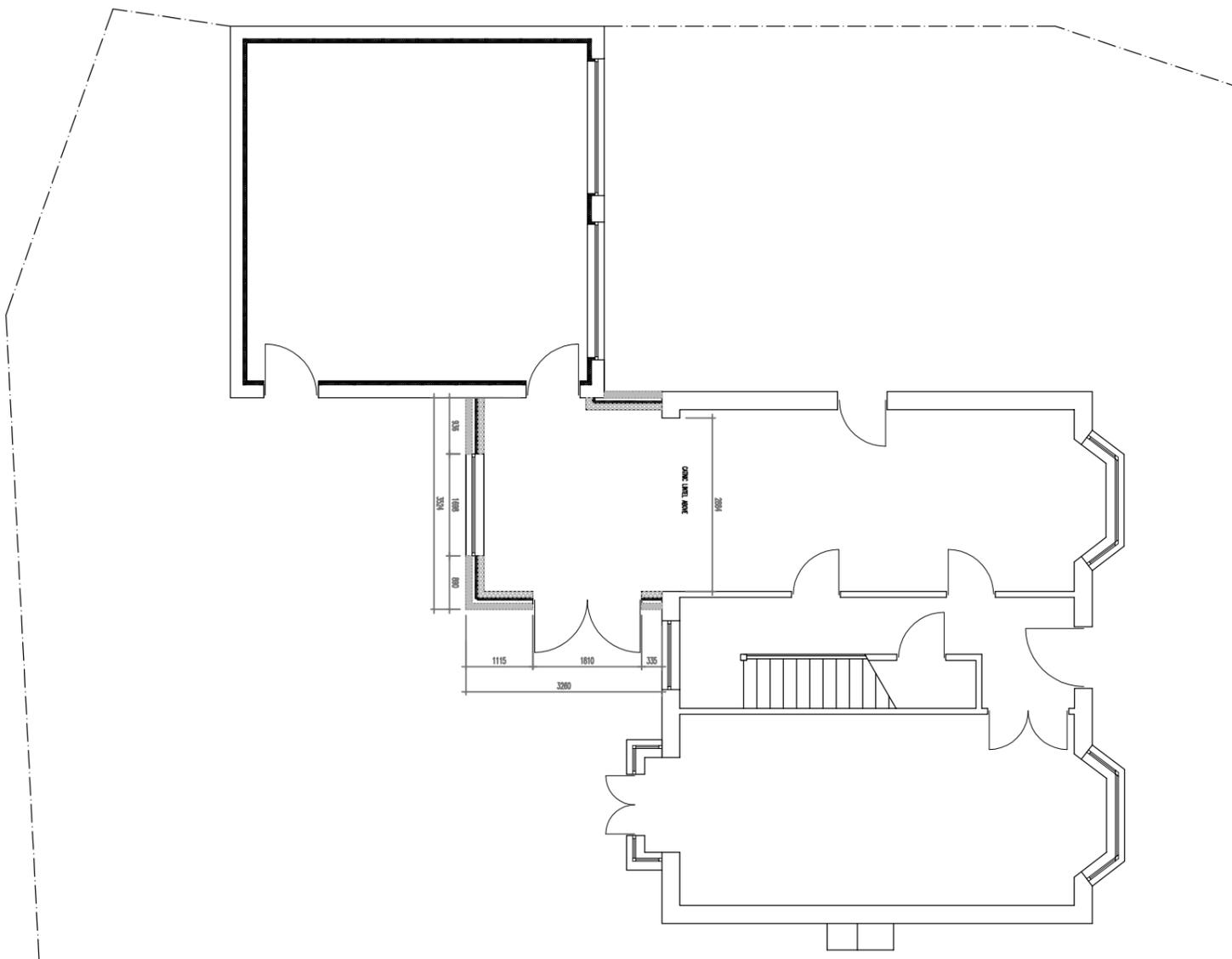
12 HAXEY WALK
HORWICH
BL6 5HT

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Date	23/02/14		
Dwg By	MA	0155/003	

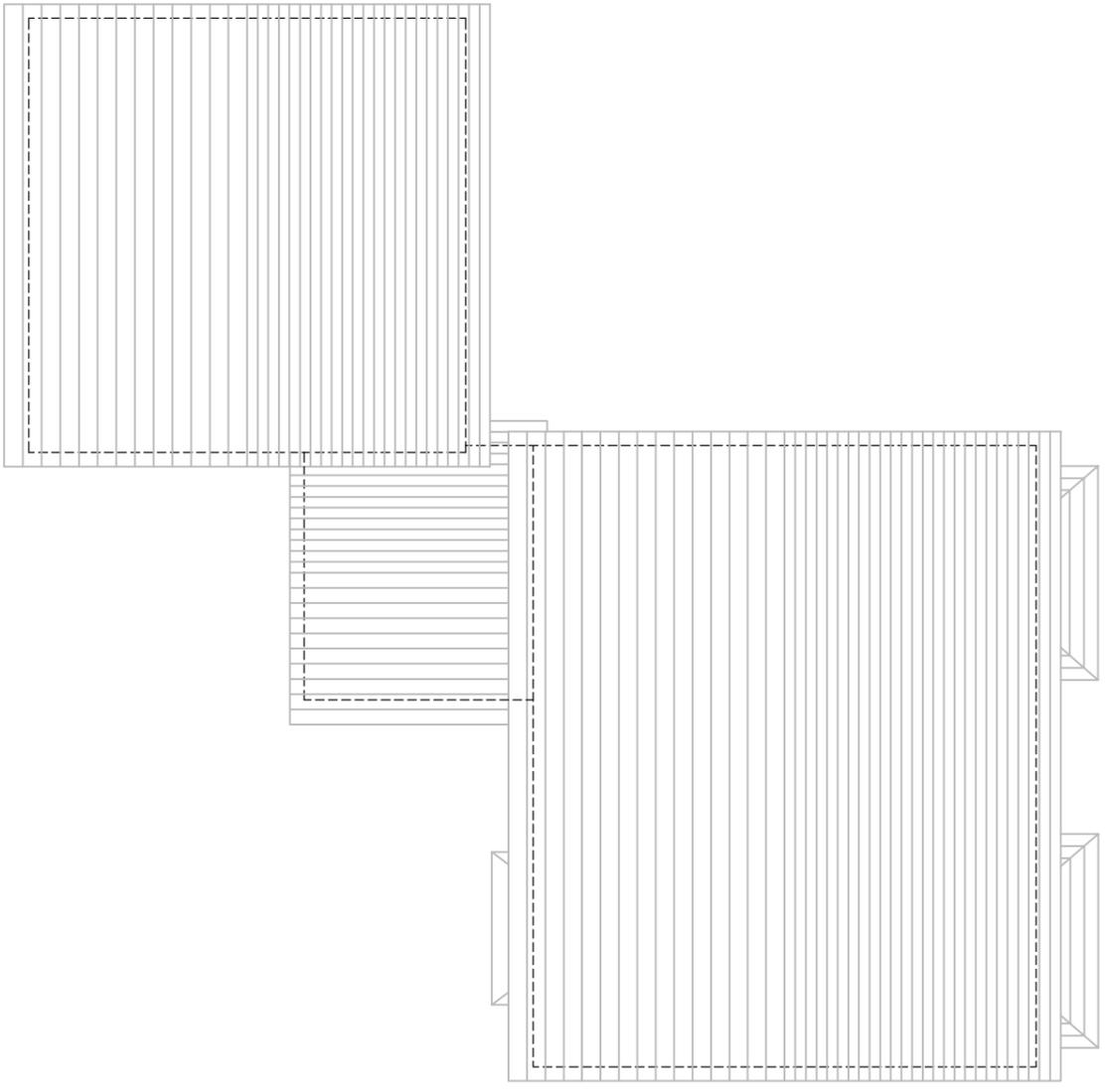
PLANNING



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GROUND FLOOR PLAN



ROOF PLAN

A	PLANNING SUBMISSION	MA	25/03/15
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PROPOSED PLANS

12 HAXEY WALK
HORWICH
BL6 5HT

Scale	1:100 @ A3	Drawing No.		Rev.	
Date	23/02/14		0155/004		A
Dwg By	MA				

PLANNING

Application number 94087/15



Development & Regeneration Dept
Development Management Section

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

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Date of Meeting: 30/07/2015

Application Reference: 94087/15

Type of Application: Full Planning Application

Registration Date: 21/05/2015

Decision Due By: 15/07/2015

Responsible Paul Bridge

Officer:

Location: 24 PRIMROSE AVENUE, FARNWORTH, BOLTON, BL4 0DP

**Proposal: GROUND FLOOR EXTENSION AT REAR TO PROVIDE
BEDROOM/BATHROOM**

Ward: Harper Green

**Applicant: Mrs Parveen
Agent : Bolton Council**

Officers Report

Recommendation: Approve subject to conditions

Proposal

Planning permission is sought for the erection of a single storey rear extension. The proposal would have an 'L' shaped configuration.

Due to the angle of the rear/side common boundaries with the adjoining and adjacent dwellings, the proposed rear extension would be set in approximately 200mm at its nearest point and approximately 1.8m at its furthest point with No.34 Daffodil Road and set in approximately 2.3m at its nearest point and approximately 3.6m at its furthest point with No.22 Primrose Avenue. The proposal would be approximately 3.3m at its highest point.

It would be constructed out of brick and tile to match the existing dwelling and would have a hipped roof.

Internally it would provide additional accommodation for a disabled occupant.

Site Characteristics

The application dwelling is a two storey semi-detached dwelling located at the junction of Primrose Avenue and Daffodil Road and in a predominantly residential area. The adjoining dwellings at No.34 Daffodil Road and No.22 Primrose Avenue have no rear extensions. Due to their position at the junction of Primrose Avenue and Daffodil Road the application dwelling and No.34 Daffodil Road are set on an angle to the adjacent dwellings.

The rear/side common boundary treatment consists of a 2m high fence to No. 22 Primrose Avenue and mixture of 1.8m high fencing and a hedge approximately 3m in height to No.34 Daffodil Road

To the rear of the application site are residential rear gardens.

Policy

National Planning Policy Framework (NPPF).

Core Strategies Policies: P5 Transport and Accessibility; CG3 The Built Environment and CG4 Compatible Uses.

SPD House Extensions and PCPN2 Space Around Dwellings.

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; and
- impact on parking.

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.

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.

The proposal would not be visible from within the street scene. It is single storey and would appear sub-ordinate to the existing dwelling. The application form indicates that the materials used would be brick and tile to match the existing dwelling. A condition has been attached to ensure this.

It is considered, therefore, that the proposed development would be in keeping with the existing dwelling and would not look out of place or have a harmful effect on the character of the area, nor would it form an incongruous feature in the residential context. It would therefore be in accordance with Policy CG3 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. PCPN2 Space Around Dwellings sets out the Council's minimum interface standards between dwellings.

There would be no windows introduced into the side elevation of the proposal adjacent to the adjoining dwelling at No. 34 Daffodil Road. There would be a principal room window introduced into the side elevation and a non-principal room window in the rear elevation of the proposal facing the side/rear common boundary with No.22 Primrose Avenue. However, adequate screening is provided by way of the 2m high boundary fencing.

The proposal is for a disabled occupant who requires additional space at ground floor level. The adjoining and adjacent dwellings have no principal room windows in the main rear elevations at ground floor level and therefore the main issue with the proposal is the potential impact of the proposal on the rear amenity space of No.34 Daffodil Road and 22 Primrose Avenue in terms of loss of light and overbearing.

Paragraph 1.11 of the House Extensions SPD states that the Council is sympathetic to the additional needs of people with disabilities which may make a departure from the guidance necessary. However, detailed evidence of disability will be required (for example, registration as disabled), as may evidence of a needs assessment conducted by an appropriate professional advisor, to demonstrate why an extension which would not normally be considered acceptable in planning terms should be granted permission on the basis of such individual circumstances. Consideration of personal circumstances will be assessed on a case by case basis.

In support of the application the applicant has provided correspondence from Bolton NHS Occupational Therapist. The correspondence outlines the applicant's personal circumstances and therefore the need for the extension. The applicant has a permanent disability, which severely affects his mobility and the ability of his family to care for him. The proposed extension would allow the applicant to have all the relevant facilities he requires on one level.

Proposals of this size (length) are generally deemed unacceptable, however, the adjacent and adjoining neighbours do not have any principal habitable room windows in their main rear elevations at ground floor level and therefore the main issue with the proposal is the potential impact of the proposal on the rear amenity space of No.34 Daffodil Road and 22 Primrose Avenue in terms of loss of light and overbearing.

The proposal would only be approximately 2.1m in height to the eaves and would have a hipped roof which would slope upwards and away from the adjoining dwelling (total height of approximately 3.3m at its highest point). Given the height of the proposal and the fact that a 2m high fence/wall could be erected along this boundary which would screen the majority of the proposal, it is considered that the proposal would not result in any unacceptable impact in terms of loss of light or being overbearing, irrespective of the personal circumstances expressed and evidenced by the applicant.

The application is therefore recommended for approval.

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 parking standards set out in Appendix 3. Policy S1.2 states that the Council will promote road safety in the design of new development.

SPD House Extensions provides general advice on house extensions and offers guidance relating to the impact of extensions on highway safety.

The proposal would be located to the rear and would not result in loss of any onsite parking provision. It is considered therefore that the proposal would not have any unacceptable impact highway safety in accordance with policy P5 of the Core Strategy.

Representation and Consultation Annex

Representations

One letter has been received in response to the planning application publicity which raises the following concerns:-

The proposal is not the only practical solution and could be accommodated within the existing dwelling – (Officer's note: this planning application has been determined on its individual planning merits)

The application form states that there would be are no hedges on or within the application site or adjoining dwellings when there is – (Officer's note: the case officer has visited the site and there is a hedgerow along the side/rear common boundary with No.34 Daffodil Road, however, this hedgerow is not protected and therefore any potential works to the hedgerow would be a civil matter)

Potential gutter overflow (blocked down spout) could cause water damage to No.34 Daffodil Road - (Officer's note: sufficient space has been left to allow the guttering to be sited on land owned by the applicant. Any future maintenance of the guttering would not fall within the jurisdiction of the Local Planning Authority)

Consultations

Advice was sought from the following consultees: none.

Planning History

None relevant.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

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

Drawing No's 001 - General Layout, 004 - Block Plan dated Jan 15 and 003 - Location Plan dated 09 March 12.

Reason

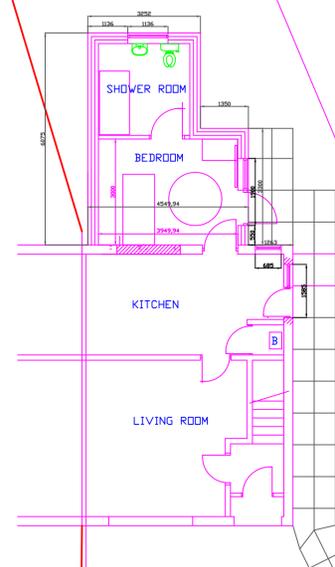
For the avoidance of doubt and in the interests of proper planning.

3. 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.

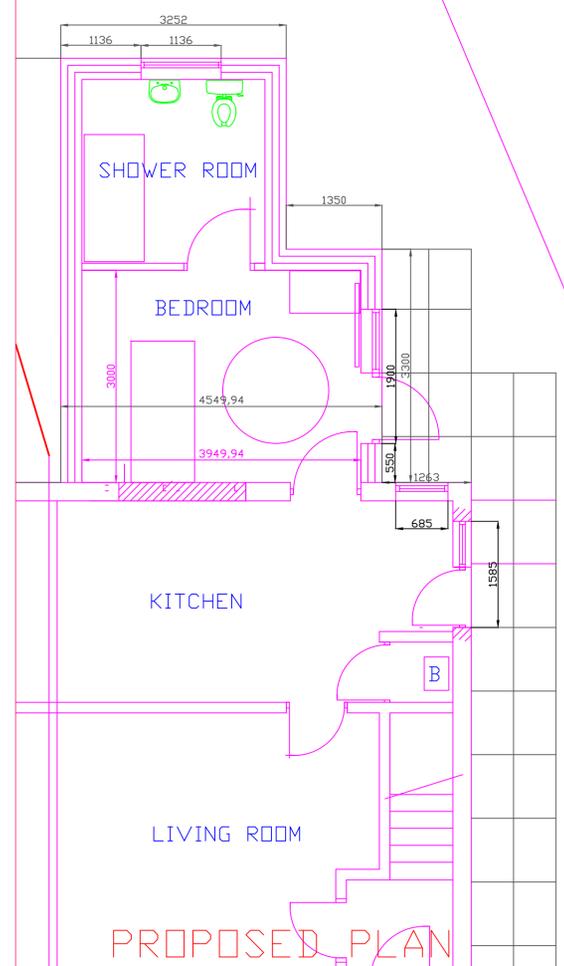
Reason

To ensure the development visually reflects the existing building.

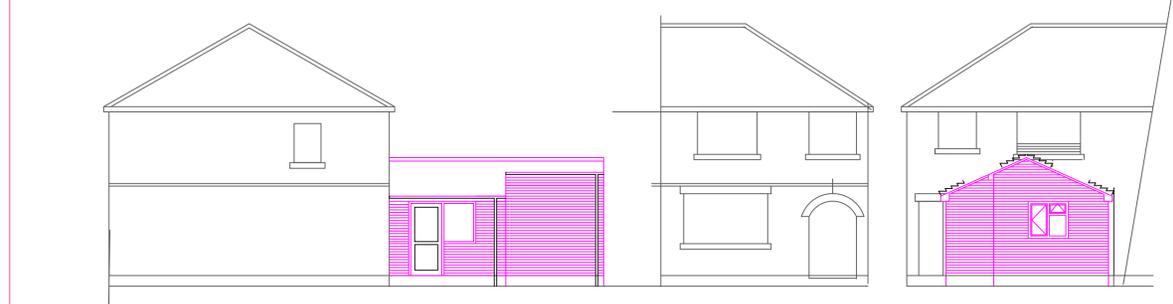
Note: All Dimensions to be checked on site.



**PROPOSED PLAN
BLOCK PLAN**



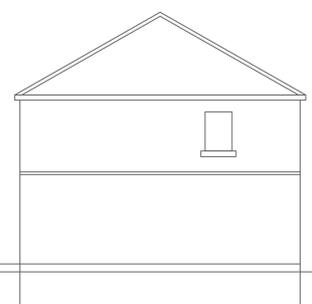
PROPOSED PLAN



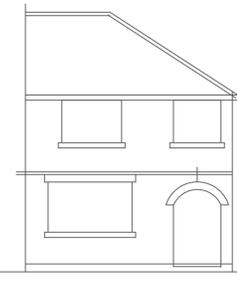
**PROPOSED SIDE
ELEVATION**

**PROPOSED FRONT
ELEVATION**

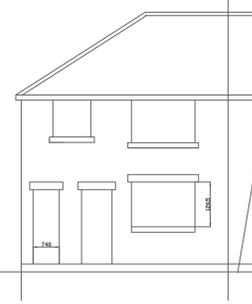
**PROPOSED REAR
ELEVATION**



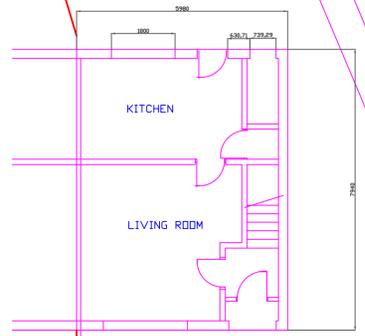
**EXISTING SIDE
ELEVATION**



**EXISTING FRONT
ELEVATION**



**EXISTING REAR
ELEVATION**



**BLOCK PLAN
EXISTING**

Roof tiles to match existing on battens at 225mm c/c on reinforced roofing felt on roof trusses at 600mm c/c fixed to 100x75mm wallplate

12.5mm plasterboard with 3mm skim finish

New plasterboard ceiling on battens, overlain with 270mm mineral wool insulation.

13mm (2 coat) lightweight plaster finish.

Thermalite shield 2000 concrete block

50mm insulation in 100mm cavity

Facing brick to match existing

DPC 150mm min above external ground level.

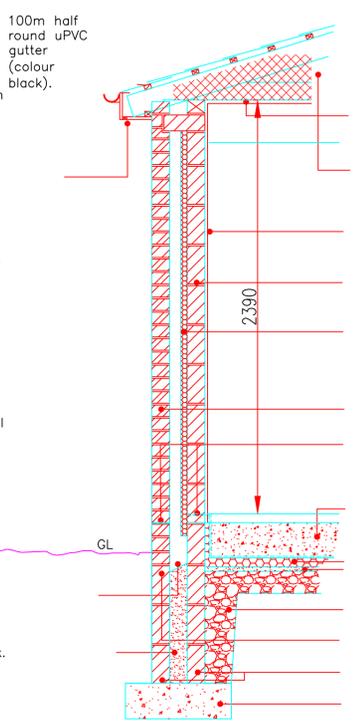
50mm fast drying screed to mfr's recomm
150mm concrete slab with one layer mesh reinforcement

80mm insulation
1200 Visqueen DPM on sand blinding

225mm compacted clean stone fill
2 courses Facing brick below DPC

7kN Foundation grade blockwork.

Concrete strip foundation under external cavity wall.



**TYPICAL SECTION A-A THROUGH NEW EXTENSIC
Scale 1:20**



KEY

- Double switch socket.
- Single socket with switch
13amp fuse fixed above
worktop.
- Pendant Light fitting
- Bulkhead light fitting
- Pendant Light Switch
- Wallmounted Light Switch
- Fuse Spur fixed above skirting
for slimline radiator.
- fused spur at high level for Extractor Fan
- battery operated smoke alarm

IMPORTANT NOTE -
All sockets shown at High Level to be fixed 1200mm above floor level. All other sockets 350mm above floor level.
All light switches to be 1300mm above floor level.

