

**Planning Applications Report**

**Planning Committee**

**7<sup>th</sup> March 2019**

**Bolton  
Council**

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

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

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

The following abbreviations are used within this report: -

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

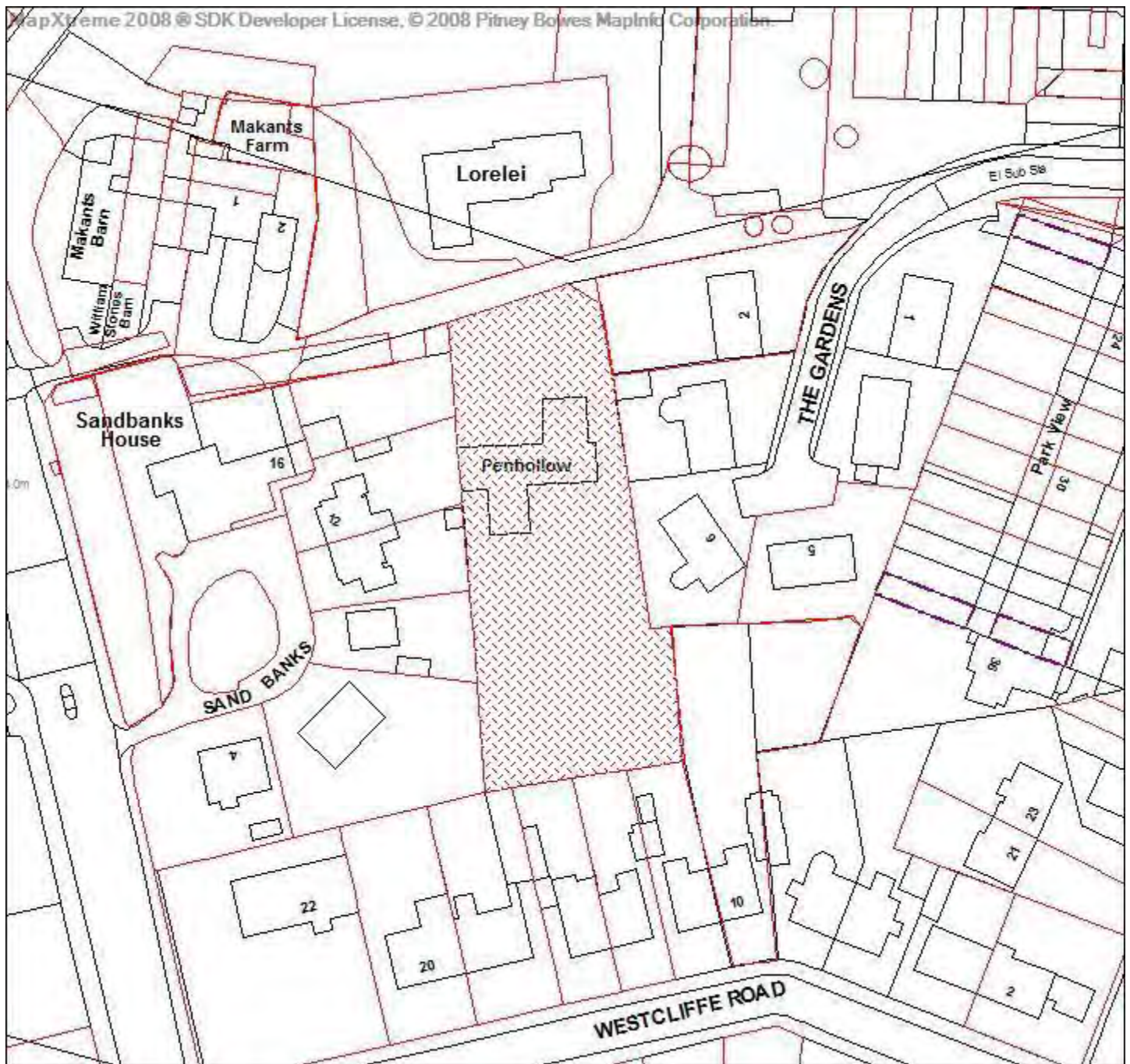
The background documents for this Report are the respective planning application documents which can be found at:-

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

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# Application number 04501/18



Directorate of Place  
Development Management Section

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

# Bolton Council

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**Date of Meeting: 07/03/2019**

**Application Reference: 04501/18**

**Type of Application: Full Planning Application**

**Registration Date: 05/09/2018**

**Decision Due By: 30/10/2018**

**Responsible  
Officer: Lauren Kaye**

**Location: PENHALLOW, EAGLEY BANK, ANDREW LANE, BOLTON, BL1  
7LF**

**Proposal:** DEMOLITION OF ATTACHED GARAGE AND ERECTION OF  
DETACHED GARAGE TO REAR TOGETHER WITH SINGLE  
STOREY EXTENSIONS, RAISING OF RIDGE HEIGHT,  
ALTERATIONS TO WINDOWS AND RENDER.

**Ward: Astley Bridge**

**Applicant: Mr M Davies**

**Agent : Mr Charles Edwards**

## **Officers Report**

**Recommendation: Approve subject to conditions**

### **Proposal**

1. This application seeks permission for the demolition of the attached garage, the erection of a detached garage to the rear along with a single storey extension to the front, side and rear, the raising of the ridge height and alterations to windows and external materials to render.
2. The proposal includes raising the ridge height to accommodate the proposed front, side and rear extensions, increasing the height from 4.3 metres to 7.7 metres (an increase of 3.4 metres). The proposed front extension would project 3.2 metres and measure 8.8 metres wide. The side extension (east) would project 2.9 metres and measure 14 metres long. The rear extension would project 3.6 metres and measure 14.9 metres wide.
3. The proposed detached garage would measure 4.4 metres wide and 7.1 metres long. It would benefit from a pitched roof measuring 2.5 metres to the eaves and 5.1 metres to the ridge.
4. Councillors Fairclough and Wild have requested that the application be heard before Committee.

### **Site Characteristics**

5. The application property is a three bedroom detached bungalow sited within a generous plot. The properties surrounding the application property vary in siting, scale and design. The neighbouring properties to the west are sited on a lower ground level. The neighbouring properties to the east are sited on a similar ground level as the application property. The existing driveway is located to the front of the property with trees and vegetation surrounding the application site.

## **Policy**

6. Core Strategies Policies: P5 Transport and Accessibility; S1.2 Road Safety; CG3 The Built Environment; CG4 Compatible Uses; OA5 North Bolton.
7. SPD House Extensions and SPD General Design Principles.
8. National Planning Policy Framework (NPPF)

## **Analysis**

9. 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.
10. 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 trees

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

11. 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 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, and will require special attention to be given to the massing and materials used in new development.
12. 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.
13. SPD House Extensions paragraph 5.1 states that the siting, design or layout of a house extension should not have an unacceptable effect on the wider street scene or the character of the locality.
14. The application property is located on Eagley Bank, Andrew Lane which is a no through road providing access for seven properties. The properties on the north side are within the Eagley Bank Conservation Area with the application property sited opposite. The neighbouring properties all vary in scale, height and design ranging from bungalow to two and three storey detached properties which results in there being a difference in the levels of existing roof lines. There is also a variety of materials used in the area including stonework, brickwork and mock Tudor design including render.
15. The application property is nondescript and lacking distinctive features when considered within the context of the street scene. It is considered that the proposed extensions to the front, side

and rear are subordinate and in proportion to the main dwelling and considered to be well designed. It would sit well opposite and complement the neighbouring property to the north, Lorelei, and therefore would not have a detrimental impact on the street scene.

16. The proposed increase in height would retain the overall appearance of the property whilst facilitating the extensions to the front, side and rear therefore it is considered that it would be in keeping with the character and appearance of the existing property. As the properties surrounding the application site vary in height, it is considered that the increase in height would not appear incongruous within the roof scape and it would not be visible from the public highway, Blackburn Road.
17. The glazing to the front of the property would create a feature along with the rendering of the property that would sit comfortably within the surrounding area of mixed design properties. The property is set within a generous plot therefore the proposed would not be considered to be overdevelopment as there would be significantly more than 50 square metres of amenity space, which is the minimum amenity space considered reasonable for this style of property as stated in paragraph 3.13 of the SPD House Extensions.
18. The application site would retain three off-road parking which is sufficient for this level of development and access would remain around the property for the storage of bins on non-collection day.
19. It is considered that the proposed extensions would not have a detrimental visual impact on the character and appearance of the surrounding street scene and the design and materials are compatible with the surrounding area. It is therefore considered that the proposed extensions comply with Policies CG3 and OA5 of the Core Strategy and SPD House Extensions in respect of its design and appearance.

#### Impact on the Amenity of Neighbouring Residents

20. 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.
21. 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.
22. SPD House Extensions (2012) provides guidance on the suitable interface distances :-
  - between a neighbouring elevation which contains a main room window and a facing wall of a single storey extension which does not. The distance is 9 metres;
  - between a neighbouring elevation which contains a main room window and a facing wall of a two storey extension which does not. This distance is 13.5 metres;
  - between walls on the neighbouring house and the extension (whether single or two storey) which both contain main room windows but which do not directly face each other. This distance is 17 metres;
  - between facing walls on the neighbouring house and the extension (whether single or two storey) which both contain main room windows. This distance is 21 metres.
23. The neighbouring property to the front/north, Lorelei, no. 15 Eagley Bank, is a detached bungalow sited approximately 33.5 metres from the application property and it is considered that the proposed would not have a detrimental impact on this neighbouring property.

24. The neighbouring properties to the east are sited on a short cul-de-sac and the rear elevations face the side of the application property. A number of these properties benefit from conservatories to the rear however there are also main room windows serving bedrooms located within the rear elevation. Whilst the application property is a bungalow, the apex would be similar to a two storey extension and therefore the interface distance in relation to these neighbouring properties would require 13.5 metres.
25. The neighbouring property, no. 2 The Gardens is sited forward of the front elevation of the application property and the interface distance would be approximately 19.8 metres which is considered acceptable.
26. The rear elevation of the neighbouring property, no. 4 The Gardens faces the side elevation of the application property and would be opposite the apex with an interface distance of 13.8 metres from the main room window in the rear elevation. This is considered to satisfy the policy in relation to two storey extensions/height of extension and is therefore considered acceptable.
27. The neighbouring property to the south west, no. 6 The Gardens is sited on an angle away from the application property and it is considered that the proposal would not impact on any main room windows of this neighbouring property as they are sited in a north western direction and is therefore considered acceptable.
28. The neighbouring properties to the west are sited on a lower ground level to the application property, however the majority of the proposed works to the dwelling (including the increase in ridge height) are sited away from these neighbouring properties with the proposed detached garage sited along the rear boundary of these properties. The proposed garage is single storey in height therefore the recommended interface distance would be 9 metres, however an additional 3 metres is required due to the differing ground level as stated in SPD General Design Principles.
29. The neighbouring property no. 6 Sandbanks is sited on an angle and the side elevation is approximately 34 metres facing away from the proposed garage and application property.
30. The neighbouring property no. 8 Sandbanks is sited on a right angle to the application property and the main room window is approximately 17.7 metres from the proposed single storey garage which is considered acceptable.
31. The neighbouring properties no. 10 and 12 Sandbanks are a pair of semi-detached properties which have been extended in recent years and the proposed garage is sited behind the rear boundary with these properties. The interface distance between no. 10 and the proposed garage is approximately 14.1 metres, whilst the interface distance for no. 12 is approximately 15.8 metres. The side elevation and apex of the proposed roof of the main dwelling would be approximately 21.1 metres from the main room window of no. 10 and 20.8 metres from no. 12 which considered the recommended interface distance of 13.5 metres plus the additional 3 metres is considered acceptable.
32. The neighbouring property no. 14 Sandbanks is sited over 23.5 metres from the proposed garage and application property and is therefore considered acceptable.
33. The neighbouring properties to the rear/south, no. 10, 12, 14, 16 and 18 Westcliffe Road are sited over 55 metres from the proposed extensions due to the generous nature of the plot and therefore is considered acceptable in relation to these neighbouring properties.

34. Taking the above into account, it is considered that the proposal complies with Policies CG3 and OA5 of the Core Strategy and the advice contained within the SPD - House Extensions and SPD General Design Principles.

#### Impact on Trees

35. 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.
36. The Tree and Woodlands officer has been consulted and initially provided the following comments:

*There is one protected Sycamore tree within TPO 4 Bolton (Eagley and Sharples) 1958 Group 6, within the driveway to the front of the existing garage. T1 Sycamore as highlighted on the proposed plan attached has a diameter at breast height (dbh) of 870mm. The proposed extension on the northern aspect will be 3.2 metres away from the tree at its nearest point, which will intrude into the root zone of the tree. Furthermore, there will always be pressures for pruning the tree due to the canopy extent near to the proposed roofline.*

*No other trees will be affected on site within the proposed development.*

*Based upon the above detail the proposed extension on the northern aspect is not supported due to the impact on the root protection zone of T1 Sycamore tree.*

37. The applicant entered into discussions with the Tree officers and provided a tree report in support of the application along with details of a proposed pile and beam layout. Following the receipt of the Arboricultural Method Statement the Tree officer provided the following comments:

*We are happy that the proposed should not adversely affect the root system/s of the neighbouring trees and are happy with the detail and that the impact on the trees will be kept to a minimal.*

38. It is therefore considered that the proposal would comply with policy CG1.2 of the Core Strategy.

#### **Conclusion**

39. For the reasons, discussed above it is considered that the proposed works would not harm the character and appearance of the existing dwelling or street scene, would not unduly harm the amenity of any neighbouring residents and would not be detrimental to the protected tree within the application site.
40. Members are therefore recommended to approve this application.

## **Representation and Consultation Annex**

### **Representations**

**Letters:-** Three objections have been received on the following grounds:

- the effective building of a second storey will take light from our garden which is already short of light due to the TPO trees adjacent to the boundary.
- the second floor windows in the proposed plans will directly overlook our property. (*Officer comment: the application property would remain a single storey dwelling and the velux windows within the roof plane would not allow for overlooking*)
- the amount of work will render us to be living on a building site. We moved here to live out our remaining years, and this we could manage without. (*Officer comment: disruption to neighbours during the construction phase can only be given very limited planning weight*)
- object to the proximity of the side extension to our garden fence and the overshadowing of our garden.
- neighbouring property already suffers from a reduction of sunlight to the garden due to the tall conifer hedge and the proposed will cause further problems.

**Petitions:-** None received.

**Elected Members:-** Cllr Fairclough and Cllr Wild.

### **Consultations**

Trees and Woodlands

### **Planning History**

11295/79 - DEMOLITION OF EXISTING GARAGE AND OIL TANK, CONVERSION OF ATTACHED GARAGE/STORE INTO RESIDENTIAL ACCOMMODATION AND ERECTION OF A SINGLE STOREY EXTENSION AT REAR TO PROVIDE A LOUNGE/DINING ROOM AND A KITCHEN. - Approved

24261/84 - ERECTION OF A DOUBLE GARAGE AT SIDE OF BUNGALOW. - Approved

73510/06 - PRUNING OF ONE SYCAMORE AND TWO BEECH - Approved

73511/06 - FELLING OF ONE WILLOW AND ONE SYCAMORE - Withdrawn

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

1. The Sycamore tree within the site which is subject of a Tree Preservation Order (TPO) has 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) and in order to comply with Bolton's Core Strategy policies CG1 and CG3

3. The measures approved under the Tree Report and Arboricultural Method Statement by Rowbottom's Tree Services Ltd. shall be implemented fully in accordance with the approved details.

Reason

To ensure the safe development of the site and favourable retention of trees and to comply with policy CG1.2 of Bolton's Core Strategy.

4. The development hereby permitted shall be constructed entirely of the materials details of which are shown on plan ref:

**Proposed South Elevation - Drawing number 002, Date drawn 24.7.18**

**Proposed North Elevation - Drawing number 003, Date drawn 24.7.18**

**Proposed West Elevation - Drawing number 004, Date drawn 24.7.18**

**Proposed East Elevation - Drawing number 005, Date drawn 24.7.18.**

Reason

For the avoidance of doubt as to what is permitted and in order to comply with Bolton's Core Strategy policy CG3

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

**Proposed Plan - Drawing number 001, Date drawn 24.7.18**

**Proposed South Elevation - Drawing number 002, Date drawn 24.7.18**

**Proposed North Elevation - Drawing number 003, Date drawn 24.7.18**

**Proposed West Elevation - Drawing number 004, Date drawn 24.7.18**

**Proposed East Elevation - Drawing number 005, Date drawn 24.7.18**

**Proposed Plan - Drawing number 011, Date drawn 12.8.18**

**Proposed Garage Elevations - Drawing number 012, Date drawn 12.8.18**

**Tree Report by Rowbottom's Tree Services Ltd, Dated 7th November 2018**

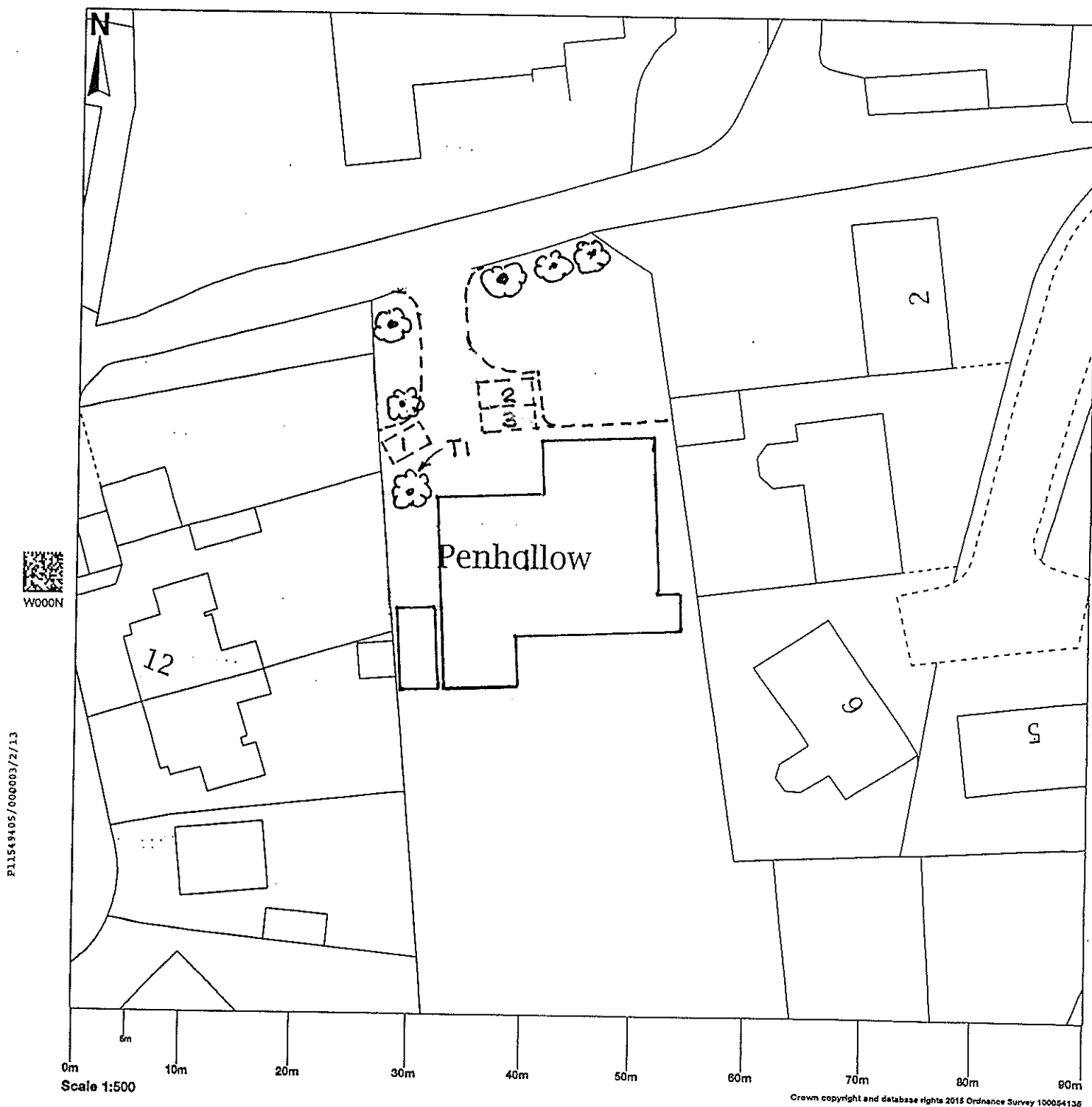
**Arboricultural Method Statement by Rowbottom's Tree Services Ltd, Dated 7th November 2018**

Reason

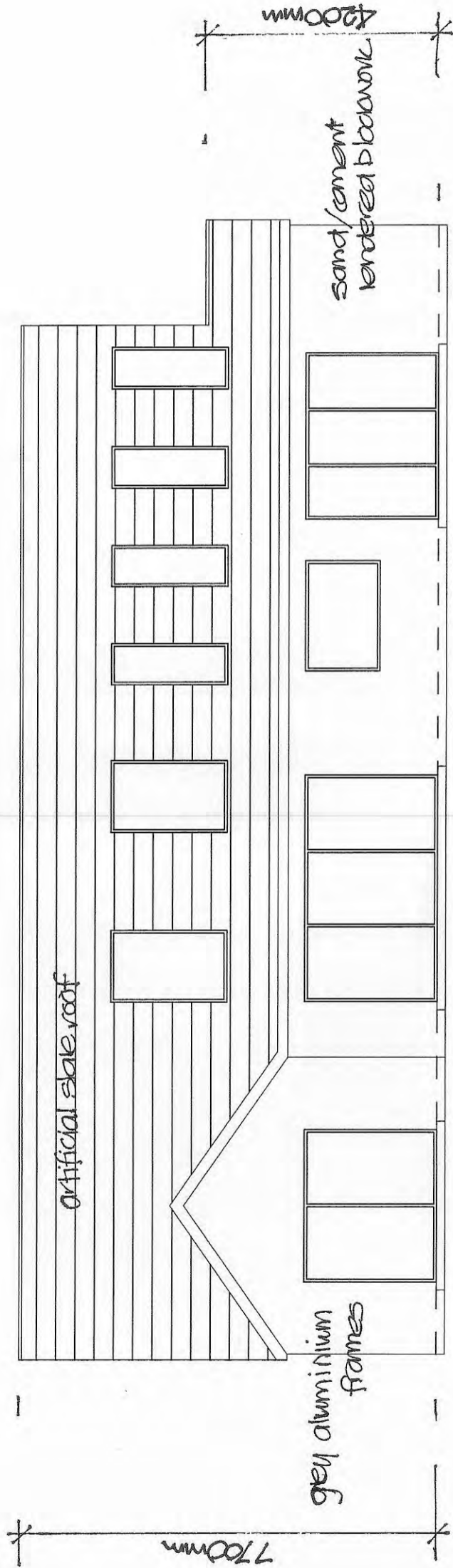
For the avoidance of doubt and in the interests of proper planning.

