

**PLANNING COMMITTEE**  
**Schedule of Supplementary Information**

**23RD JULY 2020**

**Members are advised of the enclosed information that was either  
received or requested after the production of the planning applications report**

**Bolton  
Council**

## 03818/18

Ward	Location
HARP	LAND AT MINERVA ROAD, FARNWORTH

### Size of Units

For clarification, the size of the 2-bed apartments and the 5-bed units exceed the Nationally Described Space Standards.

The 2-bed apartments – there are two apartment sizes, measuring 61.74sqm and 67.74sqm. For a 2-bed unit the space standards require: 61 sq m (to be occupied by up to 3 people) and 70 sq m (to be occupied by 4 people). Therefore the 2-bed apartments exceed the space standards for the units to be occupied by a maximum of 3 people.

The 5-bed units measure 133 sq m, which exceeds the space standards stated in the Nationally Described Space Standards for 5-bed dwellings.

### Amendment to Condition 9 – Parking

Condition 9 has been amended to be consistent with the phasing requirements of condition 10 as follows:

#### 9. PARKING

No less than 98 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres shall be marked out, numbered and provided within the curtilage of the site, in accordance with approved plan drawing ref: Proposed Site Layout, drawing ref: 1000 Rev H, dated 17/2/20. The parking spaces shall be completed in accordance with the phasing scheme to be submitted and approved as a requirement of condition 10 of this planning permission. Such spaces shall be made available for the parking of cars at all times.

## 06110/19

Ward	Location
FARN	LAND ADJACENT TO 76 CROSS STREET

### **The application description should read eleven dwellings.**

Further emails objecting to the application have been received from the owner of the garage at the access to the application site. To summarise, the following issues have been raised:

- The path leading from the proposed site takes pedestrians to the wall side of the garage, then the only way to leave the site is via the front of the garage. The garage opens directly onto the access road. As you can see from the picture below, visibility is not possible until the egressing vehicle is half way across the access road, this is a serious health and safety issue to vehicles leaving the garage and anyone leaving the site once it becomes a through fare.



- There is no provision for a footpath and no provision can be made along this access route for a footpath.
- Concerns over driver visibility and pedestrian safety, particularly when egressing the garage – concern that the lack of visibility will result in hitting a pedestrian or vehicle.
- The private access road has never been used by members of the public, when a scrap yard the access was only used by the owners and only one HGV entering and leaving the site.  
(Officer comment on the above bullet points: *Although the site hasn't been in use for some time, this was previously a scrap yard and the access has historically been used by heavy goods vehicles. The proposed 11 dwellings will therefore be an improvement on the historical use. The number of residential units is limited and the properties will be set around a cul-de-sac and not a through road, therefore cars and residents entering and leaving the site will be limited and they will all be well aware of the access constraints and pedestrians and vehicles will/should act accordingly.*)
- Concern over liability and responsibility for accidents on the access road  
(Officer comment: *this is a civil matter and not a material planning consideration*)
- Why is this application even going to committee when there is so many outstanding issues that have not been resolved yet? The Flood risk report said to reject the application until further information is received, the H & S said reject the application, the hazardous area zone has still not been revoked (Officer comment – *Floodrisk have recommended a condition to cover the drainage and SUDS matter, the H&S withdrew their objection give the hazardous installation is no longer in use and hasn't been for a number of*

*years, it is the Council's responsibility to revoke the Hazardous Substances Consent and are in the process of doing this)*

The objector has also questioned the interface distances from 13 Park View to plot 11. To clarify:

- The closest part of the proposed dwelling to 13 Park View is the single storey element. There is a distance in excess of 10 metres from the main room window in the side of 13 Park View to the single storey rear section of plot 11 – this is in excess of the 9 metres required by SPD General Design Principles.
- The 2-storey section of the plot 11 is set further back – due to the offset nature of this the interface guidance does not strictly apply. However the interface distance guidance has two purposes:
  1. To prevent overlooking
  2. To prevent overshadowing and overbearing nature of development.

There will be no issues of overlooking as the only windows in the 2-storey side elevation are to bathrooms and the large brick former mill annex currently used as a garage will obscure these from 13 Park View. Plot 11 will not overshadow the house or garden of 13 Park View due to orientation – the proposed dwelling will be sited to the north west. In terms of appearing overbearing, plot 11 will extend past the existing mill annex (garage) by less than 1.5 metres, it is not considered that the dwelling will have a significantly greater impact than the existing garage.