For suppliers of the slimsave Heaters contact
Sales Direct - Tel - 0121 325 8500
Fax - 0121 325 8510

Amendments
REV A. North elevation added and dimensions 01/09/11
REV B. Notes added for drainage, roof/house connection, roof vents, Rad valves, wall ties at 750ctrs. 27/10/11



UNITS 9 - 11, BOLTON TECHNOLOGY EXCHANGE
QUEENSBROOK, off SPA ROAD, BOLTON BL14 4AY
TELEPHONE (0204) 332234
FAX (0204) 331862

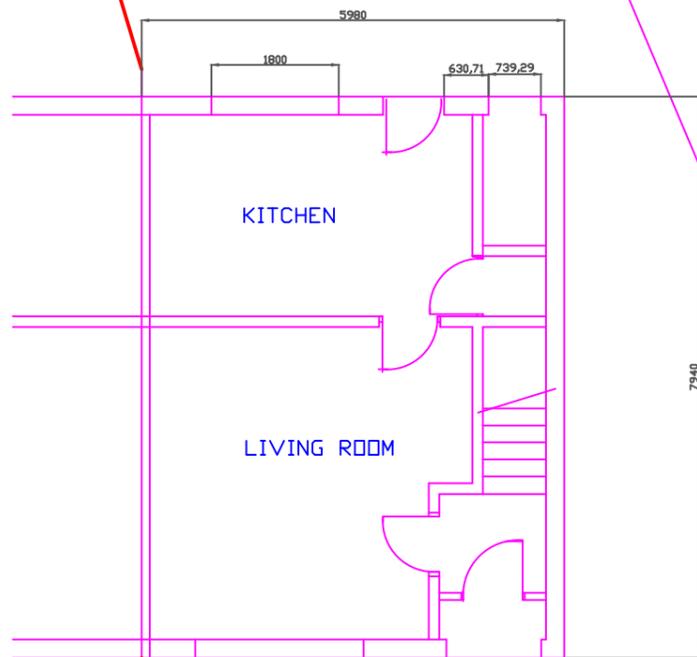
Location
24 Primrose Avenue

Description
General Layout

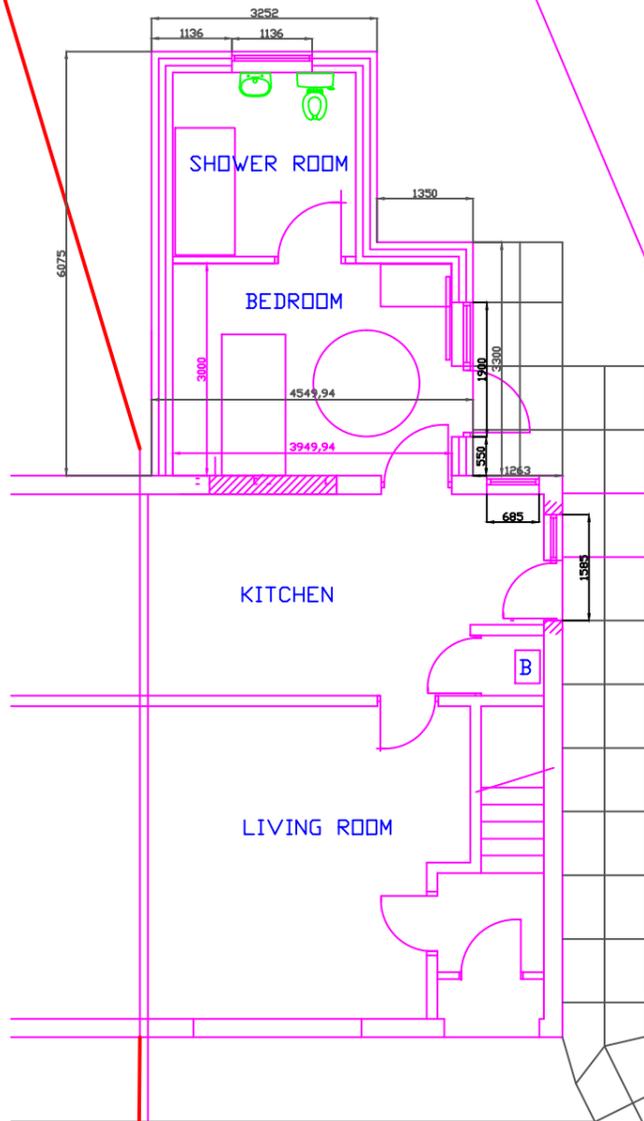
Scale	Drawn by	Checked by	Date
1/50 1/100 1/1250			
Job number	Drawing number	Revision number	
PJPR 400047	001		

Drawing code: G_Mast/Propriet

Note: All Dimensions to be checked on site.



**BLOCK PLAN
EXISTING**



**PROPOSED PLAN
BLOCK PLAN**

Amendments



CORPORATE PROPERTY SERVICES

UNITS 9 - 11, BOLTON TECHNOLOGY EXCHANGE
QUEENSBROOK, off SPA ROAD, BOLTON BL1 4AY
TELEPHONE (01204) 331234
FAX (01204) 331365

Location

24 Primrose Avenue

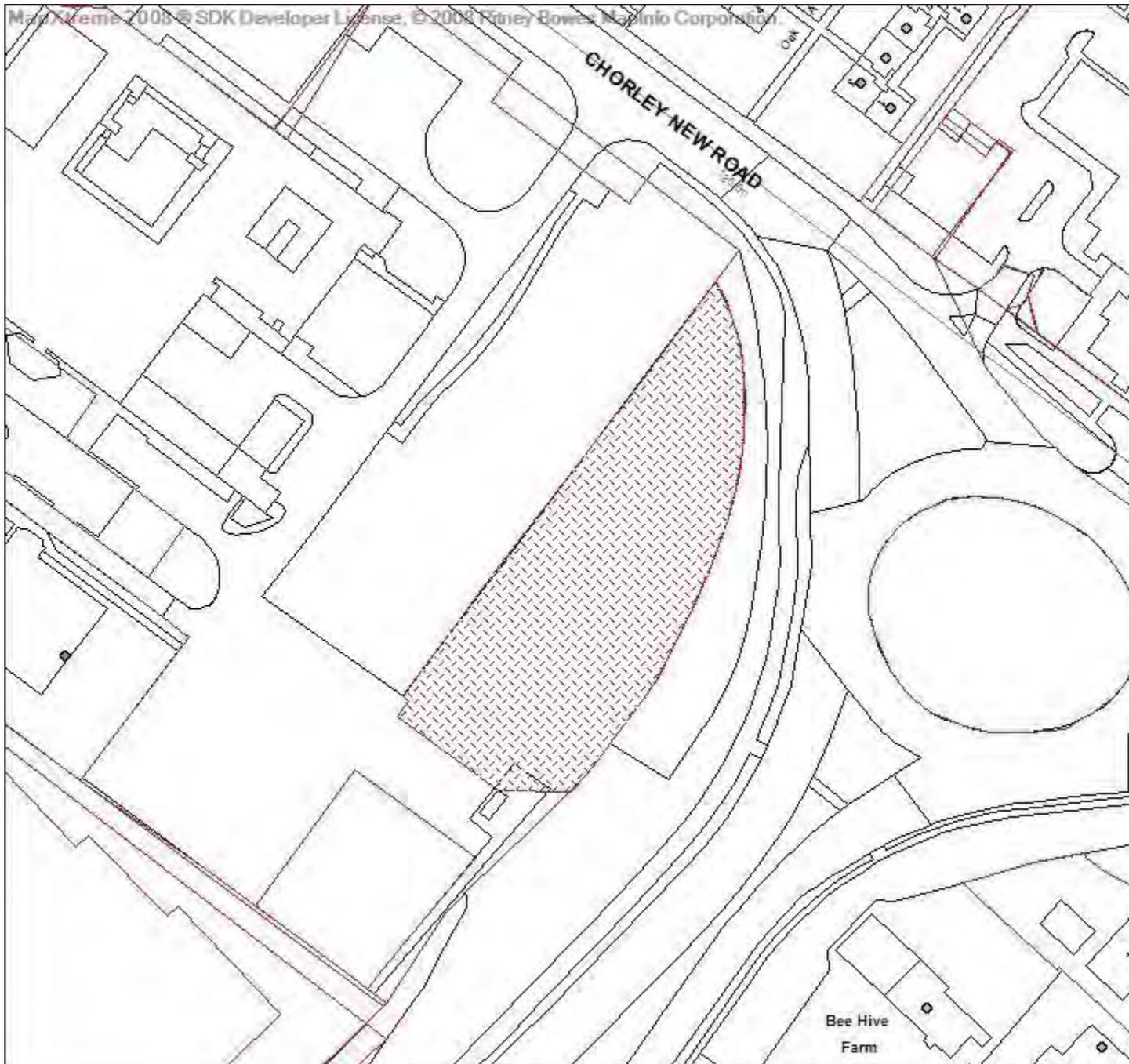
Description

Block Plan

Scale 1/100	Drawn by ag	Checked by	Date Jan 15
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Job number PJPR 400047	Drawing number 004	Revision number
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**Application number
94116/15**



**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: 30/07/2015

Application Reference: 94116/15

Type of Application: Full Planning Application
Registration Date: 05/05/2015
Decision Due By: 03/08/2015
Responsible Officer: Helen Williams

Location: DRA OFFICES, PARAGON BUSINESS PARK, CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 6HG

Proposal: ERECTION OF FIVE STOREY OFFICE DEVELOPMENT TOGETHER WITH ASSOCIATED PARKING AND LANDSCAPING.

Ward: Horwich and Blackrod

Applicant: DRA Limited
Agent : Good & Tillotson

Officers Report

Recommendation: Approve subject to conditions

Background

This application was deferred at the last Committee meeting in order for the applicant to further justify why the site of the former Saville Mill at River Street, Bolton town centre has been discounted by the applicant within their sequential assessment, for the proposed north west headquarters for Destinology Travel Company.

The River Street site is the site of the now demolished Saville Mill. The originally submitted sequential assessment concluded that whilst the site was available and potentially developable for a new office with car parking, it did not meet the company's primary locational requirement being some 7km from the existing Lostock offices, as well as the applicant stating that there was a "specific social stigma" associated with that area of town.

The applicant states that there were also other considerations which influenced the rejection of the site, and these were as follows:

- * The site is considerably larger than the applicant's requirement and whilst it could be subdivided subject to agreement, a joint developer party would be required for the remainder of the site. The timescale in agreeing this and the design time with associated planning application would take the development beyond the date that the company needs to relocate.
- * The company's preference is to acquire a leasehold interest in a purpose built office (as would be the case with the Paragon site) and this may not be possible at River Street.
- * The area where the site is located has failed to attract development and now exhibits significant dereliction and vacancy levels of the older, former industrial buildings. Only No.1 Merchant's Place, a 30,000 sq ft B1 office conversion and the recently built Travelodge indicate any level of

investment. The bulk of the remaining area is of poor quality and the company consider it an inappropriate location for a major new headquarters building of the type now proposed, which requires a secure and high quality business park location.

- * The company want to ensure that the environment surrounding any new office is professional and accommodating as shareholders, board members and visitors could attend at any time.

Proposal

Permission is sought for the erection of a five storey office building (Use Class B1) on part of an existing overspill car parking area at Paragon Business Park. The building will comprise 2,476 sq. metres gross floor space.

The office development will accommodate the northern head office of Destinology Holidays and Saga PLC. Destinology Travel Company currently operate from Hercules Business Park, Hall Lane and employ 100 staff at these existing offices (their northern head office). The company has recently been acquired by Saga PLC and now propose substantial expansion of their northern head office and recruitment of an additional (up to) 100 new staff. Their current location is not big enough for this expansion and therefore they require new larger premises.

78 car parking spaces are proposed for the development, with 18 being proposed at ground floor level within the proposed building.

A sequential assessment, a transport assessment and a tree survey have been submitted to support the application.

Site Characteristics

The application site is part of the overspill car park of Paragon Business Park and is at the eastern corner of the business park. The site adjoins the Beehive Roundabout (to the east) and Chorley New Road (to the north), and is at a lower ground level (by approximately 2 metres) than these roads. The site is well screened from the surrounding roads by tall, dense trees.

To the immediate west of the application site is a grassed area, which is used as amenity space for the employees of the business park. Further to the west is the large three storey Paragon House office building, which fronts on to Chorley New Road.

There are two existing accesses into the business park off Chorley New Road.

On the opposite side of Chorley New Road are residential properties.

The site is located within an employment allocation (Lostock Industrial Estate).

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: P1 Employment Land; P5 Accessibility and Transport; S1 Safe Bolton; CG1 Cleaner and Greener Bolton; CG2 Sustainable Design and Construction; CG3 The Built Environment; CG4 Compatible Uses; OA1 Horwich and Blackrod.

Allocations Plan Policies: P7AP Strategic Route Network.

SPD Accessibility, Transport and Safety; 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 vitality and viability of local town centres
- * impact on the character and appearance of the area
- * impact on the highway
- * impact on flooding
- * impact on the amenity of neighbouring residents

Impact on the Vitality and Viability of Local Town Centres

Section 2 of the National Planning Policy Framework (NPPF) refers to ensuring the vitality of town centres. Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. Applications for main town centre uses are required to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

Although the application site is located within an allocated employment site, the reasoned justification to Policy P1 states that office developments will be concentrated in Bolton town centre.

The proposed office development (Class B1) is a main town centre use which is proposed on a site outside a town centre. The applicant has therefore submitted a sequential assessment in accordance with paragraph 24 of the NPPF.

The company that the application relates to is Destinology Holidays and Saga PLC (the company having recently been acquired by Saga PLC). Destinology currently operate their northern head office from Hercules Business Park, Hall Lane (the southern head office being in Folkestone) and employ 110 staff at this Lostock office. The company now proposes to expand their northern head office and recruit up to 100 new staff, therefore they require larger premises.

Within their sequential assessment the company list their specific requirements for new premises as being:

- * A self-contained Grade A office building of 1,800 to 2,200 sq. metres;
- * Open plan modern offices;
- * Excellent road and public transport connections;
- * Excellent parking;
- * Close to the company's existing location to maintain existing staff proximity (close to junction 6

of the M61);

* Occupation by mid to late 2016.

The applicant has considered twelve sites within Bolton town centre (including four existing buildings), one edge of centre site and four sites within Horwich. They have concluded that only one site (at River Street, Bolton) has the potential for development of a self-contained purpose built office suitable for the applicant's requirements, however they believe it to be unsuitable as it is 7km from their preferred location (close to where they currently operate from) and as River Street has a "specific social stigma" associated with the area of the town centre it is located within. Other reasons for dismissing this site are reported above in the background section. The applicant has dismissed the other sites in Bolton town centre as they lack sufficient car parking and are unsuitable in terms of their location, and confirm that there are not any available or self-contained sites in Horwich town centre or at the edge of Bolton town centre.

It is considered that the criteria used by the applicant (as listed above) is specific and does not display the flexibility that is required within paragraph 24 of the NPPF. However, it is understandable that the applicant is seeking a location close to their existing offices and existing workforce and it is acknowledged that the proposed site is within an allocated employment site (which is, by definition, suitable for B1, B2 and B8 uses) and in a highly sustainable location. It is considered that substantial weight should be given to the additional (up to) 100 jobs that will be created by the proposed development as well as the retention of this expanding business within the borough. It should also be noted that the existing business is already operating within an out of town location (not with a local centre) and therefore it will be moving "sideways" to another out of town location, but one that is in a highly sustainable location.

It is therefore considered that the benefits of the development outweigh any harm that might be caused by the company not moving to a town centre location.

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 refers specifically to developments in Horwich and Blackrod and states that the Council will conserve and enhance the character of the existing landscape and physical environment and will ensure that new development 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.

The proposed office building is to be five storeys in height and will be sited within part of the overspill car park to the east of the business park, on land adjacent to the Beehive Roundabout (south west side).

The building will be two storeys taller than the existing office development it will neighbour, however its footprint will be far smaller and the building will be set further back from Chorley New Road than the existing complex. Despite the proposed height of the building, the proposed development will be screened in part by the dense trees along De Havilland Way and the first stretch of this part of Chorley New Road, which are proposed to be retained (however it is acknowledged that the building will be more visible during winter months). It is considered that the application site can accommodate a building of this proposed height given its "gateway" siting on the Beehive Roundabout, as the site is set at a lower ground level than the adjoining roads, and as the building is sited sufficiently away from the neighbouring office development and the houses on the opposite

side of Chorley New Road (approximately 75 metres away). The proposed overall height (given ground level differences) and the siting of the building will not be dissimilar to the Parklands office buildings located at the Spirit of Sport Roundabout, just south of the application site, albeit with a smaller footprint and massing.

It is considered that the proposed office building is of good urban design, with interest added to the elevations in the form of contrasting designed stairwells on either end (which are also taller in height), the contrasting brick "plinth" at ground floor level, contrasting brick between windows and a combination of window sizes/designs. It is considered that these architectural features also help to break up the massing of the building.

The existing large area of green space (used as amenity space for employees of the business park) will be retained between the proposed development and the existing complex, as will the surrounding trees, which will maintain the green setting of the business park.

It is therefore considered that the proposed development will be compatible with the character and appearance of the area, compliant with Policies CG3 and OA1 of the Core Strategy.

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking in accordance with the parking standards set out in Appendix 3 of the Core Strategy, and the requirement for a Transport Assessment and Travel Plan with major trip generating developments. Policy S1.2 states that the Council will promote road safety in the design of new developments.

The applicant has submitted a Transport Assessment/Travel Plan to accompany their application.

The Council's Highways Engineers have assessed this information and have confirmed that the submitted Transport Assessment is robust and demonstrates that the proposed development will only potentially generate a negligible volume of traffic onto the highway network within the AM/PM peak periods of traffic flow, in comparison with the existing highway situation.

Engineers also confirm that the assessment contains analysis information of the road junctions within proximity of the application site. They state that this information has been sensitivity tested for future year scenarios along with traffic information for committed development (the Horwich Loco Works redevelopment) and demonstrates that traffic from the office development will potentially have a negligible impact on junction capacity and will not prejudice committed future development within the vicinity of the site.

It should also be noted that the application site is within a highly sustainable location, being accessible by different types of transport (the site is within walking distance of Horwich Parkway Railway Station, on a bus route and accessible by bicycle (there are cycle paths on Chorley New Road)).

A total of 78 parking spaces are proposed for the new office development. This exceeds the Council's maximum standard for car parking provision for stand alone offices (which in this instance would be a maximum of 70 spaces) as well as the maximum standard when considered in relation to the overall business park (which in this instance would be a maximum of 62 spaces). It is acknowledged that the proposed building will occupy some previous overspill spaces for the business park, however it should be noted that the proposed parking exceeds the Council's maximum standards and the site is in a highly sustainable location. It is therefore considered that the proposed parking provision is acceptable for both the proposed development and the existing business park.

It is considered that the proposed development will not jeopardise highway safety, will only have a negligible impact on existing traffic volume and nearby junction capacity, and will provide sufficient on-site parking provision, compliant with Core Strategy Policies P5 and S1.2.

Impact on Flooding

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.

The applicant has submitted a Sustainable Drainage Statement (SuDS) and a surface water management plan, as requested by the Council's Drainage Officers. Drainage Officers have recommended that a condition is attached to any approval to ensure the drainage is provided and maintained.

It is therefore considered that the proposed development complies with Policy CG1.5 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 General Design Principles sets out the Council's minimum interface distances between dwellings, but provides a good basis when considering relationships between existing dwellings and any new buildings.

The side elevation of the proposed building will be approximately 75 metres away from the nearest residential properties on Chorley New Road, which far exceeds the minimum interface distance recommended in SPD General Design Principles for such situations (which would be 30 metres).

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

Conclusion

For the reasons discussed above it is considered that the proposed office development would be in a suitable location (given its existing operation and requirements), would not harm the character and appearance of the area, would not jeopardise highway safety or detrimentally increase nearby junction capacity or traffic flows, and would not impact on the amenity of neighbouring residents. Members are therefore recommended to approve this application.

Representation and Consultation Annex

Representations

Horwich Town Council:- objected to the proposal at their meeting of 28th May 2015 as they believe that a five storey building would be overbearing and out of character in this area and they have serious concerns about the impact on traffic on Chorley New Road.

Consultations

Advice was sought from the following consultees: Highways Engineers, Economic Strategy Officers, Drainage Officers and Tree Officers.

Planning History

Permission was granted in 1989 for the use of the land as a car park (33720/89).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

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

Reason

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

3. Notwithstanding the approved plans, prior to commencement of development a scheme indicating the provision to be made for not less than 2 car parking spaces or 6% of the total car parking spaces, whichever is the greater, shall be submitted to and approved by the Local Planning Authority. The approved car parking area shall be laid out and reserved at all times for use by drivers with disabilities before the development hereby approved/permitted is first brought into use and thereafter retained unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure persons with disabilities are able to use the building pursuant to the provisions of the Chronically Sick and Disabled Persons Act 1970, and to comply with Policy P5 of the Core Strategy.

4. 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) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.

2) A timetable for its implementation, and

3) 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.

5. Before the approved/permitted development is first brought into use no less than 78 car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with 1462 12 Rev. A; "Proposed Site Plan"; dated 27.02.15 details to be submitted to and approved by the Local Planning Authority. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and to comply with Policies P5 and S1.2 of Bolton's Core Strategy.

6. 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 to comply with Policies P5 and S1.2 of Bolton's Core Strategy.

7. Before the development hereby approved is first brought into use a scheme shall be submitted to and approved in writing with the Local Planning Authority for any external lighting/floodlighting. The lighting shall be designed to an illumination value of 0 lux at the nearest residential property. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution and to comply with Policy CG4 of the Core Strategy.

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

1462 12 Rev. A; "Proposed Site Plan"; dated 27.02.15
1462 13 Rev. A; "Proposed Plans"; dated 27.02.15
1462 14 Rev. A; "Proposed Elevations"; dated 24.03.15

Reason

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

NOTES:
 Copyright in all documents prepared by the architect and any works executed from these documents and drawings, shall unless otherwise agreed, remain the property of the architect and must not be reproduced by, lent or disclosed to, a third party without the written consent of Good and Tillotson.
 DO NOT SCALE OFF THIS DRAWING.
 All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.
 ALL LEVELS TO BE CHECKED ON SITE.
 All discrepancies between information shown on the drawings and the information in the specification to be referred to the architect before proceeding.
 All component sizes and references to be checked prior to the ordering of materials.
 Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building contractor prior to commencement of any drainage works. Any existing drains, to which additional connections are to be made, are also to be checked as necessary to ensure they are suitable to accommodate additional capacity and the type of effluent being connected.
 All relevant boundary positions are to be checked prior to proceeding.