# PROPOSED PLAN

Penhallow, Eagley Bank, Bolton, BL1 7LF



NOTES

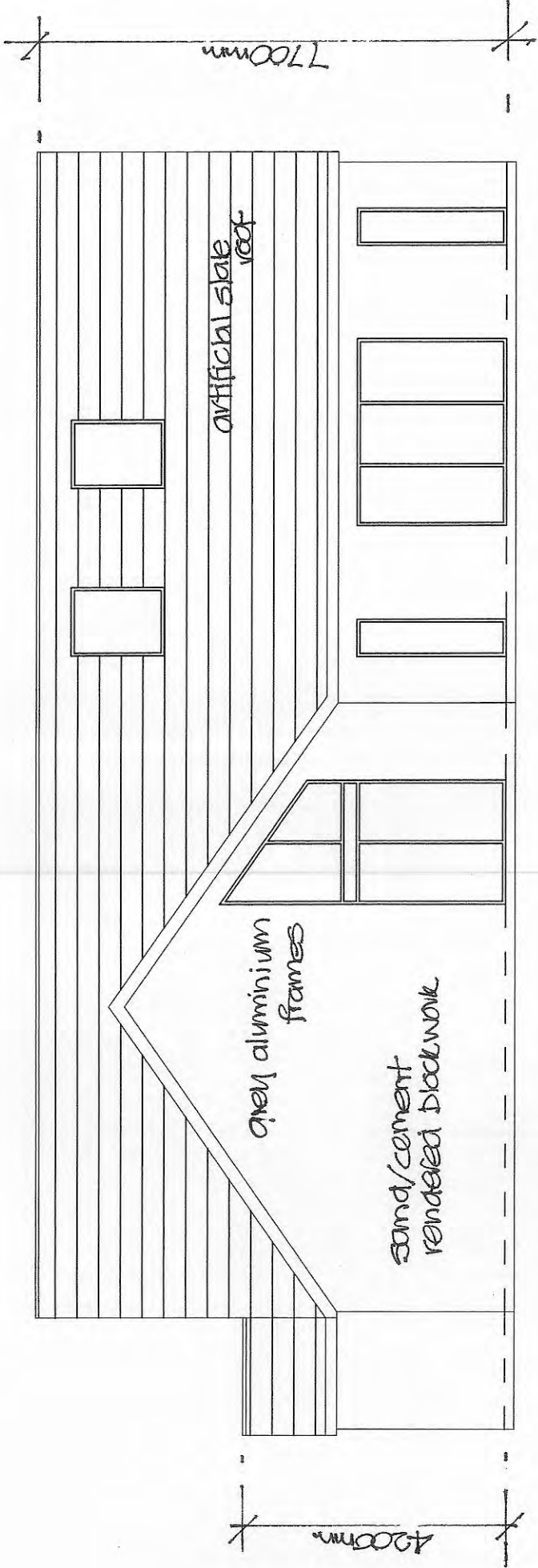


BOLTON COUNCIL  
DEVELOPMENT & REGENERATION  
RECEIVED  
05 SEP 2018

SOUTH ELEVATION

CLIENT	MR M DAVIES								DRAWING		PROPOSED SOUTH ELEVATION		
									SCALE	1:100	DRAWN	MD	CHECKED
											DATE	24.7.18	DATE
PROJECT	PENHALLOW, EAGLEY BANK BOLTON BL1 7LF						PROJECT N°		DRAWING N°	REV	A3		
							2737		002				
							DESCRIPTION		DATE	REV BY			

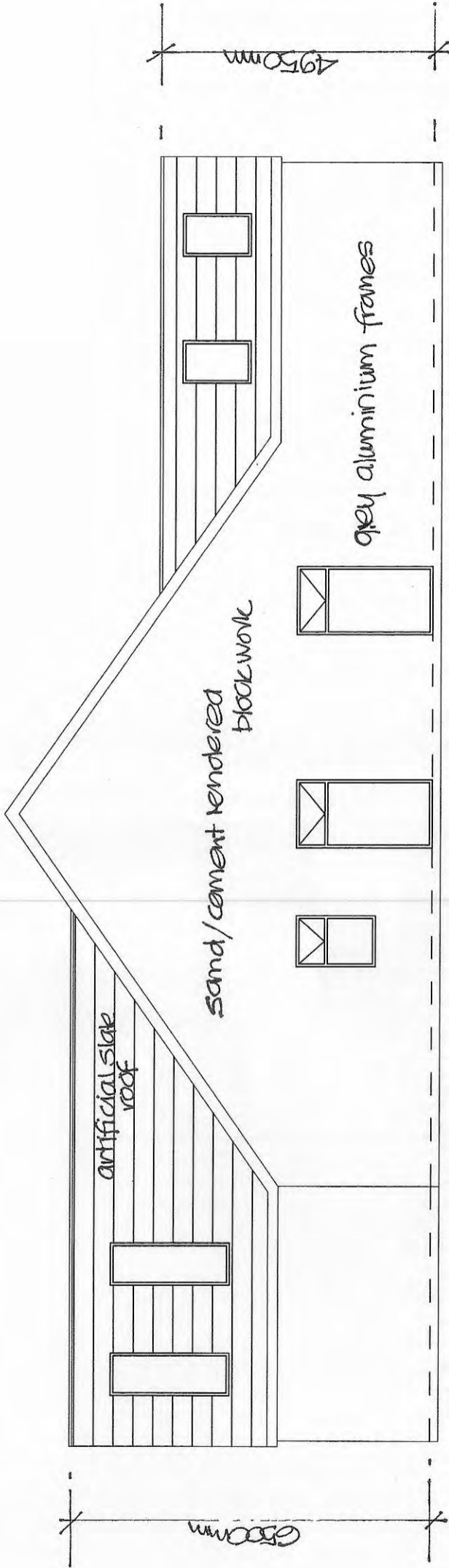
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BOLTON COUNCIL  
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05 SEP 2018

NORTH ELEVATION

CLIENT	MR M DAVIES		DRAWING		PROPOSED NORTH ELEVATION			
			SCALE		DRAWN		CHECKED	
			1:100		MD		DATE	
PROJECT	PENHALLOW, EAGLEY BANK BOLTON BL1 7LF		PROJECT N°		DRAWING N°		REV	
			2737		003		DATE	
			DESCRIPTION		DATE		REV	
								A3

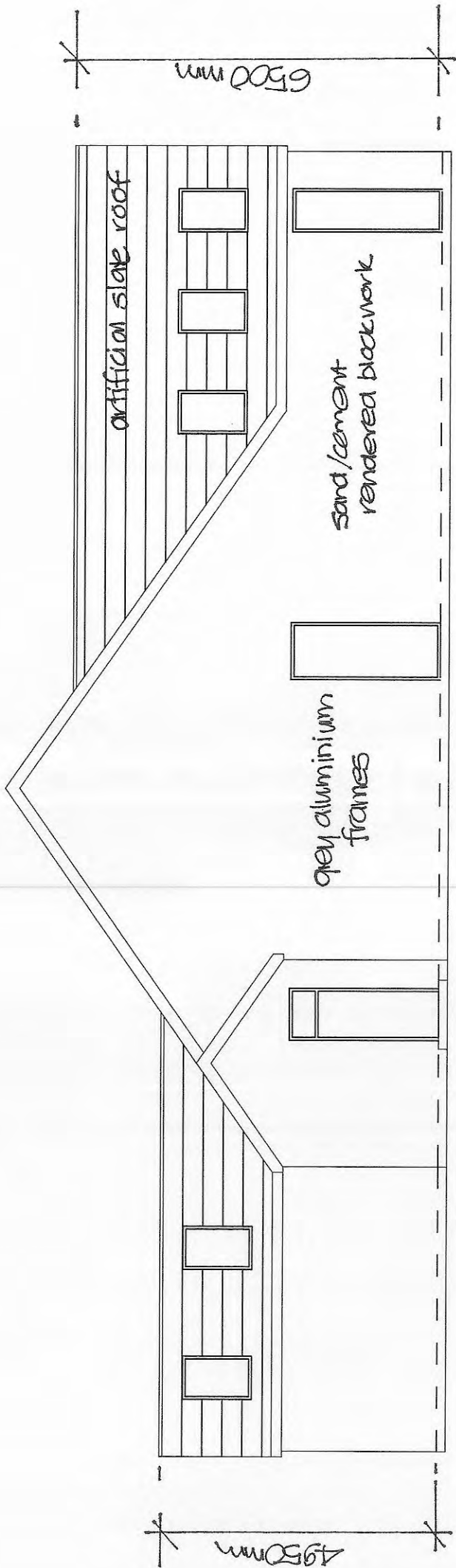


WEST ELEVATION

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05 SEP 2018

CLIENT	MR M DAVIES		DRAWING		PROPOSED WEST ELEVATION			
			SCALE		1:100	DRAWN		CHECKED
			PROJECT N°		2737	DATE		MD
PROJECT	PENHALLOW, EAGLEY BANK BOLTON BL1 7LF		REV		BY	DATE	DESCRIPTION	
			DRAWING N°		004	DATE		24.7.18
			REV			DATE		
						A3		

NOTES



EAST ELEVATION

BOLTON COUNCIL  
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RECEIVED  
05 SEP 2018

CLIENT	MR M DAVIES									DRAWING	PROPOSED EAST ELEVATION				
											SCALE	1:100	DRAWN	MD	CHECKED
PROJECT	PENHALLOW, EAGLEY BANK BOLTON BL1 7LF									PROJECT N°	2737	DRAWING N°	005	REV	A3

# Application number 04748/18



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**Date of Meeting: 07/03/2019**

**Application Reference: 04748/18**

**Type of Application: Full Planning Application**

**Registration Date: 29/10/2018**

**Decision Due By: 27/01/2019**

**Responsible Officer: Jodie Turton**

**Location: LAND AT VICTORY ROAD, LITTLE LEVER, BOLTON, BL3**

**Proposal:** ERECTION OF 22NO. RESIDENTIAL DWELLINGS (8NO. 2 BED AND 15NO. 3 BED) TOGETHER WITH ASSOCIATED PARKING, LANDSCAPING AND RE-ROUTING OF THE EXISTING PUBLIC RIGHT OF WAY

**Ward: Little Lever and Darcy Lever**

**Applicant: Engie**

**Agent : BM3 Architecture Ltd**

## **Officers Report**

**Recommendation: Approve the application subject to conditions and authorise the Director of Place and Borough Solicitor to complete all the necessary legal formalities in consultation with the Chair of Planning Committee.**

### **Proposal**

1. The application proposes the erection of 22 dwellings on an area of open space (approximately 0.48 ha) sited on Victory Road, Little Lever. The site is allocated for housing in Bolton's Allocations Plan - reference 53SC. The density of the development will be approximately 45.8 dwellings per hectare.
2. The proposed dwellings will comprise a mix of two and three bedroom properties and the layout will comprise of: 12 semi-detached dwellings, 10 terrace properties broken down into three short blocks (two blocks of 3 adjoining dwellings and one block of 4 adjoining dwellings). The development is a partnership between Engie and Bolton at Home and will provide 22 homes for social rent.
3. The development will benefit from 38 parking spaces in total, which equates to 1.7 spaces per dwelling. Some properties will therefore benefit from two parking spaces whereas other dwellings will be allocated one space.
4. The site has been designed around a traditional cul-de-sac formation, with a hammer head turning area at the southern section of the site.
5. Bin storage has been taken into consideration in the design and layout of the site and each dwelling has a dedicated bin storage area to the rear or side of each property.

### **Site Characteristics**

6. The site is an informal area of green open space close to the centre of Little Lever. A public right of way (LIL011) runs through the site, adjoining Victory Road with Lever Street.
7. The site is located in a largely residential area, with residential properties on Victory Road to the north east and to the west. The south western boundary of the site is dominated by the rear elevation of a large Tesco store, which sits in close proximity to the site. A children's nursery "Kids Wreck" is located to the south west of the site.
8. The central area of the site is characterised by amenity grass with a tarmac path running through the site. A hedge bounds the Victory Road frontage, with some breaks to provide pedestrian access. There is also a large tree sited on the pavement directly outside of the site. Three further mature trees are sited on the boundary of the site adjacent to 32a Victory Road. Mature hedging screens the Tesco store to the south western boundary. Palisade fencing bounds the site to the southern and western boundaries and a tall brick wall bounds the site with the residential properties 26 - 30 Victory Road.

### **Policy**

9. Bolton's Core Strategy policies: SC1 Housing; CG1 Biodiversity and Trees; CG2 Sustainable Construction; CG3 Built Environment; CG4 Compatible Uses; S1 Safe Bolton; P5 Accessibility; OA6 Little Lever and Kearsley and Appendix 3 Parking Standards.
10. Allocations Plan: PG8AP Public Rights of Way; Appendix 4 Housing Allocations.
11. Greater Manchester Spatial Framework - Revised Draft January 2019.
12. Supplementary Planning Documents: General Design Principles SPD and the Accessibility, Transport and Safety SPD.
13. National Planning Policy Framework (2019).
14. Planning Practice Guidance.

### **Analysis**

15. Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise. Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission. Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission. It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.
16. The main impacts of the proposal are:-
  - \* principle of residential development
  - \* impact on the character and appearance of the area
  - \* impact on residential amenity
  - \* impact on the highway
  - \* impact on trees and biodiversity
  - \* impact on floodrisk and drainage

- \* impact on public rights of way
- \* sustainable design and construction
- \* impact on local infrastructure

#### Principle of Residential Development

17. Section 5 of the National Planning Policy Framework (NPPF) supports the Government's objective of significantly boosting the supply of homes, stating that, "it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed." The guidance recognises that small and medium sites can make an important contribution to meeting the housing requirement of an area, and are often built out relatively quickly.
18. The NPPF (2019) retains the three overarching objectives to achieving sustainable development, which although interdependent, need to be pursued in mutually supportive ways: economic, social and environmental sustainability. Paragraph 9 of the NPPF acknowledges that, "Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area."
19. Policy SC1 of Bolton's Core Strategy states that the council will identify a range of housing sites for additional provision and at least 80% of housing development will be on previously developed land. Policy OA6.3 states that the council will concentrate sites for new housing within the existing urban area.
20. It is acknowledged that the application site is a greenfield site, used for informal recreation. The site is however allocated for housing development in the Allocations Plan (site 53SC) and the principle for residential development has already been established here.
21. The revised draft of the Greater Manchester Spatial Framework was published in January 2019 and is currently being consulted upon until 18 March 2019. The status of the draft GMSF is as follows:  
  
*The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016. A revised consultation draft was published in January 2019 and a further period of consultation is currently taking place. **The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process.***
22. It is essential that the delivery of those sites identified for housing within the current Allocations Plan is maximised. The application site as noted above is an existing housing allocation.
23. Although the site is relatively small at 0.48 hectares it offers the development potential for 22 residential units which will contribute positively to the Borough's housing land supply. At a proposed density of approximately 45.8 dwellings per hectare, the development proposes the efficient use of the site to maximise residential provision.
24. The proposed housing will be 100% affordable, the site is being developed by Bolton at Home. The submitted Design and Access Statement provides details on the need for and demand for affordable housing in the locality stating that, *"Information from the Homes for Bolton affordable housing allocation process team show that in Little Lever over a 12 month period there have only*

*been 6 two or three bedroom houses become available to re-let (only 1 of which was a 3 bed house). The number of expressions of interest (bids ) for these properties ranged from 71 to 174. This clearly evidences high demand for the property types proposed for this development that will be offered as Affordable Rent, aligned to low turnover, hence justifying the proposal to develop these 23 two and three bedroom houses in the locality."*

25. The site is sustainably located, within easy walking distance of Little Lever town centre and with a bus stop situated directly outside of the site on Victory Road.
26. Overall, the site is considered to present a sustainable development option on a site whereby the principle of residential development has already been established via the Allocations Plan housing allocation, the proposal thereby complies with Core Strategy policy SC1 and OA6.3.

#### Impact on the Character and Appearance of the Area

27. 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 OA6 relates specifically to developments in Little Lever and states that the Council will respect and enhance the built form and pattern of existing development.
28. Section 12 of the NPPF is focused on the achievement of well-designed places. The Government attaches great importance to the design of the built environment. Paragraph 124 asserts that, "Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."
29. The site has been designed around a traditional cul-de-sac with a hammer head turning area at the southern section of the site. The layout has been designed to ensure that the Victory Road frontage is addressed, with three houses directly fronting onto the road, although the properties will sit slightly forward of the building line, this is considered to be nominal and also given the position of the access road in relation to the stronger building line to the north west this is considered to be acceptable.
30. The houses are of a relatively modern and simple design, with brick at ground floor and render at first floor. Windows are well proportioned and have been designed with a symmetry which works well within the contemporary format. Noticeably, the houses have shallow roofs which again adds to their contemporary design and will also minimise the impact of the new built form.
31. Given the density of the site, there is limited opportunity for landscaping other than at the site entrance and within the small front gardens. A landscape scheme has been submitted and Officer's are keen to secure appropriate landscaping where possible to soften the development and to compensate for the loss of existing landscaping. On balance however, the viability of the sites development is dependent on the provision of housing in the density proposed and is considered to outweigh the desire for additional landscaping opportunities.
32. Overall, the proposal is considered to present a positive development opportunity, which has been well designed and is therefore considered to comply with Bolton's Core Strategy policy CG3, as well as SPD "General Design Principles".

#### Impact on Residential Amenity

33. 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.

34. The SPD "General Design Principles" sets out the recommended interface distances for housing developments to ensure that residents privacy and amenity are not unduly affected.

#### *Interface Distances*

35. The site is located in a largely residential area with residential dwellings sited to west and north west of the site. To the west is an established residential development comprising of three-storey apartment blocks and a two storey community centre building. The apartments are on a lower level than the application site and given the slight raise in levels proposed to achieve the site drainage, the difference between the proposed dwellings and the apartments will be approximately the equivalent of one storey. Given that the existing apartments are three-storey and the facing elevations of the existing and proposed buildings contain principal room windows, the desired interface distance would be 21 metres. There is a minor shortfall in the proposed interface distances, achieving 20.7 metres, to the rear of plot 20 and a minor reduction to the rear of plots 18 and 19 to just under 20 metres.
36. To the north east of the site are the properties 26 to 30 Victory Road. There will be no impact in terms of interface distances on 26 and 28 Victory Road as these dwellings will have outlook onto the garden areas of the proposed dwellings. There is a distance of 10 metres and 12 metres from the non-principal room windows at the first floor of 30 Victory Road to the blank gable elevation of plot 22, which complies with policy in terms of interface distances.
37. Within the site, the layout largely meets interface distance requirements, there is a minor shortfall between plot 13 and the side of plot 15. There is also a shortfall between the facing elevations of plots 6-9 and 15-18, whereby only 17.8 metres can be achieved, rather than the required 21 metres. The applicant has worked to amend the site layout to maximise interface distances, however the priority was to achieve the distances to the existing properties around the site as a shortfall would impact upon established residents. Within the development site it is acknowledged that future residents will be aware of the site layout prior to selecting the accommodation. Furthermore, it is important to weigh the benefits of providing 22 affordable housing units against the requirement to achieve in-site interface distances. Officer's consider the benefits of the 22 affordable units outweighs the shortfall in this instance.
38. To the east of the site is the rear elevation of the large format Tesco store. The blank elevation of the store will be sited to the rear of plots 8 and 9. The distance between the store and the properties which will contain principle windows in the rear elevations will be approximately 11.5 metres. The SPD recommends a distance of 13.5 metres from a dwelling containing principle room windows and a two storey blank elevation. It is acknowledged therefore that there is a shortfall, however given that this only affects two plots, it is considered that the benefits of providing affordable housing on the site outweighs this shortfall. Furthermore, the future residents will be aware of this relationship prior to moving into the property.
39. Having regard to the loss of light to the nursery building from the siting of the proposed dwellings, the dwellings will be sited to the north east of the nursery and therefore due to the orientation of the buildings there will be no loss of light.

#### *Amenity Space*

40. SPD "General Design Principles" contains guidance on recommended private amenity space for dwellings of 50 square metres. Most of the proposed dwellings either achieve or exceed this amount, however a minor number of plots fall below this amount, with gardens ranging between 40 and 45 square metres. Those properties with the shortfall are the Holt design and therefore

the smaller 2-bedroom properties. Given the size of the proposed dwellings and the limited degree of shortfall this is considered to be acceptable in this instance.

#### *Relationship with Children's Nursery*

41. To the south of the site is a children's nursery. A number of objections have been raised by local residents and the nursery with regard to the relationship of the proposed dwellings with the children's nursery and overlooking from the dwellings into the site as well as a loss of light to the nursery.
42. There is a distance of approximately 11.5 metres from the rear of plots 10, 11,12 to the rear of the nursery building which has windows in the facing elevation. There is a distance of approximately 13.3 metres from the rear of plots 13 and 14 to the boundary of the site which is adjacent to the nursery play area. A palisade fence runs along the existing boundary between the open space and the nursery, which is permeable and allows views into the nursery building, whilst the section which runs along the nursery playground has additional screening. The proposed boundary treatment is a timber fence of 2.0 metres in height (the height of the fence has been increased from 1.8m to 2.0m in response to the residents concerns about privacy). The fence will preclude views to the nursery and its playground from the ground floor of the properties and from the gardens of the proposed dwellings. Given the proximity of the nursery building to the site boundary (approximately 1.0 metre), the timber fence at 2.0 metres will ensure that there are no views from the properties into the nursery building. There may be some views from the first floor of the properties into the nursery playground, however given the position of the mature Ash tree which is to be retained any views will be limited. Nevertheless, it is not unusual to have residential properties in close proximity to nurseries and schools, and in fact the privacy and views into the nursery will be significantly reduced by removing the existing open public area bound by a palisade fence which allows views directly into the nursery building from anyone using the open space.
43. The relationship of the proposed dwellings with the nursery is therefore considered to be acceptable and complies with Core Strategy policy CG4 in terms of privacy and amenity.

#### *Relationship with Hot Food Takeaway*

44. A hot food takeaway (HFTA) is situated at 32a Victory Road, which is directly adjacent to plot 1 of the proposed development. The Council's SPD on HFTAs does not encourage close relationships between residential properties and HFTAs due to the potential for noise, disturbance and smells. During the application process the Applicant was asked to look into altering the layout to place the parking and road closest to the HFTA rather than the dwellings as proposed, however this would have resulted in the requirement to relocate the existing bus stop and would also have resulted in the loss of a number of plots making the scheme unviable. Despite this, it is considered that the HFTA already operates in a residential area and therefore is already operating successfully within a sensitive environment, furthermore, as the HFTA is established future residents will be aware of this relationship and will make a choice as to whether they are happy to live next to the premises. On balance therefore this relationship is considered to be acceptable.

#### *Conclusion*

45. Taking the above points into consideration, the proposed development is considered to comply with Core Strategy policy CG4 and SPD "General Design Principles".

#### Impact on the Highway

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

- Accessibility by different types of transport, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users.
- The design of developments to enable accessibility by public transport.
- Freight movement for industrial and storage uses.
- Servicing arrangements.
- Parking, including parking for cycles and powered two-wheelers, in accordance with the parking standards set out in Appendix 3.
- The transport needs of people with disabilities.
- The requirement for a Transport Assessment and Travel Plan with major trip generating developments.

47. Policy S1.2 of the Core Strategy states that the Council will promote road safety in the design of new development.

48. Paragraph 109 of the NPPF states that development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts the road network would be severe. Within this context, applications for development should give priority first to pedestrian and cycle movements and facilitate access to high quality public transport; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

49. Given the number of dwellings proposed no transport assessment was required for this application.

50. The Council's Highways Engineers have raised no objections to the application proposal and in fact the applicant has worked with the Council's Highways section to ensure that the internal layout of the site is designed to adoptable standards.

51. Highways Engineers have confirmed that, "The level of traffic impact from the site will be negligible and should be accommodated without detriment to the operational capacity of the surrounding highway network posing minimal road safety implications. The visibility onto the highway network will be compliant with the requirements indicated in the Manual for Streets."

52. A total of 38 parking spaces are proposed, which equates to 1.7 spaces per dwelling, Highway Engineers recognise that this falls marginally below the Council's maximum residential parking standards. However, this is a sustainable location with good access to public transport and close to the centre of Little Lever and the associated services it provides. Therefore, on balance the level of parking provision is therefore considered to be acceptable.

53. The proposed development is considered to comply with Core Strategy policies P5 and S1.2.

#### Impact on Trees and Biodiversity

54. 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.

55. Policy CG1.2 of the Core Strategy states that the Council will safeguard and enhance biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and inter connectivity of wildlife corridors and habitats.

56. There are a number of trees on the periphery of the site and a large mature hedge to the eastern boundary. In order to accommodate the number of houses proposed, the development of the site will result in the loss of most of the trees and hedges, however the mature Ash tree to the south western corner of the site will be retained. There will be some opportunities for planting within the site and a landscape plan has been submitted with the application and agreed by the Council's landscape officers.
57. An ecology report was submitted with the application and Greater Manchester Ecology Unit have commented on the proposed scheme. It is recognised that the site is of low ecological value, with the exception of some trees and scrub around the perimeter of the site. The application upon submission did show the loss of a mature ash tree which has ecological value, the plans have however been amended to ensure the retention of the tree, resulting in the loss of one dwelling from the scheme. In addition, and in line with the requirements in the NPPF, GMEU have recommended a condition for ecological enhancement measures on the site.
58. Japanese knotweed has been identified on the site and a condition will be added to ensure the removal of the invasive species.
59. The Council's Tree and Landscape officers have assessed the application and although it is considered unfortunate to lose the trees within the site and the hedgerow to the Victory Road frontage, the main cause for concern was the loss of the mature Ash tree, which is now shown for retention. On this basis, the Council's Tree Officer is satisfied with the proposals and on the basis of additional planting within the site to mitigate against the losses. Conditions are recommended for protective fencing and also for further information on levels to ensure that any proposed levels changes do not impact detrimentally on the mature Ash tree. A landscape scheme has been submitted and agreed by the Council's Landscape Officer, a condition is therefore recommended to secure this.

#### Impact on Flood risk and Drainage

60. Policy CG1.5 of the Core Strategy states that the Council will reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk. Policy CG2.2c states that all proposals for five or more residential units should demonstrate the sustainable management of surface water run-off from developments. On greenfield sites the rate of run-off should be no worse than the original conditions before development.
61. A drainage layout and Drainage Strategy Report have been submitted with the application. The Council's Flood risk team consider the submitted information to be satisfactory and have recommended that a condition is added to ensure that the development proposal is carried out in accordance with the approved documents. The proposal is therefore considered to comply with policy in this respect.

#### Impact on Public Rights of Way

62. Allocations Plan Policy P8AP states that the Council will permit development proposals affecting public rights of way provided that the integrity of the right of way is retained.
63. A public right of way (LIL011) runs through the application site. The development proposal includes the re-routing of the PRow to pass through the new residential development and a link will be retained from the proposed cul-de-sac to the side of plot 10 and will link to the existing footpath which runs to Lever Street in the south.
64. The Council's Public Right of Way Officer has assessed the proposed route and considers this to

be satisfactory. The proposal is therefore considered to comply with policy P8AP of the Allocations Plan.

#### Sustainable Design and Construction

65. Bolton's Core Strategy policy CG1.6 seeks to ensure that developments work towards minimising energy requirements, improving energy efficiency, lessening the reliance on fossil fuel-based energy and reducing carbon dioxide (CO<sub>2</sub>) emissions. Policy CG2.2(b) applies to residential developments of 5 units or more and requires those developments to incorporate appropriate decentralised, renewable or low carbon energy sources to reduce the CO<sub>2</sub> emissions of predicted regulated and unregulated energy use by at least 10%. The LPA will also accept means of built fabric improvements to achieve the 10% reduction.

66. No information has been submitted with the application with regard to the sustainable construction of the scheme, therefore a condition is recommended to secure this.

#### Impact on Local Infrastructure

67. Policy IPC1 of the Core Strategy states that the Council will seek to ensure that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or to mitigate the impact of that development. In doing so, the Council will ensure that a scheme is made acceptable in planning terms and achieves the objectives of sustainable development.

68. Policy H1 of the Core Strategy states that the Council will ensure that new developments contribute appropriately through planning contributions to meet the health needs that they generate. Policy A1 states that the Council will ensure that new developments contribute appropriately through planning contributions to meet the educational and training needs that they generate. Policy SC1 requires that on greenfield land (which the application site is) 35% of the total dwelling provision should be affordable.

69. The Council's SPD Infrastructure and Planning Contributions provides further guidance to support the delivery of infrastructure and the implementation of Core Strategy Policy IPC1. SPD Affordable Housing provides further guidance with regard to the provision of affordable housing and the implementation of Core Strategy Policies IPC1 and SC1.

70. The proposed scheme will provide 100% affordable housing, which is in significant demand in this locality. The requirement for additional commuted sums is not therefore necessary due to the provision of affordable housing here. However given that the site is an area of informal recreational open space, a sum has been agreed as compensation for the loss of this community resource which will contribute to the improvement of alternative open space within the locality. A sum of £5,000 has been agreed with the Council's Landscape Team and if planning permission is approved, this sum will be paid via a Unilateral Undertaking.

#### Other matters

71. A noise survey was submitted with the application. The report concluded that there were no unacceptable noise impacts in the area and that noise impact should not be a significant factor in the consideration of the application.

72. Pollution Control comments are awaited with regard to recommended conditions and these will be reported to Members at the committee meeting.

#### Local finance considerations

73. Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local

planning authority must have regard to a local finance consideration as far as it is material. The following is considered to be a local financial consideration in this case:

74. New Homes Bonus for the 22 proposed dwellings – this is not a material planning consideration.

### **Conclusion**

75. This application is for 22 affordable housing units, comprising a mixture of two and three-bedroom dwellings on an area of informal recreational open space close to the centre of Little Lever. The site is allocated for residential development within the Allocations Plan and is located in a sustainable location close to the centre of Little Lever and with good access to public transport. The proposal would result in the loss of a number of trees and hedges on the site, however these have been identified to have limited ecological value and where possible would be mitigated against by the provision of new landscaping within the site. A mature Ash tree in the south western corner of the site will be retained and the site layout has been amended to accommodate this, which has resulted in the number of dwellings reducing from 23 to 22.

76. The public right of way which runs through the site will be retained and will continue to provide a pedestrian route from Victory Road through to Lever Street, albeit on an amended route. It is acknowledged that there are some compromises within the site with regard to interface distances, however the benefits of gaining 22 dwellings all of which will be affordable are considered to outweigh this issue, furthermore future residents will be aware of the space standards on site prior to occupation. Interface distances to existing neighbouring properties are largely achieved and thus this element complies with policy. The development achieves sufficient car parking provision, especially given that car parking standards are maximum and also given the sustainable location of the site. The proposed highway layout and impacts on the existing highway are considered acceptable.

77. In summary, the proposal is considered to comply with policies contained in the Core Strategy and guidance in the Supplementary Planning Documents, as detailed in the above report and thereby the proposal is recommended for approval subject to delegation of the decision to the Director pending the completion of an Unilateral Undertaking to secure the sum of £5,000 to enable off site improvements to open space provision.

## **Representation and Consultation Annex**

### **Representations**

**Letters:-** one letter of support has been received from a nearby resident, stating that:

- The land is barely used for recreational purposes and is therefore well chosen space for the proposed development;
- There is a serious lack of social housing available in the local area; and
- The dwellings look very well designed.

26 letters of objection have been received, a small number of these are duplicates, the letters raise the following concerns:

#### Highways

- The speed that some drivers use along Victory Road is dangerous which will eventually result in a fatality.
- Existing congestion will be made worse.
- Little Lever has already had too many new builds for the road network to handle.
- The new Tesco has already created additional problems with bad placements of pedestrian crossings and making some roads one way.

#### Loss of Green Space

- Building on the open space will remove a safe play area for children and young people.
- The park should be kept for community use as one of the last green spaces in the village.
- Better use of land would be to build a children's play area.
- The field is one of the few remaining areas to walk dogs, there are too many green areas being built on.
- Please leave us some green space.
- The green space is easily accessible to local residents.

#### Impact on the Nursery

- The houses will overlook a children's setting and natural daylight will be blocked from the children.
- Danger to safeguarding of vulnerable children (*Officer's comment - locating housing next to a children's nursery is not considered to pose any risk to the safety of children*)
- Impact on the safety of children attending the nursery.
- Safety of children, staff and parents during the construction process.
- The construction process will cause restricted emergency access to the nursery as there is also building work on the other side of the nursery building.
- Impact of the construction process on the nursery - noise, dust and disturbance.
- 23 homes will be crammed on a small site.
- Proximity of the houses to the nursery play area - the gardens will back directly onto the nursery play area.

#### Other

- The schools in the area are already over subscribed.
- There is a growing problem with youths and antisocial behaviour in the area - the land would be better used as somewhere for youths to go.
- Concerns about who the future residents will be.
- Concerns about the re-routing of the public right of way.
- Impact on and use of the public right of way.
- Concerns about the future access road and the possibility of the nursery site being put forward

for residential development in the future.

- Overlooking into the adjacent flats - bedroom and lounge.
- Little Lever doesn't have the infrastructure to support another housing development.
- Noise and disturbance from the future residents.
- Removal of the tree and impact on the nursery site (*Officer's comment - the plans have been amended to retain the tree in question*)

**Petitions:-** none received.

**Elected Members:-** Councillor Hornby has requested that the application be the subject of an advanced site visit. The reasons for an advanced site visit are to enable members to examine the relationship of the proposed housing development with the existing nursery in respect of privacy/overlooking. In addition, to look at the relationship of the development with the public right of way which links the development with Lever Street and lighting issues.

### **Consultations**

Advice was sought from the following consultees:

Bolton Council: Highway Officers, Pollution Control, Tree and Woodland Officers, Public Rights of Way, Flood risk, Landscape, Corporate Services, Economic Strategy, Greenspace, Strategic Development.

External Consultees: Greater Manchester Ecology Unit, The Coal Authority, Greater Manchester Police, Peak and Northern Footpaths, Ramblers Association, Open Space Society.

### **Planning History**

No relevant planning history.

**Recommendation:**      **Approve the application subject to conditions and authorise the Director of Place and Borough Solicitor to complete all the necessary legal formalities in consultation with the Chair of Planning Committee.**

### **Recommended Conditions and/or Reasons**

1. The development hereby permitted shall be begun before the expiration of two 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 any groundworks, surface water drainage works should be implemented in full in accordance with details to be submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:

- 1) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters
- 2) Include a timetable for its implementation, and
- 3) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other

arrangements to secure the operation of the scheme throughout its lifetime .

Reason

To ensure the site provides satisfactory means of surface water drainage and to reduce the risk of localised flooding and downstream flooding and in order to comply with Core Strategy policies CG1.5 and CG2.

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

1. The trees and hedgerows 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) and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

4. Development shall not commence until a scheme for the eradication of Japanese knotweed has been submitted to and approved in writing by the Local Planning Authority. This shall include a timetable for implementation. 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. The scheme shall be carried out as approved and retained thereafter.

Reason

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

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

Reason

To safeguard the visual appearance and or character of the area and to prevent damage to trees and in order to comply with Core Strategy policies CG3 and CG4.

6. Before the approved/permitted development is first brought into use no less than 38 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres shall be provided within the curtilage of the site, in accordance approved plan (drawing ref: DO2, Rev D, dated 09.01.19). Such spaces shall be made available for the parking of cars at all times.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and in order to

comply with Bolton's Core Strategy policies S1, P5 and Appendix 3.

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

Reason

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

8. Prior to the commencement of any above ground construction works full details of the highway works within the highway limit in order to accommodate the access to the site from Victory Road as indicated in drawing ref: DO2. Rev D, dated 09.01.19, 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 order to comply with Bolton's Core Strategy policies S1, P5 and Supplementary Planning Document "Accessibility, Transport and Road Safety".

9. Prior to any above ground construction works, all developer obligations shall be fulfilled to enable the Local Highway Authority to:

1. Advertise, promote and implement parking restrictions at the site access onto Victory Road and within the turning of the site.
2. Promotion of a 20mph speed limit on the site road (Moving traffic order/repeater signage).

Reason

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

10. Prior to the development hereby approved/permitted being first occupied or brought into use, all Traffic Regulation Orders required by the Local Highway Authority to mitigate the impact of the development and to implement a 20mph speed limit shall be implemented in full.

Reason

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

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

Reason

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

12. The development hereby approved shall be carried out in accordance with the recommendations of the submitted "Preliminary Ecological Appraisal" specifically in relation to lighting and bats, birds and terrestrial mammals.

Reason

To protect wildlife during the development process and for the lifetime of the development and in accordance with Bolton's Core Strategy policy CG1.

13. Trees and shrubs shall be planted on the site in accordance with the approved landscape scheme [drawing reference: Landscape Plan; D900, rev B; 15.01.19] prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within the first planting season following the completion of the development, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

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

14. Notwithstanding the submitted plans, prior to the commencement of development of any works on site, the developer shall submit a method statement detailing how the following elements of the site will be constructed without causing harm or damage to the trees to be retained on and adjacent to the site to the Local Planning Authority. The specified areas are:

1. Additional detail for the avoidance of level changes within the rear gardens of plots 13 & 14 in the root protection zones of trees T7 Ash, T8, T9 & T10 Poplar trees & T11 Ash tree.

No development or site clearance shall take place until the Local Planning Authority has agreed the measures in writing, and these measures shall then be implemented fully in accordance with the approved details.

Reason

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

15. A scheme for the Biodiversity Enhancement Measures, as set out in section 6.3 of the Preliminary Ecological Appraisal dated September 2018 by Appletons ref: 2213-E1, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason

To safeguard and enhance biodiversity and in accordance with Bolton's Core Strategy policy CG1 and the National Planning Policy Framework.

16. Prior to occupation of the first dwelling, an energy assessment of the approved development shall be submitted to the Local Planning Authority. The submission shall include a scheme which details how either (i) renewable energy technology or (ii) an alternative scheme e.g. enhanced insulation shall

reduce CO2 emissions of predicted energy use of the development by at least 10%. The approved scheme shall be carried out in full in accordance with the approved detail, subject to any approved phasing scheme and retained in working order thereafter.

Reason

To maximise the sustainability of the development hereby approved and to comply with Core Strategy policy CG2.1 (b) and Supplementary Planning Document "Sustainable Design and Construction".

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

**Site Layout - 002, Rev D - dated 09.01.19**

**Landscape Plan - D900, Rev B - dated 15.01.19**

**Boundary Plan - D160, Rev D - dated 15.02.19**

**Boundary Treatment Detail - D161, Rev C - dated 25.09.18 (received 15.02.19)**

**Drainage Layout - JR006812-AJP-ZZ-00-DR-C-1000, Rev P4**

**Drainage Strategy Report - JR006812-AJP-ZZ-XX-RP-C-3010 vP01**

**Public Right of Way - D400, Rev A - dated 07.02.19**

**Retaining Wall Details - AJP-ZZ-00-DR-C-1420, Rev P1 - dated 14.11.18**

**House Type Dalby - D101 - dated 03.08.18**

**House Type Holt - D100 - dated 03.08.18**

Reason

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



Key

- Existing Trees (to be removed)
- Existing Trees (to be retained)
- Proposed Trees

ACCOMMODATION SCHEDULE					
Ref.	Area	Type	Unit Type	Storey	Total Area (m²)
80.1	80.1	Holt	2B/4P HOUSE	2	560.7
80.1	80.1	Dalby	3B/6P HOUSE	2	1201.5
Affordable Rent Units Sub-Total				22	1762.2
TOTAL CAR PARKING					38
TOTAL SITE AREA (HECTARES)					0.48

Notes

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Revision

A. Plot 1 & 3 / Holt & Dalby swapped. Plot 1 garden path removed. Plot 15 to 23 parking and footpaths amended.

B. Gates updated etc

C. Unit omitted following planning comments

D. Future Access added. General amendments

Date

26.09.18

03.10.18

13.12.18

09.01.19

By

CB

MA

KZ

KZ

Chkd

KZ

KZ

Project

Victory Road  
Little Lever  
Bolton

Drawing

Proposed Site Layout Plan

Client

Scale

1:500@A3

Dated

30.08.18

Job No.

70587

Drawing No.

D02

Drawn by

KB

Checked

KZ

GISB Element

PLANNING

Revision

D

BM3

Birmingham Office

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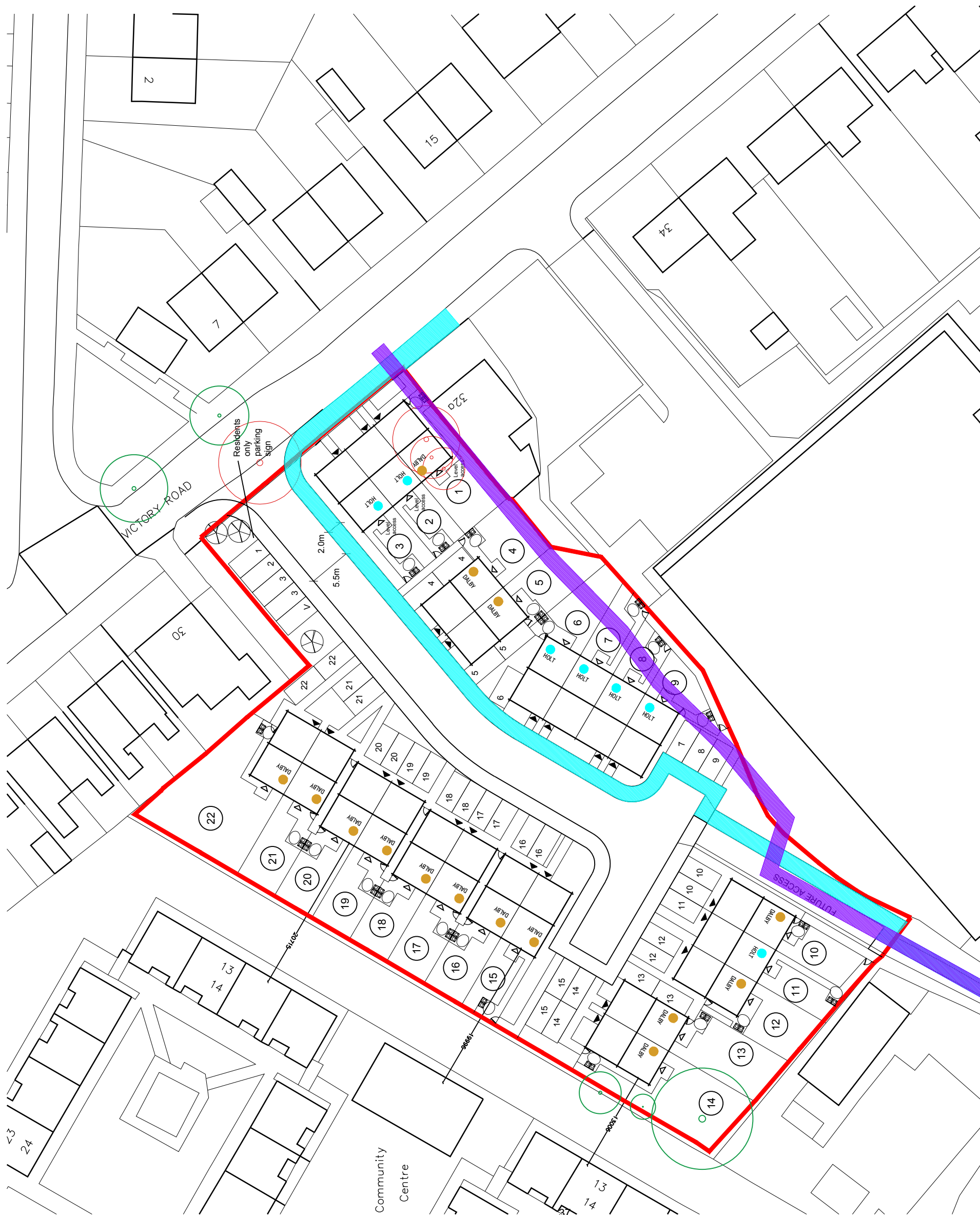
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## Permanent Public Right of Way

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					<div>Scale</div> <div>1:500@A3</div>	<div>Dated</div> <div>30.08.18</div>	<div>Job No.</div> <div>70587</div>	<div>Drawing No.</div> <div>D400</div>	<div>Drawn by</div> <div>CB</div>	<div>Checked</div> <div>KZ</div>	<div>Ciste Element</div> <div>PLANNING</div>	<div>Revision</div> <div>A</div>

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# Application number 04798/18



Directorate of Place  
Development Management Section

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

# Bolton Council

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**Date of Meeting: 07/03/2019**

**Application Reference: 04798/18**

**Type of Application: Full Planning Application**

**Registration Date: 20/11/2018**

**Decision Due By: 14/01/2019**

**Responsible Officer: Amy Smith**

**Location: HIGHER CRITCHLEY FOLD BARN, LONGWORTH ROAD, EGERTON, BOLTON, BL7 9PU**

**Proposal: ERECTION OF DWELLING AND STABLES WITH ASSOCIATED ACCESS AND LANDSCAPING TOGETHER WITH CHANGE OF USE OF LAND TO OUTDOOR LEARNING AREA.**

**Ward: Bromley Cross**

**Applicant: Mr D Norris**

**Agent : The Intelligent Design Centre**

## **Officers Report**

**Recommendation: Refuse**

### **Proposal**

1. Planning permission is sought for the erection of a detached zero-carbon residential dwelling together with the change of use of part of the site from grazing land to an outdoor learning area (OLA). The applicant submits that the proposed dwelling, within the Green Belt, would meet the criteria within paragraph 79 of the National Planning Policy Framework (NPPF), in that it would be of an exceptional quality and of an innovative design (meeting all four of the criteria within the paragraph): "a paragraph 79 house". (The NPPF was revised in July 2018 and the former paragraph 55 is now paragraph 79).
2. The dwelling would have a bespoke design and would be incorporated into the existing contoured landscape. The proposal includes associated parking, driveway and landscaping including the creation of ponds. Access to the site would be via Longworth Road. A portion of the site (hatched in green on drawing ref: 15068-35) would be used as an outdoor learning area by a local school.
3. The proposed building and stables would be constructed of the following materials:
  - Zinc metal
  - Hardwood timber
  - Natural Stone
4. This proposal is the fourth planning application submission on the site. It is important to note that the current proposal has been before an independent design review panel (Places Matter) and the scheme has been revised several times in light of the comments received at each stage. Comments from the panel have been included in the application submission and a 3D model and

design boards have been seen by the Planning Officer to aid in the decision-making process.

5. This application is before Members of the Planning Committee as it is considered that the proposed scheme constitutes exceptional or unusual circumstances and is an application that should be determined by Members.
6. Members will recall that the previous application for the development was withdrawn by the applicant prior to the June 2018 meeting.

### **Site Characteristics**

7. The applicant owns an area of grazing land to the south of Longworth Road. The site that is subject to this application is within this wider plot with access taken from Longworth Road. An area of land at the south west is within the boundary of Blackburn-with-Darwen Council.
8. The site is currently undeveloped grazing land and is open in appearance. The site is bound to the north by Longworth Road and Delph Reservoir, to the east by woodland and a residential dwelling (Lower Critchley Fold Farm), to the south by Belmont or Eagley Brook and Dunscar Golf Club and to the west by the residential dwellings at Higher Critchley Fold and Higher Critchley Barn.
9. A public footpath runs to the east and south of the site (Turton Egerton 058). This footpath is outside of the site and remains unaffected by the proposal.
10. The site is located within the Green Belt.

### **Policy**

11. Core Strategy Policies: P5 Accessibility and Transport; S1 Safe Bolton; CG1.1 Biodiversity in Rural Areas; CG1.5 Reduce Risk of Flooding; CG2 Sustainable Design and Construction; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; OA5 North Bolton.
12. Allocations Plan Policies: CG7AP Green Belt and P8AP Public Rights of Way
13. Supplementary Planning Documents: Accessibility, Transport and Safety and General Design Principles
14. National Planning Policy Framework (NPPF)  
National Planning Policy Guidance
15. A Landscape Character Appraisal of Bolton

### **Analysis**

16. 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.
17. It is considered that the main issues in the determination of this application are:

- \* Impact on the Green Belt
- \* Landscaping
- \* Impact upon Residential Amenity
- \* Impact upon Parking and Highways
- \* Impact on Flood Risk and Drainage
- \* Ecology and Nature

#### Impact on the Green Belt

##### *Whether the proposed development would constitute inappropriate development*

18. The site is located within the Green Belt as identified within the Council's development plan. Bolton's Allocations Plan policy CG7AP and the National Planning Policy Framework (NPPF) provide the policy framework from which planning applications in the Green Belt are determined. The NPPF attaches great importance to the Green Belt and identifies its fundamental aim as being, to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence (paragraph 133). Paragraph 134 of the Framework indicates that the Green Belt serves five purposes:
  - To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and
  - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
  
19. As with previous Green Belt policy, "inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances" (paragraph 143). Paragraph 144 indicates that, "local planning authorities should ensure that substantial weight is given to any harm to the Green Belt" and that, "very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm is clearly outweighed by other considerations".
  
20. The construction of new buildings in the Green Belt would normally constitute inappropriate development; paragraph 145 of the Framework identifies exceptions to this:
  - buildings for agriculture and forestry;
  - provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
  - 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;
  - the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
  - limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
  - limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
  
21. Policy CG7AP of Bolton's Allocation Plan seeks to ensure that development within the Green Belt maintains the openness of the Green Belt. It states that other than in very special circumstances, inappropriate development will not be permitted within the Green Belt. In order to justify 'inappropriate development' in the Green Belt there must be circumstances which can reasonably be described not merely as special, but as very special and the harm to the Green

Belt by reason of inappropriateness and any other harm must be clearly outweighed by other considerations. Those other considerations must be capable of being so described, whether they are very special in the context of the application.

22. Policy CG7AP of the Council's Allocations Plan reiterates the advice contained within the relevant paragraphs of the NPPF.
23. New dwellings within the Green Belt are not listed in either the NPPF or the Council's Core Strategy and Allocations Plan as an exception to inappropriate development within the Green Belt.
24. The proposed dwelling is considered inappropriate development, which is by definition harmful to the Green Belt and substantial weight has to be given to this. The next question to be answered is whether there are very special circumstances to justify inappropriate development within the Green Belt.

*Whether there are very special circumstances that clearly outweigh the harm to the Green Belt*

25. Paragraph 144 of the NPPF states that when considering planning applications substantial weight should be given to any harm to the Green Belt and very special circumstances "will not exist" unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm is clearly "outweighed by other considerations". The degree of weight to be accorded to each very special circumstance is a matter for the judgement of the decision taker, in this case the Planning Committee, acting reasonably.

#### *Paragraph 79*

26. The applicant has put forward a case that the scheme would promote sustainable development in a rural area, satisfying paragraph 79 of the NPPF which seeks to avoid new isolated homes in the countryside unless the proposal meets a number of criteria, such as exceptional quality or innovative nature of design of the dwelling, which should:

- be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;
- reflect the highest standards in architecture;
- significantly enhance its immediate setting; and
- be sensitive to the defining characteristics of the local area.

27. Appeal decision ref: APP/D0840/A/14/2221558 provides clarification on the determination of an isolated dwelling in the countryside with the inspector stating:

*"it seems to me that the bullet point list set out in paragraph 55\* does not automatically confer an acceptance in principle. It simply provides examples of situations where special circumstances might apply. It is for the decision maker to consider, in each individual case, whether the circumstances are sufficiently exceptional or unique as to warrant their description as being "special".*

\*Paragraph 55 in the NPPF 2012, now paragraph 79 in the NPPF 2018.

28. It is recognised that there could be a case that paragraph 79 of the Framework is relevant to the proposal insofar as the site is outside of the defined urban area, is rural in nature and paragraph 79 does not specifically exclude the Green Belt. However, during consideration of a previous application on this site for this development (reference 02566/17), in the Schedule of Supplementary Information reported to Committee (31st May 2018), the applicant submitted information to suggest that he does not consider the site to be 'isolated' as it is not unduly detached from the urban area for the following reasons:

- there are regular bus services 400-600m away;

- train services just over a mile away;
  - local services and shops nearby.
29. If this is the case, then paragraph 79 would not apply at all. Notwithstanding this, as the previous applications have been assessed as being paragraph 79 dwelling (or paragraph 55 as it was at that time), the criteria of paragraph 79 will again be addressed.
30. The application site is an irregular shaped piece of land with land levels increasing away from Longworth Road to the top of a small hillock; the land then slopes in a southerly direction down towards the valley. The site is currently undeveloped grazing land and is generally open in appearance. The small hillock partially screens the site beyond towards the valley when viewed from Longworth Road.
31. The proposed dwelling incorporates high quality design and the applicant states that the dwelling could not be replicated on any other site. The proposed house is designed to be carbon neutral. To achieve this, the dwelling would be built against the existing hillside, to maximise thermal mass and reduce heat loss/gain. In addition, the dwelling would feature the following sustainable elements:
- Solar thermal photovoltaic panels
  - Ground source heat pump
  - Air source heat pump
  - Biomass boiler
  - Controlled ventilation MHRV
  - Rainwater management
  - Natural pool water filtering
32. The proposed dwelling would be of a contemporary design. The applicant, in support of the proposal, has advised that the development would be an exceptional, custom-built dwelling which would fulfil the role of sustainable development and would not, due to its siting and design, be detrimental to the appearance of the site and wider surrounding area. The agent states that the design is not only 'zero-carbon' but the building method, Insulated Concrete Formwork (ICF), will be one of only four in the Borough. This being the case, it is considered that as these methods have been used elsewhere within the Borough they would not satisfy the innovative or outstanding category of Paragraph 79.
33. Officers have no reason to conclude that the proposed dwelling would not achieve its design objective of using a combination of available technologies to create a zero-carbon dwelling. However, the building would use materials and employ technologies that are now well-established and have been used in combination with others. A number of dwellings have been built to this zero-carbon standard within Bolton, thus it is not considered that the dwelling would represent innovative design.
34. Officers accept that the scheme is a genuine effort to create a well-designed dwelling which has undergone a well-considered and thoughtful approach to create a contemporary dwelling with high-quality architectural features. The proposal has been taken before an independent design review panel who have provided comments on each of the iterations of the scheme as it has been developed. The design review panel conclusions, submitted with the application, state that the design of the building is a modern interpretation of a traditional farmstead. The main living areas are akin to the outbuildings and barns found on nearby farms and the central atrium area is an interpretation of the traditional farm courtyard often found amongst the outbuildings and barns, etc. It is acknowledged that the comments from the design review panel were positive and indicated that the panel were content that the development design progressed in a positive

direction with each iteration considered to be an improvement on the last.

35. Whilst it is clear that the design review panel are confident that the scheme represents high quality architecture and are positive about the proposal, they do not confirm, in their professional opinion and experience, that the design is outstanding or exceptional in its nature. Furthermore, the panel state the sustainable technology proposed is not new or innovative. Officers have seen no evidence that the panel consider the proposed dwelling to be "truly outstanding" or "innovative" (the words used within paragraph 79 of the NPPF).
36. The agent has referred to the approval of an application for a new dwelling in the Green Belt, reference 91189/13, which was for its time considered to be of an innovative and exceptional design. The agent has created a summary explaining why he feels there are notable differences between the 2013 approval and that currently proposed. These comments have been noted but the differences highlighted do not take away from the fact that the current proposal, while recognised as being of high quality architecture, is not representative of cutting edge technology and innovative building methods today. Thus, it is considered that while well thought out, the proposal does not represent a unique, innovative and exceptional proposal as a whole.
37. When considering whether the development significantly enhances its immediate setting and is sensitive to the defining characteristics of the local area, due to the natural hillock on the site, where the land slopes from one level to another, the bespoke dwelling would be incorporated to some extent into the existing landscape. The main bulk of the proposed dwelling's accommodation would be at ground floor level with the first floor being kept to a minimum. There would be views of part of the roof of the proposed dwelling from Longworth Road. Longworth Road is not the only public vantage point here; a Defined Public Right of Way bounds the site from Longworth Road, heading south and towards the west and there will be much more prominent views of the dwelling from the south, looking up towards Longworth Road.
38. The agent states that the development would cover less than 5% of the applicant's land but it must be noted that openness of the Green Belt is epitomised by the lack of development, not by developments that are unobtrusive, camouflaged or screened in some way.
39. On the one hand, improvements would be made to the appearance of the site by the significant natural landscaping of the site. On the other hand, the proposal would introduce inappropriate development, as defined by paragraph 145 of the NPPF, with a residential development that has the potential to bring with it cars and other domestic paraphernalia and would involve a significant quantum of built development. By the very nature of the development, the site would appear less open than at present.
40. The Local Planning Authority can reasonably conclude that the proposal would be neither exceptional nor innovative and would not be exemplar of regional or national significance and whilst the proposal could improve the appearance of the area in general terms, it would nevertheless detract from the area's character as an area of open land close to the wider built up area of Bolton.
41. The considering under Paragraph 79 of the Framework is only one consideration of "very special circumstances".
42. An area has been defined as an Outdoor Learning Area (OLA) and is intended to be offered up to the local community and would allow a local primary school and after school groups to enhance their curriculum. The OLA, which is proposed within the front portion of the site towards Longworth Road, would feature food growing areas, outdoor classroom seating, informal play

areas with stone steps and a wildlife pond. The OLA is a commendable proposal of benefit to a small section of the local community.