Proposed Area Schedule

GROUND FLOOR

18 No. car parking spaces (2.4 x 4.8m) to Block 1

Ground Floor Internal Gross Area (Excluding parking): **180.87m²**
 (1,946.8 sq ft)

Ground Floor Core (Lift/Stairs 1, Lobby/Reception, Plant & Store)
148.7m² (1,600.5 sq ft)
 Stairs 2 - **32.17m²** (346.2 sq ft)

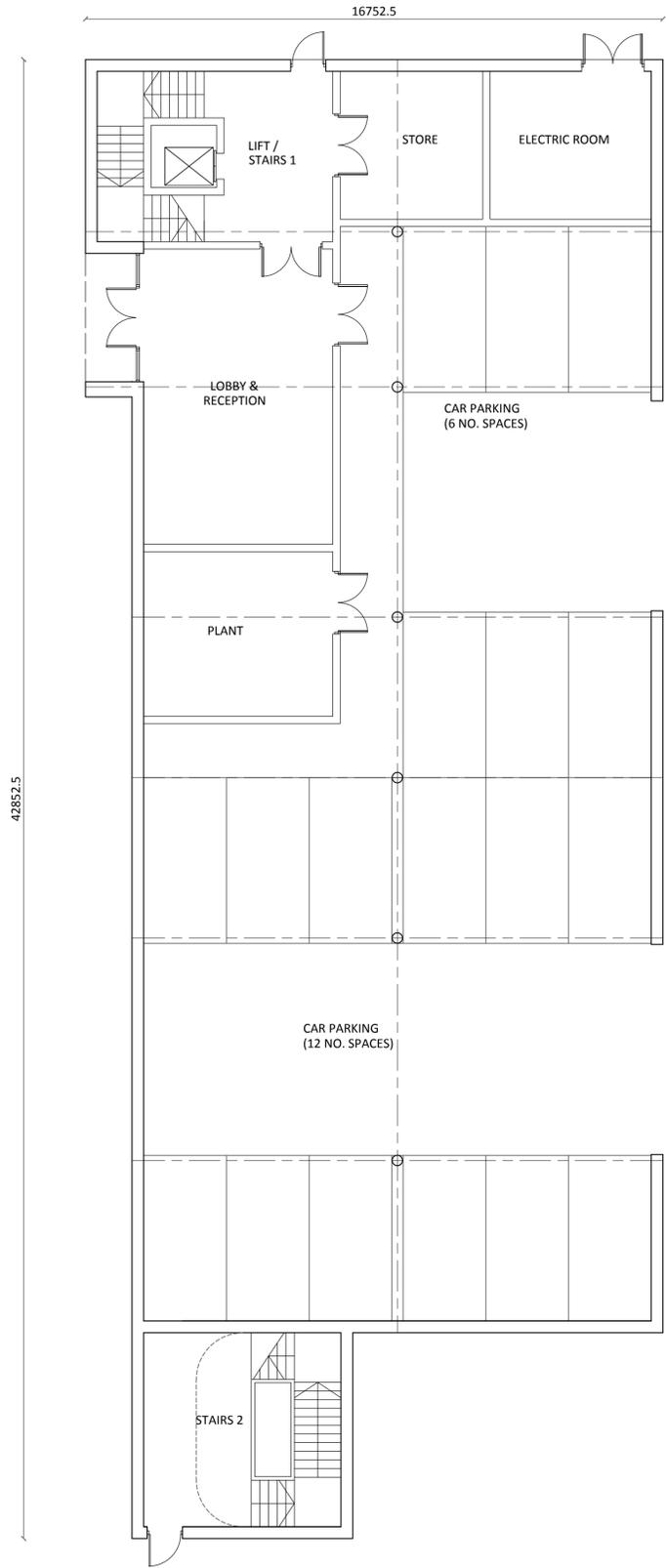
Ground Floor Total Internal Gross Area: **573.8m²** (6176.3 sq ft)

UPPER FLOOR (x4 Floors)

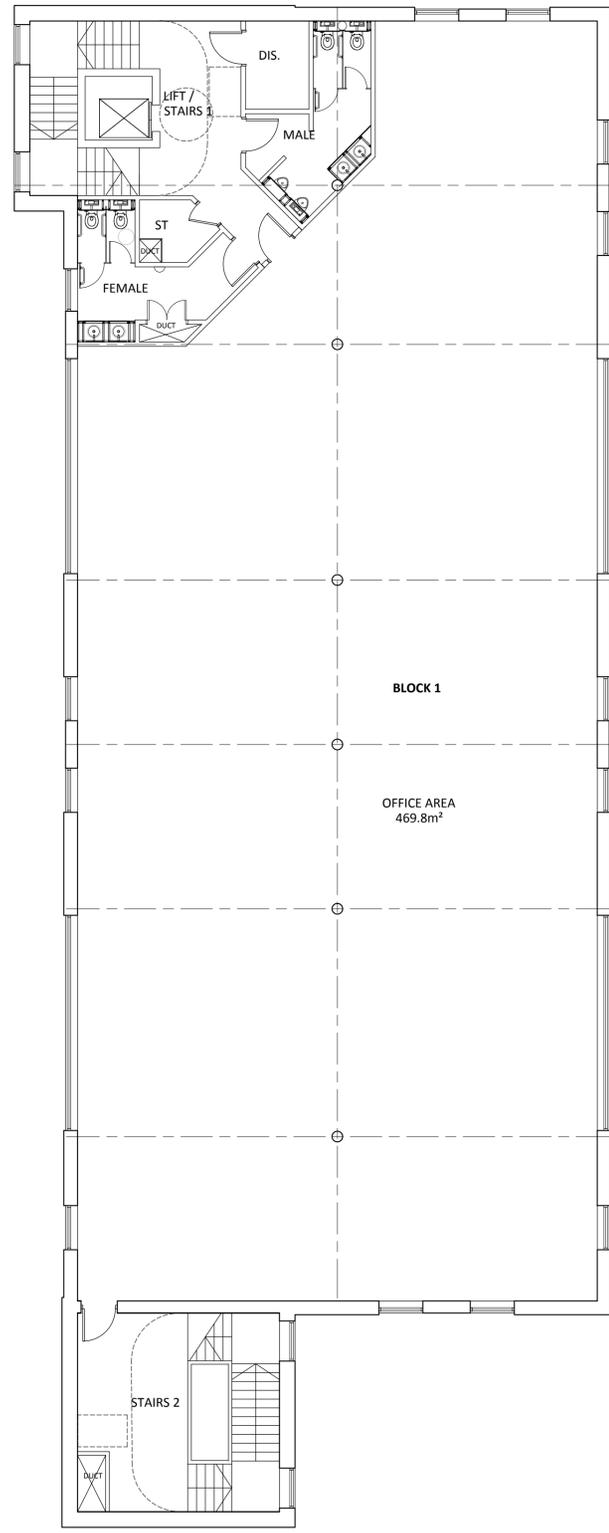
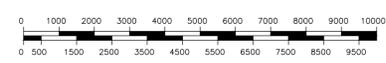
Upper Floor Office Net Area - **469.8m²** (5,056.8 sq ft)

Upper Floor Total Internal Gross Area - **573.8m²** (6,176.3 sq ft)

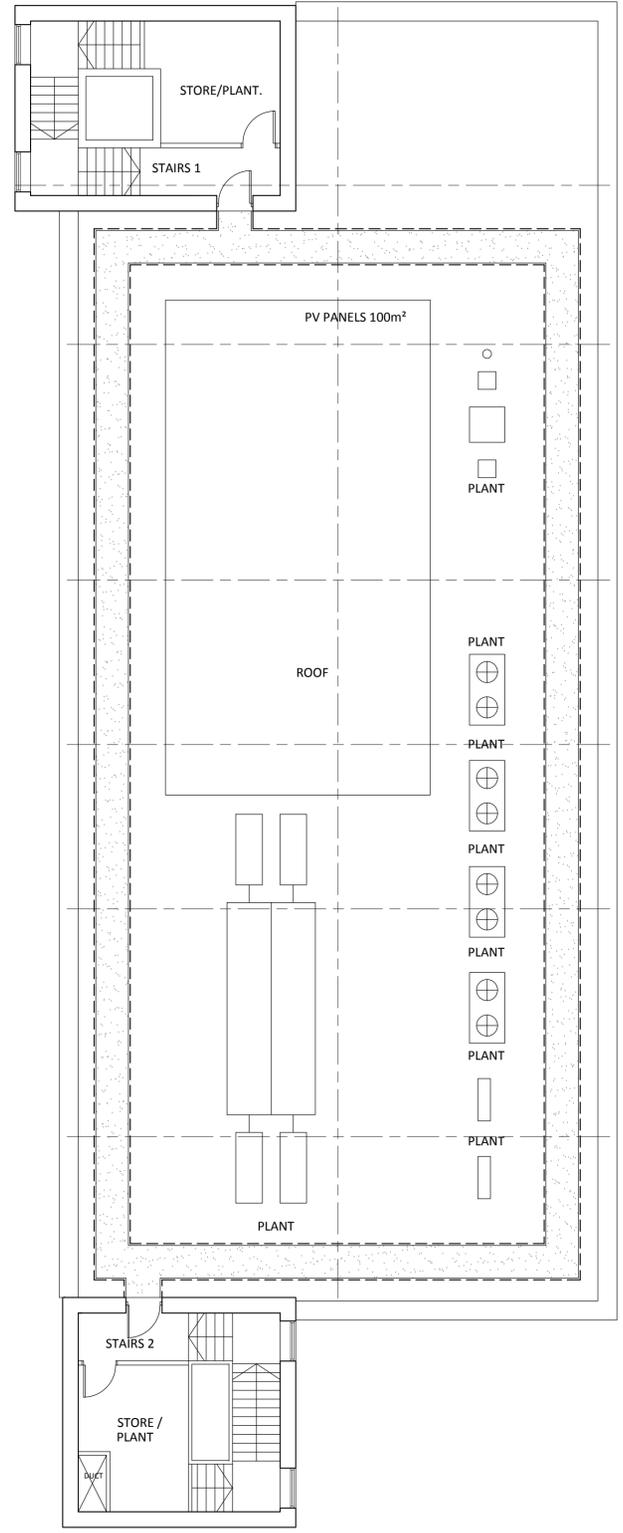
BUILDING TOTAL INTERNAL GROSS AREA (Excluding parking) =
2,476.07m² (26,652.19 sq ft)



Proposed Ground Floor Plan - 1 : 100



Proposed Upper Floor Plan (Floors 1-4) - 1 : 100



Proposed Fifth Floor Plan (Floor 5) - 1 : 100

A	PLANS AMENDED FOLLOWING CLIENTS COMMENTS	J.D.L.	24/04/15
Rev	Revision	Inl.	Date

<p>Good & Tillotson Chartered Architects 2 The Studios, 318 Chorley Old Road, Bolton, BL1 4JU Tel: 01204 497700 Fax: 01204 497776 Email: info@goodandtillotson.co.uk Web: www.goodandtillotson.co.uk</p>	
Client: DRA Ltd.	
Project: 'Paragon Gardens' Proposed Office Development Paragon Business Park	
Drawing: Proposed Plans	Date: 27.02.15
	Drawn: J.D.L. / K.C.
	Scale: As Shown @ A1
Project No: 1462	Drawing No: 13
	Drawing Revision: A



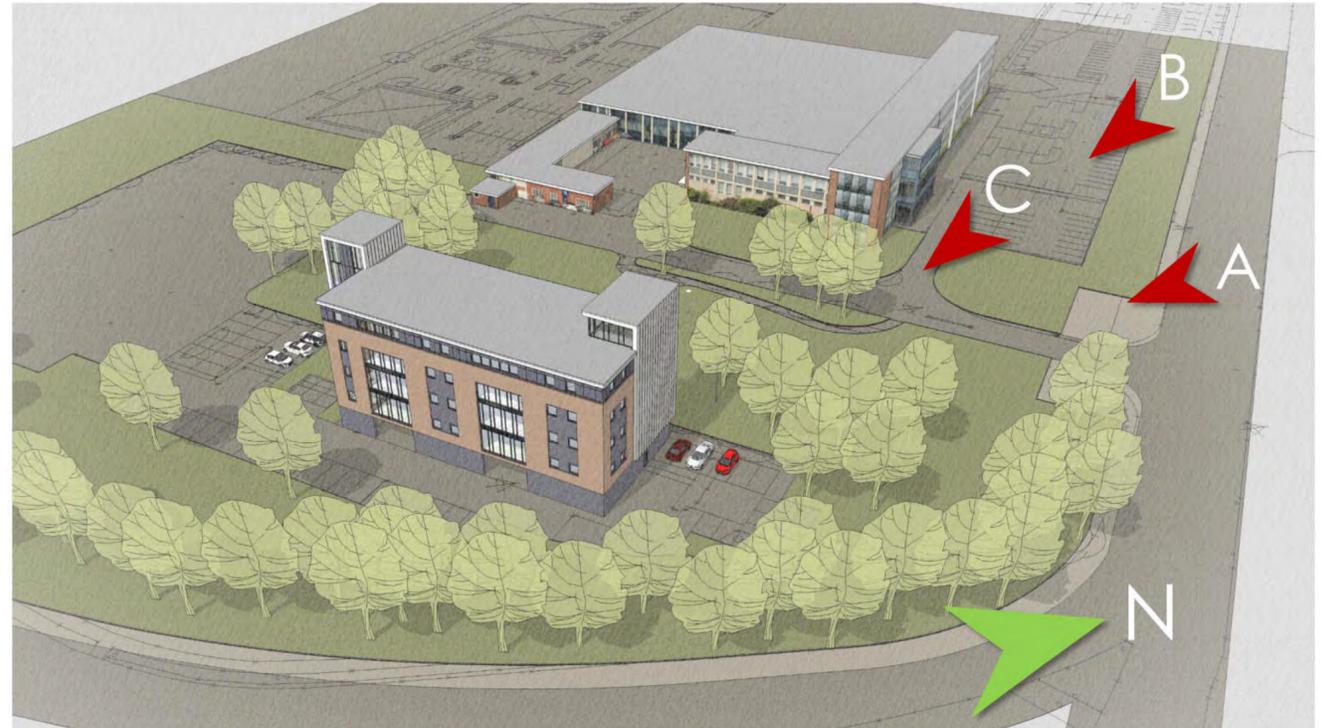
VIEW FROM POINT B LOOKING SOUTH EAST



VIEW FROM POINT C LOOKING SOUTH EAST



VIEW FROM POINT A LOOKING SOUTH



AERIAL VIEW LOOKING NORTH WEST

GRAPHICAL REPRESENTATION: PROPOSED DEVELOPMENT WITHIN SITE CONTEXT
 VEGETATION RENDERED SEMI TRANSPARENT TO SHOW BUILDING DEFINITION



**Application number
94144/15**





Date of Meeting: 30/07/2015

Application Reference: 94144/15

Type of Application: Full Planning Application
Registration Date: 06/05/2015
Decision Due By: 30/06/2015
Responsible Officer: Paul Bridge

Location: 258 PLODDER LANE, FARNWORTH, BOLTON, BL4 0BS

Proposal: CHANGE OF USE AND RETENTION OF VACANT OPEN LAND INCLUDING BOUNDARY FENCING AT SIDE AND FRONT OF DWELLING TO FORM ADDITIONAL GARDEN AREA

Ward: Harper Green

Applicant: Miss Morton

Agent :

Officers Report

Recommendation: Approve subject to conditions

Proposal

Planning permission is sought to change the use of land directly adjacent to 258 Plodder Lane into an extension of the existing private garden. The land would be enclosed by way of 2m high close board fencing. The fencing is set back from the back of the footpath and towards the rear of the dwelling.

The works have already been carried out and the application seeks the retention of the works.

Site Characteristics

This application relates to approximately 61.6sq m of land to the side of 258 Plodder Lane (Back Plodder Lane North). The land previously formed part of an un-adopted road. The un-adopted road provides access to the rear of the properties along this section of Plodder Lane.

Policy

National Planning Policy Framework 2012

Core Strategy: CG3 - The Built Environment, RA2 Farnworth, S1 - Safe, P5 - Transport and Accessibility.

SPD - 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 development
- * impact on the amenity of users and neighbours
- * impact on highway safety

Principle of Development

The area of land the subject of this application forms part of Back Plodder Lane North, which is un-adopted. The conversion of the land will extend the existing private garden and transform it into a usable space with management controlled by the land owner. The site is located adjacent to residential properties so the extension to the private garden will be compatible with the adjacent land uses.

The remaining area of the un-adopted road which provides access to the rear of the residential dwellings along this section of Plodder Lane is still accessible and therefore the development would not hinder access for to the dwellings. It is therefore considered that the principle of the proposal is considered acceptable.

Amenity of Users and Neighbours

Core Strategy policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Core Strategy policy CG3 seeks to ensure that development is compatible with the surrounding area, in terms of scale, massing, grain and form.

The extension of the private garden does not undermine the amenity of neighbouring properties due to its size and siting. The 2m high fence which has been erected and is therefore evident on site provides sufficient screening to protect the amenity of users of the proposed rear garden extensions. The fence which has been erected is not considered to be of a scale to appear overbearing as it is constructed of traditional timber, simply enforcing the new boundary. The development is therefore

in accordance with Policy CG3 and CG4 of the Core Strategy.

Highway Safety

Core Strategy policy S1 seeks to ensure that highway safety is promoted in the design of new development. Policy P5 is focused on the accessibility of new development.

The development covers 61.6 sq m of land to the side of 258 Plodder Land (Back Plodder Lane North). The land previously formed part of an un-adopted road and therefore provides access to the rear of the dwellings sited along this section of Plodder Lane. The Councils Highway Engineers have been consulted and have no objection to the proposal on parking or highway safety issues as it is considered that sufficient width remains for vehicles to pass and repass this section of Back Plodder Lane North. They do however state that the appropriate statutory procedures will have to take place to extinguish the highway status of this area of land, however this is a matter for the Highways Authority and is not a material consideration of the current application.

Some concerns have been raised by neighbours with regard to access for the bin lorry and also impact on parking and access for neighbouring residents. The development does not preclude access to the back street however, and highway engineers have raised no concern with regard to the width or access to the remaining highway area.

Conclusion

The proposal would not compromise the aims and objectives of the relevant policies contained within the NPPF and core strategy and there are no material planning considerations that would justify a refusal, it is accordingly recommended that the application be approved.

Representation and Consultation Annex

Representations

Letters:- One letter has been received in response to the planning application publicity, who have raised the following concerns:-

- Loss of car parking spaces.
- Impact on access to the back street.
- Visibility.
- Impeding access for the bin lorry.

The above issue is has been addressed in the appraisal.

Petitions:- None received.

Elected Members:- None received.

Consultations

Advice was sought from the following consultees: Highways and Drainage.

Planning History

None relevant

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

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

**Boundary Fence Plan; May 2015.
Black Plan; 29/04/2015.**

Reason

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

BLOCK PLAN
AREA 90m x 90m
SCALE 1:500 on A4
CENTRE COORDINATES: 372391, 405903



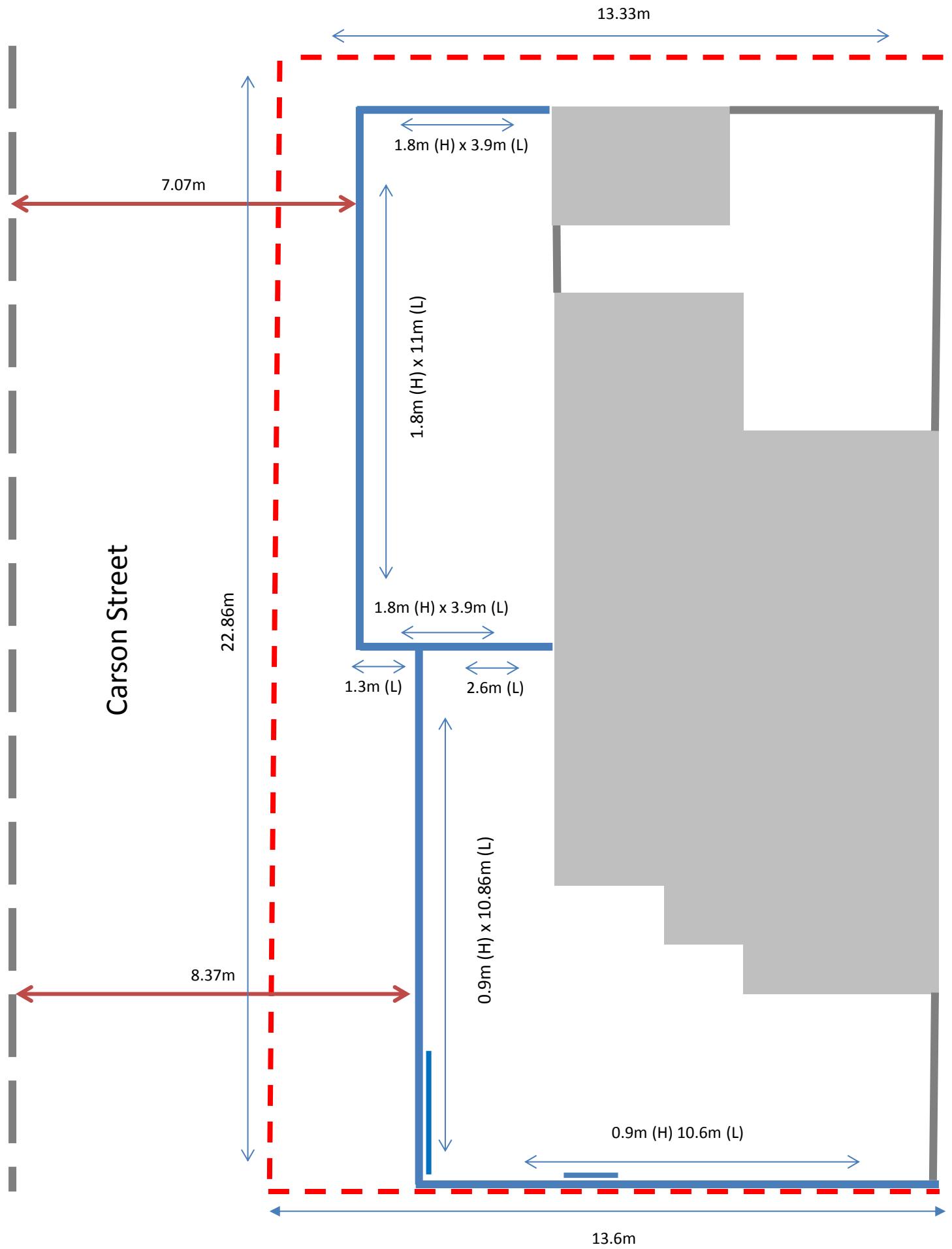
Supplied by Streetwise Maps Ltd
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29/04/2015 21:51:38

Boundary Fencing Plan:

258 Plodder Lane, Farnworth, BL4 0BS

Scale: 1cm = 1 m (A3)

Back Plodder Lane (North)



- - - Property boundary
- - - Carson Street showing boundary of adjacent property
- New Fencing
- = Opening / access point
- Existing boundary

Application number 94158/15



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: 30/07/2015

Application Reference: 94158/15

Type of Application: Full Planning Application
Registration Date: 12/05/2015
Decision Due By: 10/08/2015
Responsible Officer: Helen Williams

Location: LAND OFF SALISBURY AVENUE, BOLTON, BL1 4PP

Proposal: ERECTION OF 22 NO. DWELLINGS

Ward: Smithills

Applicant: Wainhomes (North West) Ltd

Agent : Sedgwick Associates

Officers Report

Recommendation: Delegate the decision to the Director

Proposal

Permission is sought for the erection of 22 detached dwellings on land to the north west of the applicant's existing housing development at Devonshire Park. A house previously approved within Devonshire Park, on Salisbury Avenue, is now not to be built so that an access road can instead be constructed to link the existing housing estate to the proposed new development.

Eight different house types are proposed, the majority of which have already been built within Devonshire Park. 20 of the houses are proposed to contain 4 bedrooms and two are proposed to be 5 bedroom properties. Each property will have front and rear gardens and an integral garage or a detached garage within their plot. The majority of the houses are proposed at two storeys in height, with the Jenner and Wordsworth house types being "two and a half storeys" in height.

The part of the application site to the north is to be retained as open space, accessible to the public.

Site Characteristics

The application site measures 1.68 hectares in area and is an allocated housing site within Bolton's Allocation Plan.

The site is greenfield, in that it has not been previously developed, and was formerly a quarry. Until 2004 the site was used as a playing field.

The land drops steeply down from Devonshire Road and from the rears of the houses on Stanley Road. The part of the site where the houses are proposed is relatively flat and at a similar ground level to the neighbouring properties on Salisbury Avenue and Nuffield Close.

The application site is surrounded on all sides by residential development, with the exception of the

south western corner where Nuffield Bowling Club (bowling green and pavilion) is sited.

Groups of trees bound the site to the north, north west and south west of the site, on the embankments. Younger trees have been planted along the south eastern boundary of the site. The trees adjoining the application site within the Nuffield Bowling Club site are protected under TPO Bolton (New Hall Lane) 1973.

The access into the development is proposed between the houses at 19 and 23 Salisbury Avenue.

Policy

National Planning Policy Framework (NPPF)

Core Strategy Policies: H1.2 Health Contributions; A1.4 Education Contributions; P5 Transport and Accessibility; S1 Safe Bolton; CG1 Cleaner and Greener Bolton; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; RA1 Inner Bolton; IPC1 Infrastructure and Planning Contributions.

Allocations Plan: Appendix 4 Allocated Housing Land

SPD Affordable Housing; SPD Accessibility, Transport and Safety; SPD General Design Principles PCPN1 Health, Well Being and Quality of Life; PCPN30 Education.

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 the character and appearance of the area
- * impact on trees and biodiversity
- * impact on the amenity of neighbouring residents
- * impact on the highway
- * impact on flooding and drainage
- * impact on crime and the fear of crime
- * impact on local infrastructure

Principle of Residential Development on the Site

Section 6 of the National planning Policy Framework (NPPF) concerns delivering a wide choice of quality homes. It states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Core Strategy Policy SC1 states that the Council and its partners will identify a range of housing sites

for additional provision of 694 dwellings per annum between 2008 and 2026 and states at least 80% of housing development will be on previously developed land; the Transforming Estates programme will provide up to 20% of housing development on greenfield land. Policy RA1.5 states that the Council will develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.

The application site is allocated as housing land within the Council's Allocations Plan (site ref. 93SC). The principle of residential development on the site has therefore already been established and has been accepted by the Planning Inspectorate at inquiry stage. The site is also within a highly sustainable location, close to Chorley Old Road (a bus route) and close to schools, shops and local services.

The Allocations Plan refers to the yield of the site being 60 dwellings, however only 22 dwellings are being proposed within this application, with the part of the site to the north being retained as open space, accessible to the public.

It is therefore considered that the proposed residential development of the site is compliant with the aims of the NPPF and Policies SC1 and RA1.5 of the Core Strategy.

Impact on the Character and Appearance of the Area

Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

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 RA1 refers specifically to development in Inner Bolton and states that the Council will conserve and enhance the distinctive character of the existing physical and natural environment and ensure that development has particular regard to massing and materials used.

22 houses are being proposed on this 1.68 hectare site, which equates to a development density of only 13 dwellings per hectare. This is well below the policy requirement of Policy SC1.5 of the Core Strategy, which requires a density of at least 30 dwelling per hectare, however the proposed low housing density is considered acceptable in this instance given the steep slopes to the north and west of the site (which would make development difficult) and as the undeveloped land will be to the benefit of the local community (as it will be accessible to the public by way of footpaths off Devonshire Road and Stanley Road and will be maintained by the management company for the wider housing development).

The layout and plot sizes of the proposed dwellings reflect the existing Devonshire Park development, which the proposal will be an extension of. Each house will have an ample rear garden along with a front garden area, garage and driveway. The majority of the proposed house types have already been constructed within the existing Devonshire Park development (with the exception of the Cavendish, Shakespeare and Wordsworth, which are of a similar design type).

The proposed dwellings will not be particularly conspicuous from Devonshire Road, as they will be at a significantly lower ground level than the road and will be screened from parts of the road by the existing boundary trees.

Additional tree planting has been proposed by the applicant, both within garden areas and around

the internal roads. However, to compensate for the loss of a number of trees within the site (as discussed below in the "impact on trees" section) it is suggested that a landscaping condition is attached to any approval to increase the amount of compensatory planting proposed around and within the development.

It is considered, subject to the proposed landscaping condition, that the proposed development would constitute good urban design and would be compatible with the character and appearance of the neighbouring housing, compliant with the aims of the NPPF and Policies CG3 and RA1 of the Core Strategy.

Impact on Trees and 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. Policy RA1.15 states that the Council will ensure that development takes opportunities to improve upon the existing low levels of green infrastructure and soft landscaping in Inner Bolton, using native plant species where appropriate.

The Council's Tree Officers have confirmed that the group of trees at the south eastern boundary of the site (to the rears of the houses on Salisbury Avenue) were planted as a Millennium woodland by local school children. They have however stated that the trees are young, and therefore recommend that there is compensatory planting within the application site. Officers have suggested that a number of the trees within the Millennium woodland might be able to be retained within the development; the applicant is to look into this when considering their revised landscaping scheme (a landscaping scheme is to be conditioned should the application be approved).

Tree Officers have also recommended that the development is moved further away from the trees on the embankment to the southwest boundary of the application site, as the loss of trees on this embankment would impact on the amenity of the area. A number of trees are to be lost along this embankment, though the protected trees within the bowling green site are to be retained, as are the trees along the northern and western (Devonshire Road) boundaries. It is however not considered necessary to re-site the dwellings adjacent to the embankment as sufficient landscape screening will be retained, the trees to be removed are not protected, and as compensatory planting is proposed within the development.

The Council's Tree Officers have recommended that the trees to be retained around the site are protected by way of a Tree Preservation Order. Should Members agree to this, this order will be made after the Committee meeting.

As there is Japanese knotweed present on the site, a condition is required for its treatment and eradication.

Like the Council's Tree Officer, Greater Manchester Ecology Unit have recommended that suitable compensatory planting be carried out, using locally native species where appropriate for potential bat foraging habitats, and that the proposed landscaping scheme include details of how the habitats on the site will be improved for biodiversity. They also recommend that measures for bats, nesting birds and hedgehogs be incorporated into the landscape and/or building design. These recommendations are proposed to be conditioned.

It is considered that the proposed development would not result in the unacceptable loss of trees from the site and would safeguard biodiversity, compliant with Policy CG1.2 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 (1) of SPD General Design Principles sets out recommended interface distances between dwellings.

The rears of the houses proposed at plots 18 to 22 will be approximately 21 metres away from the rears of 9 to 19 Salisbury Avenue, which is in accordance with the recommended distance between dwellings in SPD General Design Principles.

Plot 1 will be sited side on to 25 Salisbury Avenue, which does not contain any main room windows in its adjoining north western elevation (its rear aspect is to the north east). It is therefore considered that the proposal will not harm the amenity of the neighbours at 25 Salisbury Avenue.

26 Nuffield Close neighbours the application site to the north. This dwelling has its side elevation (containing no windows) adjoining the application site. The houses proposed at plots 3 and 4 will be sited sufficiently far enough away not to unduly harm the outlook and privacy to the rear of 26 Nuffield Close.

The nearest houses on Devonshire Road are over 38 metres away from the nearest proposed dwellings, and are at a significantly higher ground level.

The rears of the houses on Stanley Road are over 70 metres away and also at a significantly higher ground level than the proposed development.

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

Impact on the Highway

Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements and parking. Policy S1.2 states that the Council will promote road safety in the design of new development.

The vehicular access into the site is proposed off Salisbury Avenue (within Devonshire Park). A house previously approved on Salisbury Avenue (21 Salisbury Avenue) is now not to be built so that an access road can be constructed. No other vehicular accesses into the site are proposed.

The Council's Highways Engineers have confirmed that they have no objection to the proposal, believing that it will generate negligible traffic volumes and pose limited road safety implications. They also confirm that the layout appears to comply with the Council's standards for adoption, but recommend that the proposed footway between the proposed development and Avon Street is widened to 3 metres with two 1 metre Grasscrete over-run strips on either side and that the section of Avon Street between Stanley Street and Back Stanley Street be upgraded to adoptable standards with retractable bollards (these requirements will be conditioned).

Each dwelling will have either an integral garage or a detached single garage, and a driveway. Engineers consider this proposed provision of off-street parking to be adequate.

It is therefore considered that the proposal complies with Policies P5 and S1.2 of the Core Strategy.

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.

The applicant has submitted a Flood Risk Assessment and a Foul Sewerage and Utilities Statement to accompany their proposal.

The Council's Drainage Officers have requested that the applicant submit further information regarding these statements. This will therefore be reported to Members at the meeting.

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.

The applicant has submitted a crime impact statement with their application. It is considered that the proposed scheme will benefit from good natural surveillance and it is stated that the applicant will apply for Secure by Design accreditation for the development.

In terms of security for neighbouring properties on Devonshire Park, it is considered that this will be increased by the presence of the additional houses on land that is currently open and open to trespass.

It is therefore considered that the proposal complies with Policy S1.1 of the Core Strategy.

Impact on Local Infrastructure

Policy IPC1 of the Core Strategy states that the Council will seek to ensure that developers make remissible provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or to mitigate the impact of that development. In doing so, the Council will ensure that a scheme is made acceptable in planning terms and achieves the objectives of sustainable development. Policy IPC1 continues that the policy is applicable unless it can be demonstrated by the applicant that the scheme would not be viable if contributions were sought or offered.

The proposal for 22 dwellings in this location generates the following Section 106 requirements:

- * Affordable housing: 7 units on site (5 for social rent and 2 for shared ownership), or the off-site equivalent of £846,648;
- * Public open space: £30,976 to be spent at Moss Bank Park;
- * Education: £27,261.86 to go towards future expansion at Church Road Primary School;
- * Health: £4,928;
- * Public art: 1% of total development costs.

The applicant has submitted a viability assessment which shows that, at an 18.26% profit, the developer would only be able to offer £40,000 towards Section 106 contributions.

Should the £40,000 be split proportionately between the above Section 106 requirements, the following would be sought:

- * Affordable housing: £37,222.92
- * Public open space: £1,361.86
- * Education: £1,198.57
- * Health: £216.56

Members however may wish to seek to divide the £40,000 in different proportions between the requirements, based on their knowledge of the area in which the application site is located (the applicant is open to the monies being split how the local planning authority sees fit in this instance).

Conclusion

For the reasons discussed above it is considered that the proposed development will contribute towards the provision of housing within the borough, would be compatible with the character and appearance of the area, would safeguard biodiversity, would not unduly harm the amenity of neighbouring residents, would not jeopardise highway safety, would not increase crime or the fear of crime, and would make a satisfactory contribution towards local infrastructure. Members are therefore recommended to delegate this decision to the Director to enable the required Section 106 Agreement to be secured.

Representation and Consultation Annex

Representations

Letters:- three letters of objection have been received, which raise the following concerns and queries:

- * It is a shame to lose more green space; it should be turned into a conservation area;
- * Additional traffic past their house (in Devonshire Park); want an access that is not past their house;
- * Road safety concerns and increase in noise from passing vehicles;
- * Construction traffic and noise;
- * Will the retaining wall behind Salisbury Avenue be removed? (*officer's comment: the applicant has confirmed that the wall will remain*)
- * Will rainwater flow from new homes into neighbouring gardens by gravity?
- * Will the tall trees behind Salisbury Avenue be removed?
- * Footpath into the site from Devonshire Road is not acceptable as it will increase trespassers;
- * Want CCTV installed at the new site and at the entrance of Burlington Drive;
- * Reduction in house value (*officer comment: this is not a material planning consideration*);
- * 22 houses is better than the original suggestion of 60 houses and it would be greatly appreciated if the remainder of the land would be used for informal recreation, keeping the vast majority of trees.

One letter comments on the proposal has been received:

- * Supports the comments made by the Tree Officer;
- * Would like consideration to be given to a further access road from Devonshire Road.

Consultations

Advice was sought from the following consultees: Highways Engineers, Tree Officers, Pollution Control Officers, Drainage Officers, Wildlife Liaison Officers, Greenspace Management, Asset Management and Pupil Place Planning Unit, Economic Strategy Officers, Strategic Development Officers, Bolton Community Homes Officers, Greater Manchester Ecology Unit, Greater Manchester Police's Architectural Liaison Officers and Bolton Primary Care Trust.

Planning History

None for the application site.

Planning history for Devonshire Park

The substitution of house types at plots 4, 5, 6, 12, 21, 22, 28 and 33 was approved in January 2013 (88916/12).

Reserved matters for the erection of 92 dwellings was approved in October 2011 (86567/11).

Permission was granted in January 2011 for the extension of time to implement approval 77562/10 (84637/10).

Application 81534/09 for the renewal of outline application 68543/04 to demolish the existing building and the erection of dwellings with a variation of condition 3 and the removal of conditions 13 and 14 on 77562/07 (relating to Nuffield Bowling Club) was refused in March 2009.

The renewal of outline application 68543/04 to demolish the existing building and the erection of dwellings was approved in May 2007 (77562/07).

Outline permission was granted in November 2004 for the demolition of the existing building and the erection of dwellings (all matters reserved) (68543/04).

Recommendation: Delegate the decision to the Director

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. Development shall not commence until a methodology for the treatment of Japanese knotweed has been submitted to and approved in writing by the Local Planning Authority. This shall include a timetable for its implementation. The scheme shall be carried out as approved. Should there be a delay of more than one year between the approval of the scheme and its implementation or the commencement of development then a new site survey and, if necessary, further remedial measures shall be submitted for the further approval of the Local Planning Authority.

Reason

To ensure the safe development of the site and eradication of an invasive species, and in accordance with Policy CG1.2 of Bolton's Core Strategy.

3. Prior to the commencement of development full details of the highway works at Avon Street, comprising improvements to bring it up to adoptable standard for an emergency access, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety, and in accordance with Policies P5 and S1.2 of Bolton's Core Strategy.

4. No demolition, development or stripping of soil shall be started until:

1. The trees within or overhanging the site which are to be retained have been surrounded by fences of a type to be agreed in writing with the Local Planning Authority 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).

3. No development shall be started until a minimum of 14 days written notice has been given to the Local Planning Authority confirming the approved protective fencing has been erected.

Reason

To protect the health and appearance of the tree(s).

5. Prior to the commencement of development details of biodiversity enhancements, as outlined

within the "Ecological Survey and Assessment" by ERAP Ltd. and dated October 2014, shall be submitted to and approved in writing by the Local Planning Authority and shall include measures for bats, nesting birds and hedgehogs. The approved details shall be implemented in full prior to first occupation of the approved dwellings and retained thereafter, unless otherwise approved by the Local Planning Authority.

Reason

To safeguard biodiversity, in accordance with Policy CG1.2 of Bolton's Core Strategy.

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

Reason

To ensure the development reflects local distinctiveness, and in accordance with Policies CG3 and RA1 of Bolton's Core Strategy.

7. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The landscape scheme shall include details of how the habitats on the site will be improved for biodiversity as per section 5.6 of the "Ecological Survey and Assessment" by ERAP Ltd. and dated October 2014. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape, in accordance with Policies CG3 and CG1.2 of Bolton's Core Strategy.

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

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

Reason

To ensure the site is safe for use, and in accordance with Policy CG4.3 of the Core Strategy.

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

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway, and in accordance with Policies P5 and S1.2 of the Core Strategy.

10. 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 accordance with Policies P5 and S1.2 of the Core Strategy.

11. No dwelling shall be occupied until the access road(s), footway(s) and footpath(s) leading thereto have been constructed and completed in accordance with drawing AL-001 Rev E; "Proposed Site Layout"; dated June 2014.

Reason

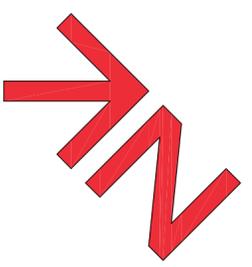
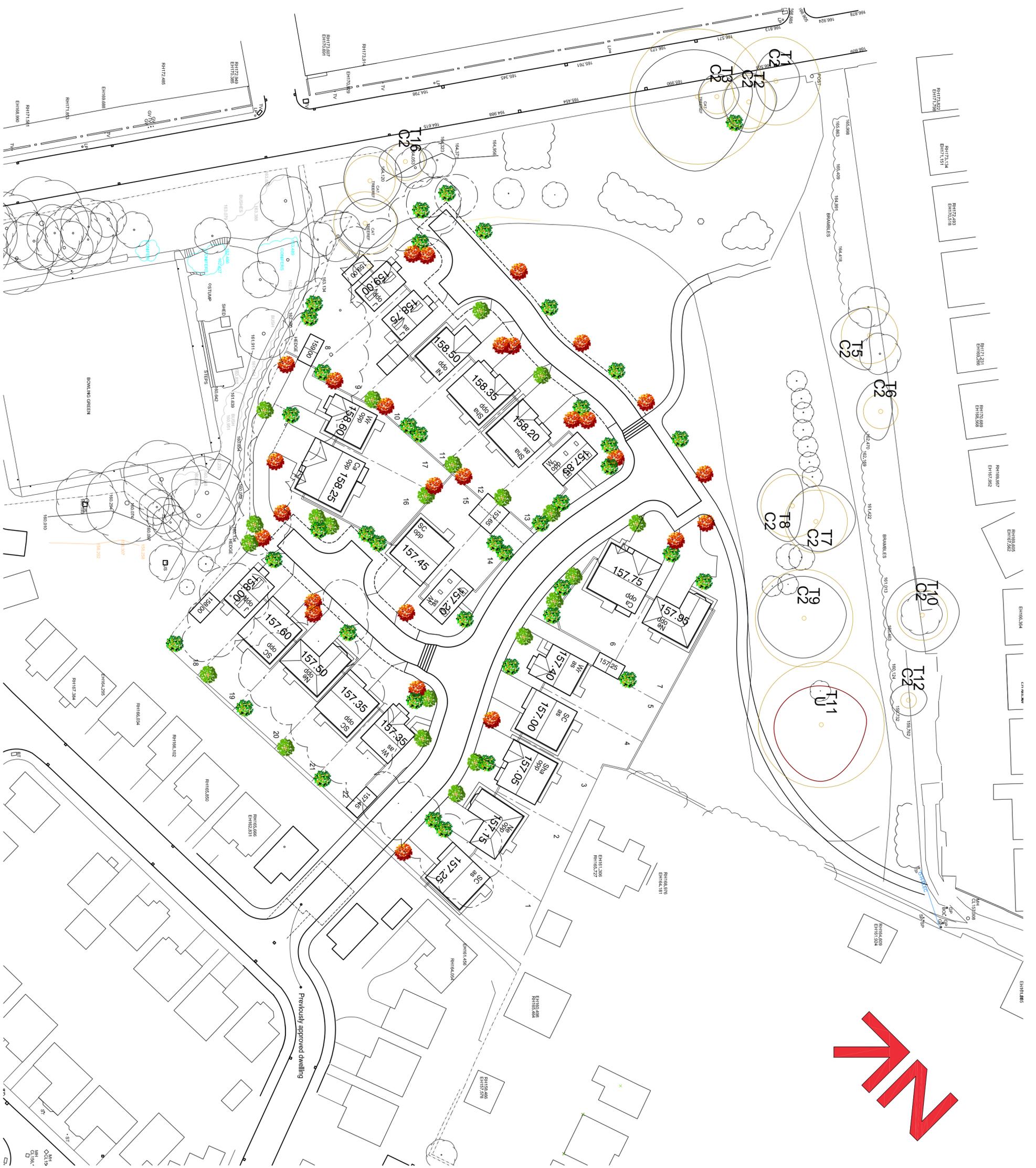
In the interests of highway safety, and in accordance with Policies P5 and S1.2 of Bolton's Core Strategy.

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

AL-001 Rev. E; "Proposed Site Layout"; dated June 2014
4.132SA/P/B/L10/300; "Wordsworth SA"; dated 14/06/2013
4.201/P/B/L10/300; "Newton"; dated 07/11/12
4.209CB/P/B/L10/300; "Jenner"; dated 09/05/13
4.341/P/B/L10/300; "Shakespeare"; dated 10/10/14
4.403CB/P/B/L10/300; "Nelson"; dated 02/05/13
4.404CB/P/B/L10/300; "Wren"; dated 03/05/13
4.406/P/B/L10/300; "Scott"; dated 01.04.12
5.340/P/B/L10/300 Rev. C; "Cavendish"; dated 07.04.14
PG/1.0/1/B Rev A; "Paired Garage"; dated 21/02/2013
SG/4.0/1/B; "Single Garage"; dated 21/02/2013
SK001 Rev. A; "Proposed Site Access"; dated 04.07.12
FD03; "1.8m Feather Edged Fence"; dated April 2009

Reason

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



Schedule of Accommodation			
Abv.	Type	Sq. Ft.	No.
J	Jenner	1099	3
Sc	Scott	1246	5
Sha	Shakespeare	1241	3
Ne	Newton	1233	3
Wf	Wren	1112	3
Ca	Cavendish	1712	2
NI	Nelson	1013	1
Wo	Wordsworth	1308	2
Total			22
			27338

- ENCLOSURES**
- 1.8m high close boarded screen
 - fence as drawing 02/500 FD03
 - 1.8m high close boarded screen
 - fence as drawing 02/500 FD03

- KEY**
- Existing trees to be retained
 - Existing trees to be removed
 - Indicative planting
 - Denotes Finished Floor Level (Magenta text)

Client: Wainhomes North West

Rev:

Rev.	Date	By	Description
E	28/01/2015	TGH	Newcom houses from handings corrected.
E	16/06/2014	TGH	Cambridge & Burnt houses types updated to Cavendish & Shakespeare
C	14/06/2014	TGH	House types
C	14/06/2014	TGH	Number of doors, windows & finished floor levels amended.
B	22/07/2014	TGH	Final survey data added to the layout.
A	04/07/2014	TGH	Final survey data added to the layout.

mck associates limited
 architecture | building surveying | urban design

burnaby villa ■ 48 walling street road ■ fulwood ■ Preston ■ p2 8pp
 tel: 01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk

Project: Land accessed form Devonshire Road, Bolton

Proposed Site Layout

Drawing Title: Proposed Site Layout

Drawn:	Checked:	Scale:	Date:
TGH		1:500 @ A2	June 2014
Job No:		Drawing No:	Rev:
		AL-001	E

general notes:
 do not scale the drawing.
 all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing.
 this drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing.
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House type examples

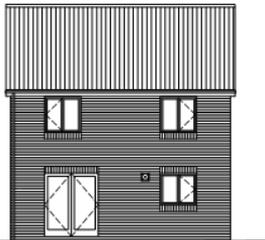
BRICK / ARTSTONE DETAIL



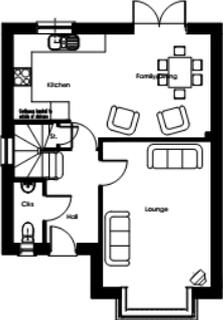
FRONT ELEVATION



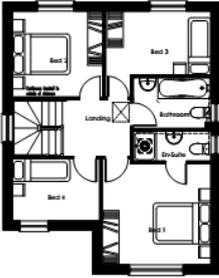
SIDE ELEVATION



REAR ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SIDE ELEVATION

Schedule of Room Sizes - Ground Floor			
Room	Metric (mm)	Imperial	
Lounge	508 x 352	Max 16'4" x 11'8"	Max
Chairs	263 x 92	8'8" x 3'0"	
3/4/Child/Family	649 x 3412	Max 2'3" x 11'2"	Max

Schedule of Room Sizes - First Floor			
Room	Metric (mm)	Imperial	
Bedroom 1	3498 x 3552	Max 11'5" x 11'8"	Max
En-Suite	2833 x 952	9'4" x 3'2"	
Bedroom 2	2833 x 3000	9'5" x 9'10"	
Bathroom	2533 x 1582	8'4" x 5'2"	
Bedroom 3	3288 x 2893	11'2" x 9'6"	
Bedroom 4	2848 x 2015	9'4" x 6'8"	

Finished dimensions based 25mm plaster zone to blockwork and 15mm studwork.