43. Another element of the development that has been put forward to represent a very special circumstance is the designation of an area to be set aside for the Wildlife Trust to use as a breeding ground for Lapwings. The applicant has been in discussions with the Wildlife Trust regarding the planting plan and transplanting mature trees from the nearby clough, which the trust manages, to enhance the ecological value of the site. In their letter of support the Wildlife Trust are very positive about the scheme, however the Wildlife Trust are not assessing the application on its planning merits against planning policy.
44. The benefits of offering this land to the community and for Lapwing conservation have been fully considered but these must be weighed against the harm arising from the inappropriateness of introducing a substantial dwelling in the Green Belt. Officers do not see why the OLA and Lapwing conservation area could not be proposed without the dwelling and assessed on their own merits. Nonetheless, despite the positive benefits of the OLA, significant landscaping proposals and biodiversity enhancements, it is not considered that these benefits outweigh the harm to the openness and purposes of the Green Belt.
45. Given the location of the site within the Green Belt and next to Longworth Clough Nature Reserve it is considered the use of the land for an OLA by a local primary school and after school groups would have a limited impact on the openness of the Green Belt or the purposes of including land within it. It is noted that permitted development rights would allow for the forestation of the land without the need for planning permission. On its own, the proposal for the OLA would not permanently alter the openness of the Green Belt. The applicant states that the facilities shown on the proposed plans are all the school would require. Should additional facilities or buildings be required on the site, planning permission would be required. Whilst this change of use of land, taken on its own, is considered acceptable, this element of the proposal is not considered to constitute very special circumstances to justify the erection of a new dwelling within the Green Belt.

*Lack of a five-year supply of deliverable housing land*

46. The Council has accepted that it cannot demonstrate a five-year supply of deliverable housing sites (it is currently estimated that there is only a 3.7 year supply).
47. Guidance contained within Planning Policy Guidance states that the contribution of a development proposal towards unmet housing need in itself is unlikely to comprise a very special circumstance. Officers consider that this matter carries very limited weight in the planning balance of the determination of this application, given that the proposal would only deliver one dwelling.
48. In conclusion, the proposal amounts to inappropriate development in the Green Belt. The potential benefits of the scheme are not matters that could only apply on this site and so Officers do not consider them to be 'very special', nor do they outweigh the harm to the Green Belt (as identified above). The lack of harm with regard to some other issues, such as the OLA and landscaping, is not considered to outweigh the harm of the proposal as a whole. The scheme is contrary to CG7AP of the Bolton's Allocations Plan and Green Belt guidance contained within the NPPF.
49. It is also concluded that the proposal does not satisfy the criteria of NPPF paragraph 79, even if the dwelling were considered to be an isolated home in the countryside.

## Landscaping

50. 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 CG3.7 states that the Council will maintain and respect the landscape character of the surrounding countryside and its distinctiveness. any soft landscaping and landscape enhancement scheme should enhance biodiversity and be compatible with the nearby landscape character types identified by the Landscape Character Assessment.
51. The proposal would introduce new landscaping across the site with most of the tree planting contained to the perimeter of the site. No trees are proposed to be felled to accommodate the proposal. The site is an irregular shaped parcel of Green Belt land currently used for grazing.
52. The character of the site is one which has been used for grazing. It is contained within the Green Belt and is formed of grassland and the wooded clough area to the south. The Landscape Character Appraisal of Bolton was published in 2001. This land is allocated as being within a landscape character area, defined as the 'Upland Moorland Hills' designation.
53. The document also goes onto to state that the key landscape features are:
- Glaciated rounded hills, generally lower in altitude and less severe than the highest moorland plateaux.
  - Valuable mosaic of upland habitats including blanket bog, heather moorland, wet heath and acid grassland.
  - Important archaeological landscape.
  - A sense of wildness created by the altitude and long, wide views.
  - Accessible recreational resource for the surrounding urban areas with a number of recreational facilities and an extensive rights of way network.
  - Close relationship with the adjacent urban areas providing the landscape backdrop for surrounding towns.
  - Features typically associated with overgrazing on the lower slopes including moor-edge farms, access tracks and moor gates.
  - A loss of traditional field boundaries and their replacement with post and wire fencing.
  - Pockmarking of the moors with quarry faces.
  - Intrusive features including transmission masts, overhead power lines and quarries.
54. Whilst this document was written in 2001, it remains an accurate reflection of the overall character of the application site and wider area. The proposed development would not physically alter the shape of the application site, however it would introduce a number of new trees and reinforcement planting would be provided, along with the creation of meadow land and a number of ponds. As a result of the planting strategy, it is likely that close views of the development (with time) would be partially screened, with limited glimpses through from the front of the site. Due to the levels of the land, from the rear the development would however be highly visible from the golf course and land to the southern side of the valley.
55. The solid structures of the proposed development would form a strong physical presence and appearance, including the stable block with associated equipment, which would change the character of the rural fields in which they would be located despite the proposed landscaping.
56. The Council's Landscape team commented on the application and raised some initial concerns. The applicant has sought to address these and has provided a landscape masterplan and design and innovation statement. The layout and planting areas indicated in the masterplan are considered sufficient. Should the application be approved by Members a detailed planting plan,

specification and schedule should be secured by way of condition.

#### Impact on Residential Amenity

57. 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.
58. Given the site's location in respect of the nearest residential dwelling, which is located approximately 65 metres away, it is not considered that the proposed dwelling would result in an unacceptable impact on neighbouring residents, in accordance with policy CG4. Additionally, there is some screening along the southern boundary of the site with significant landscaping including the planting of mature trees proposed.

#### Impact on Parking and Highways

59. Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility, servicing arrangements and parking. Policy S1.2 states that the Council will promote road safety in the design of new development.
60. Access to the dwelling is proposed via a driveway off Longworth Road to the north of the application site. There is sufficient on-site parking proposed in relation to the dwelling. The proposed OLA would also be accessed via Longworth Road. It is not expected that the use of the OLA would lead to significant trip generation, nor a great influx of vehicles accessing the site at one time. There is sufficient space within the site to safely park and manoeuvre a mini bus which is the expected form of travel to this area. Information has been provided indicating the visibility splays at the access onto Longworth Road, which appear well above the requirements for the speed limit of the road.
61. Highways Engineers raise no objection to the proposal and the development complies with Policies P5 and S1.2 of the Core Strategy.

#### Impact on Flood Risk and Drainage

62. 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.
63. The Council's Drainage Officers have raised no objection to the proposed development, but advise a condition is necessary to secure details of the implementation, maintenance and management of the proposed sustainable drainage scheme.

#### Ecology and Nature

64. 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, geodiversity, landscape character, recreational or agricultural value.
65. The proposed development is located directly adjacent to the Longworth Clough Site of Biological Importance. The Council's Greenspace Officers raise no objection, stating that the proposal would not cause significant impact upon the biodiversity of the area. The Design and Innovation Statement (October 2018) and the Landscape Masterplan (Dwg.15068-25-A) provide for enhancement and development of habitats in accordance with the Council's Strategic Objective 12 and policy CG1.2.

66. Natural England have raised no objection to the proposal and confirmed that the West Pennine Moors SSSI does not represent a constraint for this site.

67. It is therefore considered that the proposal would comply with policy CG1.1 of the Core Strategy.

#### Other Matters

68. The applicant has stated he is willing to place a restrictive covenant on the land to ensure no further development takes place. Officers however recommend that the applicant would instead need to enter a legal agreement with the Council to ensure this (should the application be approved).

#### **Conclusion**

69. The proposed development represents inappropriate development within the Green Belt. It is not considered that the circumstances put forward by the applicant amount to very special circumstances. The proposed development is considered to be harmful to the openness and purposes of the Green Belt in this location and there are no very special circumstances that would clearly outweigh this harm (paragraph 144 of the NPPF). The application is contrary to Policy CG7AP of Bolton's Allocations Plan and the guidance contained within section 13 (Proposal affecting the Green Belt) of the NPPF.

70. Members are therefore recommended to refuse this application.

## **Representation and Consultation Annex**

### **Representations**

Egerton Community Primary School have written to advise that they support the development of an Outdoor Learning Area for the local community. They consider that this will be a beautiful resource for children from local schools and Early Years provisions to access. While they understand the applicant's vision is for Egerton CP School to have sole use of this development, they have confirmed that they are not at liberty to sign any form of lease agreement. Notwithstanding this, they support this project as a local school and hope it becomes a valuable resource for local community groups.

### **Consultations**

Advice was sought from the following consultees: Highway Engineers, Economic Strategy, Strategic Development Unit, Public Rights of Way Officer, Landscape Officers, Greater Manchester Ecology Unit, Natural England, Greenspace Management, Drainage, Ramblers Association, Open Spaces Society, Peak and Northern Footpaths Society, Design for Security, Blackburn-with Darwen Council, Lancashire Wildlife Trust and Egerton Community Primary School.

### **Planning History**

96247/16 Erection of Zero Carbon Dwelling – Refused 27.05.2016

98123/16 Erection of detached dwelling and stable block together with new access, community based food growth plots, wild flower meadow with service zone - Withdrawn 26.04.17

02566/17 Erection of a dwelling with associated access and landscaping including creation of ponds, erection of stable block and change of use of land to an outdoor learning area - Withdrawn 28.06.18

**Recommendation:            Refuse**

### **Recommended Conditions and/or Reasons**

1. The proposed development, by virtue of its use, siting, size and design, represents inappropriate development within the Green Belt and the very special circumstances put forward by the applicant do not clearly outweigh the harm that would be caused to the purposes and openness of the Green Belt in this location, contrary to Policy CG7AP of Bolton's Core Strategy and the guidance contained within section 13 of the National Planning Policy Guidance.

Notes

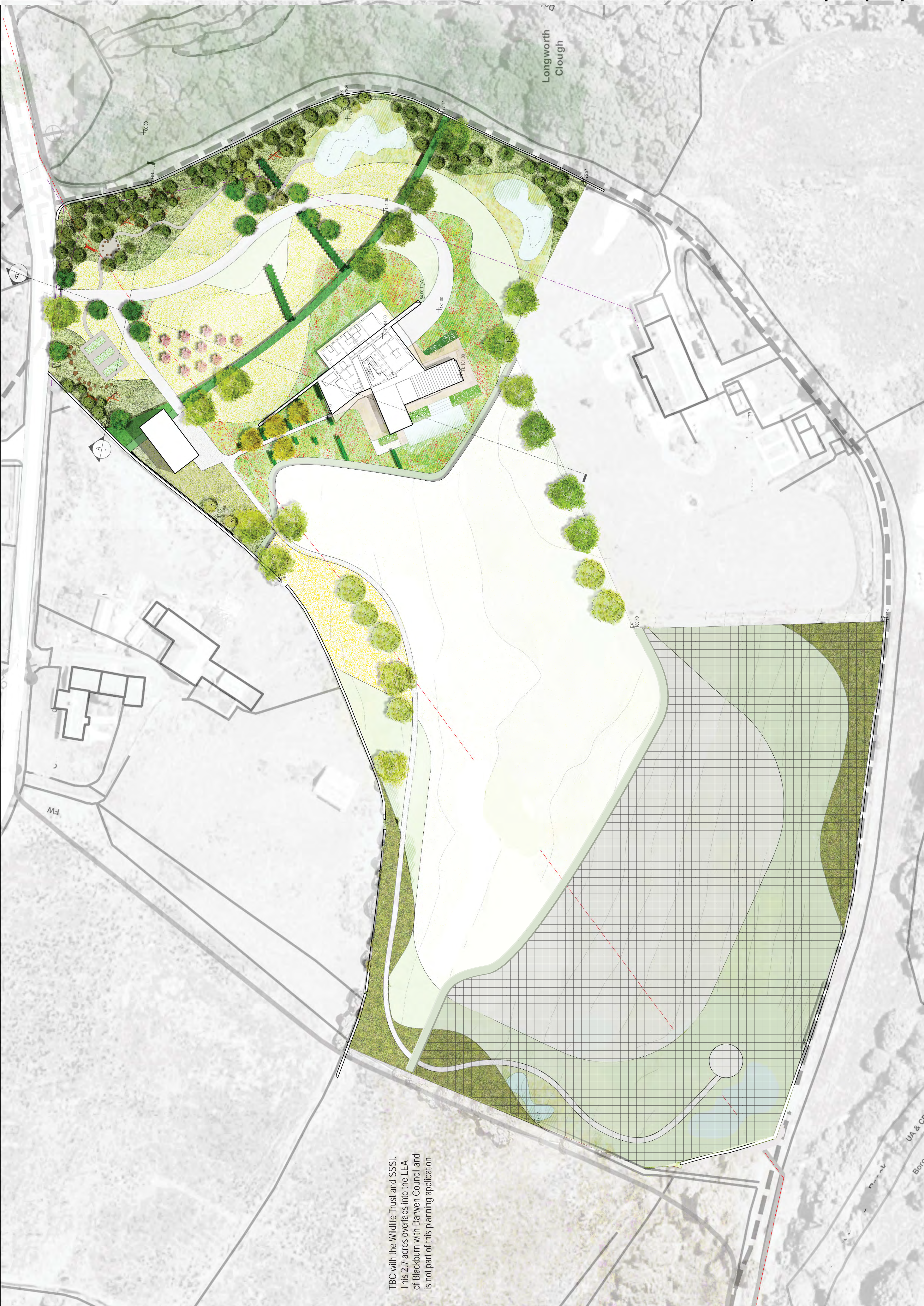
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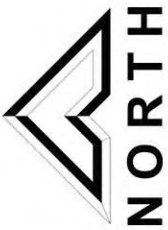
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TBC with the Wildlife Trust and SSSI.  
This 2.7 acres overlaps into the LEA  
of Blackburn with Darwen Council and  
is not part of this planning application.



B	18.10.2018	JH	Amended following architects feedback
A	24.10.2018	BT	Amended following client feedback
Rev	Date	Drawn by	Comments

Client  
**Mr D Norris**  
Project  
**Middle Critchley Fold  
New House**

Drawing	Proposed Site Plan	Drawn by	Scales
Date	January 2018	JH / JP	1:500 @ A1
Job No - Dwg No - Rev			

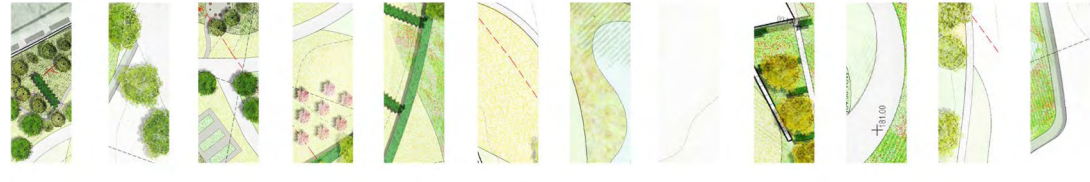
**15068 - 11 - B**



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W: intelligentdesigncentre.co.uk

## KEY



- |   |
|---|
| Proposed native woodland (transplant and feathered woodland planting) |
| Proposed native trees   |
| Proposed feature trees  |
| Orchard   |
| Hedgerow  |
| Wildflower meadow   |
| Wetland planting  |
| Acidic grassland area   |
| Ornamental planting beds / gardens                                    |
| Resin bound gravel road   |
| Gravel path   |
| 'Haha'  |
| 1. Stable   |
| 2. Food growing area with raised planters and storage shed            |
| 3. Outdoor classroom seating  |
| 4. Informal play area with stone steps, logs                          |
| 5. Wildlife pond  |
| 6. Attenuation pond   |
| 7. Natural pond   |
| 8. Retained existing stone wall                                       |
| 9. Existing services  |
| 10. Access Gate   |







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b	March 18	JH	Revised for planning resubmission
a	Nov 16	BT	Revised for planning resubmission
Rev	Date	Drawn by	Comments

Client

Mr D Norris

Project

Middle Critchley fold  
Egerton, Lancashire

Drawing	Proposed Elevation East	Scales
Date	September 2018	Drawn by JH / JP
		1:50 @ A1

Job No - Dwg No - Rev

15068 - 17 - C



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House obstructed from view by landscaping

b	March 18	JH	Revised for planning resubmission
a	Nov 16	BT	Revised for planning resubmission
Rev	Date	Drawn by	Comments

Client

Mr D Norris

Project

Middle Critchley fold  
Egerton, Lancashire

Drawing	Proposed Elevation North	Scales
Date	March 2018	Drawn by JH / JP
		1:50 @ A1

Job No - Draw No - Rev

15068 - 16 - C



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b	March 18	JH	Revised for planning resubmission
a	Nov 16	BT	Revised for planning resubmission
Rev	Date	Drawn by	Comments

Client  
Mr D Norris

Project  
Middle Critchley fold  
Egerton, Lancashire

Drawing	Proposed South Elevation	Scales
Date	March 2018	Drawn by JH / JP
		1:100 @ A1

Job No - Dwg No - Rev

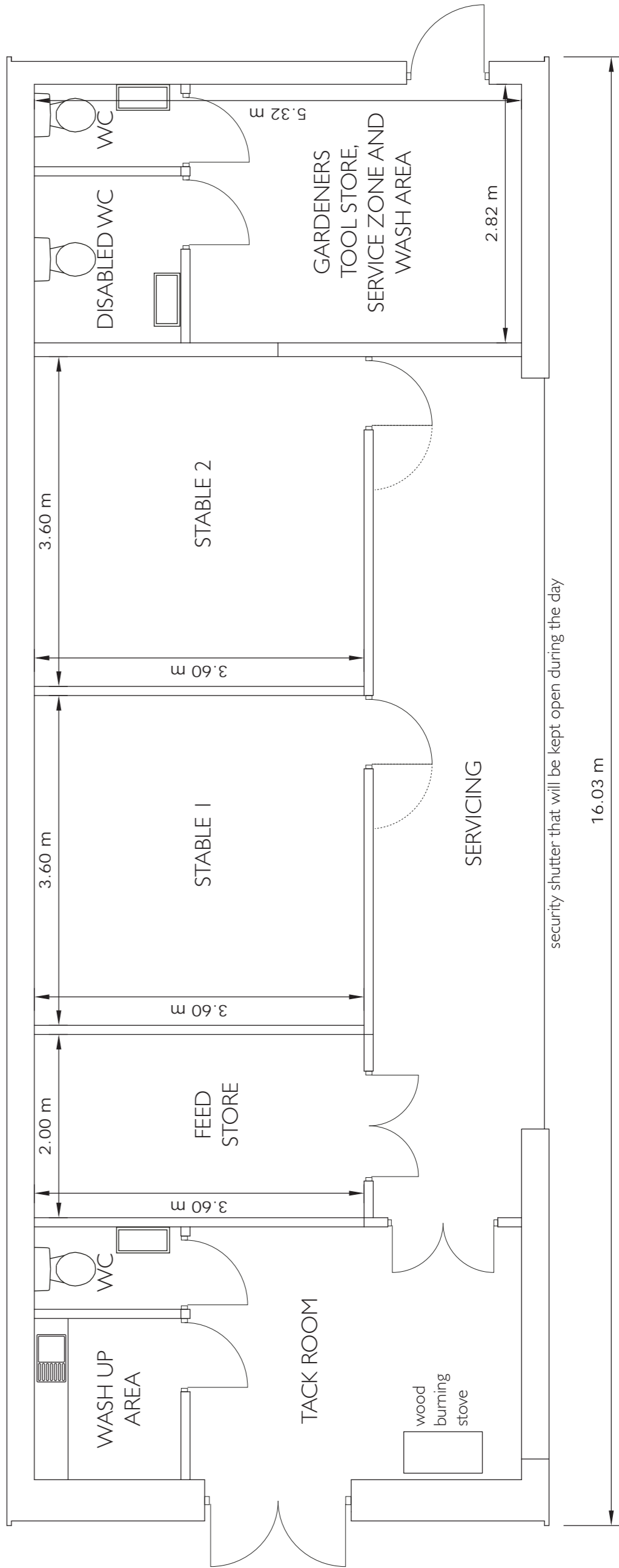
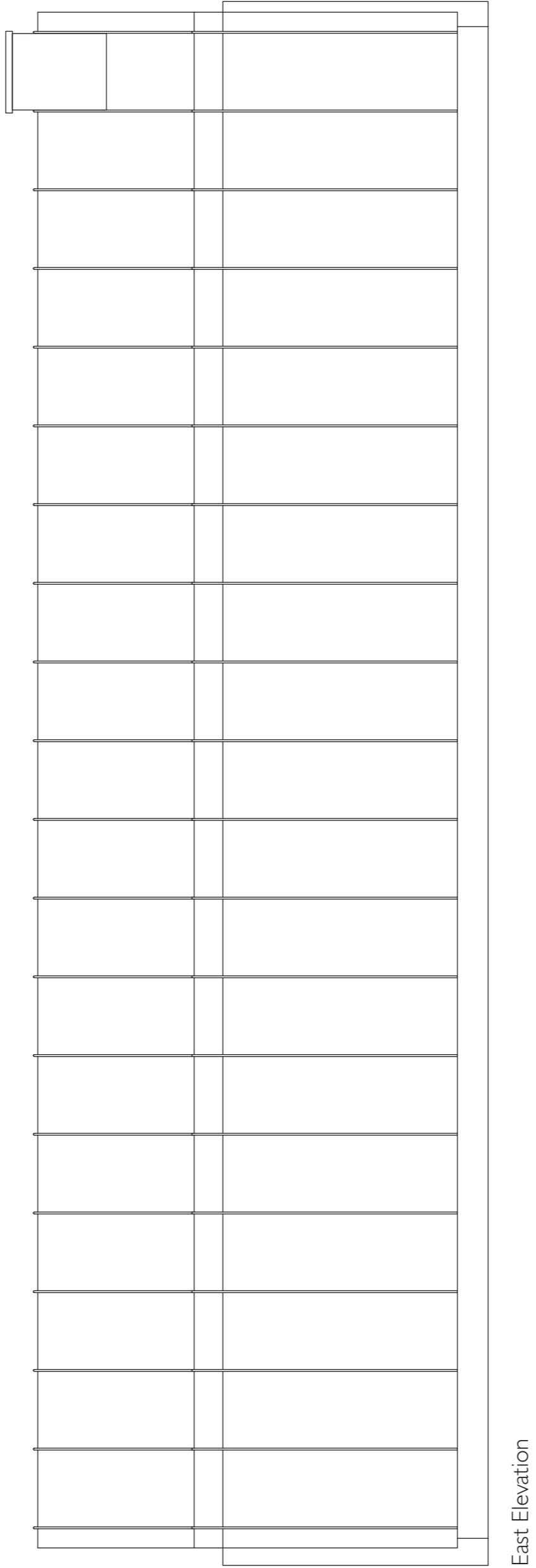
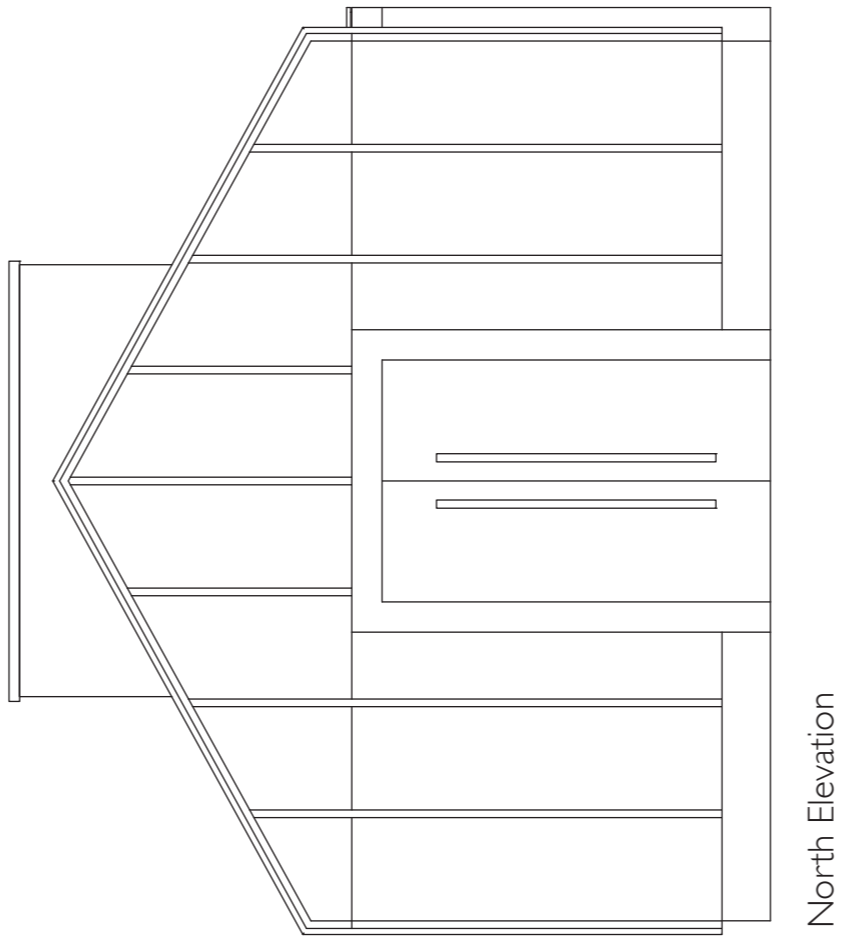
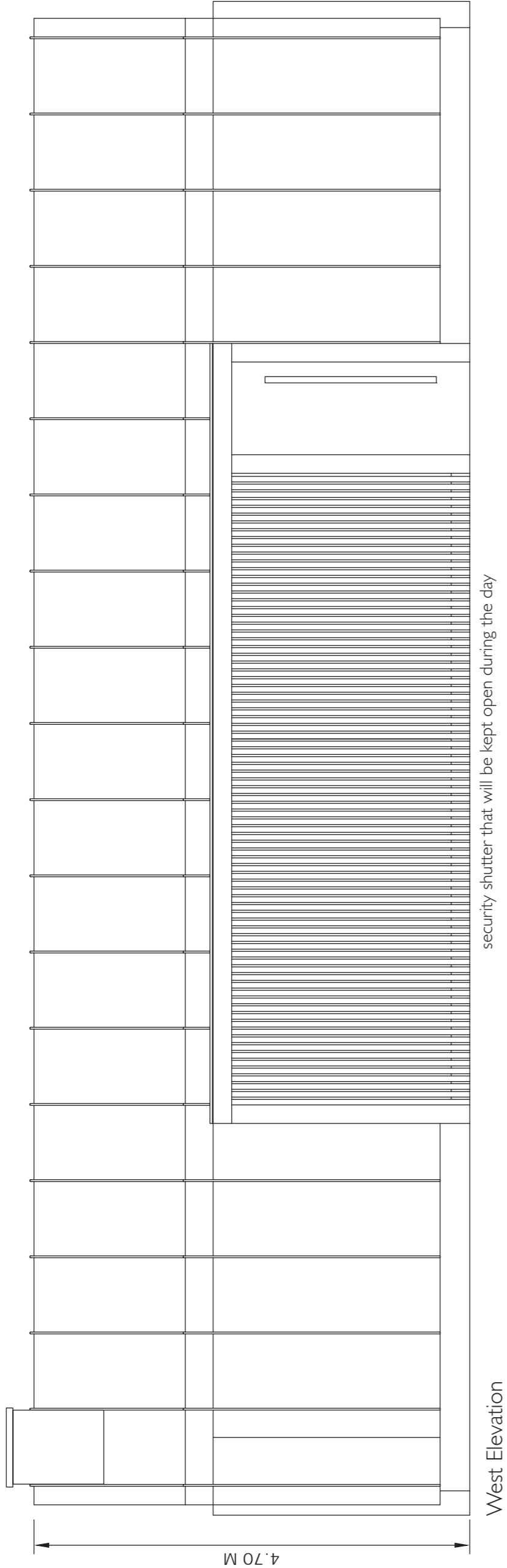
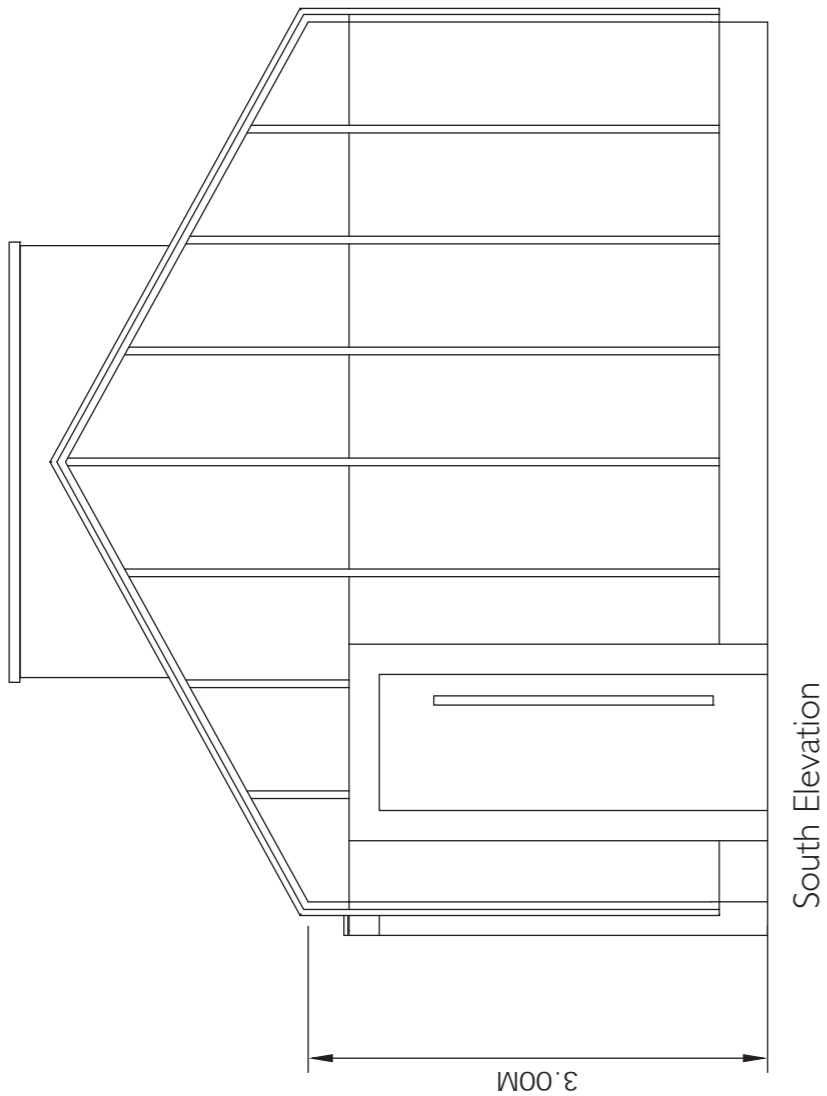
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Client