'WREN'	1112sqft/103.37sqm	PLANNING - BRICK
Rev	Date	Comment
	03/05/13	
Scale - 1:100 @A3		Rev #
Drawing No - 4.404C/P/B/L10.300		



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BRICK / ARTSTONE DETAIL



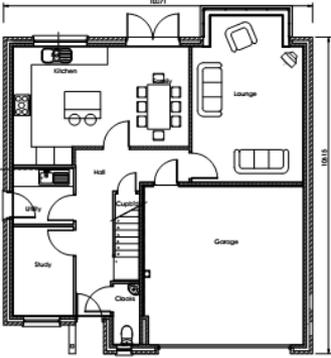
FRONT ELEVATION



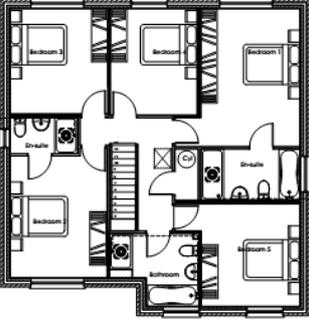
SIDE ELEVATIONS



SIDE ELEVATIONS



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SIDE ELEVATION

Schedule of Room Sizes - Ground Floor			
Room	Metric (mm)	Imperial	
Living	483 x 362	15'9" x 11'8"	
Dining/Kitchen	1982 x 2878	6'6" x 9'5"	
Study	1982 x 285	6'6" x 9'5"	
Garage	2828 x 388	9'3" x 12'7"	

Schedule of Room Sizes - 1st Floor			
Room	Metric (mm)	Imperial	
Bedroom 1	4613 x 328	15'2" x 10'8"	
Bedroom 2	338 x 1388	11'2" x 4'6"	
Bedroom 3	3288 x 228	10'9" x 7'6"	
Bedroom 4	2288 x 1388	7'6" x 4'6"	
Bedroom 5	2288 x 228	7'6" x 7'6"	

Finished dimensions based 25mm plaster zone to blockwork and 15mm studwork.

'CAVENDISH'	1712sqft/159sqm	PLANNING - BRICK
Rev	Date	Comment
	07.04.14	
Scale - 1:100 @A3		Rev. C
Dwg No - 5.340/P/B/L10.300		



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FRONT ELEVATION **SIDE ELEVATIONS** **SIDE ELEVATIONS**

GROUND FLOOR PLAN **FIRST FLOOR PLAN** **SIDE ELEVATION**

Room	Metric (mm)	Imperial
Master Bedroom	4409 x 4165	14'5" x 13'7" Max
Bedroom 2	3462 x 3432	11'4" x 11'3" Max
Bedroom 3	2760 x 3432	9'1" x 11'3" Max
Bedroom 4	2840 x 3432	9'4" x 11'3" Max
Bathroom	2554 x 2300	8'4" x 8'0" Max
En-suite 1	1389 x 2481	4'6" x 8'1" Max
En-suite 2	1740 x 1935	5'7" x 6'3" Max

Finished dimensions based on 25mm plaster zone to blockwork and 15mm to studwork.

Room	Metric (mm)	Imperial
Room	3273 x 5454	10'8" x 17'9" Max
Lounge	4673 x 3422	15'3" x 11'2" Max
Kitchen/Dining	1963 x 2866	6'5" x 9'4" Max
WC	950 x 2110	3'1" x 6'11" Max

Scale - 1:100 @A3 10/10/14
Dwg No - 4.341/P/B/L10/300 Rev #

FRONT ELEVATION **SIDE ELEVATION** **REAR ELEVATION** **SIDE ELEVATION**

GROUND FLOOR PLAN **FIRST FLOOR PLAN** **SECOND FLOOR PLAN**

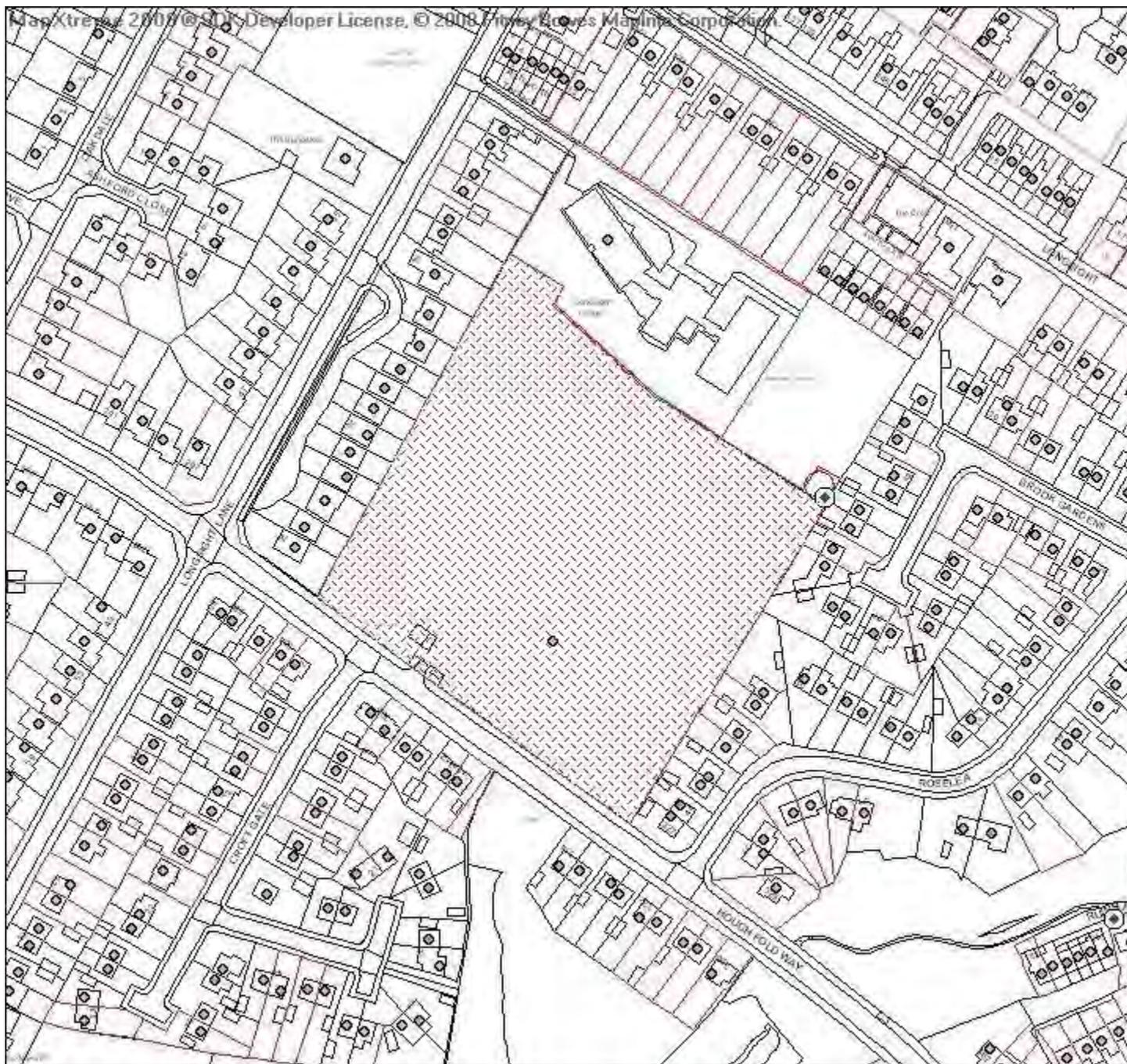
Room	Metric (mm)	Imperial
Room	4338 x 3397 Max	14'1" x 11'2" Max
Lounge	3502 x 2784	11'5" x 9'2" Max
Bedroom 2	2965 x 2817	9'8" x 9'3" Max
Bedroom 3	2817 x 1892	9'3" x 6'2" Max

Room	Metric (mm)	Imperial
Room	1920 x 1920	6'3" x 6'3" Max
Bathroom	3502 x 2784	11'5" x 9'2" Max
Bedroom 2	2965 x 2817	9'8" x 9'3" Max
Bedroom 3	2817 x 1892	9'3" x 6'2" Max

Room	Metric (mm)	Imperial
Room	7826 x 4800 Max	25'7" x 15'7" Max
Master Bedroom	2281 x 1250 Max	7'6" x 4'1" Max

Scale - 1:100 @A3 09/05/13
Dwg No - 4.209C8/P/B/L10/300 Rev #

Application number 94271/15



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: 30/07/2015

Application Reference: 94271/15

Type of

Application:

Registration Date: 29/05/2015

Decision Due By: 27/08/2015

Responsible Officer: Jodie Turton

Location: SITE OF FORMER LONGSIGHT PRIMARY SCHOOL, HOUGH FOLD WAY, BOLTON, BL2 3JN

Proposal: OUTLINE APPLICATION FOR THE ERECTION OF 56No DWELLINGS (ACCESS DETAILS ONLY).

Ward: Bradshaw

Applicant: PSP Bolton LLP

Agent : Peter Brett Associates

Officers Report

Recommendation: Delegate the decision to the Director

Proposal

This is an outline application for the erection of 56 dwellings at the former Longsight School site in Harwood. The application seeks approval for the principle of residential development and to establish the access details.

The proposed access will use the existing access onto Hough Fold Way.

The indicative layout shows that a development of 56 dwellings can be achieved on the site, with car parking and additional play space.

The layout also indicates a strip of land along the north western boundary of the site, to the rear of properties on Longsight Lane to be used for garden extensions for those properties on Longsight Lane.

There are several groups of mature trees along the boundaries of the site, the indicative layout shows that the development of the site could accommodate the retention of many of these.

Site Characteristics

This is a former school site, which is now largely overgrown having been cleared and vacant for a number of years. Access to the site is from Hough Fold Way. The site is within an established residential area, with the rear of properties on Longsight Lane and Rose Lea backing onto the site to the north west and south east. To the north of the site is Longsight Lodge.

The surrounding area is characterised by semi-detached and detached houses with off road parking

and gardens to front and rear.

There are clusters of trees along areas of the site boundary, notably to the north and also around the southern entrance. Given the site was in council ownership the trees are not protected by Tree Preservation Order, however many are worthy of this.

Policy

NPPF (2012): 4. Promoting sustainable transport; 6. Delivering a wide choice of high quality homes; 7. Requiring good design; 8. Promoting healthy communities; 10. Meeting the challenge of climate change, flooding and coastal change; 11. Conserving and enhancing the natural environment.

Planning Practice Guidance

Core Strategy policies: CG1 Biodiversity; CG2 Cleaner and Greener; CG3 Built Environment; CG4 Compatible Uses; SC1 Housing P5 Accessibility; S1 Safe Bolton; OA5 North Bolton.

Allocations Plan: 6. Housing; Appendix 4 Allocated Housing Land.

SPD Accessibility, Transport and Safety

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 urban regeneration and housing provision
- * impact on the design and character of the area
- * impact on residential amenity
- * impact on the highway
- * impact on the natural environment and flood risk
- * impact on sustainable development
- * impact on infrastructure and planning contributions

Impact on Urban Regeneration and Housing Provision

Section 6 of the NPPF indicates the Government's commitment to significantly boost the supply of housing. Local Authorities should seek to ensure the delivery of a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Where there is identified need for affordable housing, this should be provided on site. Housing applications should be considered in the context of a presumption in favour of sustainable development.

Core Strategy policy SC1 identifies that the borough requires a provision of 694 dwellings per annum between 2008 and 2026. At least 80% of housing development should be on previously developed land, at a density of at least 30 dwellings per hectare.

The site is previously developed and formally accommodated Longsight Primary School. The site has been cleared for a number of years and lies vacant. The development of brownfield sites for residential development meets national and local policy objectives.

The application has been submitted on the basis of providing 56 residential dwellings, the indicative layout shows these to be primarily detached and semi-detached with some terrace properties, which is largely in keeping with the style and density of the surrounding area. The Allocations Plan identifies that site for housing development (37SC), with a site area of 1.76 hectares and a capacity to provide up to 79 dwellings. Although it is acknowledged that the outline proposal is for only 56 dwellings, somewhat lower than the 79 detailed in the plan, it is acknowledged that the allocations plan is based on the site area and does not take into consideration the constraints on the site, such as trees and interface distances, as well as the prevailing density and layout in the area. It is therefore considered that 56 dwellings is acceptable for this site and more units may lead to a detrimental impact on neighbouring residential amenity or the retention of trees around the site, which are essential to assimilate the development into the surrounding residential environment.

The proposal is considered to contribute to the urban regeneration of the borough, through the development of a vacant, brownfield site. The proposal will significantly contribute to housing target figures and therefore meets the requirements of Core Strategy policy SC1 and Appendix 4 of the Allocations Plan.

Impact on the Design and Character of the Area

Section 7 of the NPPF recognises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Core Strategy policy CG3 seeks to ensure that development proposals contribute to good urban design, conserve and enhance local distinctiveness and have regard to the overall built character and landscape quality of the area. Furthermore, development should be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment.

Given that this is an outline application for access details only, there are no design considerations in terms of the external appearance of the dwellings and character of the development. Despite this, the indicative layout does show that the proposed development has been designed to assimilate well with the surrounding area in terms of general layout and density. In this respect, the proposal is considered to comply with Core Strategy policy CG3.

Impact on Residential Amenity

Core Strategy policy CG4 seeks to ensure that 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.

SPD 'General Design Principles' section 3, part 1, contains guidance on interface distances between dwellings.

The site layout provided is indicative only, to show that 56 houses can be accommodated within the site area without having a detrimental impact on the residential amenity of existing neighbouring

residents and also meet policy requirements in terms of interface distances and amenity space within the site.

The proposed indicative layout has been designed to ensure that interface distances as detailed in the SPD are met in full both within the site and from proposed dwellings to existing properties outside of the site. The proposed development is not therefore considered to have any detrimental impact on the residential amenity of existing or future residents and fully complies with policy in this respect.

Impact on the Highway

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. Appendix 3 provides guidance on parking standards.

The application proposes the use of the existing access from Hough Fold Way. Highway Engineers have assessed the proposal and raise no objections to the principle of residential development of the site or access onto Hough Fold Way in order to serve the development. Highway Engineers state that the proposal will potentially generate a negligible volume of traffic onto the highway network and will have a limited impact on the current traffic situation at that location. The site is highly accessible to sustainable modes of transportation. Highway Engineers confirm that there is no road traffic accident data across the Hough Fold Way frontage/access to warrant any concern or comment.

The internal road layout, although indicative, appears to comply with the local authorities requirements for adoption.

The indicative plan shows direct access for some properties onto Hough Fold Way, this is considered acceptable in highway terms. The layout also indicates that sufficient car parking can be achieved within the site to meet the requirements of parking standards contained in Appendix 3 of the Core Strategy.

The proposal is considered to be well designed in highway terms and will not have a detrimental impact on the highway and thus complies with policy.

Impact on the Natural Environment and Flood Risk

Core Strategy policy CG1 seeks to safeguard and enhance the biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows.

Core Strategy policy CG2.2(c) states that proposals for 5 or more residential units must demonstrate the sustainable management of surface water run-off from developments. On brownfield sites the rate of run-off should be 50% less than conditions before development.

The indicative layout submitted shows that residential development can be accommodated on the site whilst retaining a large proportion of the trees on the site. Greater Manchester Ecology Unit have been consulted and they are satisfied that the site is of limited ecological value. They make the recommendation that the reserved matters application should include full details of biodiversity enhancement measures and this will be a condition of planning permission.

A flood risk assessment has been submitted with the application. A sustainable urban drainage scheme is proposed, which will include the provision for a balancing pond within the development site. Whilst a SUDS is the preferable choice for the site, the proposed balancing pond may bring

additional issues in terms of management and maintenance which are not viable in the long term, in addition to some residents objecting to the proposal on these grounds. A condition is required for details of the proposed SUDS to be submitted with the reserved matters application which should lead to the resolution of this matter.

Impact on Sustainable Development

Core Strategy policy CG2 seeks to ensure that development proposals of 5 or more residential units achieve the following sustainability measures:

- a) Achieve level 3 Code for Sustainable Homes.
- b) Incorporate appropriate decentralised, renewable or low carbon energy sources to reduce CO2 emissions.
- c) Demonstrate the sustainable management of surface water run-off from developments.

The latter of these points (c) has been addressed in the above section.

A sustainability statement has been submitted with the application proposal. It should be noted that changes to the Building Regulation requirements ensure that developments achieve a much higher level of sustainability than previously and this should be taken into consideration when assessing proposed sustainability measures, Code for Sustainable Homes has been superseded by Building Regulation requirements. Nevertheless, the submitted sustainability statement does make commitment to implementing several sustainability measures in line with policy requirements and relevant conditions will be utilised to ensure the delivery of these.

Impact on Infrastructure and Planning Contributions

Core Strategy policy IPC1 sets out the Council's approach to planning contributions. These contributions are required to ensure that the additional requirements that arise from new development for infrastructure, services and facilities are met as well as addressing any impact on the environment.

The policy seeks to ensure that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or mitigate the impact of that development. For new residential developments specific contributions are sought for:

- Affordable housing
- Open space provision and maintenance
- Health and well-being
- Education
- Public art.

Due to the outline nature of the development proposal, whereby the amount of planning contribution could change depending on the details of the development, in particular whether the number of units proposed was to increase or decrease, it is considered appropriate to adopt a 'framework' S.106, whereby the planning obligation requirements are established in a S.106 agreement, however the finer details and amounts are determined at reserved matters stage.

Conclusion

This outline application proposes 56 dwellings on a brownfield site, formerly in use as a primary school. The site is allocated in the Allocations Plan as a housing site and therefore the principle of residential development has already been agreed. The indicative layout shows that 56 dwellings can comfortably be accommodated on the site whilst achieving adequate interface distances, car parking levels and amenity space. The access is considered acceptable in highway terms and highway engineers have no concerns about the ability of the site to accommodate the proposed number of

units.

Overall, the proposal is considered to comply with policy requirements as detailed in the report above and Members are therefore recommended to delegate the decision to the Director in order for the S106 Agreement to be signed.

Representation and Consultation Annex

Representations

Letters:- Six letters of objection have been received, in addition to two standard objection letter petitions (1 with 19 letters, 1 with 3 letters). Three letters of general comment have also been received.

The following issues and concerns have been raised:

- Increase in traffic
- Highway safety for existing residents.
- Shortage of school places already – pressure on existing schools.
- Impact on local amenities – Harwood Health Centre in particular.
- Question the balancing pond and in particular this being next to a play area – health and safety?
- Floodrisk – the site is prone to flooding.
- This area of Harwood has already seen problems with sewage – can the system cope with more houses?
- Rats
- Impact on wildlife.
- Proximity of houses to existing residential properties.
- Loss of privacy (overlooking), security, noise and dirt from construction.
- Does Harwood need more houses – there are lots of houses for sale in the area already.
- Devaluing of houses (*not a material planning consideration*).
- The area is already over developed.
- Concerns the proposed play area will attract teenagers and anti-social behaviour.

Elected Members:- Councillor Walter Hall has objected to the application on the following grounds:

1. Shortage of school places and pressure on schools Is becoming a problem now.
2. The pond would be a danger to small children.
3. The play area would be too close to existing properties.
4. Proximity of houses.
5. Increase in traffic.

Consultations

Advice was sought from the following consultees: Highway Engineers; GMEU, Floodrisk, Greater Manchester Police; Landscape, Greenspace, Tree and Woodland Officers, Strategic Development, Strategic Housing, Environment Agency, Primary Care Trust, Education, Corporate Property, Economic Strategy, Coal Authority.

Planning History

None relevant.

Recommendation: Delegate the decision to the Director

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. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources, or alternatively a minimum 10% reduction in predicted energy use shall be achieved through a 'building fabric first' approach (enhanced insulation or construction technologies). 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 as part of the reserved matters submissions. 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.

3. The reserved matters application should include details of the implementation, maintenance and management of a sustainable drainage scheme. 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.

4. The reserved matters application must include a full tree survey of the site, including any trees on adjoining land which may be impacted upon by the development proposal.

Reason

To ensure the protection and enhancement of existing trees and biodiversity, in accordance with Core Strategy policy CG1.

5. The reserved matters application should include full details of biodiversity enhancement measures for the site.

Reason

To safeguard and enhance biodiversity and in line with Core Strategy policy CG1 and section 118 and 119 of the National Planning Policy Framework (2012).

6. The reserved matters application shall include details of the following:
 1. Road/footway layout shall comply with the council's standards for adoption.
 2. Parking provision shall meet the requirements of Appendix 3 of the Core Strategy (2 - 3 bedroom properties - 2 parking spaces; 3+bedroom properties - 3 parking spaces).
 3. A review of Traffic Regulation Orders at the site access onto Hough Fold Way.
 4. A review of street lighting provision to facilitate the development.

Reason

In the interests of highway safety.

7. Prior to the development hereby approved/permitted being first occupied or brought into use the means of vehicular access to the site from Hough Fold Way shall be constructed to a minimum width of 5.5 metres with 5.0 metres radii and 2no. 2.0 metres wide footway(s).

Reason

In the interests of highway safety.

8. Should the approved Phase 1 Report recommend that a Phase 2 Report is required, then prior to commencement of any site investigation works, design of the Phase 2 site investigation shall be submitted to, and approved in writing by, the Local Planning Authority. Site investigations shall be carried out in accordance with the approved design and a Phase 2 Report shall then be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The Phase 2 Report shall include the site investigation data, generic quantitative risk assessment, detailed quantitative risk assessment (if required) and recommendations regarding the need or otherwise for remediation.

Reason

To ensure the development is safe for use and in accordance with Core Strategy policy CG4.

9. No works to any tree or scrub vegetation, including removal and clearance, shall take place during the main bird-breeding season (March to July inclusive).

Reason

To protect wildlife and urban biodiversity in line with the requirements of Core Strategy policy CG1.

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

Indicative Site Plan; Revision A; 24/04/15.

Reason

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

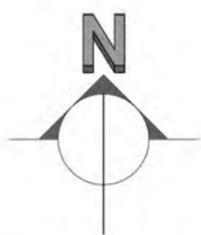
Notes

- 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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56 Units:

- 9 no. 2 bedroom town houses
- 38 no. 3 bedroom semi-detached homes
- 3 no. 3 bedroom terraced homes
- 6 no. 4 bedroom detached family homes



DWA ARCHITECTS



Client: PSP Bolton LLP

Date: 24/04/15

Project: Former Longsight School,
Hough Fold Way, Bolton

Scale: 1-1000 @A3

Rev: A

Sketch: Indicative Site Plan

Application number 94351/15



Date of Meeting: 30/07/2015

Application Reference: 94351/15

Type of Application: Full Planning Application
Registration Date: 09/06/2015
Decision Due By: 03/08/2015
Responsible Officer: Martin Mansell

Location: FALCON VIEW BUILDING, COTTON STREET, BOLTON, BL1 3JN

Proposal: USE OF FORMER COUNCIL OFFICES (CLASS B1) AS A STATE FUNDED FREE SCHOOL (CLASS D1) FOR A FURTHER TEMPORARY PERIOD OF ONE YEAR

Ward: Crompton

Applicant: Tauheedul Education Trust

Agent : Gleeds

Officers Report

Recommendation: Approve subject to conditions

Proposal

Consent is sought to continue the use of the site and buildings as a state-funded school for a further temporary period of one year.

The site is already used as a school - for the previous academic year, the Eden Boys School took advantage of a permitted development right introduced by Class C1 Part 4 of the amended General Permitted Development Order 1995, allowing use of many buildings for a period of one academic year. The Secretary of State approved the school on 28th July 2014 and the school notified the Council of their intention to exercise this permitted development right on 7th August 2014. The existing consent for the school will therefore expire on 31st July 2015.

Members will be aware that a new school is under construction at the Wolfenden Street site, approved under planning reference 92078/14. Clearly, work is not yet complete and therefore the purpose of this application is to continue to provide interim accommodation for the school and its pupils until the new school can accommodate them.

At present, the school provides education for 150 pupils with 25 staff. For the next academic year, this is anticipated to rise to 250 pupils with 35 staff. Ultimately, the new school at Wolfenden Street will accommodate up to 700 pupils.

Hours of use are typical of many schools - from 08:00 to 16:00 on weekdays with use on the occasional Saturday.