Mr D Norris

Project

Middle Critchley Fold

Drawing

Saddles Plan & Elevation

Date

JANUARY 2018

Drawn by

JH / JP

Scales

1:50 @ A1

Job No - Dwg No - Rev

15068 - 31 - A

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b	March 18	JH	Revised for planning resubmission
a	Nov 16	BT	Revised for planning resubmission
Rev	Date	Drawn by	Comments

Client

Mr D Norris

Project

Middle Critchley fold  
Egerton, Lancashire

Drawing	Proposed Elevation West	Scales
Date	September 2018	Drawn by JH / JP
		1:50 @ A1

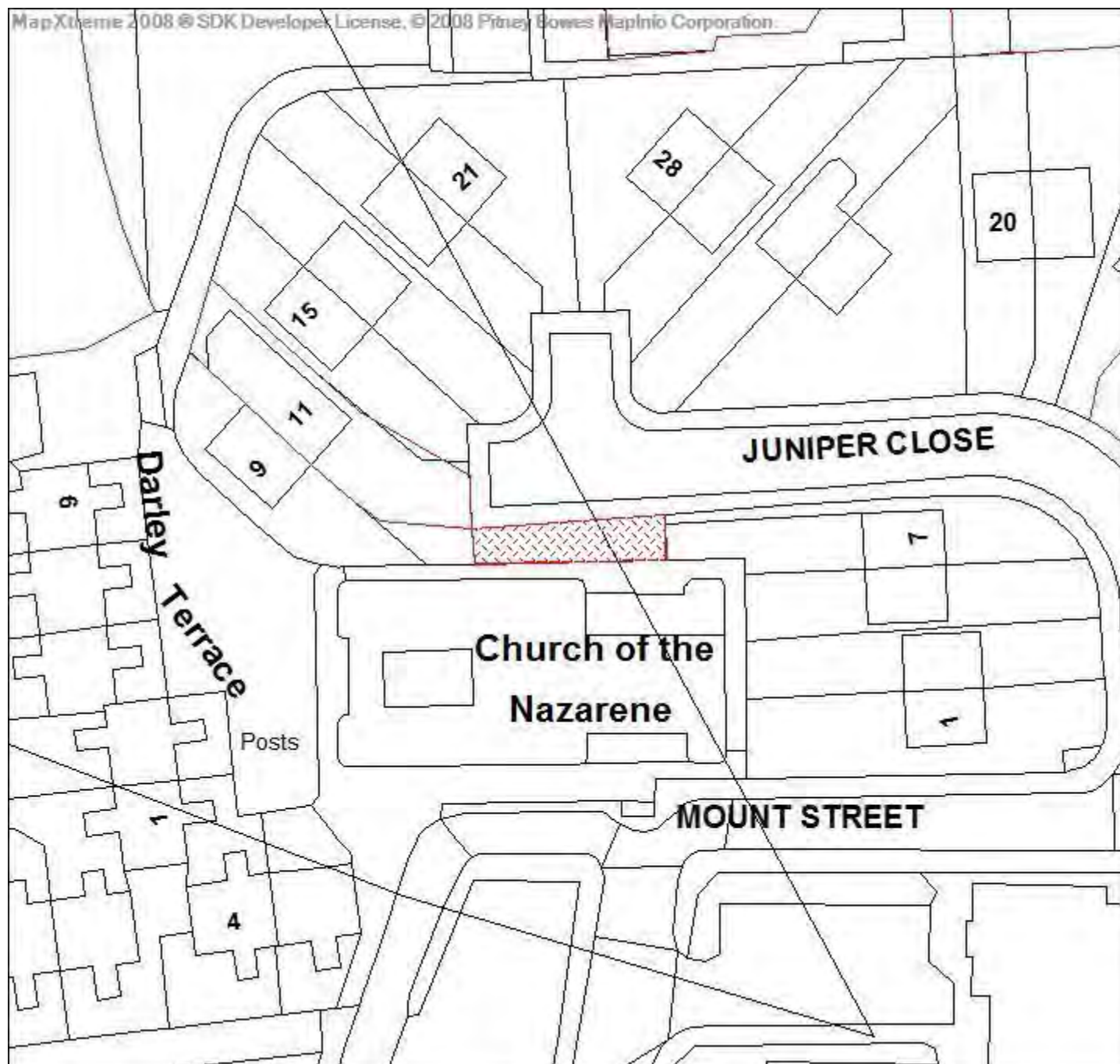
Job No - Draw No - Rev

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**Application number  
05063/18**



**Directorate of Place  
Development Management Section**

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

**Bolton  
Council**

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**Date of Meeting: 07/03/2019**

**Application Reference: 05063/18**

**Type of Application: Full Planning Application**

**Registration Date: 11/01/2019**

**Decision Due By: 07/03/2019**

**Responsible Officer: Beth Bradburn**

**Location: 9 JUNIPER CLOSE, BOLTON, BL1 3DU**

**Proposal:** CHANGE OF USE OF LAND TO DOMESTIC CURTILAGE AND  
ERECTION OF DETACHED SINGLE GARAGE TO FRONT OF  
DWELLING

**Ward: Halliwell**

**Applicant: Mr Seth**

**Agent : SMS architecture**

## **Officers Report**

**Recommendation: Refuse**

### **Proposal**

1. Consent is sought for the change of use of land to domestic curtilage and for the erection of a detached single storey garage to the front of no. 9 Juniper Close.
2. The piece of grass to the east of the property would accommodate a detached garage which would measure 3.22 metres in height and 17.7 metres in length. Due to the angled boundary of the application site, the garage would have a maximum width of 4.2 metres and a minimum width of 3.39 metres. Within the rear elevation of the garage, closest to the host dwelling, there would be a roller shutter measuring 3 metres in height. Within the side elevation there would be a door and two separate windows which would be obscurely glazed. The garage would be constructed out of brick and blockwork, with a rubber roof and UPVC windows.
3. Two previous applications (94711/15 and 96685/16) for the erection of a detached garage to the front of the dwelling were refused due to the development having a detrimental impact onto the character and appearance of the area. An application (04543/18) was then again submitted for the erection of a detached garage, however this was withdrawn as it was noted that although the Applicant owned the piece of land to the front of the no. 9 Juniper Close, this was not defined as domestic curtilage that was associated with the property. It was therefore requested that a change of use application should be submitted as to change the use of this land to be used for domestic use.
4. The proposed garage has been altered slightly from the previous application in 2015 and 2016 to change the roof of the garage from pitched to a flat roof so as to reduce the height of the garage to 3.22 metres.

5. This application is before Committee at the request of Councillor Thomas.

### **Site Characteristics**

6. The site relates to a narrow strip of land with the character of a typical grass verge. Official evidence has been provided which shows that the land is in the ownership of the Applicant.
7. The residential vicinity is characterised by a short cul-de-sac of semi-detached houses. Dwellings benefit from open frontages with drives and landscaping. There are no structures built forward of the front elevation of any of the dwellings. The properties closest to the application site are sited on an angle as to face onto the cul-de-sac which creates a staggered building line.
8. To the south of the site is the Church of Nazarene and the west of the site is a large industrial building.

### **Policy**

9. Core Strategies Policies: P5 Transport and Accessibility; S1.2 Road Safety; CG1.2 Urban Biodiversity; CG3 The Built Environment; CG4 Compatible Uses; RA1 Inner Bolton.
10. SPD General Design Principles; SPD House Extensions
11. National Planning Policy Framework (NPPF)

### **Analysis**

12. 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.

13. 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 and highways safety
- \* impact on trees

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

14. 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.
15. Policy RA1 of the Core Strategy relates specifically to developments in Inner Bolton and states that the Council will ensure that development has particular regard to massing and materials used, will respect and strengthen the traditional grid-iron pattern and street-scaping of existing houses where it is compatible with good urban design, and will require development to provide adequate privacy and amenity space.

16. The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
17. The General Design Principles SPD states that buildings should be well-designed which contribute to the quality of the street scene.
18. Although this proposal is not being determined under a Householder Application, the principles of the House Extensions SPD are considered to apply as the garage is an extension related to the host property of no. 9 Juniper Close. The House Extension SPD also specifically relates to extensions to the front of properties and notes that, *"Front extensions can unduly impact on the existing street scene. However - if carefully designed to reflect and respect the appearance of the host building whilst also appearing subordinate to it - extensions to the front of dwellings may be acceptable, particularly where they can be justified in respect of creating variety and continuity within the street scene."* It is not considered that the garage would appear as a subordinate addition to the property due to its overall scale. Furthermore, due to its siting, it would not create a continuity or correspond with the character of the street scene.
19. The proposed change of use of the land would allow for the removal of a strip of green space which has some landscaping features including a conifer tree, another small tree and street lamp. The surrounding properties do not have boundary treatment such as fencing to the front, which maintains the openness of the cul-de-sac. By changing the use of the application site to domestic and erecting a large garage of 17.7 metres in length, it is considered that it would harm the openness of the area and would appear as an obtrusive addition to the street scene.
20. No other dwellings within the cul-de-sac have outbuildings forward of the building line. The scale of the proposed outbuilding would result in a 17.7 metre long structure and would take up the entirety of the site resulting in overdevelopment. It is considered that the proposal would appear completely out of keeping with the surrounding area where there is currently an area of soft landscaping which contributes positively to the character and appearance of this small cul-de-sac.
21. Taking the above assessment into account, it is considered that the proposal would appear as an incongruous and obtrusive feature which would result in a detrimental impact on the character and appearance of the street scene, contrary to policies CG3 and RA1 of the Core Strategy as well as the advice contained within the General Design Principles SPD and House Extensions SPD.

#### Impact on the Amenity of Neighbouring Residents

22. 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 recommended interface distances between dwellings.
23. The proposed garage would not have any adverse impact onto the surrounding properties by way of having an overbearing impact or result in any overshadowing on to neighbouring properties. Furthermore, as the garage would be proposed to be sited on domestic land it would therefore be used for residential purposes; the domestic nature of the garage would be compatible with the residential area. However, it is not considered that the location, size of siting of the proposed garage would be acceptable.

#### Impact on Parking and Highway Safety

24. 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.
25. SPD House Extensions provides general advice on house extensions and offers guidance relating to the impact of extensions on highway safety.
26. There are no objections from the Council's Highway Engineers subject to conditions ensuring that the street lighting is re-located, the footway is repaired and re-instated after the construction of the development and that details of how the site is to be constructed, surfaced, drained be submitted to the Local Planning Authority.

#### Impact on Trees

27. 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.
28. The small trees on the site that positively contribute to the area will be lost as a result of this development. However, it not considered that the loss of these small landscaping features would form a reason for refusal on their own.

#### **Conclusion**

29. It is considered that, by virtue of it siting, design and scale, the proposal garage would appear as an incongruous and obtrusive feature which would result in a detrimental impact onto the character and appearance of the street scene, contrary to policies CG3 and RA1 of the Core Strategy as well as the advice contained within the General Design Principles SPD and House Extensions SPD.
30. Members are therefore recommended to refuse this application.

## **Representation and Consultation Annex**

**Representations:** None.

**Elected Members:** Councillor Thomas has requested for this application to be determined at Committee for the following reasons:

- The site is not overdeveloped;
- The development is not overbearing;
- The development would be keeping with the surrounding area.

### **Consultations**

Advice was sought from the following consultees: Highways

### **Planning History**

An application under the reference 04543/18 for the erection of garage was withdrawn as a change of use application was required.

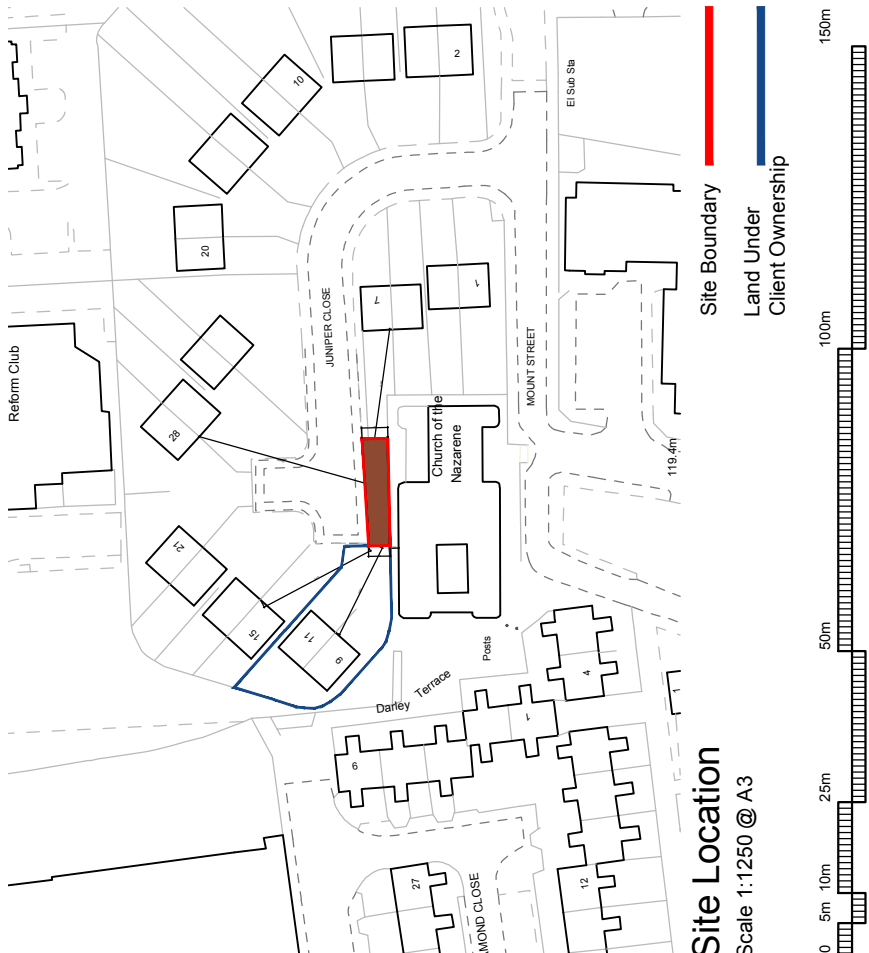
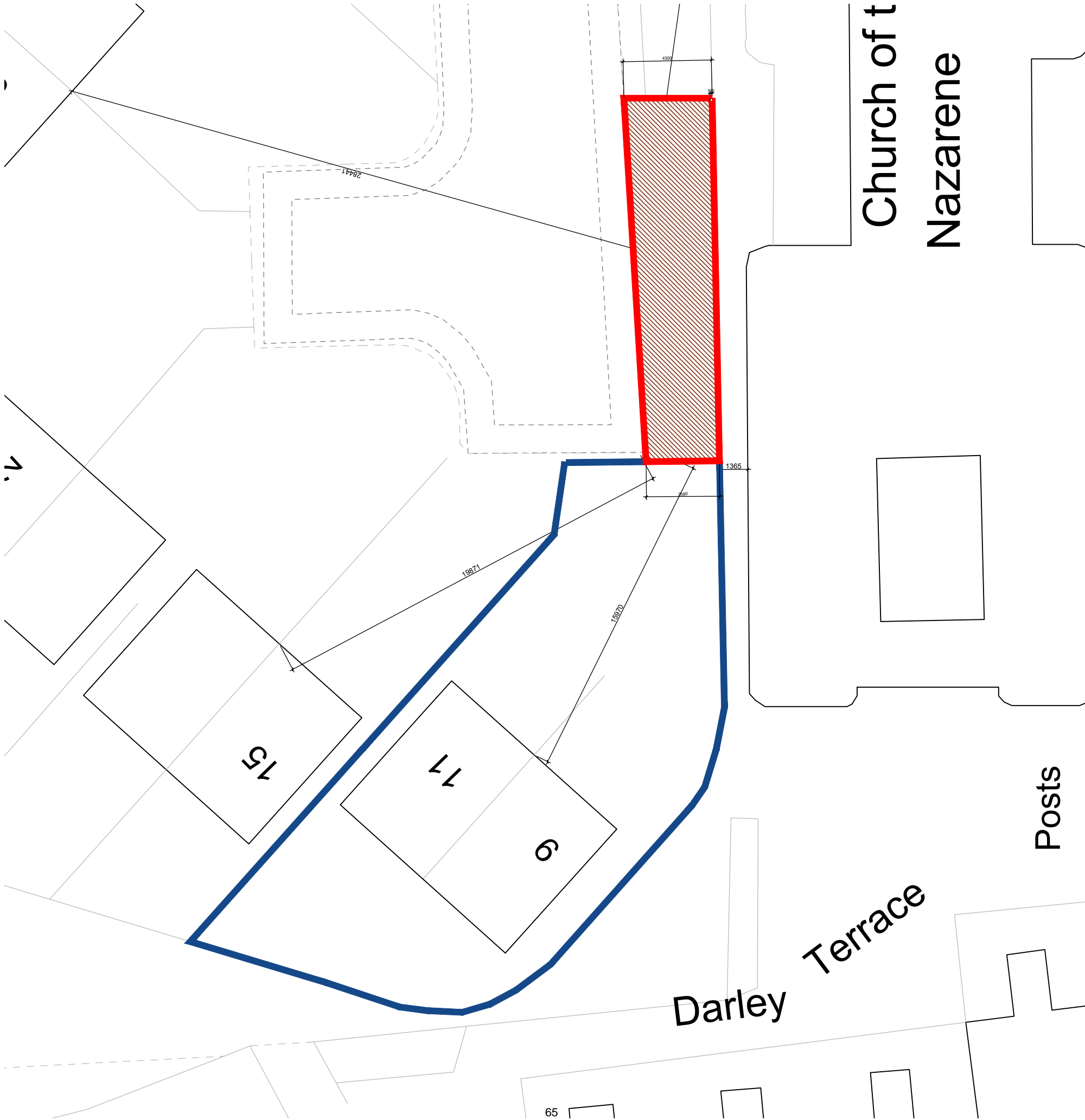
An application under the reference 96685/16 for the erection of detached single storey garage to the front of no. 9 Juniper Close was refused due to the structure having a detrimental impact onto the character and appearance of the area.

An application under the reference 94711/15 for the erection of detached single storey garage to the front of no. 9 Juniper Close was refused due to the structure having a detrimental impact onto the character and appearance of the area.

**Recommendation: Refuse**

### **Recommended Conditions and/or Reasons**

1. The proposal would, by virtue of its design, scale and siting, be detrimental to the character and appearance of the area and is contrary to Policies CG3 and RA1 of Bolton's Core Strategy and Supplementary Planning Documents "General Design Principles" and "House Extensions".



**NOTES:**

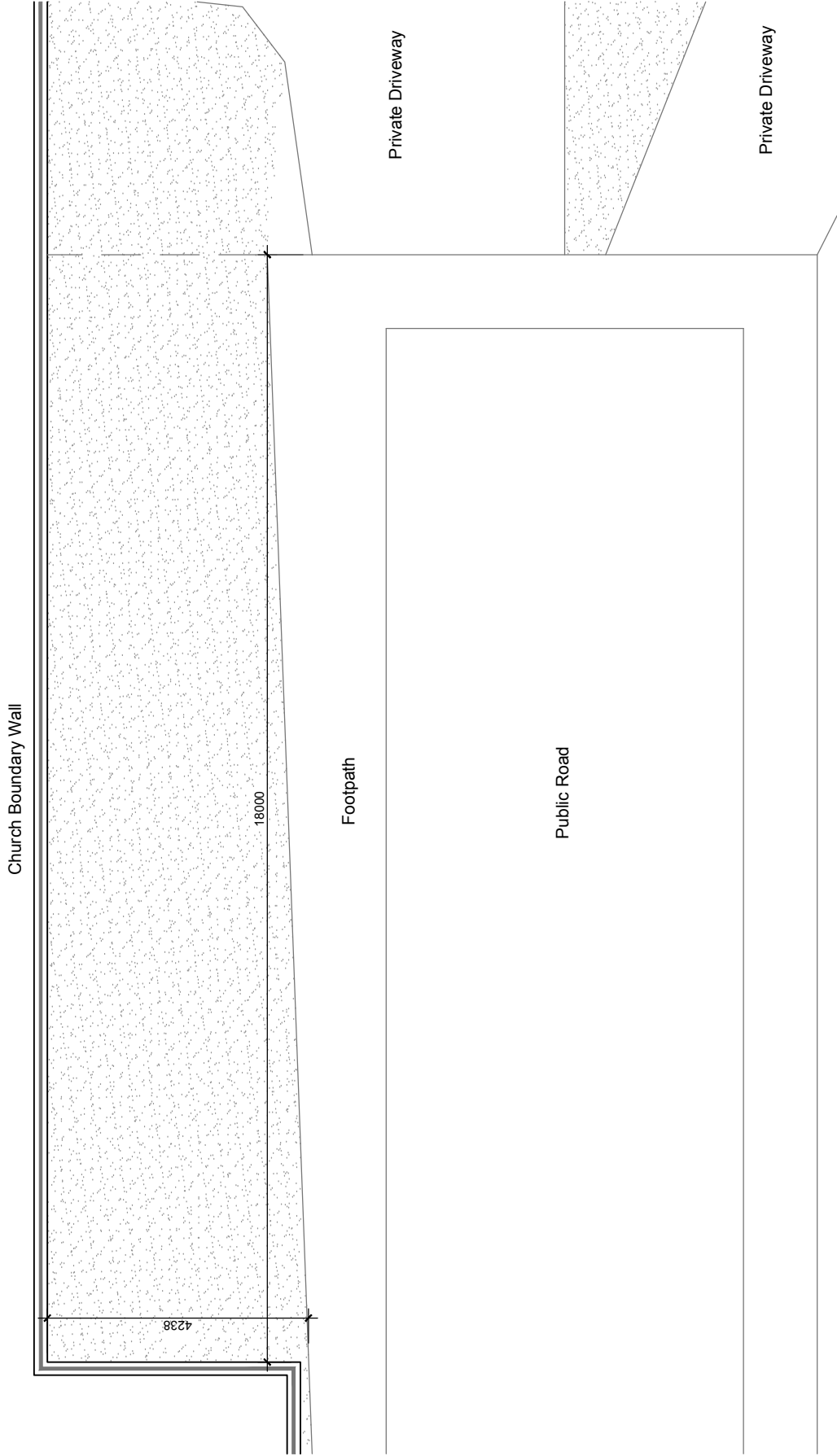
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Project Location:  
9 Juniper Close  
Bolton  
BL1 3DU

Drawing:  
00 Site Location  
REV C

Scale: <b>Varies</b>	Size: <b>A3</b>	Date: <b>12/18</b>
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Site

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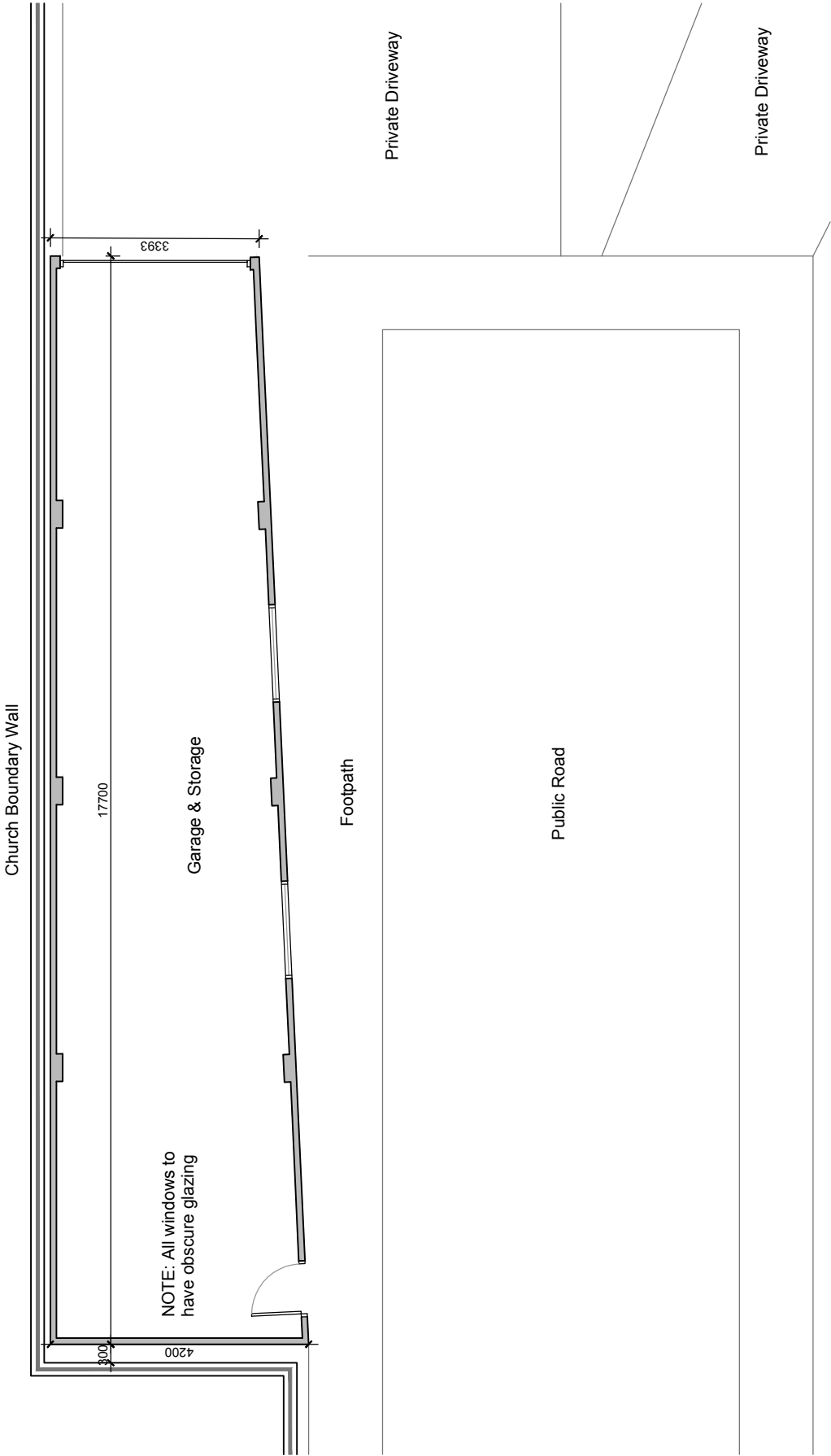
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9 Juniper Close  
Bolton  
BL1 3DU

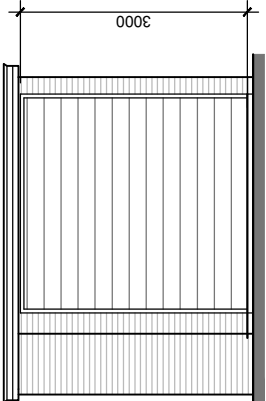
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01 Existing Site  
REV C

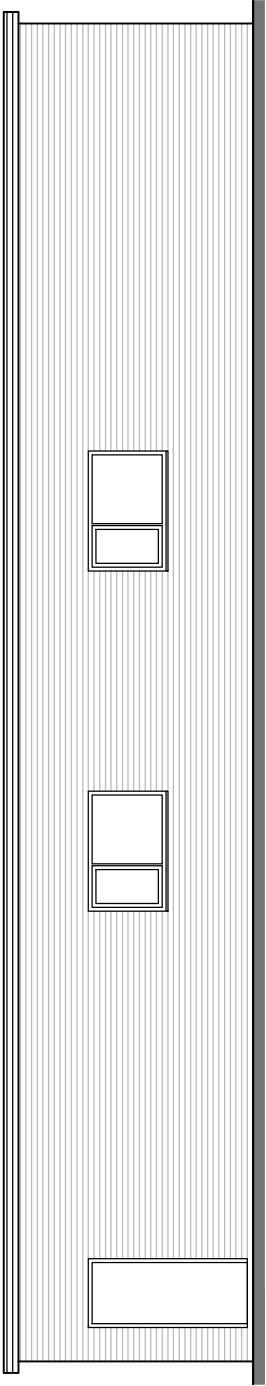
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1:100	A3	12/18



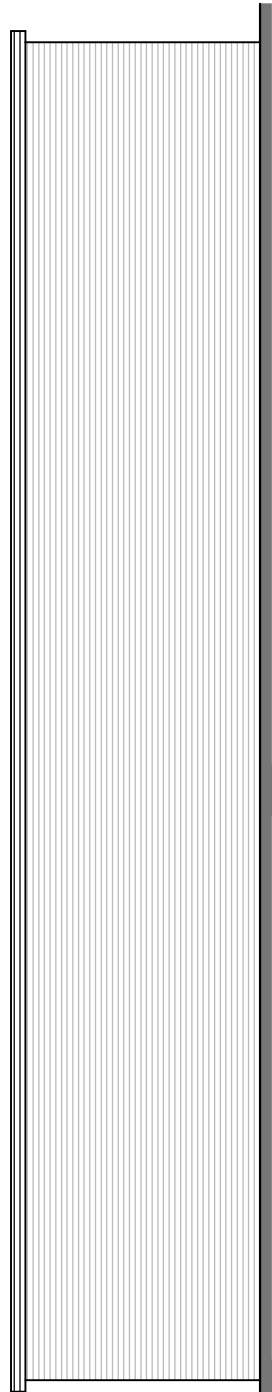
Site and Floor Plan



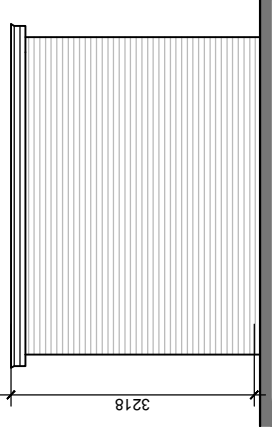
Side Elevation



Front Elevation



Rear Elevation



Side Elevation

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Project Location:

9 Juniper Close  
Bolton  
BL1 3DU

Drawing:

02 Proposed Plans & Elevations REV C

Scale:	Size:	Date:
1:100	A3	12/18

# Application number 05080/18



Directorate of Place  
Development Management Section

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

# Bolton Council

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**Date of Meeting: 07/03/2019**

**Application Reference: 05080/18**

**Type of Application: Outline Planning Permission**

**Registration Date: 03/12/2018**

**Decision Due By: 03/03/2019**

**Responsible Officer: Martin Mansell**

**Location: MAKKAH MOSQUE, GRECIAN CRESCENT, BOLTON, BL3 6QU**

**Proposal:** OUTLINE APPLICATION FOR DEMOLITION OF MOSQUE AND ERECTION OF A REPLACEMENT MOSQUE, MADRASAH AND COMMUNITY CENTRE (ACCESS AND LAYOUT DETAILS ONLY)

**Ward: Great Lever**

**Applicant: Makkah Mosque, Cultural & Community Centre**

**Agent : David Cox Architects Ltd**

## **Officers Report**

**Recommendation: Approve subject to conditions**

### **Proposal**

1. Outline consent is sought for the demolition of the existing Makkah Mosque building and the erection of a replacement mosque (place of worship) and madrasah (education facility) on land fronting Grecian Crescent and the formation of an associated car parking area. The proposed building is broadly subdivided into two main uses - the mosque areas would be used for Islamic worship and the madrasah would provide education. The proposed building would operate on three levels:

#### **Ground Floor:**

Mosque - main entrance, main prayer hall, rooms for ablutions, shoe storage, for funerals and for weddings together with a small shop

Madrasah - eight classrooms, two office rooms and ancillary rooms for ablutions and toilets

#### **First Floor:**

Mosque - mezzanine prayer hall, community hall, meeting room, library, toilets

Madrasah - ten classrooms and ancillary rooms for ablutions and toilets

#### **Second Floor:**

Mosque - mezzanine providing for ladies' prayer and offices

Madrasah - n/a as the madrasah would be two storey only

2. Members will recall that full planning permission was granted in 2016 and again in 2017 for the development of a mosque and community facility at this site. The most recent approval - 97675/16 - was for a replacement mosque and community centre with 139 on-site parking spaces delivered via a combination of the remainder of the site, the footprint of the existing

building (proposed to be demolished) and an area of undercroft parking underneath the community element of the building. This current outline proposal differs from the approved development in that the undercroft parking would not be provided and the area of parking proposed for the site of the demolished existing building would instead be developed for a two-storey facility for the provision of education. The proposed site layout also makes more intensive use of the areas proposed for parking, with less incidental landscaping than was proposed in 2016.

- 3.. The combined vehicular and pedestrian access to the site would remain situated as existing from Grecian Crescent but would be improved. There would be no other vehicular or pedestrian access to the site. The site would be laid out to provide 92 off-road car parking spaces, rising to 137 via the provision of additional spaces at Weston House and ultimately a total of 175 via the use of a managed stacked parking arrangement at the busiest times.
4. Members are advised that whilst outline consent was initially sought for "scale" (i.e. for massing and for maximum heights) it is now proposed that approval of scale would form part of any subsequent Reserved Matters application. The detailed design, architectural features and materials of the building have not yet been fully developed and it was considered that the impact of scale would be difficult to assess in the absence of a detailed design. Outline consent is therefore only sought for layout and access details at this time. In essence, the Council's consent is sought for:-
  - the principle of the development of a place of worship at this site with 92 off-road car parking spaces delivered at the site, rising to 175 via the provision of additional spaces at Weston House and the use of a managed stacked parking arrangement at the busiest times
  - the development of a two-storey educational facility broadly within the footprint of the existing two-storey building, rather than the area of parking spaces approved in 2017
  - the "infill" of the area of undercroft parking approved in 2017

### **Site Characteristics**

5. The site is located south of Bolton town centre fronting Grecian Crescent and is also bounded by Ninehouse Lane and Rigby Court. Parts of the Grecian Mill complex (a Grade II Listed Building) are located immediately to the north of the site.
6. The site as a whole consists of a largely vacant parcel of land approximately 0.32 hectares together with the site of the existing Makkah mosque which measures 0.26 hectares. The entire site is therefore 0.58 hectares, or 5,895 square metres.
7. Much of the site is currently informally used as an overspill car park to the existing Makkah mosque. Prior to this, it contained a business known as Ross Roofing, now demolished.
8. Grecian Crescent is a fairly busy road linking much of Great Lever with Bolton town centre. Whilst it is not a classified road it is a bus route and also carries buses to and from the Firstbus depot at Weston Street nearby. It forms part of a route that provides links to Bridgeman Street, Fletcher Street, Lever Street, Rishton Lane, Lever Edge Lane and Green Lane. Nearby uses are mixed and strongly distinguished - the majority of land to the north and east is in industrial use (part of a large industrial allocation that stretches from the edge of Bolton town centre to Weston Street) whilst the majority of the land to the south and west is in residential use, much of which is traditional terraced housing together with more modern social housing.

### **Policy**

9. Core Strategy Objectives - SO2 Access to Education, SO6 Accessibility and Infrastructure, SO9 Crime and Road Safety, SO10 Climate Change, SO11 Built Heritage, SO12 Biodiversity, SO16 Community Cohesion and Access
10. Core Strategy Policies - A1 Education, P5 Transport, S1 Crime and Road Safety, CG1 Biodiversity, Open Space, Flood Risk and Climate Change, CG2 Sustainable Development, CG3 Design and the Built Environment, CG4 Compatible Uses, SC2 Cultural and Community Facilities, RA1 Inner Bolton
11. National Planning Policy Framework (February 2019) - promoting sustainable transport, requiring good design, promoting healthy communities, meeting the challenge of climate change, conserving and enhancing the natural environment, conserving and enhancing the historic environment
12. Supplementary Planning Documents (SPD) - General Design Principles SPD and Building Bolton, Sustainable Design and Construction SPD.

### **Analysis**

13. 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.
14. The main impacts of the proposal are:-
  - \* impact on the character and appearance of the area
  - \* impact on the setting of the adjacent Grade II listed building (Grecian Mill)
  - \* impact on the provision of community facilities
  - \* impact on residential amenity
  - \* impact on the highway and parking arrangements
  - \* impact on drainage

### **Impact on the Character and Appearance of the Area**

15. Section 7 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. Planning should aim to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments; are visually attractive as a result of good architecture and appropriate landscaping. Planning should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative. The NPPF does however recognise that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

16. Core Strategy policy CG3 seeks to ensure that development proposals display innovative, sustainable designs that 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. The Local Planning Authority must conserve and enhance the heritage significance of heritage assets, recognising the importance of sites, areas and buildings of historic, cultural and architectural interest and their settings.
17. This is an outline application for access and layout only, with details of scale and design reserved for subsequent consideration. Bearing in mind that consent has twice been sought and granted in recent years for a similar footprint, it is considered that this site is capable of accommodating a building with the proposed footprint without harming the character and appearance of the area - subject to the consideration of scale and design at the Reserved Matters stage. It is noted that less incidental soft landscaping is now proposed; however, Officers take the view that making the most efficient use of land available for off-road parking should take precedence in this instance.
18. The proposal is considered to conform to with Core Strategy policy CG3.

Impact on the Setting of the Adjacent Grade II Listed Building (Grecian Mill)

19. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a general duty on Local Planning Authorities that, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority should 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.
20. Paragraph 129 of the National Planning Policy Framework states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal. Paragraph 132 notes that significance can be harmed or lost through development within the setting of a heritage asset. Paragraph 137 states that Local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The advice contained within the Planning Practice Guidance "Conserving and Enhancing the Historic Environment" reminds Local Planning Authorities of their statutory duty under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 together with the need to satisfy the relevant policies within the National Planning Policy Framework and the Local Plan. Policy CG3 of Bolton's Core Strategy 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.
21. The setting of a heritage asset is defined in the Glossary of the National Planning Policy Framework as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral." A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under

consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it. Setting is the surroundings in which an asset is experienced, and may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each. The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance. When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its ongoing conservation.

22. Grecian Mills is listed as Grade II for its special architectural or historic interest and its entry on the National Heritage List for England states:-

"Cotton spinning and doubling works, comprising spinning mill with separate warehouse, office blocks, doubling sheds in enclosed site. Multi-phase site, with main spinning mill dated 1845, and extended circa 1860 and circa 1920; other buildings variously dated 1850s-60s. EXTERIOR AND PLAN: spinning mill of 5 storeys and basement, L-plan, comprising 2 main phases forming separate working areas. Rear range (the original mill, dated 1845) to south is 5 storey, 12x5 bays. Original entrance in north-west corner, giving access to staircase. Datestone over door, and inscribed pediment ('Grecian Mill') to eaves cornice. Eastern range (probably a second phase), 11x5 bays. Angles marked by full-height pilasters, and privy tower to north-east corner. Loading bay towards left, with partial cast-iron fire escape. Both phases have tall rectangular windows with flat-arched stone lintels. North wing c1920, on site of former reservoir. 5 storeys, 6x2 bays, with wide windows divided by a central cast-iron mullion between pilasters. Cornice above 4th floor, and heavy pilasters stressing projecting towers at outer corners. Art Nouveau detailing. Engine house projects from rear of southern (first phase) spinning mill: late C19 (and so replacing an earlier engine house), divided into 5-bays by pilasters, each bay with round arched window. Alongside the engine house to the north, a 3 storey, 4 bay wing probably originally scutching house (see West and RW Best), with taking-in doors in gable wall. This range now linked to main mill building by a C20 block. Internal construction is of cast-iron columns with plastered timber beams in the C19 parts of the mill, and thicker cast-iron columns with steel beams in the C20 extension. Opposite the engine house, is the boiler house, and alongside it a 2-storey warehouse and workshop building with loading doors braced with stone architraves. Rear of site has long 2-storey range, interrupted by octagonal chimney (aligned with boiler house and engine house). Part of this range dated 1868. Internal engine house facing Rigby Street to west. Later C19 extension of this range, also 2-storey but deeper plan, to north. Buildings to north of internal engine house formerly stores, to south, a doubling mill. To south of site, a further 2-storey range (incomplete) dated over doorway 1859, and possibly originally offices and workshops. Doubling shed to rear of this range; further doubling sheds were located between this building and the main spinning mill; 5 surviving bays with traces of a further 6 still visible against boundary wall of site. Two office buildings adjacent to Lever Street entrance. At right angles to the street, a single storey building with 3-window range to yard, with heavy Italianate detailing. Dated 1869, and formerly the board room and general office. Parallel to street, a 2-storey 21-window range incorporating arched former site entrance, and formerly

housing stores, warehouse, packing rooms and office. INTERIOR: not inspected. The No.1 spinning mill represents an early example of large-scale mill building in Bolton, and the development of the site for integrated work is also of considerable interest. It survives almost intact. "

23. The defined boundary of this Listed Building runs along the northern boundary of the application site. The building contains a number of uses including retail and industrial. It is considered that the surroundings in which Grecian Mill is experienced consist of the surrounding streets and buildings within immediate visual range. These are strongly mixed and consist of the Makkah mosque application site, the 1980s housing of Rigby Court and beyond to the west, the 1960s social housing of Lever Drive and Carrington Drive to the north across Lever Street together with the modern generally industrial buildings to the east which include the brick and cladding buildings of Bolton Plastic Components, the Destitute Animal Shelter, Burdens Drain Centre and the First Bus Depot to the south east. Further on to the east can be seen the large structure of Robin Hood Mill and the large Edbros industrial site. In fact, the majority of the land to the east forms the Great Lever Protected Employment Area, allocated for predominantly industrial uses.
24. Given this mixed context, it is considered that the current impact of the existing setting on the significance of Grecian Mill is neutral. The existing setting is not considered to play any significant role in the understanding of this heritage asset, on the other hand, it is not considered to detract from it or harm it either. It is noted that the listing refers to Grecian Mills as being an early example of large-scale mill building in Bolton. The large scale elements of the complex are located adjacent to Lever Street, as are other key features of interest such as the entrance and office buildings. The buildings located at the southern end of the mill complex are considered to be more functional - listed due to the significance in terms of "the development of the site for integrated work" rather than their architectural value. By way of its location on the opposite side of the site to the main features of scale and architectural interest it is not considered that the proposed mosque and madrasah would have a harmful impact on the setting of this Grade II listed building, subject to the consideration of scale and detail at the Reserved Matters states. On the basis of the consideration of the layout proposed, the impact on the setting of the adjacent Grade II listed building is considered to be acceptable.
25. The existing building has a degree of local distinctiveness, reflective of its original construction as the hall and school of a Wesleyan chapel. However, the building has been heavily modified since the demolition of the main chapel in the 1970s and has very limited significance. In any case, as the existing mosque building is not listed and does not lie within a conservation area, its demolition would be permitted development - furthermore, consent for the demolition of the building was granted in 2017 as part of the development proposals approved at this site.
26. The impact on the setting of the adjacent Grade II Listed Building of Grecian Mill is considered to be acceptable.

#### Impact on the Provision of Community Facilities

27. Core Strategy policy SC2 states that the Council and its partners will ensure that local cultural activities and community facilities are located in the neighbourhoods that they serve.
28. Section 8 of the NPPF (2018) recognises the important role of the planning system in facilitating social interaction and creating healthy, inclusive communities. Paragraph 92 states that 92 to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of community facilities such as places of worship and other local services to enhance the sustainability of communities and residential environments.

29. The proposed mosque and madrasah would provide replacement facilities and the demand to date demonstrates a local need for the development. It would meet the needs of the current users as well as providing improved and additional facilities for women and children to meet the requirements of the growing Muslim population in the area. It is located within the neighbourhood that it serves and would deliver substantial benefits in terms of improved community facilities.

#### Impact on Residential Amenity

30. Core Strategy policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. Development should not generate unacceptable nuisances, odours, noise or pollution. The General Design Principles Supplementary Planning Document guidance on space around dwellings to ensure that adequate levels of privacy, light and residential amenity are achieved.
31. It is considered that the development has been laid out in a way so that there would be an acceptable relationship with the surrounding properties. This is not a residential property therefore the windows cannot be considered to be principal windows. The building maintains an interface of approximately 21 metres to the surrounding properties, which is considered to be acceptable. The proposal is judged to comply with Core Strategy Policy CG4 and the General Design Principles SPD.
32. It is accepted that a number of Class D1 uses such as schools, community centres and places of worship create significant activity at peak times. However, it is not considered that the proposed development has the potential to affect living conditions at unusual hours and in any case a balance must be struck with the benefits to community provision. The standard condition preventing amplified call to prayer will be imposed.
33. The impact on residential amenity is considered to be acceptable.

#### Impact on the Highway and Parking Arrangements

34. Core Strategy policy P5 seeks to ensure that development takes into account, amongst other things:-
- accessibility by different types of transport, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users
  - the design of developments to enable accessibility by public transport
  - servicing arrangements
  - parking, including parking for cycles and powered two-wheelers, in accordance with the parking standards set out in Appendix 3
  - the transport needs of people with disabilities
35. The design of developments should enable accessibility by public transport. Core Strategy policy S1 states that the Council will promote road safety in the design of new developments. Maximum parking standards are detailed in Appendix 3 of the Core Strategy.
36. Section 10 of the Accessibility, Transport and Road Safety concerns parking. Paragraph 10.2 states that the Council will not require a developer to provide more spaces than they themselves wish, but the Council will look for the applicant to demonstrate the accessibility of the site where less provision has been proposed. Para. 10.8 states that the Council will normally permit development where the proposed development is not likely to lead to a perpetuation or an intensification of on-street parking in a location where parking is likely to be detrimental to

highway safety, on a classified road, on a Key Route, in a traffic sensitive location, near to a busy junction or place of limited visibility or where two-way traffic would be impeded.

37. The "Promoting Sustainable Transport" section of the NPPF (2019) states that transport issues should be considered from the earliest stages development proposals, so that the potential impacts of development on transport networks can be addressed and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
38. Planning policies should support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. If setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport together with local car ownership levels. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.
39. In assessing sites for specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
  - safe and suitable access to the site can be achieved for all users
  - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
40. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
41. The development is being undertaken mainly to replace an existing well established mosque and community facility in the same location and the new building would cater for improved worshipping, educational and community facilities for the existing congregation. In terms of access it is to be served from Fletcher Street / Grecian Crescent / Rishton Lane, which is an unclassified road. The application is supported by a Transport Technical Note which compares the previously approved development and its parking arrangements with the scheme now proposed.
42. It is important to note the history of approvals at this site when considering the parking provision:-

*First Application - 95548/15*

43. Consent was granted in August 2016 for the erection of a mosque and community centre at this site. The application proposed 1,520 square metres of floor space for worship together with

1,015 square metres allocated for community use. An initial plan showed the existing 753 square metres of the existing Makkah Mosque building being retained. The Applicant pointed out that a further 45 spaces were available at their existing facility at Weston Street. A condition was imposed requiring the delivery of 90 curtilage spaces at the site; however, the provision of the 45 spaces was not made a requirement of the approval. A condition was added requiring the demolition of the existing building in order to deliver a total of 139 spaces at the site and a travel plan was also conditioned - this would encourage visitors to make use of more sustainable travel option and it also required details of stewarding at the site at the busiest times.

#### *Second Application - 97675/16*

44. Following this approval, both the Applicant and the Council concluded that dealing with the demolition of the existing building and its redevelopment for parking by way of a planning condition was not appropriate. A second application was submitted, showing the phased demolition of the existing Makkah Mosque building and a revised site plan delivering a total of 139 spaces at the site. As with the previous case, the Applicant pointed out that a further 45 spaces were available at their existing facility at Weston Street; however, the provision of the 45 spaces was not made a requirement of the approval. Consent was granted for the development in January 2017 and is capable of being implemented (subject to conditions) provided that it is commenced before January 2020.

#### *Current Application*

45. As well as the main mosque building, the current application now additionally proposes to erect a two storey building for the provision of education broadly consistent with the footprint of the existing Makkah Mosque building. The proposed parking arrangements are as follows:-

- 92 spaces within the curtilage of the site
- 45 spaces at the site at Weston Street
- a further 38 spaces within the curtilage of the site via the delivery of a more efficient and intensive use of parking by way of stewarded parking.

46. This means that the development, managed properly, has the potential to provide off-road parking for 175 vehicles by a combination of traditional parking layout, a more efficient stewarded parking system at the busiest times together with the use of the parking at the Applicant's existing facility at Weston Street.

47. The Council's Highway Engineers note that the principle for a similar level of D1 use-class at this location was approved under previously approved planning applications 95548/16 and 97675/16 respectively. Under this application (05080/18) it is proposed to provide for approximately 2400sqm of additional D1 use-class supported by 92 off-road parking spaces. This is 47 spaces less than the number approved under application 97675/16 whilst providing more D1 use, but is approximately comparable with the level of parking provision/D1 use-class approved under the original application 95548/16. The applicant has provided additional transport work and a travel plan in order to substantiate this development proposal from a transport and highways perspective. This information indicates that an additional 45 off-road parking spaces can be utilised by the mosque at Weston House which is within walking distance to the facility. Justification needs to be provided that these spaces fall legally within the applicants control (blue-edge) and thus can be relied upon as in-curtilage parking provision to support development. The transport work appears to indicate that an additional 38 spaces can be provided within the existing car park at potential peak times accommodated via stewarding and appropriate traffic management. This proposal will need to be developed into a facility traffic management plan that can be conditioned as part of any consent. Acting on these additional parking numbers, potentially 175 parking spaces can be provided to support this proposal

coupled with the fact that the facility is reasonably accessible to sustainable transport provision and the surrounding residential catchment areas. These parking numbers are above what was approved under previous consents and should place less onus on the levels of on-street parking at that location. For these reasons, the Council's Highway Engineers conclude that they cannot reasonably object to what is being proposed under this application. Justification needs to be provided that the spaces at Weston House fall legally within the applicants control and thus can be relied upon as curtilage parking provision to support the development - Corporate Property colleagues confirm that the former site of the Council's Environmental Health offices was initially leased and then sold to the mosque committee some years ago.