Site Characteristics

The site is roughly rectangular, measures 0.5 hectares and contains a building with 1,715 square metres of floorspace, mostly single storey with a mix of flat roofed and pitched roofed elements. It has the appearance of a 1960s construction and it is understood the building previously provided adult learning and offices on behalf of Bolton Council for many years. The site has 20 off road car parking spaces.

The area is predominantly residential - the site is surrounded on three sides by rows of traditional terraces with some small industrial units to the east.

Policy

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

Core Strategy Objectives

SO2 Access to Education, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO16 Community Cohesion and Access

Core Strategy Policies

A1 Secondary Education, P5 Transport, S1 Crime and Road Safety, CG4 Compatible Uses, SC2 Cultural and Community Facilities, 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 Nearby Uses
- * impact on the Road Network
- * impact on the Provision of Education

Impact on Nearby Uses

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.

The majority of Bolton's schools are located in residential areas - there is not considered to be any in

principle reason why education and residential uses cannot coexist in close proximity. During the majority of their daily use, it is not considered that schools have a significant impact on nearby uses. However, schools do impact upon residential amenity, but generally by way of people travelling to and from the site either on foot or by motor vehicle. The Council, like all local authorities, must take a balanced view of the educational benefits against the potential impact on local residents, paying particular attention to the scale of the use.

In this instance, the use is proposed for one year only - a period considered to be acceptable by Government as they have made this permitted development in the majority of cases - though clearly the school has already benefited from this right and can no longer do so. However, it is also noted that the site has a history that does involve an element of Class D1 use - the adult learning use. Furthermore, it is also noted that the use has been in operation for one year already and whilst 75 letters were sent to neighbouring properties only one objection was received.

Due to the limited period proposed and the history of the site, the impact on nearby uses 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 Council's Highway Engineers state that they have no highway objections subject to the Head of Development Management ensuring that the Council's parking standards are met in full and subject to a condition ensuring that a Travel Plan is prepared, adopted and maintained.

The parking standards referred to set a maximum standard of 1.5 spaces per classroom. The development would have 11 classrooms therefore results in a standard of 16 or 17 spaces. A total of 20 are proposed and this is therefore considered to be acceptable.

The recommendation for a travel plan is noted but is not considered to be reasonable given the limited time period proposed for the use.

Issues raised by the objector in relation to vehicle movements are considered to be a matter for parking enforcement rather than for town planning. The Head of Parking Services has been notified of the issues raised.

The proposed use 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 lawful use. 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 the Provision of Education

Section 8 of the NPPF states that, "the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a pro-active, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education."

The CLG policy 'planning for schools development' states that creating free schools remains one of the Government's flagship policies, enabling parents, teachers, charities and faith organisations to use their new freedoms to establish state-funded schools and make a real difference in their

communities. The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.
- Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions.
- Local authorities should make full use of their planning powers to support state-funded school applications. This should include engaging in pre-application discussions with promoters to foster a collaborative approach to applications and, where necessary, the use of planning obligations to help to mitigate adverse impacts and help deliver development that has a positive impact on the community.

Core Strategy policy A1 states that the Council will support the development of secondary schools in accessible locations along transport corridors and in renewal areas and re-use redundant school sites to support regeneration priorities.

The site is considered to be accessible in that it is located within Inner Bolton (a renewal area) and reasonably well served by public transport along Elgin Street, Halliwell Road and Blackburn Road. It is also reasonably well-related to a large catchment area. The benefits of providing temporary education provision whilst the approved Wolfenden Street is constructed are considered to be self-evident.

The proposal is considered to have a significant and beneficial impact on the provision of education in Inner Bolton.

Conclusion

The proposal is for a very limited period of time (one year) and the impacts will therefore be similarly limited. The site has a history that involved elements of educational use and the proposal seeks only to expand this element for a temporary period. The educational impacts are considered to be significant and insufficient harm has been found to outweigh this.

Representation and Consultation Annex

Representations

Letters:- one letter of objection has been received from a nearby resident. The grounds of objection are:-

- we were informed in 2014 when the school opened and boys started attending that there was no need for planning approval as the site had previously been used for education purposes (D1) and therefore no further planning permission was required.

(Officer Note: the previous use of one year was authorised via a permitted development right. The site does have a history that involved an element of education, but whether it was definitively a Class D1 use or a mix of Class D1 and Class B1 offices is unclear. Due to this uncertainty, the Applicant has sensibly sought a temporary consent to cover the period until the new school opens)

- the school bus parks on Halliwell road at the bus stop between Rushey Fold Lane & Cotton street for extended periods and causes an obstruction - traffic turning out of Rushey Fold Lane and Cotton Street onto Halliwell Road is unsighted. The normal bus service for Halliwell Road only utilises the bus stop for short intervals whilst passengers board whilst the school bus waits for pupils on the main road.

(Officer Note: the Head of Parking Services has been informed)

Consultations

Advice was sought from the following consultees: Highways, GM Police.

Planning History

The site has no relevant planning history.

Recommendation: Approve subject to conditions

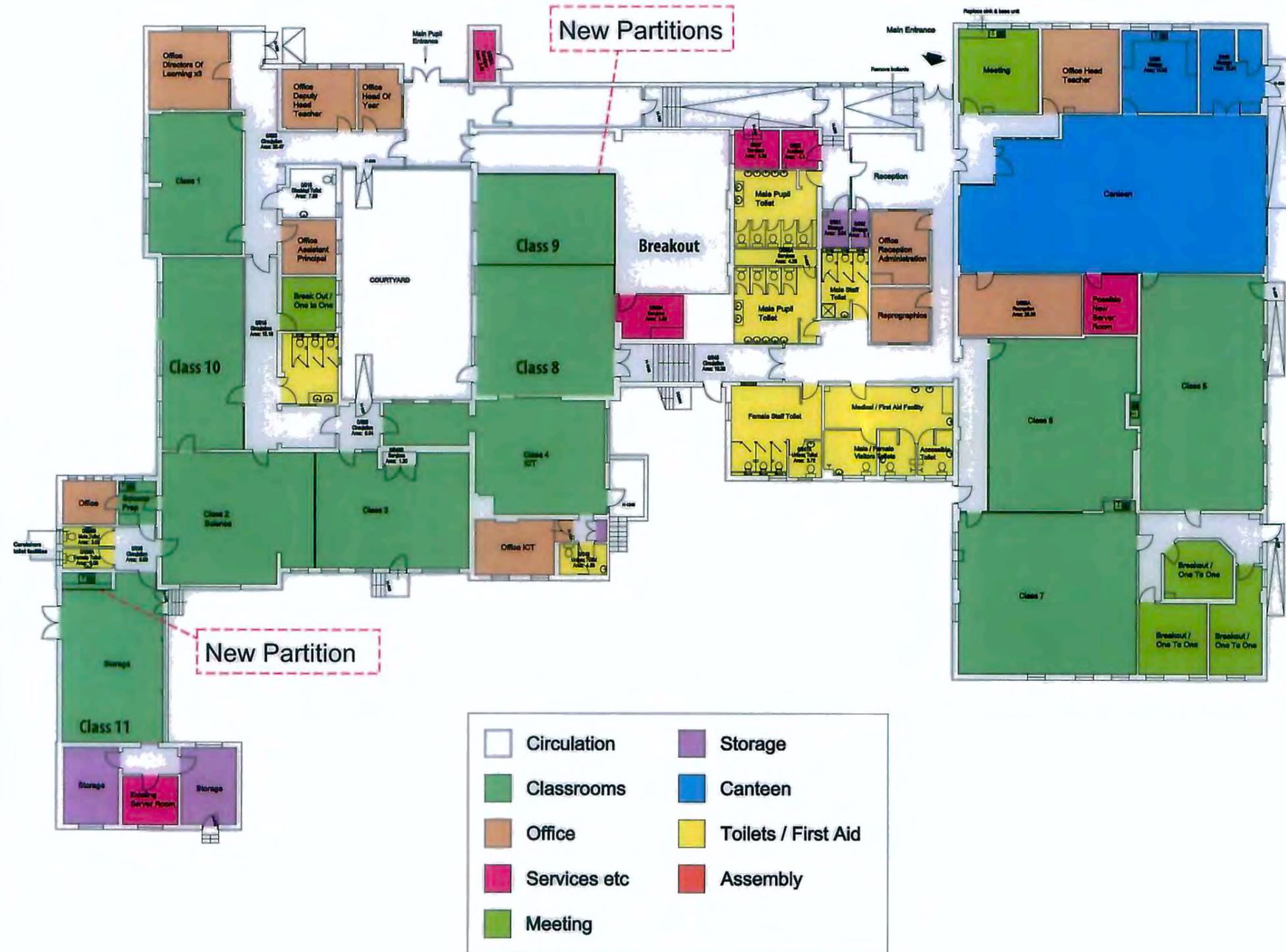
Recommended Conditions and/or Reasons

1. This permission shall be for a temporary period expiring on 31st July 2016 when the Class D1 use hereby approved shall be permanently discontinued.

Reason

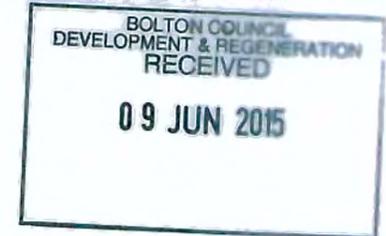
The applicant has only applied for a temporary permission.

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 DO NOT SCALE - The contractor is responsible for checking all details and dimensions on site and using these in his tender submission and all subsequent work on site.
 THIS IS A CAD DRAWING - DO NOT ALTER



New Partitions

70mm Stud Partition,
 Finished either side with one layer of
 12.5mm Wallboard and 3mm skim finish.



Rev.	Description	By	Date
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Drawing Status

Drawn	GW	Checked/ Approved	Date	23/04/15
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Client
Tauheedul Free Schools Trust & Education Funding Agency

Project
Falcon View Centre

Drawing Title
Tauheedul Temporary Secondary School Proposed New Classrooms

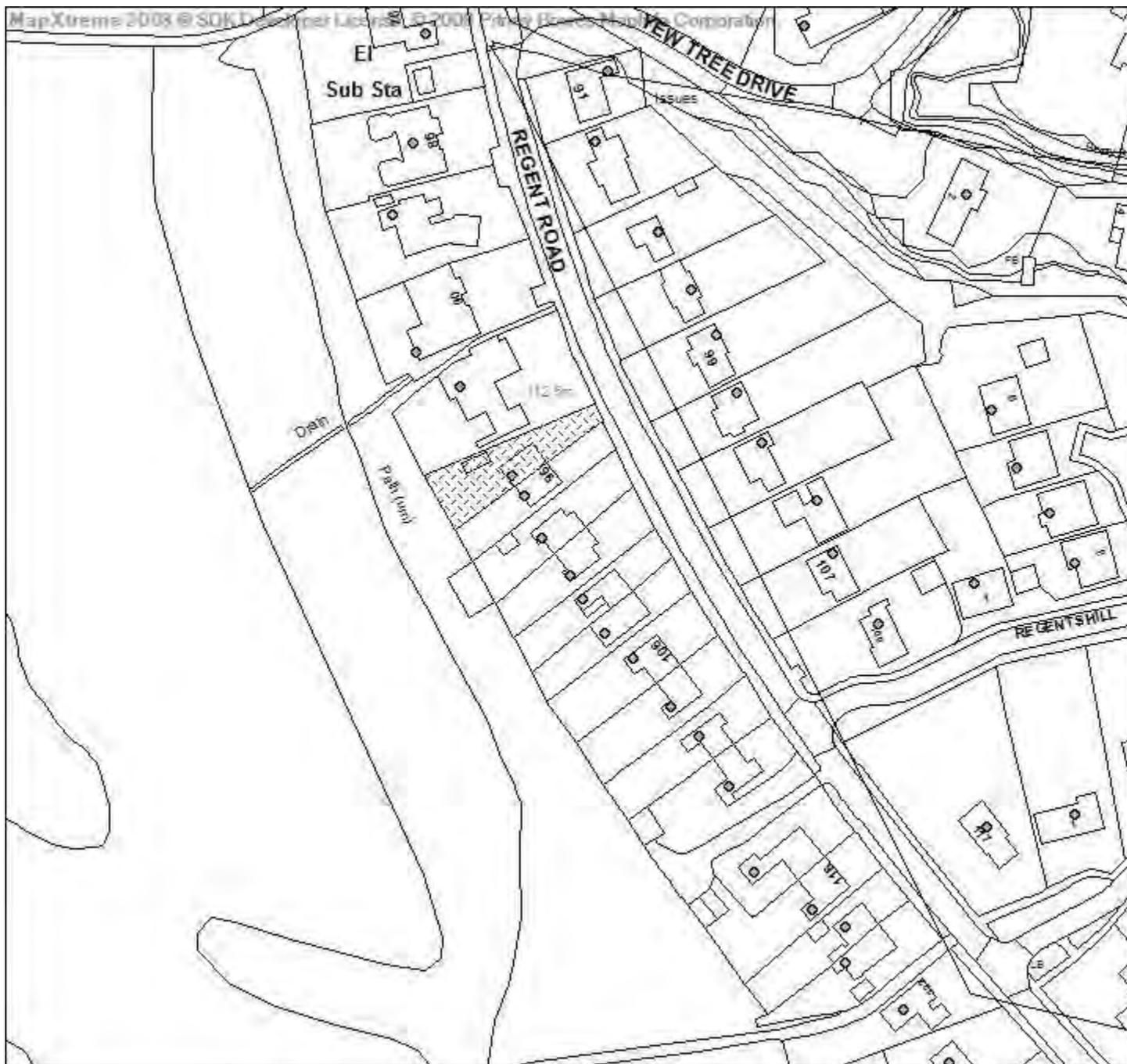


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 Email: gerry@whitecapitd.co.uk
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Drawing No.	WCAPBE/001	Rev.	
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Scale	1:250	Original Sheet Size	A3
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**Application number
94377/15**



**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: 30/07/2015

Application Reference: 94377/15

Type of Application: Full Planning Application
Registration Date: 12/06/2015
Decision Due By: 06/08/2015
Responsible Officer: Kara Hamer

Location: SOMBRIN, 94 REGENT ROAD, LOSTOCK, BOLTON, BL6 4DE

Proposal: DEMOLITION OF GARAGE AT REAR AND ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS

Ward: Heaton and Lostock

Applicant: Mrs White
Agent :

Officers Report

Recommendation: Approve subject to conditions

Background

This application is before members as the applicant is an employee of Bolton Council.

Proposal

The proposal includes the demolition of the detached single garage to the rear of the property and the erection of a two storey side extension which would project approx 1.92m from the side elevation of the property. The proposed foot print is wider at the rear elevation where the proposal will project 4.20m.

A single storey extension would project approx 1.0m from the rear elevation and would be approx 3.5m wide.

The proposed extensions would provide an entrance/cloak area, a utility room and an extended kitchen/dining area at ground floor level and an additional bedroom with an en-suite shower room at first floor level.

Site Characteristics

This is a three bedroom semi detached house occupying a generous plot on Regent Road. The property is rendered at first floor level and has been extended with a single storey extension at the side and rear elevation to enlarge the kitchen and dining room. There is a front garden with a long driveway providing parking for five vehicles in front of a single detached garage. The rear of the plot is well screened with a combination of mature trees and hedging of varying heights. Fencing of approx 1.8m in height forms the common boundary with the neighbouring property to the north at no.92.

Facing the application site at the front is a large detached dwelling at 99 Regent Road.

The adjoining property to the south at no. 96 has a similar building line to the Applicant's property and occupies a similar sized plot.

To the north of the application site is a large detached house at no. 92 which occupies a substantial plot.

To the rear of the application site is the Regent Park Municipal Golf Course.

Policy

National Planning Policy Framework (NPPF)

Core Strategies Policies: P5 Transport and Accessibility; S1.2 Road Safety; CG3 The Built Environment; CG4 Compatible Uses; OA4 West Bolton.

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 parking

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 OA4 of the Core Strategy states that the Council will conserve and enhance the character of the existing physical environment, and will ensure that development in West Bolton has particular regard to the overall density, plot sizes, massing and materials of the surroundings – these features should be retained where possible.

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.

The two storey side element would be built in line with the front elevation of the property. The pitched canopy above the ground floor bay window and existing front door would be extended across the full width of the front elevation with the main entrance door relocated to the extension. The former entrance door will form a new window opening. There will be the addition of one bedroom window at first floor level in the front elevation. To the side of the property, one obscure glazed first floor window is proposed and a door at groundfloor level. In the rear elevation large, six panel bi-fold doors are proposed to the groundfloor and a bedroom window at first floor.

The extended main roof would be dual pitched with ridge and eaves height to match the existing. The single storey rear element would have a pitched roof to match the existing.

External materials and roofs are to match the existing.

The proposal will retain access to the rear of the property of 0.750m in width.

The proposed extension is well designed, in proportion and in keeping with the scale and design of the existing property. Therefore it would not negatively affect the visual appearance of the street scene or the character and appearance of the area complying with policy.

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

It is considered that the proposal would not affect the outlook and living conditions of the residents of the neighbouring properties complying with policy by virtue of there are no windows in the side elevation of the neighbouring detached property at no. 92, the proposal would not impact upon the adjoining property at no. 96 and there are no properties at the rear of the application site.

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 parking standards set out in Appendix 3. Policy S1.2 states that the Council will promote road safety in the design of new development.

SPD House Extensions provides general advice on house extensions and offers guidance relating to the impact of extensions on highway safety.

The proposal will convert the property into a 4 bedroom dwelling. Council policy indicates a requirement for 3 off-road parking spaces to support this size of dwelling. The property has substantial driveway/parking area at the front of the property which will meet this requirement.

Conclusion

It is considered that the proposal is in keeping with the scale and design of the existing property and would not affect the outlook and living conditions of the residents of neighbouring properties complying with policies P5 Transport and Accessibility; S1.2 Road Safety; CG3 The Built

Environment; CG4 Compatible Uses; OA4 West Bolton of Bolton's Core Strategy and Supplementary Planning Document House Extensions 2012.

The proposal is recommended for approval with conditions.

Representation and Consultation Annex

Representations

Letters:-None received

Petitions:-None received

Consultations

Advice was sought from the following consultees: Floodrisk; Highway Engineers.

Planning History

Planning permission was approved in 1990 for the erection of a single storey extension at the rear of the house to form an enlarged lounge and kitchen together with double garage.

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.

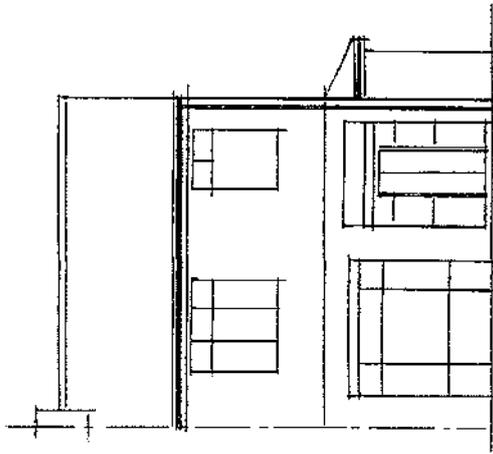
3. The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Proposed two storey side and single storey rear extension, drawing 1 of 2 (scanned to file 12/06/15)

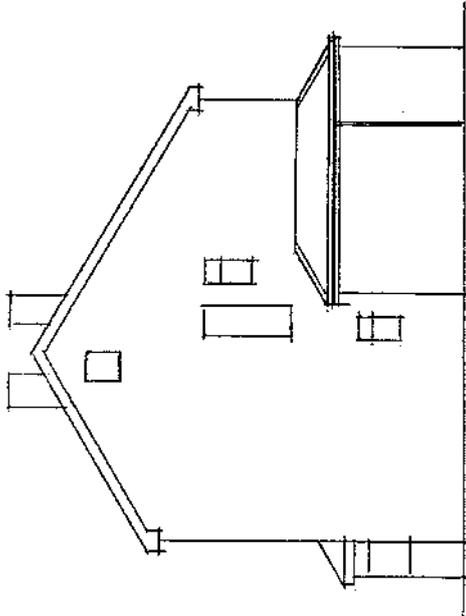
Proposed two storey side and single storey rear extension, drawing 2 of 2 (scanned to file 12/06/15)

Reason

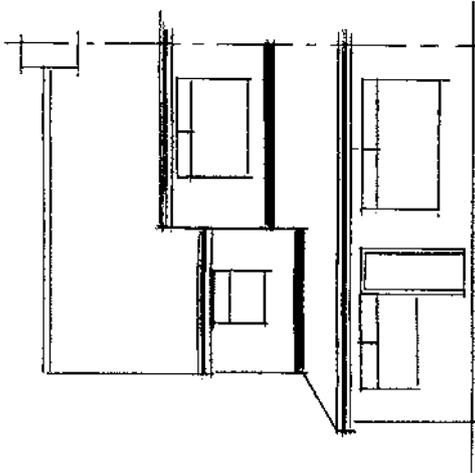
For the avoidance of doubt and in the interests of proper planning.



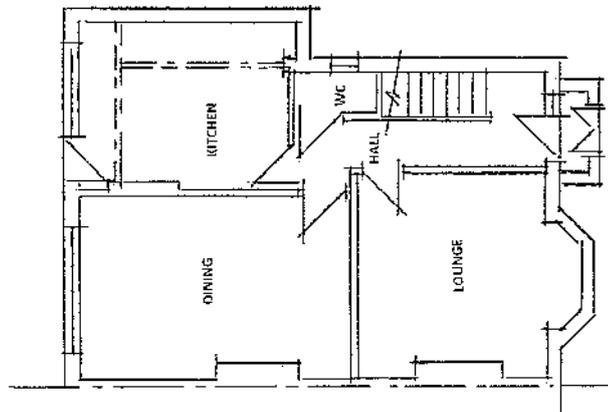
EXISTING FRONT ELEVATION



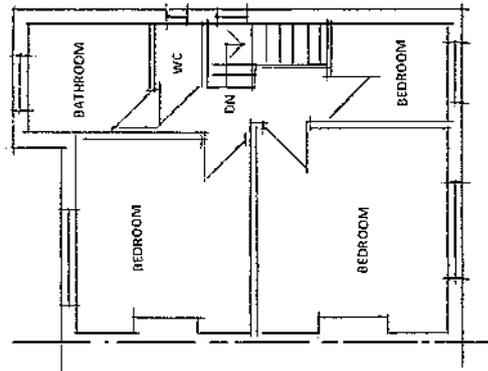
EXISTING GABLE ELEVATION



EXISTING REAR ELEVATION



EXISTING GROUND FLOOR LAYOUT



EXISTING FIRST FLOOR LAYOUT

THIS DRAWING HAS BEEN PRODUCED TO OBTAIN PLANNING AND BUILDING REGULATION APPROVAL ONLY AND SHOULD BE READ IN CONJUNCTION WITH DRAWING 1 OF 2.