48. An objector refers to the Council's parking standards (Core Strategy, Appendix 3) and states that this should trigger a requirement of 400 car parking spaces at the site. However, this is not what Policy P5 of Bolton's Core Strategy actually says. Policy P5 states that the Council will "ensure that development takes into account parking in accordance with the parking standards set out in Appendix 3". These car parking standards are clearly stated in Appendix 3 as being "maximum" standards - they are, in effect, a "cap" or limit. Seeking to impose them as a minimum standard is considered to be unreasonable as not only is that not what the Core Strategy actually says in reality, it would also be incompatible with the NPPF as this states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". Furthermore, delivering 400 parking spaces at the site or adjacent land (even if this were possible, which it is not) would result in disproportionate amount of land being given over to parking which would hardly be used throughout the week, except at the peak times of early Friday afternoons and holy days. This is not considered to be an efficient use of land within an urban setting. It is considered instead that the development strikes an acceptable compromise between building footprint and parking provision - it has therefore taken parking into account, as required by Policy P5 of the Core Strategy.
49. For the reasons given above, the impact on the highway and parking arrangements are considered to be acceptable.

#### Impact on Drainage

50. The Applicant has resubmitted the Flood Risk and Sustainable Urban Drainage System originally submitted in 2015 and 2016. However, this will need to be updated to reflect the amended scheme. Given that the site does not lie within an area of high flood risk and that consent has already been granted twice for a similar form of development, it is considered that the details of a proposed revised drainage scheme can be required by a condition.

#### **Local finance considerations**

51. Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. There are not considered to be any local financial considerations in this case.

#### **Conclusion**

52. Consent for a place of worship and community facility with a similar footprint has twice been approved at this site, in August 2016 and January 2017. The most recent of these consents is still capable of being implemented, subject to conditions. The key differences between the approval and the new scheme involve maximising the use of the land by delivering a facility for education whilst maximising parking provision via an amended layout and a more intensive parking layout at key times.
53. There would be additional visitors using their cars to travel to the development and there would

be more pressure placed on the road network in terms of accessibility and off-site parking. The potential implications for safety and residential amenity have been assessed by the Highways Engineers. Providing that the stewarding plan, a travel plan and the measures put forward by Highway Engineers are conditioned then it is not considered that planning permission can be reasonably be refused on these grounds or against Policy SC2 of the Core Strategy.

54. The loss of the existing building is considered to be outweighed by the benefits of providing the facility for education. It is not considered that the proposal will have a harmful impact on the setting of the adjacent Listed Building.
55. For these reasons Officers recommend that the Planning Committee grants outline planning permission subject to the conditions attached to this report.

## **Representation and Consultation Annex**

### **Representations**

Letters:- two objections have been received, one from a business in Grecian Mill and one from a local resident on Fletcher Street to the north.

The business considers that there are too many mosques in the area. However, Officers note that Bolton's Core Strategy and the National Planning Policy Framework recognise the benefits of community facilities such as this. Furthermore, it is considered that the Applicant is best placed to assess the need for this facility within the community - it is unlikely that they would commit to a project of this nature within first ensuring that there was a need for it. There are currently 28 mosques in Bolton - if the existing Makkah Mosque is to be demolished and a new mosque constructed at this site, there will still be 28 mosques in Bolton.

The objection from the local resident relates primarily to parking provision:-

- in 2016 a planning application was approved for a 3 storey mosque. One of the conditions was the current mosque would have to be demolished for car parking spaces.
- this application seeks to demolish the current mosque and put in place a madrasah. This would take away 47 car parking spaces leaving on site spaces of 43. The previous application clearly states on site spaces of 90 once the current mosque has been demolished. The applicant states additional parking spaces at nearby Weston house did not form part of the previous application. This is untrue. The 45 spaces were included in the application as the original application clearly says 135 spaces are available and the application was approved on that basis.
- in the officers report it stated that "the application proposal includes 90 on site spaces and it has been confirmed that an additional 45 spaces are available at the nearby Weston House at Weston Street. These are currently owned and operated by the Applicant and they are available at all times giving a total provision of 135 spaces"
- taking away 47 spaces reducing on site spaces to 43 would create off site parking problems on the highways and in residential areas. It would be detrimental to highway safety and to the amenity of the local residents.
- the building has a capacity of 1200 people and highways recognise 400 spaces are needed but is not practical. This is why spaces were made available at Weston house. A building that should have 400 spaces for parking cannot be reduced from the very much needed 90 on site spaces to 43 as it would be detrimental to highway safety and the amenity of residents.
- there is a car park to the back of the mosque that is used for the local businesses at Grecian Crescent. These cannot be used to provide car parking spaces as these spaces are for customers who would then be forced to park on the nearby highways, to the detriment of highway safety.
- a planning application cannot be approved based on off-site car spaces on a completely different site - on-site spaces are needed.

Officers consider that the issues above have been adequately addressed within the relevant section

of the report. The application proposes 92 on-site car parking spaces, an additional 38 on-site spaces via a managed parking system at busy times together with the 45 spaces available at Weston Street.

The management of a nearby facility have raised concerns over visitors parking in front of their own visitor parking, blocking in their drive - however, they were clear that they did not wish this to be considered to be an objection. This concern will be relayed to the Applicant and they will be encouraged to address driver behaviour in their Travel Plan.

### **Consultations**

Advice was sought from the following consultees: Highway Engineers, Pollution Control, Greater Manchester Police; North West Counter Terrorism Unit, Drainage

Consultation letters were sent to commercial and industrial premises at Grecian Mill, Mikar Business Park and on Weston Street together with residential properties at Rigby Court, Ninehouse Lane, Grecian Crescent, Walton Court, Fletcher Street, Kingthorpe Gardens, Bishopbridge Close and Binbrook Walk. Two site notices, including a notice advertising a potential impact on the setting of a Listed Building, were displayed around the site.

### **Planning History**

Planning permission was granted in January 2017 for the erection of a mosque and community centre (97675/16)

Planning permission was granted in August 2016 for the erection of a mosque and community centre (95548/15).

**Recommendation:**                **Approve subject to conditions**

### **Recommended Conditions and/or Reasons**

1. Application for the approval of 'Reserved Matters' must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
  - i) The expiration of five years from the date of this permission, or
  - ii) The expiration of two years from the final approval of the Reserved Matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2. Details of the appearance, landscaping, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason

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

3. Prior to the commencement of the development:-

- A Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, property and/or the wider environment; and

- The details of any proposed remedial works shall be submitted to, and approved in writing by the Local Planning Authority. The approved remedial works shall be incorporated into the development during the course of construction and completed prior to occupation of the development or the development being first brought into use; and

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

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

Reason

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

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

Reason

To safeguard the visual appearance and or character of the area.

5. Prior to commencement of development a package of measures shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the recommendations of a Crime Impact Statement have been taken into account. The scheme shall include measures to achieve Secure By Design accreditation. Such measures as are approved shall be implemented in full before the approved development is first brought into use and shall be retained in full thereafter.

Reason

To reduce crime and the fear of crime.

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

Reason

In the interests of tackling climate change.

7. Prior to commencement of development, other than demolition and remediation, a scheme for the phasing of the development for achieving appropriate timing between the construction of the new building(s); the creation of the car park and occupation of the new building(s) shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason

To facilitate the phased development and to safeguard the character and appearance of the area.

8. Prior to the any part of the development being brought into use, all developer obligations shall be fulfilled and funded at the applicants expense to enable the Local Highway Authority to carry out a review of Traffic Regulation Orders in the locality where necessary and to enable the Local Highway Authority to consult, advertise, promote and implement Traffic Regulation Orders around the site

including the introduction of additional waiting/loading restrictions on Grecian Crescent to mitigate the likely impact of the development.

Reason

In the interests of highway safety.

9. 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.

10. 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 external lighting. The lighting shall be designed to an illumination value of no greater than 5 lux at the nearest residential property. The lighting in the scheme should be erected, directed and shielded so as to avoid nuisance to residential accommodation in close proximity. The approved scheme shall be implemented in full and retained as approved thereafter.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution.

11. Prior to the development hereby approved/permitted being first occupied or brought into use the means of pedestrian and vehicular access to the site from Grecian Crescent shall be constructed entirely in accordance with the approved site plan ref: 1902/2.02. There shall be no other means of pedestrian or vehicular access to the site except as shown on the approved site plan ref: 1902/2.02.

Reason

In the interests of highway safety.

12. Notwithstanding the submitted plans, prior to the development hereby approved/permitted being first occupied or brought into use a traffic management plan showing how the entrance/access from Grecian Crescent shall be managed, shall be submitted to, and approved in writing by, the Local Planning Authority. The management plan shall be implemented in full and retained thereafter.

Reason

In the interests of highway safety.

13. Prior to the development being first brought into use, no less than 92 car parking spaces shall be marked out and provided within the curtilage of the site, in accordance with approved site plan ref: 1902/2.02. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

To enable the phased development of the site whilst ensuring that adequate provision is made for vehicles to be left clear of the highway.

14. Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted to, 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.

15. Prior to the development being first occupied or brought into use, details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in full within 21 days of the Local Authorities approval, unless otherwise agreed in writing with the Local Planning Authority, and retained thereafter.

Reason

To ensure adequate standards of privacy and amenity are obtained and the development reflects the landscape and townscape character of the area.

16. 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.

17. Prior to the development hereby approved being first occupied or brought into use, all Traffic Regulation Orders required by the Local Highway Authority to mitigate the impact of the development shall be implemented in full.

Reason

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

18. Prior to first use details of on-site cycle parking to be provided within the site shall be submitted to, and approved in writing by, the Local Planning Authority. The approved cycle parking shall be implemented in full before the development hereby approved is first occupied or brought into use and retained thereafter.

Reason

To encourage cycle use and provide adequate facilities for cyclists.

19. Prior to the development being first brought into use surface water drainage works should be implemented in full in accordance with details that have been submitted to and approved in writing with the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system is to be provided, the submitted details shall:

1) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution

of the receiving groundwater and/or surface waters.

2) Include a timetable for its implementation, and

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

Reason

To ensure the site provides satisfactory means of surface water drainage.

20. Prior to the first use of the approved development, Facility Traffic Management Plan and Travel Plan, to include

- the appointment of a Travel Plan Co-ordinator
- measures proposed to encourage sustainable travel choices
- the use of parking stewards during Friday prayers and key dates in the Islamic calendar
- the submission of an annual monitoring report to the Local Planning Authority for the first three years following completion of the development

shall be submitted to and approved by the Local Planning Authority. The development shall then operate entirely in accordance with the approved details.

Reason

In the interests of highway safety and promotion of sustainable transport use.

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

**approved site plan ref: 1902/2.02**

**ground floor plan mosque 1902/2.03**

**first floor plan mosque 1902/2.04**

**second floor plan mosque 1902/2.05**

**ground and first floor plans madrasah 1902/2.06**

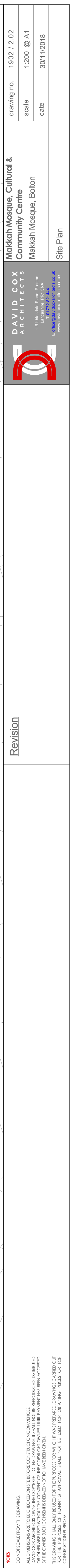
Reason

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

22. There shall be no externally audible or amplified calls to prayer at any time by way of loudspeakers, amplifiers, bells, tannoy, or other similar public address systems sounded, broadcast or otherwise transmitted from the building or the site or in any other way in association with the approved mosque use.

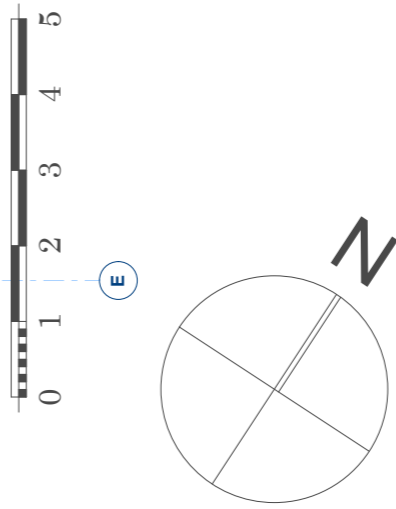
Reason

To safeguard the living conditions of nearby residents from noise pollution.











Ground Floor Plan Madrasah

1:100



First Floor Plan - Madrasah

1:100

# Application number 05111/18



Directorate of Place  
Development Management Section

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

# Bolton Council

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**Date of Meeting: 07/03/2019**

**Application Reference: 05111/18**

**Type of Application: Full Planning Application**

**Registration Date: 14/12/2018**

**Decision Due By: 07/02/2019**

**Responsible Officer: Kara Hamer**

**Location: NEW OVERDALE CEMETERY, HEATON CEMETERY, OFF OVERDALE DRIVE, BOLTON**

**Proposal: ERECTION OF A SINGLE STOREY HALL OF REMEMBRANCE, TOGETHER WITH ASSOCIATED EXTERNAL WORKS**

**Ward: Heaton and Lostock**

**Applicant: Bolton Metropolitan Borough Council**

**Agent : Good & Tillotson**

## **Officers Report**

**Recommendation: Approve subject to conditions**

### **Proposal**

1. Permission is sought for the erection of a 'Hall of Remembrance' (Use Class D1) proposed to be located on the western side of Overdale Drive within a landscaped area of Heaton Cemetery Extension.
2. The Applicant submits that, "this part of the cemetery site is in the early stage of usage and the site, along with the internal road and pathway layout, has been set out to allow for expansion and the provision of additional burial plots (for future use). Taking into account the existing usage of the site and giving consideration to the future needs of the site and community, the requirement for a 'Hall of Remembrance' building has been identified. The building will be simple in its form, and will provide a place of shelter to accommodate mourners and to hold small prayer services".
3. The application is before Members as this is a Council application.

### **Site Characteristics**

4. Heaton Cemetery is an established cemetery within the Chorley New Road Conservation Area. It is also sited within allocated Other Open Protected Land.
5. The application site is adjacent a main car park towards the east of the cemetery extension. There are no protected trees (by way of TPO) within the site.

### **Policy**

6. Core Strategy Policies: P5 Transport and Accessibility; S1 Safe Bolton; CG1 Cleaner Greener Bolton; CG3 The Built Environment; CG4 Compatible Uses; OA4 West Bolton.

7. Allocations Plan Policy CG6AP Other Protected Open Land
8. SPD General Design Principles 2015
9. National Planning Policy Framework (NPPF)

### **Analysis**

10. 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.

11. The main impacts of the proposal are:-

- \* impact on Other Protected Open Land
- \* impact on the character and appearance of the area
- \* impact on residential amenity
- \* impact on the local highway network

### **Impact on Other Protected Open Land**

12. The application site is located within "Other Protected Open Land". Policy CG6AP of Bolton's Allocations Plan described protected open land as countryside that is not Green Belt, and land whose character and appearance should be protected from inappropriate development.

13. Policy CG6AP of the Allocations Plan states that the Council will permit development proposals within defined areas of Protected Open Land shown on the Proposals Map provided that they fall within one or more of the following categories:

1. The development represents limited infilling within an established housing or industrial area, is in scale with it and would not adversely affect its character or surroundings; or
2. It forms part of, and is required for, the maintenance of an existing source of employment; or
3. The development requires a location outside the urban area, but is inappropriate within the Green Belt and providing it maintains the character and appearance of the countryside;
4. The development would be appropriate within the Green Belt.

14. Paragraph 145 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include [amongst other things] (b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

15. It is considered that the proposed development would not be inappropriate development if it was sited within the Green Belt, as it would comprise an appropriate facility for a cemetery, that would preserve the openness of the Green Belt (given its scale and location) and would not conflict with the purposes of including land within the Green Belt (paragraph 145 (b) of the NPPF as above). It is therefore considered that the proposed development would meet criteria 4 of

Allocations Plan Policy CG6AP, and therefore would not be inappropriate development in Other Protected Open Land.

Impact on the Character and Appearance of the Area

16. 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.
17. The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
18. The site, has good access to Chorley New Road via Overdale Drive yet is semi rural in nature and isolated. Dwellings are located 60 metres to the north east ('The Bungalow') and 58 metres to the south east (Lime House, Maple House, West Lodge).
19. The application proposes a single storey building measuring 4.1 metres in height (at the highest point; front) and approximately 17 metres wide by 17 metres long with an internal floor area of 272 sq. metres. The building would have a mono, shallow pitched roof. External materials comprise; composite profiled metal roof cladding panels with dark grey finish, pressed metal fascia to full perimeter of building in dark grey to match window frames, anthracite/dark grey window frames, all window openings would incorporate integral roller shutters, K-rend (render) finish in Pewter Grey to main wall areas, facing Brickwork below d.p.c (damp proof course) level to be grey engineering brick to complement the colour of window frames and fascias, minimal use of composite timber board detail above and below window and door openings, red facing brickwork to main front wall panel. The applicant submits that the exact internal layout remains to be determined and therefore it is proposed as entirely open plan. Each elevation would host double doors. A flat roof entrance porch identifies and adds interest to the front/principal elevation.
20. Within the wider site, the location of the building has been selected to minimise impact on the main cemetery site and also to be close to the existing on site parking provision. The area at the rear of the proposed building is being developed as a planted/woodland area which will create screening around the building and to the cemetery once matured. Whilst some young non TPO trees would be lost, the Council's Trees and Woodlands Manager has been consulted and has raised no objections, providing that replacement trees are conditioned and there is protection of existing/retained tree root protection zones. The building would be accessed via existing footpath networks. The building would be set back to allow a large hardstanding to the front of the building, which is typical of such Halls. A new pathway is proposed to the majority of the building perimeter. Further screen planting is proposed at the rear of the building, where there would be a gradient difference.
21. Officers are aware of Members' dislike of timber cladding, however it is considered that this material is more appropriate in this isolated rural setting (within a cemetery) away from the urban area and not affecting an urban street scene.
22. The proposed design, siting, scale and material palette are considered appropriate for the cemetery site and are not considered to affect the character and appearance of the surrounding wider area, thus the proposal is considered to comply with Core Strategy policy CG3.

#### Impact on Residential Amenity

23. 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.
24. The nearest dwellings to the application site are located 60 metres to the north east ('The Bungalow') and 58 metres to the south east (Lime House, Maple House, West Lodge). Officers consider that these interface distances are wholly acceptable thus the proposal is considered to be in accordance with Core Strategy policy CG4.

#### Impact on the Local Highway Network

25. 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.
26. The site has good access to Chorley New Road via Overdale Drive. The location of the building has been selected to minimise the impact on the main cemetery site and also to be close to the existing on site parking provision. The building would be accessed via existing footpath networks. The Council's Highways Engineers have been consulted and comment that the surrounding access roads are all private and thus fall outside of the remit of the Local Highway Authority (this means that they are not in the Council's ownership). Highways Engineers note that there appears to be sufficient parking provision within the site curtilage to support the development proposal, thus the proposal is considered to be in accordance with Core Strategy policies S1 and P5.

#### Other Matters

27. The Council's Drainage and Bridge Maintenance Officers and United Utilities have been consulted and raised no objections to the proposal.
28. The Coal Authority has been consulted and initially objected to the proposal, as the application site falls within the defined Development High Risk Area and the applicant had not submitted a Coal Mining Risk Assessment Report. The required Coal Mining Risk Assessment Report has since been submitted and the Coal Authority has been reconsulted; the response will be reported directly to Members at the meeting.

#### **Conclusion**

29. It is considered that the proposal complies with policy as detailed above and Members are therefore recommended to approve the application.

## **Representation and Consultation Annex**

### **Representations**

#### **Letters:-**

1 letter of support has been received from the Chair of Bolton Faith Leaders Forum, noting that the initiative was raised and supported in principle by all faith groups at a meeting of 27th November 2017.

5 letters have been received objecting to the proposal on the following grounds;

- Protected Open Land;
- Negative visual impact on neighbouring houses;
- Traffic and parking congestion (already considered an issue locally) will be worse;
- The size of the build is excessive as is the suggestion that it would be open 7 days a week;
- Insufficient parking spaces;
- Damage to trees and wildlife;
- Negative impact on value of properties in the area; *Officer comment - not a material planning consideration*
- Current lack of respect for residents and adherence to one-way system when leaving the new car park - greater volume of traffic will not improve this scenario; *Officer comment - the behaviour of drivers is not a material planning consideration*
- During large funerals members of the public putting out cones, taping off specific areas and directing traffic (including residents) is not acceptable; *Officer comment - not a material planning consideration*
- The existing building on the Tudor Road entrance to the cemetery should be utilised; *Officer comment - the LPA is required to determine the proposal as submitted*
- Who will be responsible for managing the building? *Officer comment - not a material planning consideration - such detail is for the proposed Remembrance Hall's management body to agree*
- How will the occasional use for prayer be managed? *Officer comment - not a material planning consideration - such detail is for the proposed Remembrance Hall's management body to agree*
- Will the use of the building be for the whole community including those of no particular religious faith? *Officer comment - not a material planning consideration - such detail is for the proposed Remembrance Hall's management body to agree*
- Future potential vandalism of the building - the grounds are not locked overnight and youths enter the site most nights to vandalise the new welfare cabin; *Officer comment - not a material planning consideration*
- A garden of remembrance would be preferable to a building; *Officer comment - not a material planning consideration, the application must be considered on its merits*
- How will the cost of construction be funded? *Officer comment - not a material planning consideration - such detail is for the proposed Remembrance Hall's management body to agree*
- How the running costs will be funded? *Officer comment - not a material planning consideration - such detail is for the proposed Remembrance Hall's management body to agree*

Points without Officer comment have been addressed in the main body of the report.

### **Consultations**

Advice was sought from the following consultees: Bolton Council's Trees and Woodland Manager, Highways Engineers, Drainage and Bridge Maintenance Team and The Coal Authority.

### **Planning History**

03136/18 - ERECTION OF 1NO. DETACHED WELFARE UNIT TOWARDS NORTHERN BOUNDARY - approved with conditions at Planning Committee on 31st May 2018.

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

1. The trees and hedgerows 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) and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

3.     Trees and shrubs shall be planted on the site in accordance with a landscape scheme to be submitted and approved in writing by the Local Planning Authority prior to the development being first brought into use. The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

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

4.     The development hereby permitted shall be constructed entirely of the materials details of which are shown on plan ref: **Proposed Plan & Elevations, 1826-G&T-Z0-00-DR-A-1003, 10.05.18**

Reason

For the avoidance of doubt as to what is permitted and in order to comply with Bolton's Core Strategy policy CG3.

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

**Proposed Site Plan, 1826-G&T-Z0-00-DR-A-1002, 10.05.18**

**Proposed Plan & Elevations, 1826-G&T-Z0-00-DR-A-1003, 10.05.18**

Reason

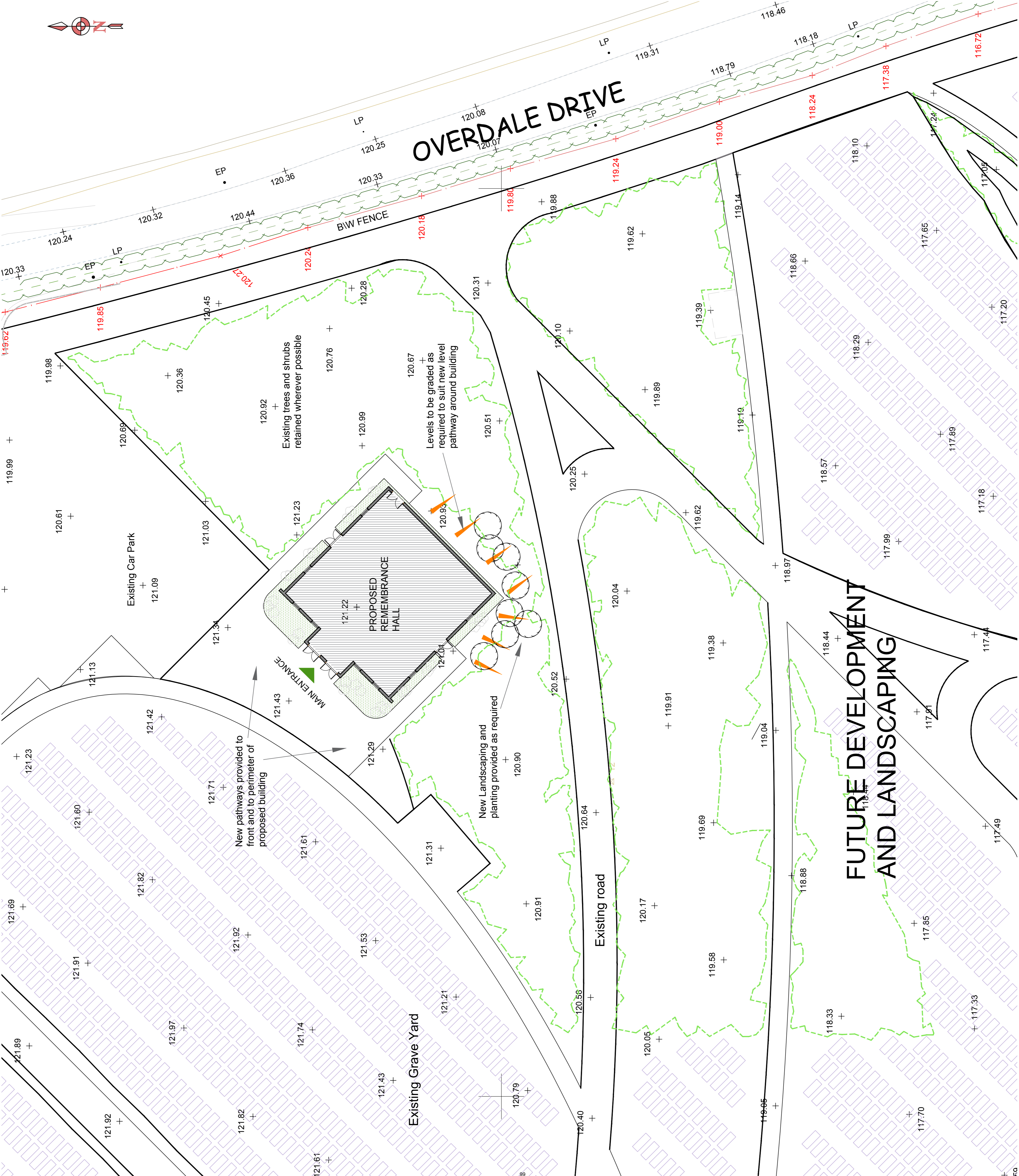
For the avoidance of doubt and in the interests of proper planning.