PROPOSED TWO STOREY SIDE AND SINGLE STOREY	
REAR EXTENSION AT: 94, REGENT ROAD, BOLTON	
SCALE 1:100	DRAWING 2 OF 2
ALL DIMENSIONS IN MILLIMETRES	

GENERAL SPECIFICATION:

ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

FOUNDATION: FOUNDATION SHALL BE CONSTRUCTED TO SUPPORT THE PROPOSED STRUCTURE. ALL FOUNDATION WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

WALLS: WALLS SHALL BE CONSTRUCTED TO SUPPORT THE PROPOSED STRUCTURE. ALL WALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

FLOORS: FLOORS SHALL BE CONSTRUCTED TO SUPPORT THE PROPOSED STRUCTURE. ALL FLOOR WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

ROOFS: ROOFS SHALL BE CONSTRUCTED TO SUPPORT THE PROPOSED STRUCTURE. ALL ROOF WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

MECHANICAL, ELECTRICAL AND PLUMBING (MEP): ALL MEP WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

FINISHES: ALL FINISHES SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

CONCRETE: ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

STEEL: ALL STEEL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

GLAZING: ALL GLAZING WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

PAINTS AND COATINGS: ALL PAINTS AND COATINGS SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

ENVIRONMENTAL: ALL ENVIRONMENTAL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

ENERGY EFFICIENCY: ALL ENERGY EFFICIENCY WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

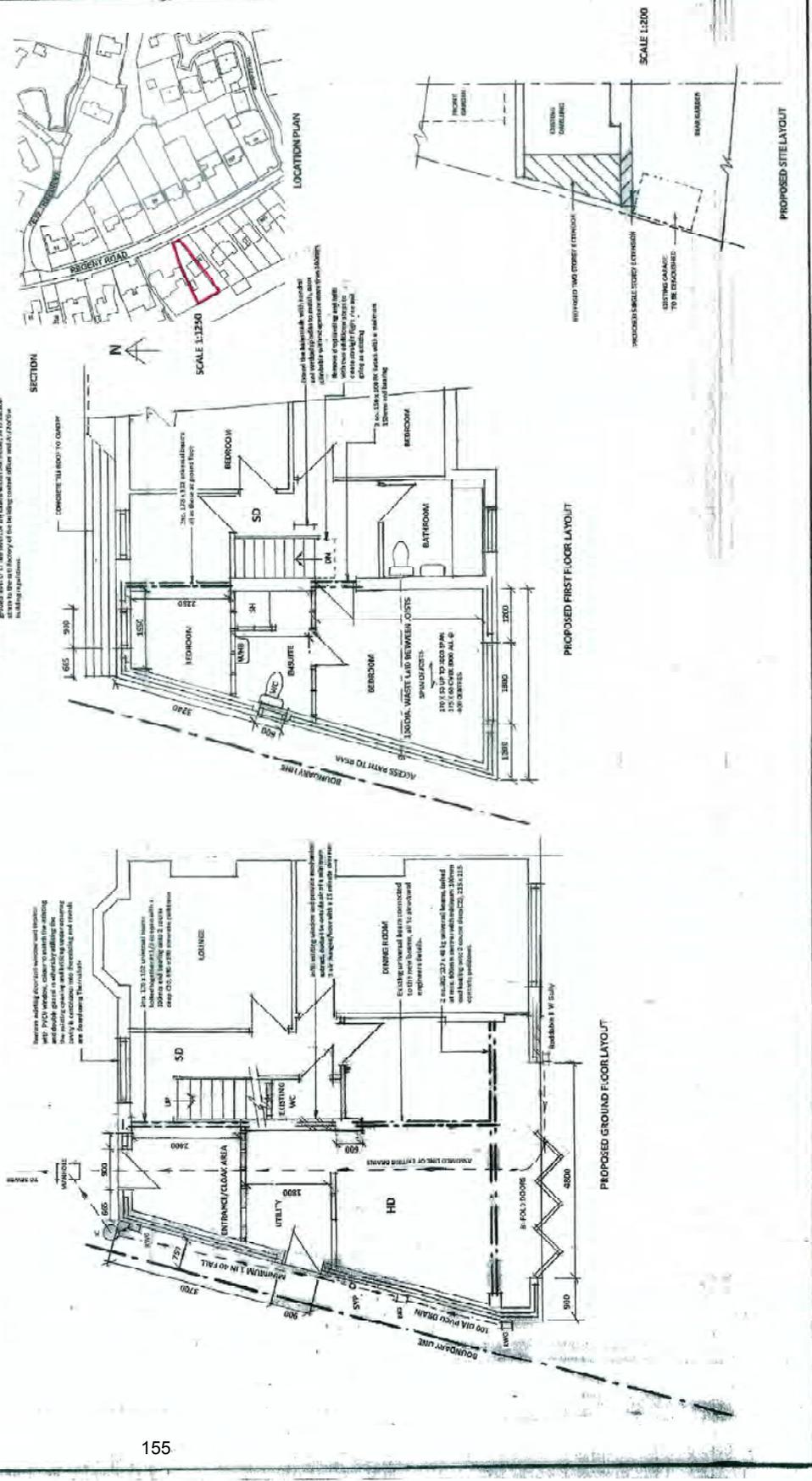
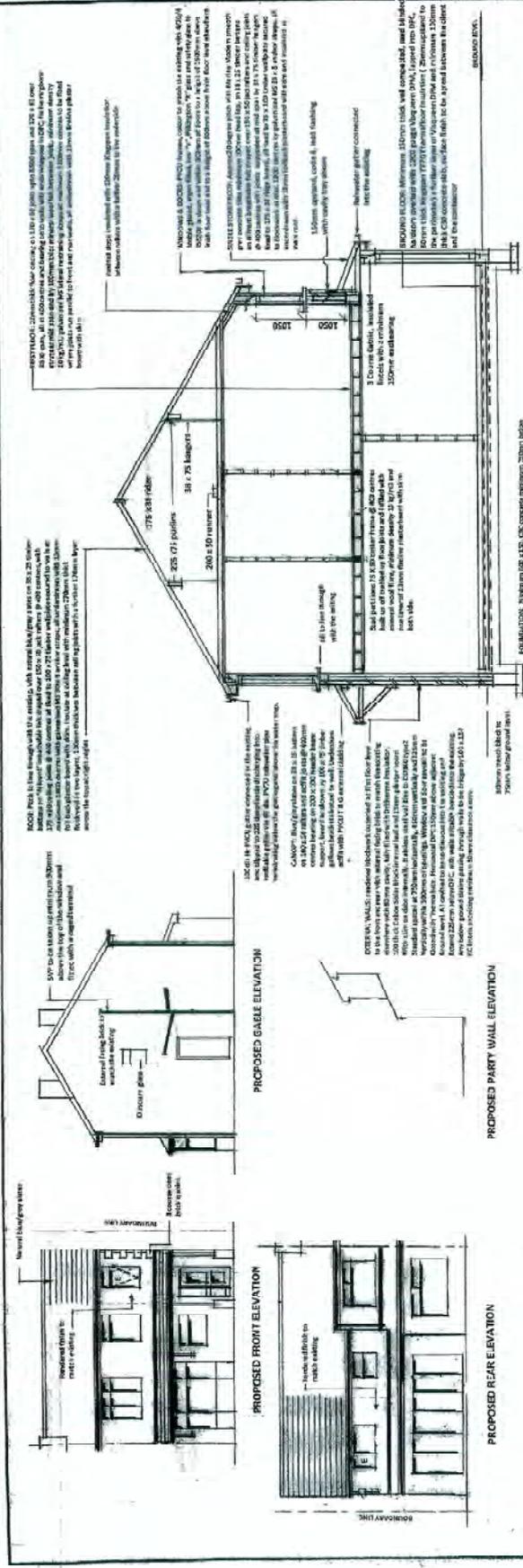
ACCESSIBILITY: ALL ACCESSIBILITY WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

SAFETY: ALL SAFETY WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

QUALITY CONTROL: ALL QUALITY CONTROL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

DOCUMENTATION: ALL DOCUMENTATION SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

COMPLETION: ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

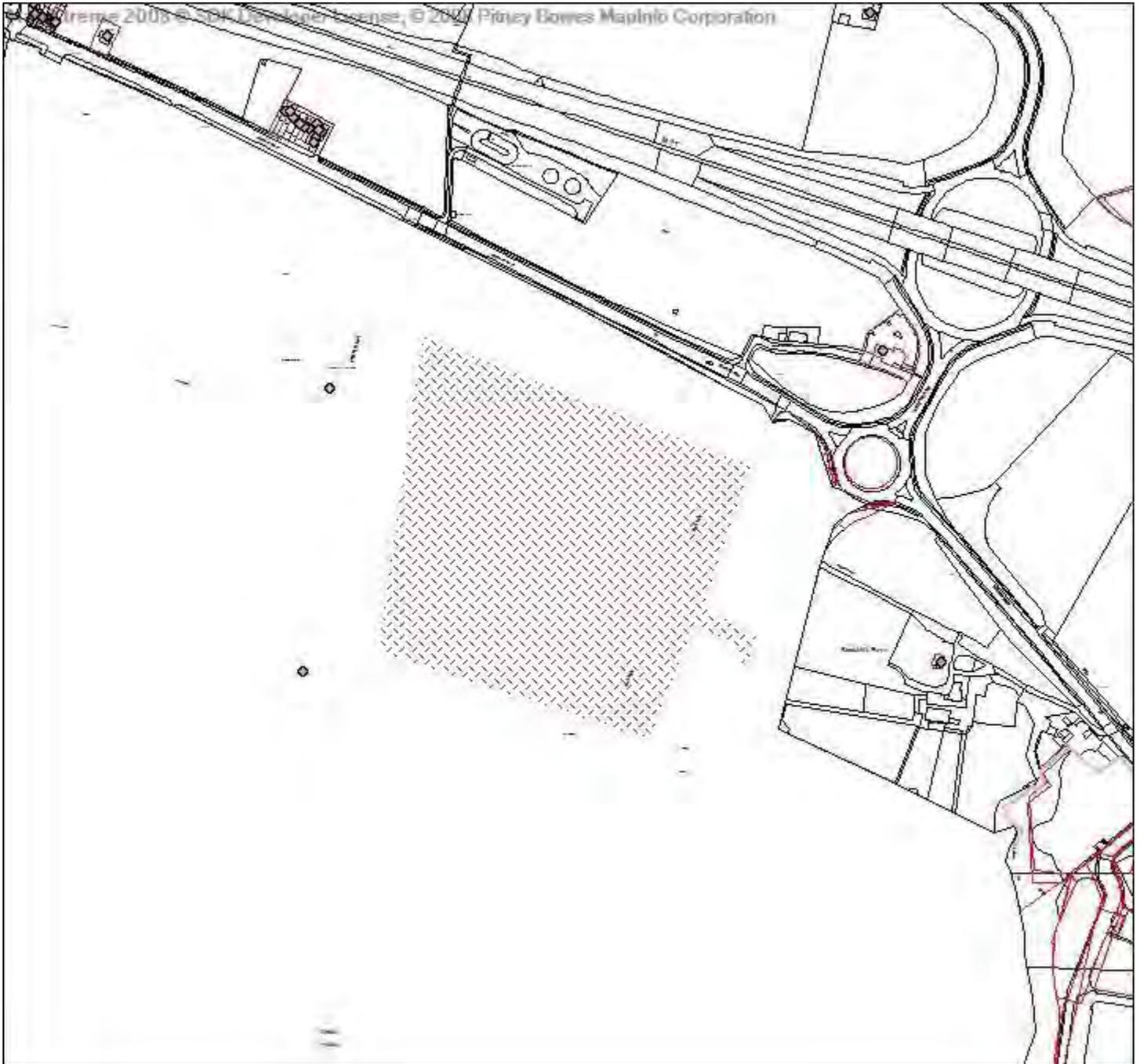


PROPOSED TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSION AT: 94, REGENT ROAD, BCLTON.

SCALES 1:50 & 1:100 DRAWING 1 OF 4.

ALL DIMENSIONS IN MILLIMETRES

**Application number
94417/15**



**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: 30/07/2015

Application Reference: 94417/15

Type of Application: Full Planning Application
Registration Date: 24/06/2015
Decision Due By: 22/09/2015
Responsible Officer: Alex Allen

Location: UNIT A6A & A6B, LEA FIELD WAY, BOLTON, BL5 1ED (LAND TO THE SOUTH OF THE A6,SALFORD RD, MANCHESTER RD WEST)

Proposal: RESERVED MATTERS PLANNING APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION 90539/13 - ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR TWO WAREHOUSES (USE CLASS B8) WITH ANCILLARY OFFICE DEVELOPMENT AT PLOT A6, LOGISTICS NORTH, CUTACRE.

Ward: Hulton

Applicant: Harworth Estates Limited
Agent : DTZ

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant is seeking reserved matters approval for the erection of two industrial buildings (B8 use), [Plot A6a and Plot A6b]. Plot A6a would be a total of 20,906 sq. m (19,862 sq.m in B8 use and 1,044 sq.m of ancillary office accommodation) whilst Plot A6b would be slightly smaller in floorspace being 16,266 sq. m (15,452 sq. m in B8 use with 814 sq.m of ancillary office accommodation).

Plot A6a would be sited lengthways parallel with Salford Road. A proposed landscaped buffer would be located between Salford Road and the development site. Vehicular and pedestrian access would be gained from the completed Phase 1 infrastructure works. The ancillary office accommodation would overlook the internal spine road. The elevation which would overlook Salford Road would be some 223 metres in length and 91 metres in depth to a height of 16.5 metres. The applicant proposes breaking the elevation up by the use of translucent polycarbonate wall cladding. The internal / south elevation of Plot A6a would have a series of HGV vehicle loading bays.

Plot A6b would be sited to the south of Plot A6a with vehicular access and parking areas separating the two, with further vehicular parking and circulation areas located on the eastern and southern parts of the site. The building would be approximately 192 metres in length by 83 metres in depth by c. 16.5 metres in height.

A total of 392 car parking spaces would be provided included 18 no. accessible/disabled spaces.

Site Characteristics

The application site occupies the front development parcel within the approved Logistics North employment development area. The site is currently an open field characterised by open grassland. The approved Aldi and MBDA developments are currently well under construction within the wider site to the south and east with all the Phase I infrastructure works including spine road and drainage work having been completed.

A number of residential properties are located to the North West of the site (Rosemary Cottage) with the other closest residential properties located further to the north west and east of the site.

Policy

National Planning Policy Framework 2012

Core Strategy policies: CG1 Cleaner Greener, CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, P1 Employment, P5 Accessibility, S1 Safe and M3 Broad Location for Employment Development.

Allocations Plan: CG7AP Green Belt

Sustainable Design and Construction SPD (adopted 24 September 2007)

Accessibility and Transport SPD (adopted 21 October 2013)

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 employment development;
- * impact on the character and appearance of the site/area;
- * impact on surrounding land uses/users;
- * impact on ecology;
- * impact on drainage;
- * impact on highway safety / accessibility;
- * impact on sustainability.

Principle of Employment Development

Members will recall that outline planning permission was granted, subject to the signing of a s.106 agreement, for the development of the Logistics North employment area. A number of other permissions have been granted for the Aldi, MBDA and Joy Global development plots with both the MBDA and Aldi developments currently under construction on site.

The proposal is entirely consistent with the outline approval and the allocation of the wider site for employment use. The proposal would make provision for B8 warehousing with ancillary accommodation. The proposal is currently a speculative build with no end users currently lined up.

Impact on the Character and Appearance of the Area

Core Strategy policy CG3 seeks to ensure that development proposals conserve/enhance local distinctiveness. The application and wider site has permission for employment development with development parameters which subject to development not exceeding 20 metres in height in the western parcel of land. The maximum height of the current proposal is 16.5 metres.

The Officer's report for the outline permission states:

'The long term effect of the country park proposals, which wrap around the western and southern sides of the development site, will be to create a strong woodland framework and will assist in screening the development; nevertheless the inherent scale and nature of the buildings proposed will result in a change to the landscape character and views in the locality.'

'There is no doubt that the scale and extent of development proposed is a significant land use that would impact on the character and appearance of the area. These impacts would be most substantial in the early stages before the country park planting is complete and has had time to mature. They would diminish as the works are completed and the planting matures to the point where these impacts are partly mitigated. It is of vital importance therefore that the country park proposals are implemented in a timely fashion and are retained and well-managed in the long-term.'

Whilst the proposed buildings are large in scale and represent a substantial change in the character of the area which currently has the character of a large open field with grassland, direct views of the buildings would be softened by the proposed landscape buffer between Salford Road and the development site and in time would be viewed in the context of a completed high quality development at Logistics North. Furthermore, it is considered that the applicant has successfully designed the north facing elevation over Salford Road in such a way to assist in breaking up the overall mass of the building.

The proposal is fully compliant with the site's allocation as a development site for primarily logistics / distribution uses and complies with policy.

Impact on Surrounding Land Uses/Users

Core Strategy policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers protecting amenity, privacy, safety and security.

The closest property, Rosemary Cottage would be located 29 metres from the corner of Unit A6a and some 95 metres from the north west corner of Unit A6b. The service yard and vehicle circulation areas would have a closer relationship, being some 18 metres from the western edge of the development plot.

The proposal would comply with conditions on the outline scheme/permission relating to noise emissions. Acoustic fencing has been approved along the boundary of the site to ensure the living conditions of adjoining residential properties are not compromised.

In terms of the visual impact of the proposed development, the closest residential properties are sited on the western side of Rosemary Lane to the west would be between 29 and 95 metres away from the buildings. The siting of the existing dwellings is such that they would only have a

peripheral view of Plot A6a with Plot A6b being some 95 metres away. The ground floor views would also be restricted by existing landscaping and the proposed new landscaping and boundary treatment which would be sited on the western edge of Plot A6.

Subject to provision and retention of the approved acoustic fencing the proposal complies with policy CG4.

Impact on the Ecology

Core Strategy policy CG1 seeks to safeguard and enhance biodiversity in the borough.

The Ecological Assessment in 2015 demonstrated there was no evidence of roosting bats and that Plot A6 remains clear of great crested newts and other amphibian species and presents no risk to amphibian species elsewhere within the wider site.

Ground nesting birds are present within the site and it is recommended that no development of the site occurs during the bird breeding season (March to the end of July) unless the area is checked/monitored.

The proposal complies with policy.

Impact on Drainage

Core Strategy policy CG2 seeks the provision of a sustainable drainage system which is capable of reducing surface water run-off from the site in addition to policy CG1 which seeks to reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development.

Natural surface water runoff, infiltration and drainage regimes at the site have been fundamentally altered as a result of the previous opencast mining operations. The proposals for the wider site include a package of works for the diversion and re-profiling of the Cutacre and Wharton Brooks into a more natural form which, together with the creation of an above ground surface water drainage system comprising:

- a series of swales and channels,
- a large number of small ecology and fishing ponds,
- a small number of large ponds to act as water storage bodies, and
- a pumping station.

This will ensure that flood risk to the proposed development is appropriately managed without increasing flood risk downstream of the site.

It is considered that the proposal would contribute to the wider sustainable drainage system and complies with policy.

Impact on Highway Safety/Accessibility

Core Strategy policies P5 and S1 seek to ensure that new development proposals are accessible by a range of types of transport including pedestrians, cyclists and public transport uses. It is also necessary to ensure that developments should promote road safety.

The overall highway impact of the Logistics North site has been assessed at the outline stage in which Harworth Estates produced a robust Transport Assessment that has been accepted by TFGM and the Highways Agency and which demonstrated satisfactorily that the impact of the development can be mitigated. Public transport accessibility will be improved with significant investment in cycling

and walking routes.

There is a public right of way which crosses the development site. Whilst this public right of way does not physically exist on site it's diversion is required. Haworth Estates and the Council's public rights of way officer have commenced the formal procedure to formally divert the existing right of way along the proposed new highway network.

The proposal would make provision for a total of 392 car parking spaces which includes 18 disabled spaces. The applicant also proposes cycle parking spaces. The car parking provision for the site would be in accordance with the Council's maximum standards.

It is considered that the proposal provides for sufficient curtilage car parking for staff and visitors with safe circulation space for all users of the site.

The proposal complies with policy.

Impact on Sustainability

The application is accompanied by a Sustainability Statement which proposes that the development would achieve a rating of BREEAM 'very good' or better.

The applicant has confirmed the development would achieve a BREEAM rating of very good.

The proposal complies with policy.

Conclusion

The proposal to develop plot A6 is entirely consistent with both the approved outline planning permission and masterplan for the wider site in terms of the principle of industrial development, the design, siting and massing of the proposal and the environmental and transport impacts. The proposal complies with policy and is recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters/petitions:- no representations received to date.

Town Council:- Westhoughton Town Council (the closest Town Council) - made no comments.

Elected Members:- no comments received.

Consultations

Advice was sought from the following consultees: Coal Authority, Design for Security - Greater Manchester Police, Environment Agency, Greater Manchester Archaeological Unit, Greater Manchester Ecology Unit, Health & Safety Executive, Highways Agency, Greater Manchester Minerals, Waste and Energy Unit, National Grid, Natural England, Network Rail, Peak & Northern Footpaths Society, The Ramblers Association, The Open Spaces Society, Transport for Greater Manchester, Lancashire Wildlife Trust.

Wigan Council and Salford City Council under Regulation 16 of the Town & Country Planning (General Development Procedure) Order 1995

Bolton Council's: Environmental Health Officers, Highway Engineers, Public Rights of Way Officer, Drainage, Landscape and Greenspace Teams.

Planning History

In November 2013 three planning applications were delegated to the Director of Development and Regeneration pending the signing of a legal agreement. These were as follows:

Ref: 90539/13 which provided for outline planning permission for phased employment development comprising of 102 ha of B8, B2 and ancillary uses.

Ref: 90543/13 which will grant full planning permission for the construction of a Regional Distribution Centre (including ancillary office accommodation); and

Ref: 90552/13 which will change the use of restored former Open Cast mine site to form a Country Park including remodelled landform, creation of ponds, watercourses and a mix of habitats, improved public access routes and the provision of a visitors' car park.

Reserved matters permission was granted planning permission (Ref: 91459/14) for the siting of a manufacturing facility with ancillary offices and outbuildings (Class B2) on Plot B1.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

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

Reason

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

2. Prior to work commencing on that part of the development, samples of the materials to be used for the external walls and roof shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

To ensure the development reflects local distinctiveness.

3. Prior to commencement of development a Employment and Skills Statement shall be submitted to the Local Planning Authority for approval and once approved shall be implemented in full in accordance with an agreed timetable. This Statement should be based on the Local Employment Framework Plan approved under 90539/13.

Reason

To ensure that local employment benefits are addressed and secured.

4. Before the permitted development is first brought into use no less than 392 car parking spaces shall be provided within the curtilage of the site, in accordance with drawing ref NK018159-103 Rev. A - Proposed Site Plan. 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 let clear of the highway.

5. Prior to the development hereby approved/permitted being first occupied or brought into use the scheme for parking/turning/loading and unloading of vehicles within the curtilage of the site shall be provided in accordance with drawing ref NK 018159-103 Rev. A - Proposed Site Plan.

Reason

In the interests of highway safety.

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

Reason

To reflect and soften the setting of the development within the landscape.

7. Within 3 months of the commencement of development, a scheme which assesses the proposed BREEAM rating of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall achieve a BREEAM (Industrial) Very Good standard (or such national measure of sustainability for industrial design that replaces that scheme). Within 6 months of the occupation of each building a Final BREEAM Certificate has been issued for it certifying that the approved scheme/standard has been achieved and such Certificate shall be submitted to and approved by the Local Planning Authority.

Reason:

To reduce the impact on climate change and to improve the sustainability of the site.

8. Before the approved development is first brought into use the arrangements for HGV access, waiting and parking and for cycle parking shall be laid out within the curtilage of the site in accordance with the submitted plans reference NK 018159-103 Rev A and NK 018159 - 130 -

Proposed Cycle Shelters, scanned to file 18/06/15.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the access road and that no obstruction is caused to the access road.

9. The development hereby approved/permitted shall not be brought into use unless and until a 4m metre high, acoustic close boarded fence or wall has been erected along the western boundary as detailed in the approved Noise Assessment by White Young Green dated June 2015 and thereafter the boundary fence shall be retained in the approved position.

Reason

To minimise the impact of noise disturbance on the residential amenity of the area.

10. Notwithstanding the provisions of Parts 24 and 25 of the Town and country Planning (General Permitted Development) Order 1995 (as amended or re-enacted) no external telecommunications equipment or structures shall be placed on the roof or any other part of the building without the prior written consent of the Local Planning Authority.

Reason

In the interest of the appearance and design of the building and the visual amenity of the area.

11. There shall be no open storage within the confines of the application site.

Reason

To safeguard the visual appearance and character of the area.

12. The illumination of the lighting permitted by this consent shall be no greater than 5 LUX at the closest elevation with any residential property.

Reason

To safeguard the amenity of nearby dwellings.

13. No roof plant, equipment or other structures, other than as approved pursuant to this permission shall be placed on the roof or be permitted to project above the roofline of any part of the building or shall be permitted to extend outside of any roof plant enclosure without the prior written consent of the Local planning Authority.

Reason

In the interest of the appearance and design of the building and the visual amenity of the area.

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

NK 018159 - 103 Rev. A - Proposed Site Plan, scanned to file 18/06/15;
NK 018159 - 105 Rev. A - Proposed Site Sections, scanned to file 18/06/15;
NK 018159 - 106 Rev. A - Existing Site Levels, scanned to file 18/06/15;
NK 018159 - 107 Rev. A - Proposed Site Levels, scanned to file 18/06/15;
NK 018159 - 110 Rev. A - Unit A6A Proposed Ground Floor Plan, scanned to file 18/06/15;
NK 018159 - 111 - Unit A6A Proposed First Floor Plan, scanned to file 18/06/15;
NK 018159 - 112 - Unit A6A Proposed Office plan, scanned to file 18/06/15;
NK 018159 - 113 Rev. A - Unit A6A Proposed Elevations, scanned to file 18/06/15;
NK 018159 - 114 Rev.B - Unit A6A Proposed Building Sections, scanned to file 18/06/15;
NK 018159 - 115 Rev. A - Unit A6A Proposed Roof Plan, scanned to file 18/06/15;
NK 018159 - 117 Rev. B - Unit A6A Perimeter Fence Detail, scanned to file 18/06/15;

NK 018159 - 120 Rev. A - Unit A6B Proposed GA Plan, scanned to file 18/06/15;
NK 018159 - 121 - Unit A6B Proposed Building Plan, scanned to file 18/06/15;
NK 018159 - 122 - Unit A6B Proposed Office Plan, scanned to file 18/06/15;
NK 018159 - 123 Rev. A - Unit A6B Proposed Elevations, scanned to file 18/06/15;
NK 018159 - 124 Rev. A - Unit A6B Proposed Building Sections, scanned to file 18/06/15;
NK 018159 - 125 - Unit A6B Proposed Roof Plan, scanned to file 18/06/15;
NK 018159 - 127 Rev. B - Unit A6B Proposed Perimeter Fence Detail, scanned to file 18/06/15;
NK 018159 - 130 - Proposed Cycle Shelters, scanned to file 18/06/15;
NK 018159 - RPS-SI-XX-DR-S-SK012 Rev. B - Site Entrance Access Plan - Swept Path Analysis,
scanned to file 18/06/15.

Reason

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

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KEY

-  = Ownership Boundary
-  = Planning Application Boundary
-  = Development Boundary
-  = Sustainable Urban Drainage System (SUDS)



Rev	Description	By	Ckd	Date



Sherwood House,
 Sherwood Avenue, Newark, Nottinghamshire, NG24 1QQ
 T: +44 (0)1636 605 700 E: rpsnewark@rpsgroup.com F: +44 (0)1636 610 696



Project Logistics North
 Cutacre, Bolton

Title Site Context Plan - Plot A6

Status	Scale	Date Created
Preliminary	1:2500 @A1	05.06.2015
Project Leader	Drawn By	Checked by
KRP	NP	MJH

Drawing Number	Rev
NK018159_0102	-

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Rev	Description	By	Ckd	Date
A	Clabon wall removed	AE	MJH	10.06.15



Sharnood House,
Sharnood Avenue, Newark, Nottinghamshire, NG24 1QG
T: +44 (0)1636 655 700 E: rpsnewark@rpsgroup.com F: +44 (0)1636 610 696

Client



Project Logistics North
Plot A6

Title Proposed Site Plan

Status Preliminary	Scale 1:500 @A0	Date Created 26.05.15
Project Leader KRP	Drawn By AE	Checked by MJH

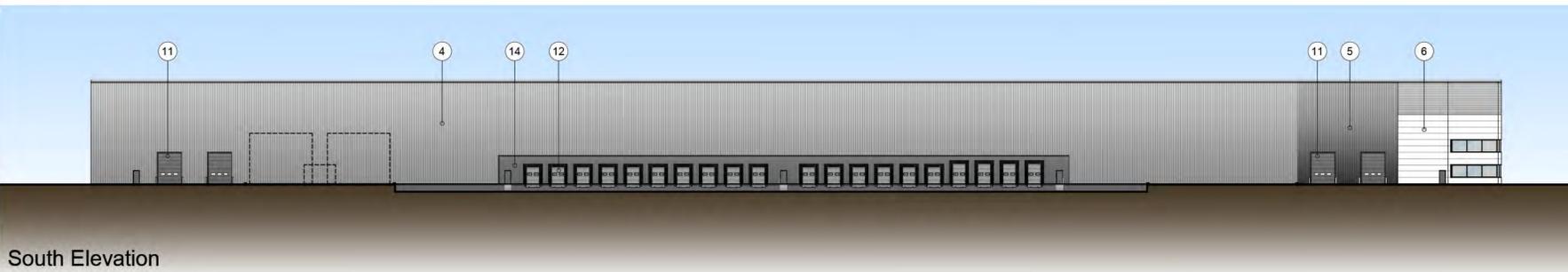
Document Number NK018159 - 0103	Revision A	Quantity 50
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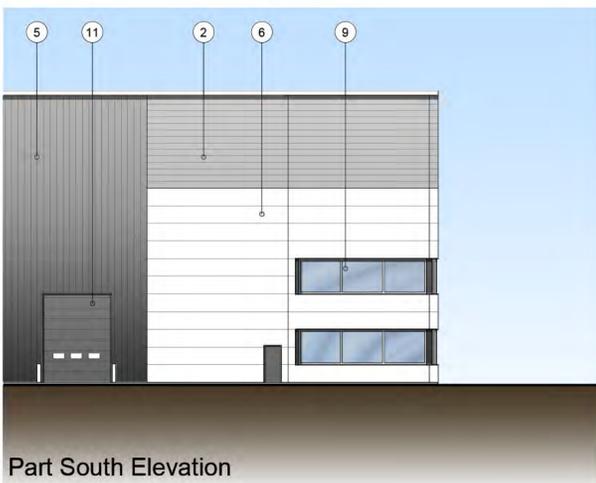
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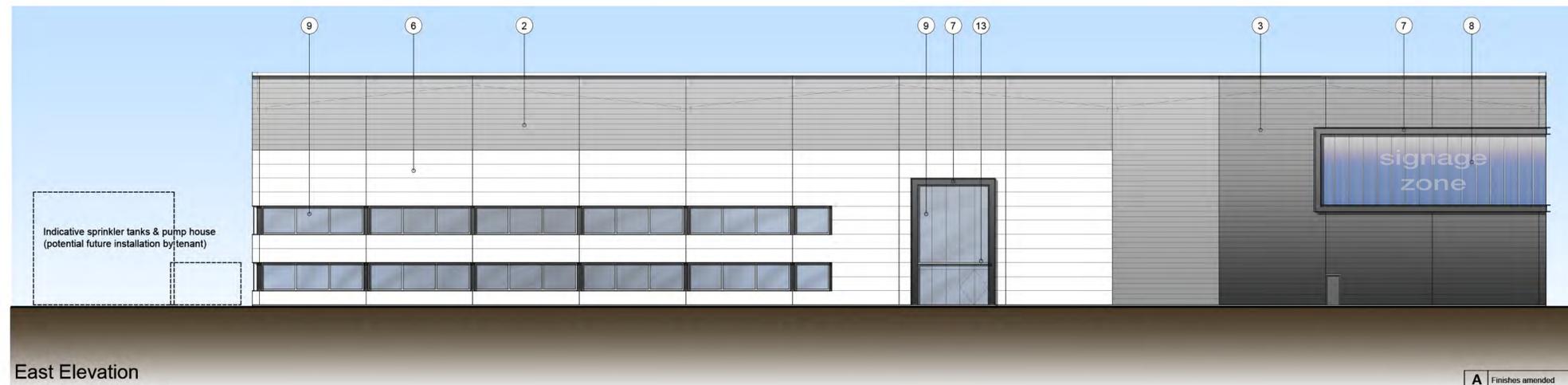
North Elevation (view from A6 trunk road)
(Scale 1:500)



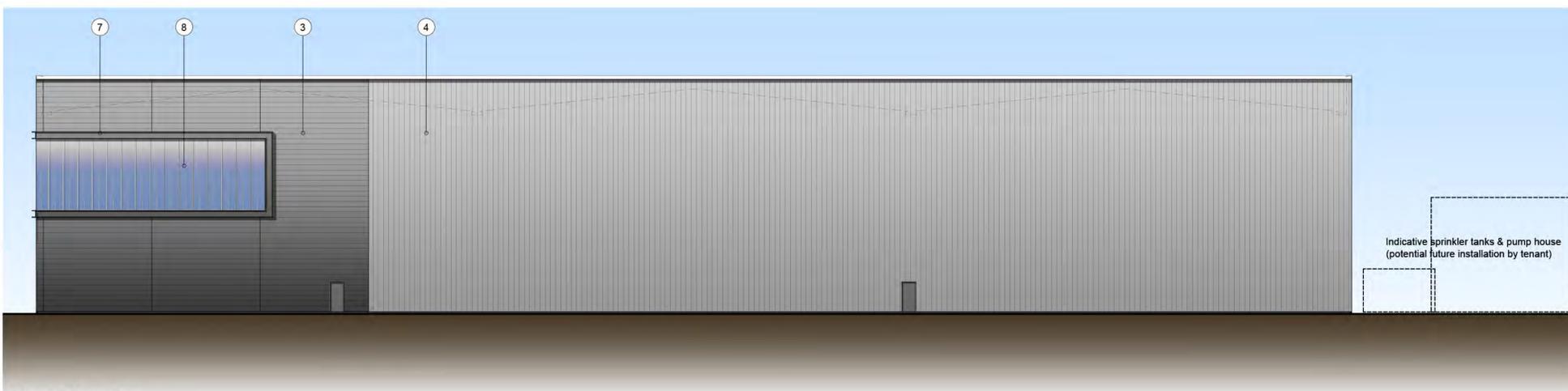
South Elevation
(Scale 1:500)



Part South Elevation
(Scale 1:200)



East Elevation
(Scale 1:200)



West Elevation
(Scale 1:200)

Key to Finishes

- 1 Horizontally laid profiled metal cladding with feature top hat sections. Colour Sirius (Light silver)
- 2 Horizontally laid profiled metal cladding with feature top hat sections. Colour Orion (Mid silver)
- 3 Horizontally laid profiled metal cladding with feature top hat sections. Colour Zeus (Dark silver)
- 4 Vertically laid profiled metal cladding. Sirius (Light silver)
- 5 Vertically laid profiled metal cladding. Colour Zeus (Dark silver)
- 6 Horizontally laid microrib metal cladding. Colour White (RAL 9010)
- 7 Feature steel I-section glazing surrounds. Colour Anthracite (RAL 7016)
- 8 Translucent polycarbonate wall cladding. Colour Light Blue
- 9 Metal glazing framework. Colour Dark Grey, Anthracite (RAL 7016) with blue tinted glazing
- 10 Metal personnel doors. Colour Anthracite (RAL 7016)
- 11 Level access doors. Colour Silver (RAL 9006)
- 12 Dock level doors. Colour Silver (RAL 9006)
- 13 Glass entrance canopy
- 14 Prowall concrete dock surround.

Rev	Description	By	Ckd	Date
A	Finishes amended	AE	MJH	16.06.15



Sherwood House,
Sherwood Avenue, Newark, Nottinghamshire, NG24 1QQ
T:+44 (0)1636 605 700 E: rpsnewark@rpsgroup.com F:+44 (0)1636 610 696

Client



Project Logistics North
Plot A6

Title Unit A6a -
Proposed Elevations

Status	Scale	Date Created
Preliminary	1:200 @A1	18.05.2015
Project Leader	Drawn By	Checked by
KRP	AE	MH

Document Number	Revision	Subsidiary
NK018159 - 0113	A	S0

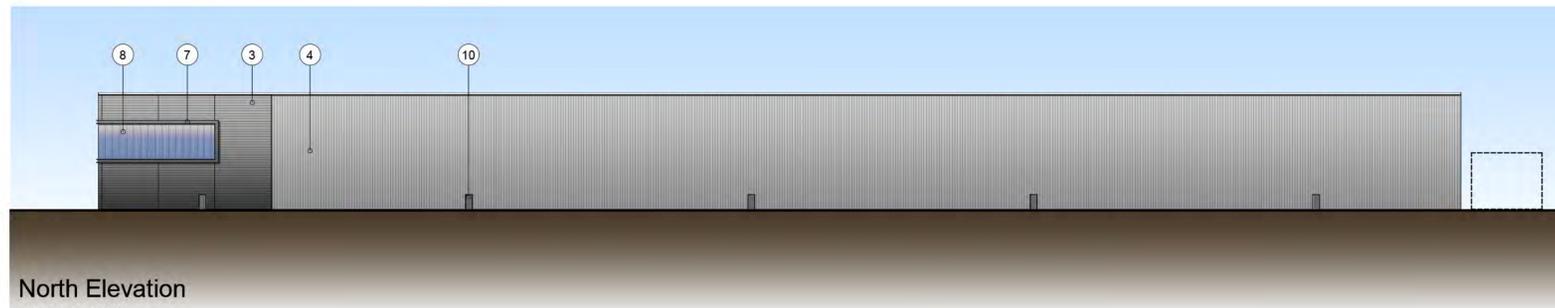
Project Number	Original	Building Name	Year	Doc Type	Rev	Drawing Number

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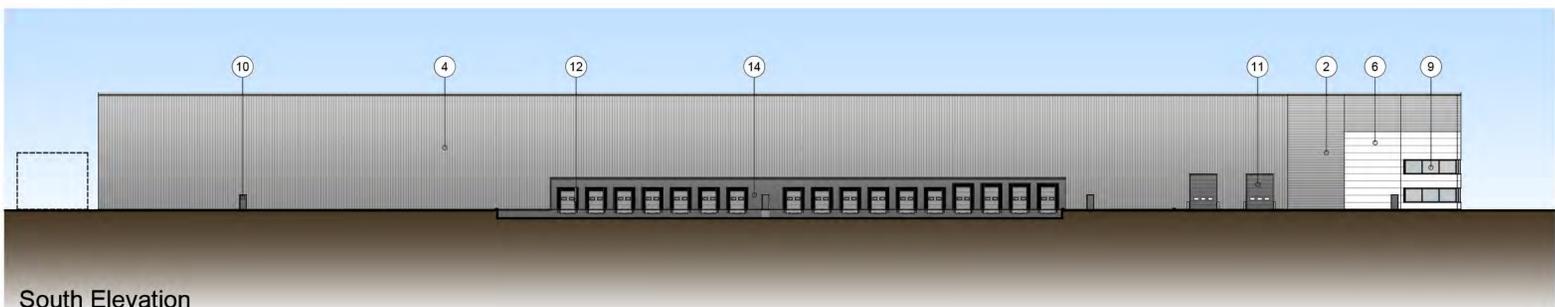


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3. This drawing should be read in conjunction with all other relevant drawings and specifications.



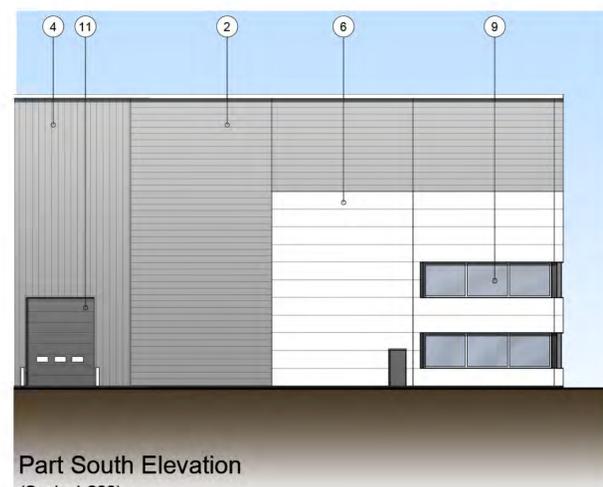
North Elevation
(Scale 1:500)



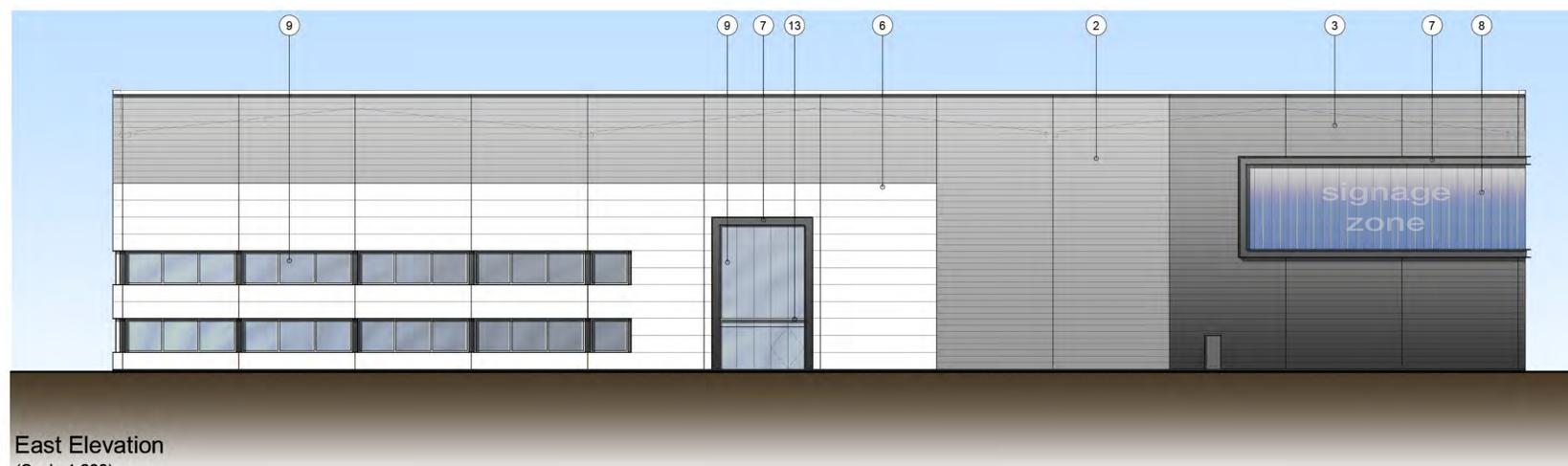
South Elevation
(Scale 1:500)

Key to Finishes

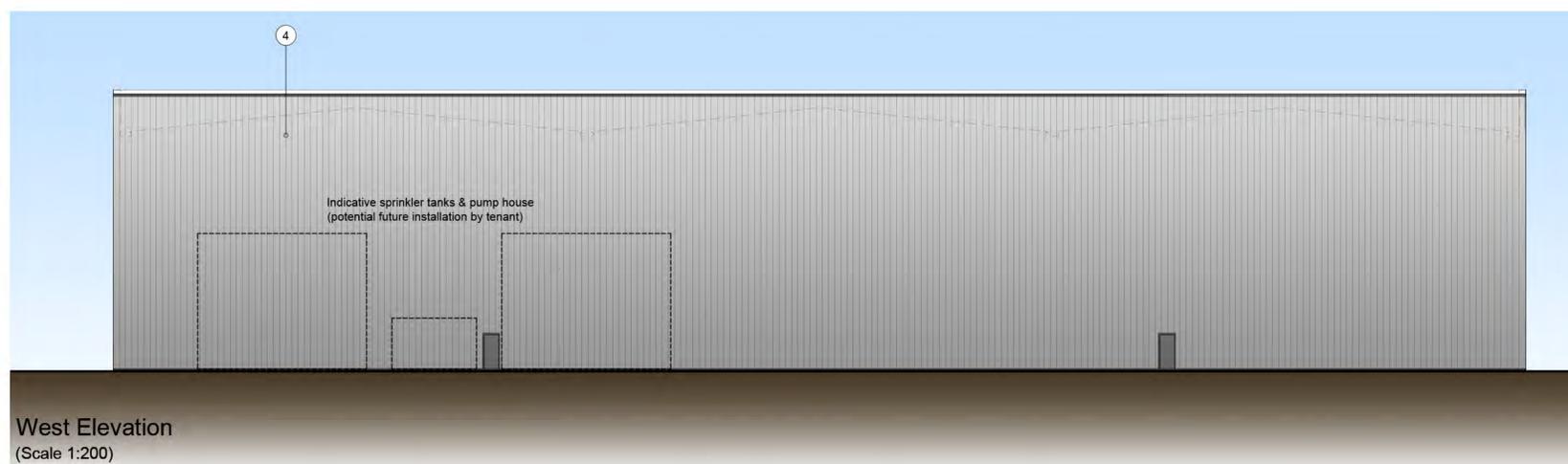
- 1 Horizontally laid profiled metal cladding with feature top hat sections. Colour Sirius (Light silver)
- 2 Horizontally laid profiled metal cladding with feature top hat sections. Colour Orion (Mid silver)
- 3 Horizontally laid profiled metal cladding with feature top hat sections. Colour Zeus (Dark silver)
- 4 Vertically laid profiled metal cladding. Colour Sirius (Light silver)
- 5 Vertically laid profiled metal cladding. Colour Zeus (Dark silver)
- 6 Horizontally laid microrib metal cladding. Colour White (RAL 9010)
- 7 Feature steel I-section glazing surrounds. Colour Anthracite (RAL 7016)
- 8 Translucent polycarbonate wall cladding. Colour Light Blue
- 9 Metal glazing framework. Colour Dark Grey, Anthracite (RAL 7016) with blue tinted glazing
- 10 Metal personnel doors. Colour Anthracite (RAL 7016)
- 11 Level access doors. Colour Silver (RAL 9006)
- 12 Dock level doors. Colour Silver (RAL 9006)
- 13 Glass entrance canopy
- 14 Prowall concrete dock surround.



Part South Elevation
(Scale 1:200)



East Elevation
(Scale 1:200)



West Elevation
(Scale 1:200)

Rev	Description	By	Ckd	Date
A	Finishes amended	AE	MJH	16.06.15



Sherwood House,
Sherwood Avenue, Newark, Nottinghamshire, NG24 1QQ
T:+44 (0)1636 605 700 E: rpsnewark@rpsgroup.com F:+44 (0)1636 610 696

Client



Project Logistics North
Plot A6

Title Unit A6b -
Proposed Elevations

Status	Scale	Date Created
Preliminary	1:200 @A1	18.05.2015
Project Leader	Drawn By	Checked by
KRP	AE	MH

Document Number	Revision	Subsidiary
NK018159 - 0123	A	S0

Project Number	Originator	Building Name	Floor	View Type	View Drawing Number

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