NOTES:  
1. All dimensions are in millimetres unless otherwise stated.  
2. All dimensions are to be checked on site and any discrepancies to be referred to the architect before proceeding.  
3. All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.  
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9. All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.  
10. All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.



Overall Site Plan. scale 1:2500



Part Site Plan. scale 1:200

A	Building Position Approved	R.P.W.	26.09.18
Rev	Revision	Int.	Date

Client: Bolton MBC

Project: Proposed Hall of Remembrance

Location: Heaton Cemetery / New Overdale Cemetery  
Off Overdale Drive  
Heaton  
Bolton

Good & Tillotson Chartered Architects  
2 The Studios,  
318 Chorley Old Road,  
Bolton,  
BL1 4LU  
Tel: 01204 497700  
Email: info@goodandtiltson.co.uk  
Web: www.goodandtiltson.co.uk

Drawing Title: Proposed Site Plan

G&T Job No:	Scale:	Drawn:	Checked:	Date:
1826	1:200@A1	gd	RPW	10.05.18
Drawing Purpose:	Status:	Revision:	Author:	Date:
PLANNING	-	-	A	-

1826-G&T-Z0-00-DR-A-1002

NOTES:  
1. 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 disposed to, a third party without the written consent of Good and Tilson.  
2. All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.  
3. DO NOT SCALE OFF THIS DRAWING.  
4. All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.  
5. ALL LEVELS TO BE CHECKED ON SITE.  
6. All discrepancies between information shown on the drawings and the information on site must be referred to the architect before proceeding.  
7. All component sizes and references to be checked prior to the ordering of materials.  
8. Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building owner prior to construction. All drains to be checked / confirmed by the building owner prior to construction. All 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.  
9. All relevant boundary positions are to be checked prior to proceeding.



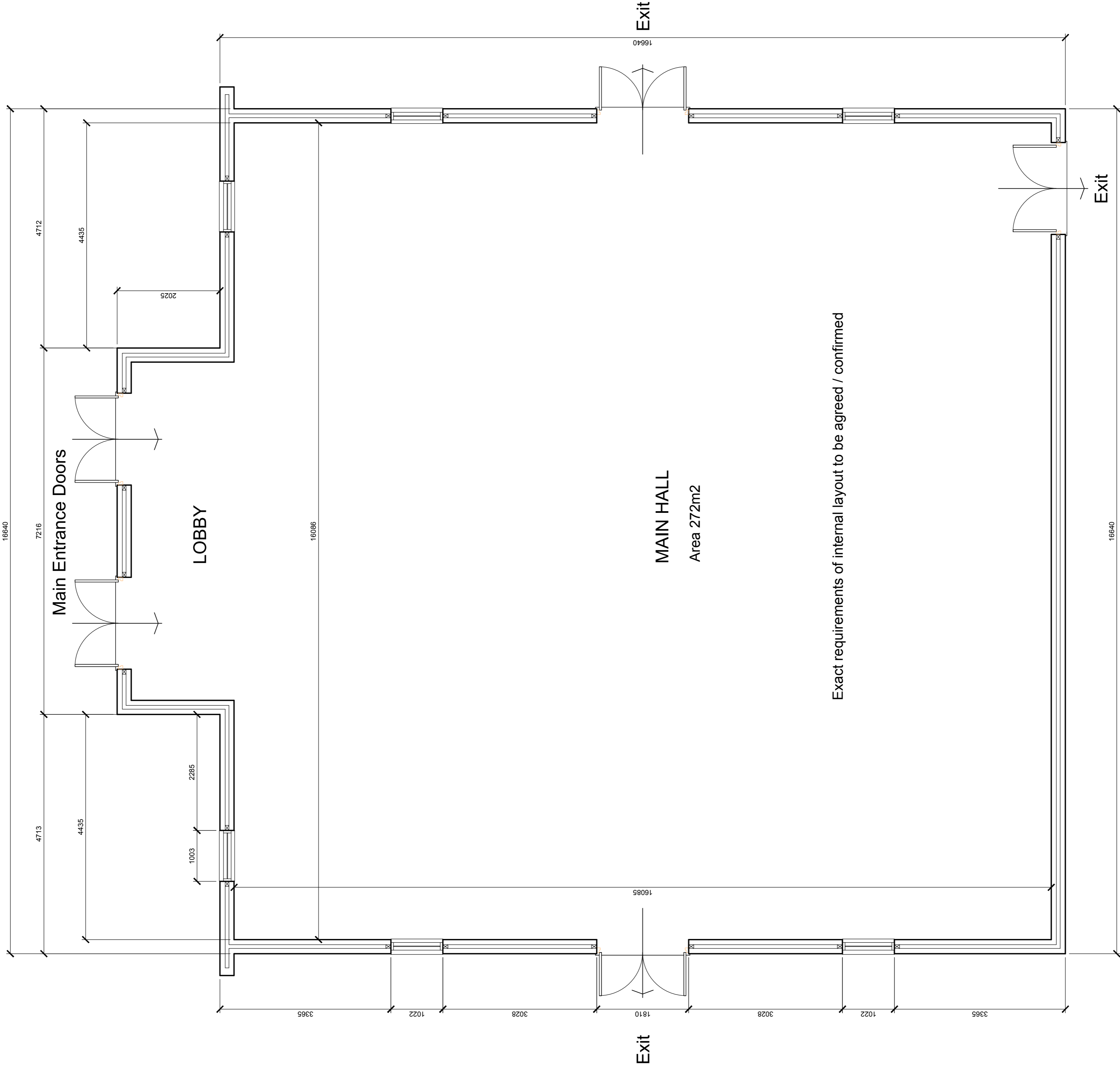
Red Facing brickwork to be approved



K-rend finished in Pewter Grey



Vertical timber boarding



GROUND FLOOR PLAN

Scale 1:50

Proposed Plan & Elevations

Rev Revision Int Date

Client

Bolton MBC

Project

Proposed Hall of Remembrance

Location

Heaton Cemetery / New Overdale Cemetery  
off Overdale Road  
Heaton  
Bolton

Good & Tilsonson Chartered Architects

2 The Studios,  
318 Chorley Old Road,  
Bolton BL1 4LU

Tel: 01204 497700

Email: info@goodandtilson.co.uk

Web: www.goodandtilson.co.uk

Drawing Title

G&T Job No: Scale: Drawn: Checked: Date:

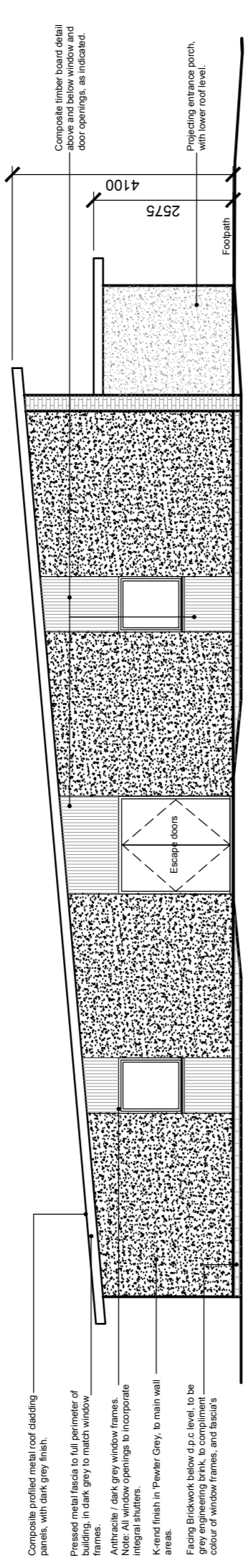
1826 1:100@A1 gd RPW 10.05.18

Drawing Purpose: Status: Revisions:

PLANNING

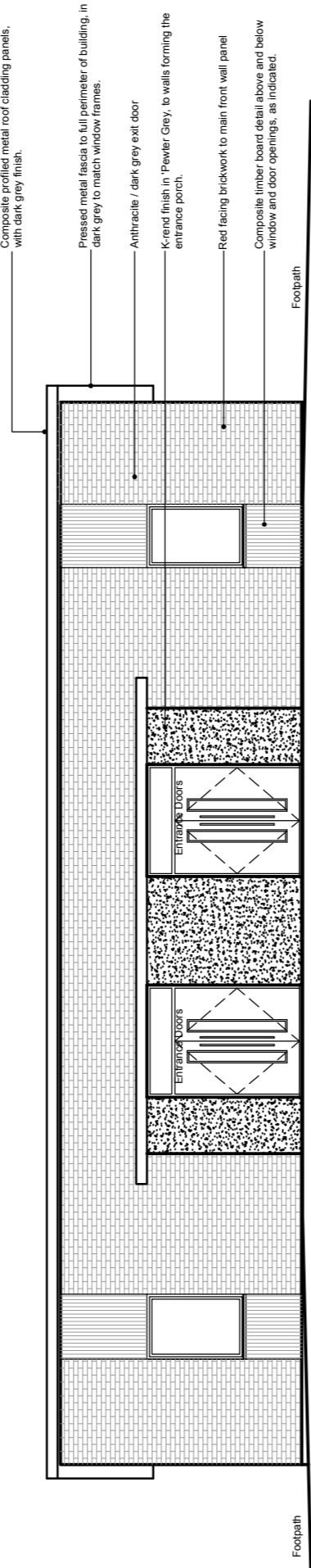
Bill Project: Origin: Zone: Level: Rule: Day No:

1826-G&T-Z0-00-DR-A-1003



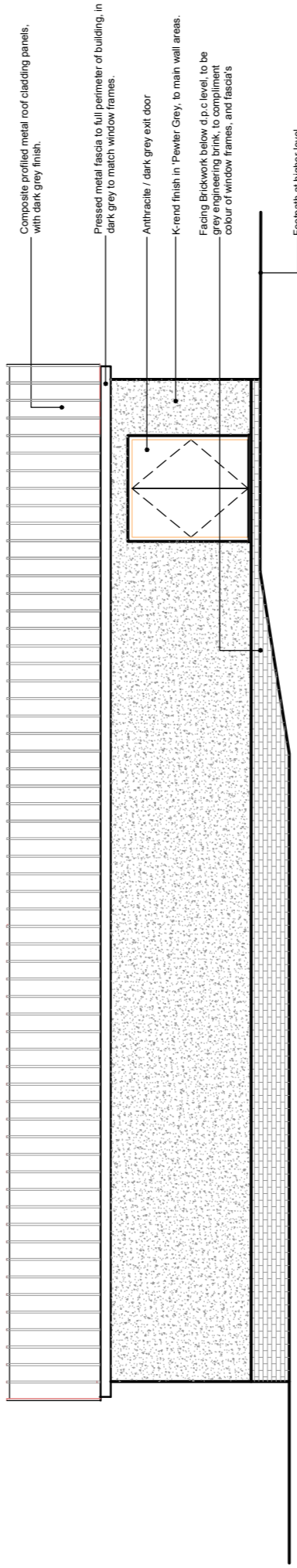
SIDE ELEVATION

Scale 1:100



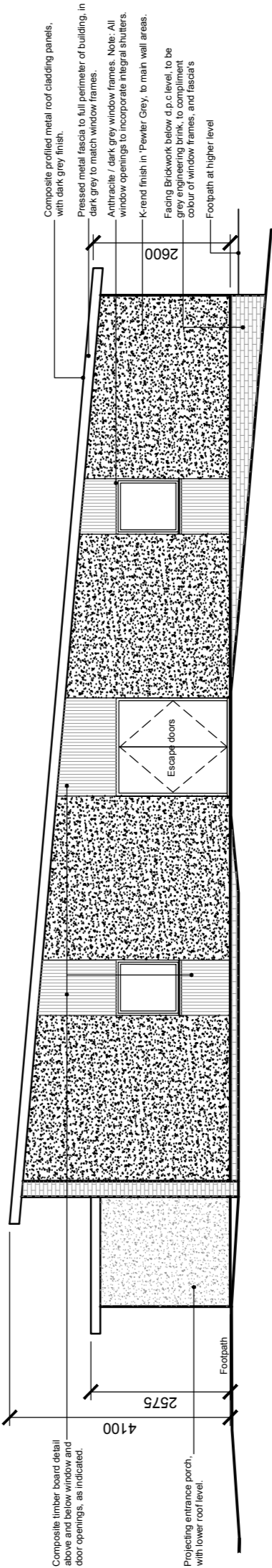
FRONT ELEVATION

Scale 1:100



REAR ELEVATION

Scale 1:100



SIDE ELEVATION

Scale 1:100

**Application number**  
**05230/19**



**Directorate of Place  
Development Management Section**

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

# Bolton Council

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**Date of Meeting: 07/03/2019**

**Application Reference: 05230/19**

**Type of Application: Full Planning Application**

**Registration Date: 07/01/2019**

**Decision Due By: 03/03/2019**

**Responsible Officer: Beth Bradburn**

**Location: 13 PLODDER LANE, FARNWORTH, BOLTON, BL4 0BZ**

**Proposal:** CHANGE OF USE FROM DWELLINGHOUSE TO HMO WITH 6 BEDROOMS (8 OCCUPANTS) TOGETHER WITH MINOR CHANGES TO ELEVATIONS

**Ward: Farnworth**

**Applicant: Clear Project Direction**

**Agent : Grant Erskine Architects**

## **Officers Report**

**Recommendation: Approve subject to conditions**

### **PLANNING CONTROL SECTION**

#### **PLANNING OFFICERS REPORT FOR DELEGATED DETERMINATION**

#### **Proposal**

1. Planning permission is sought for the change of use of an existing residential dwelling (C3) to a house in multiple occupation (HMO) with 6 bedrooms for occupancy by 8 residents. To facilitate the change of use the building would be renovated both internally and externally.
2. The property will accommodate bedroom 1, bedroom 2, a shared bathroom, a kitchen/dining room and a snug at ground floor. The first floor would accommodate bedroom 3, 4, 5 and 6. All 6 bedrooms would have an en-suite. The basement would remain as existing.
3. A rear garden of 41.42 square metres would be provided as well as a bike store which would accommodate 6 bikes. A bin store would also be provided to the rear of the property.

#### **Site Characteristics**

4. The application property relates to a large two-storey, detached residential dwelling with hipped/gable roof and a canopy to the front elevation. The property is served by a rear garden and dwarf walls to the front boundary of the site. The wider area comprises of a mix of uses; Plodder Lane is predominantly residential in nature featuring a variety of house types, styles and sizes. There are a number of commercial properties on the street

and within close proximity to the application site. Ellesmere Park is also sited to the South East of the site and The Ferns Primary Academy and Harper Green School is situated to the north of the site. Directly to the east is Mort Street which is public un-adopted highway, of which part of this road is under the Applicant's ownership.

## **Policy**

5. National Planning Policy Framework (NPPF).
6. Core Strategy Policies: P5 Transport and Accessibility; S1 Safety; CG3 The Built Environment; CG4 Compatible Uses; SC1 Housing; RA2 Farnworth;
7. Supplementary Planning Documents: Accessibility, Transport and Road Safety and General Design Principles.

## **Analysis**

8. 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.
9. The main impacts of the proposal are:-
  - \* impact on housing provision
  - \* impact on the character of the area
  - \* impact on the amenity of neighbours and future occupiers
  - \* impact on crime and anti-social behaviour
  - \* impact on the highway network

## **Impact on Housing Provision**

10. The NPPF recognises the role of the planning system in providing a supply of housing required to meet the needs of present and future generations and the need to boost significantly the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development. The 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 proactively drive and support sustainable economic development to deliver the homes and thriving local places that the country needs whilst encouraging the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value.
11. Policies SO14, SO15 and SO16 of Bolton's Core Strategy are strategic objectives within the "Strong and Confident Bolton" theme and seek to provide housing that meets the needs of everybody, reflecting the needs of an ageing population and a growth in the number of households, focus new housing in the existing urban area, council-owned housing areas and in mixed-use developments on existing older industrial sites and to develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities.
12. Policy RA2 relates specifically to Farnworth and states that development should make

efficient use of land in this area due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach.

13. One of the government's strategic housing policy objectives is to create sustainable, inclusive, mixed communities in all areas. They are also clear that local policies should be informed by a robust, shared evidence base particularly with regard to housing need and demand. Furthermore, sustainable development has become a primary focus of national guidance which has significant implications for all aspects of new development but particularly accessibility, parking and the effective and efficient use of land. Guidance is clear that the conversion of existing housing can provide an important source of new housing.
14. Paragraph 55 of the NPPF states to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Section 11 of the NPPF seeks to make effective use of land and states that planning decisions should promote and support development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, cars parks, lock-ups and railway infrastructure).
15. Whilst a large family dwelling will be lost as a result of the conversion, a form of lower cost housing will be provided which will meet a particular need, thereby making a small but positive contribution to the number of households and mix of housing available over the plan period in accordance with the above national and local policies.

#### Impact on the Character of the Area

16. To facilitate the change of use, both exterior and interior alterations will be made which will include:
  - full re-roof of the property including the removal of the chimney;
  - new structural openings to replace the existing;
  - removal of existing window and provide new rear double leaf door to the snug;
  - removal of existing rear access door and create window to serve the kitchen;
  - new windows to bedroom 3;
  - the external facades of the building will be repaired where the mortar joints have been cracked or damaged;
  - the boundary treatment to the side elevation of the dwelling would also be updated with a new dwarf wall, timber panels and a timber gate as to provide adequate screening and secure access to the rear yard, bike and bin store.
17. The proposal would therefore have no adverse impact on to the character of the area and would help improve the appearance of the existing property which would positively contribute to the street scene.
18. Policy RA2 states that development will conserve and enhance the distinctive character of the existing physical environment. However, Plodder Lane has a mix of dwellings types and the application dwelling is unique in appearance by way of shape, design and scale, extending beyond the front and rear elevations of the adjacent properties. Furthermore, the proposal would improve the appearance of the building, which would

have a beneficial impact onto the character of the area.

#### Impact on the Amenity of Neighbours and Future Occupiers

19. Core Strategy Policy CG4 seeks to ensure that development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. In terms of the impact on neighbours, it is recognised that as a dwellinghouse, the property is detached dwelling, however is in close proximity to no.11, no. 15 Plodder Lane and no. 10 and no. 12 West Avenue. An existing small window would be removed and would be replaced with a bedroom window serving bedroom 3 at first floor. However, this window would not directly face any main room windows within the rear of no. 10 West Avenue. The rest of the rooms at first floor utilise the existing window openings and therefore would have no additional impact in terms overlooking or loss of privacy onto any neighbouring properties. It is unsure whether the existing window serving the en-suite to bedroom 3 is already obscurely glazed. However, as it would directly face onto no. 11 Plodder Lane, a condition will be imposed to ensure that it is obscurely glazed. The fenestration within the ground floor rear elevation would be altered as to include patio doors serving the snug, and a window serving the kitchen. These alterations would result in no additional impact onto any surrounding property.
20. For future occupiers, each bedroom within the ground and upper floors will have at least one window that will provide an adequate level of light and outlook and the kitchen would be served by 2 windows, furthermore the combined floor space of the kitchen and dining area is approximately 24sqm in floor space which is considered acceptable, especially in addition to the individual bedrooms which range from 11.3sqm to 23.9sqm which are all served by an en-suite bathroom.
21. According to the Council's Standards for houses in multiple occupation the following space standards are required to be met –
  - Single occupancy bedroom (with separate communal space) – 6.5sqm
  - Double occupancy bedroom (with separate communal space) – 11sqm
  - Combined kitchen/dining room for 7-9 occupants – 16.5sqm
- All 6 bedrooms meet the housing standard requirements due to the development having a separate living room and snug. The combined kitchen/diner as well as separate snug will exceed 16.5sqm, thereby complying with the standard for a HMO with between 7 and 9 people living in it. On this basis, it is considered that future occupants of the proposed HMO will be provided with a satisfactory level of light and outlook.
22. The General Design SPD outlines amenity space standards for flat and bedsit developments. It advises of either 5sqm balcony space per bedsit or 18sqm adequately screened communal amenity space per bedsit, whilst this control note specifically relates to the conversion of dwellings into bedsits, the principle of this policy can be applied. Policy CG4.1 refers to protecting amenity, privacy, safety and security. The privately screened garden area to the side and rear of the building measures approximately 41.42sqm which breaks down to 5.17sqm of space per bedroom. Given that the nature of a HMO is shared living accommodation, the private garden area is considered appropriate for the size of the HMO and will afford occupiers an adequate level of private external amenity space. Furthermore, there is Ellesmere Park to the South East of the site which would provide additional outdoor recreational space for the occupiers of the property.
23. The proposal has been reviewed by the Council's Housing Standards Officers who have

advised that the proposed layout of the property is such that it meets the Council's HMO standards and would be likely to be granted a HMO License, subject to a number of matters relating to the layout and provision of goods within the kitchen.

24. There is an adequate level of space around the dwellings to accommodate a suitably sized bin store and this has been plotted on the site plan. Elevational drawings of the bin store has also been provided which shows that the stores will be able to adequately store the refuse bins.

#### Impact on Crime and Anti-Social Behaviour

25. Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder. The prevention of crime and the enhancement of community safety are therefore material considerations that a local authority should take into account when exercising its planning functions under Town and Country Planning legislation. The National Planning Policy Framework states that planning decisions should aim to ensure that developments should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

26. Bolton's Core Strategy notes that the town's recorded crime levels are reducing but perception of crime remains high. The Core Strategy's most important direct contribution to reducing crime and the fear of crime is through the design of new development. A contributory factor to improving safety is to create and sustain a sense of place that enables people to identify with their surroundings or locality. This can be achieved through appropriate layout, high quality architecture, good lighting and landscape design. In considering design, the Council takes into account national advice as currently set out in the Government publication "Safer Places – the Planning System and Crime Prevention."

27. Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks, amongst other things, to reduce crime and the fear of crime, by ensuring that neighbourhoods are attractive and well-designed. Policy S1 is part of the "Safe Bolton" Sustainable Community Strategy theme and states that the Council and its partners will ensure that the design of new development takes into account the need to reduce crime and the fear of crime. Policy CG4 of Bolton's Core Strategy seeks to ensure that new development protects, amongst other things, safety and security.

28. Crime and anti-social behaviour often feature higher in the concerns of neighbours in the determination of applications for new HMOs but the planning appeal record has generally found that such concerns are planning or material considerations.

29. Greater Manchester Police Design for Security have been consulted and have made the following recommendations:

30. The main entrances to the building should be certified to BS PAS 24, STS201, or LPS 1175 SR2, including a lock capable of being operated via an electronic access control system controlled by an audio intercom linked to each bedroom, so that residents can vet callers to the building before allowing them access.
- Windows must be compliant with and certified to BS PAS 24 or BS 7950.
  - Doors to individual rooms with the HMO should ideally be certified to BS PAS 24, door viewers within these doors should be provided.
  - If a postal lobby is not created it is essential that through-the-wall mailboxes are

provided for individual residents.

- Secure storage for bicycles and other property must be certified to LPS 1175
  - Only minor external changes are proposed which will have no impact on the opportunities for crime or the fear of crime. It is noted that the site and all access points benefit from good natural surveillance due to its location surrounded by residential properties. Adjacent to the site is Mort street, elevational drawing have been provided which depict that that secure fencing and gates would be erected along the boundary with Mort Street as to allow secure access to the bike store for future occupiers. The impact on crime and anti-social behaviour is considered to be acceptable. A condition will be imposed to ensure the details of the security measures which are to be incorporated into the development are submitted to the Local Authority prior to the occupation of the development.
31. A number of objectors raise concern in relation to the people who will reside in the HMO as well as the developments potential impact onto the nearby schools. The LPA has no control over who the future residents may be, in the same way there is no control over who resides in a dwellinghouse.

#### Impact on the Highway Network

32. Paragraph 32 of the NPPF states that planning decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
33. 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 has also adopted the Accessibility, Transport and Road Safety SPD which requires new development to reduce the need to travel by car, and encourage people who live, work and visit to walk, cycle and use public transport.
34. Objections have been received on the basis that there will be an increase in traffic exacerbating existing parking problems on the street. For HMO uses it is often the case that residents have a low level of car ownership. In addition, it is recognised that dwelling may lawfully be occupied by a large single household which may give rise to even greater parking requirements than a multiple occupation use. On appeal, inspectors have accepted that greatly reduced or nil parking requirements for HMOs are acceptable given the likely demand based on an evaluation of the particular case - proximity to public transport, shops etc being important factors as well as capacity on and off site and roadside parking controls operating.
35. The Council Highway Engineers note that there is no off-road car parking provision associated with the existing property, however, the property is situated within a reasonably accessible location, close to sustainable transport provision and the town centre amenities of Farnworth which could provide an element of justification and relaxation in terms of potential on-street parking. Furthermore, even though part of Mort Street is associated with the application dwelling, it has been confirmed by the Highways

Officer that although the Applicant may own part of Mort Street, as indicated within his title deeds, according to the Councils Highway Asset, this area is public un-adopted highway and highway status comes above land ownerships rights. The red line boundary on the location was therefore amended accordingly in line the Highways Authority's comments. Acting on this, the Highways Authority cannot reasonably object to this proposal.

36. The comments of the objectors are noted however, for the reasons set out above, it is not considered that the proposed use is of such a scale to represent a severe impact due to the surrounding sustainable transport provisions, in accordance with the NPPF. The impact on the highway network is considered to be acceptable.

### **Conclusion**

37. It is not considered that the development will harm the character and appearance of the area and will not pose an unacceptable harm to the amenity of neighbours or future occupiers. The proposal will also not represent a severe impact on the highway network and is therefore in accordance with the relevant policies contained within Bolton's Core Strategy and the guidance contained within the SPDs and the NPPF.

### **Representation and Consultation Annex**

#### **Representations**

**Letters:** 5 objections have been received from neighbours. The issues raised can be summarised as follows:

38. Unacceptable increase in traffic resulting in more vehicles parking on Plodder Lane.

Officer's response: The site is within a sustainable location and close to sustainable transport provision. Furthermore, it is not likely that all occupiers will own a vehicle.

- Potential impact onto the existing drainage and sewerage systems

Officer's response: Concerns relating to the drainage and sewerage systems are matters for Building Control and United Utilities.

- Increase in refuse resulting in increased odour and vermin;

Officer's response: The site plan depicts that 8 bins will be provided for the property and will be housed within a timber bin store; therefore the refuse will be suitably stored.

- Impact on the nearby schools

Officer's response: Objections relating to the potential impact of the development on to the surrounding schools relate to the people who may reside at the property. The LPA has no control over who the future residents may be, in the same way there is no control over who resides in a dwellinghouse.

- Increase in noise and disturbance

Officer's response: The property is a detached dwelling, furthermore the number of future residents has been restricted to 8, which would not result in a significant increase in noise and disturbance compared to that of a large family dwelling.

- The development represents overdevelopment;

Officer's response: The site is not overdeveloped, no additional extensions to the property are proposed. Furthermore, all rooms meet the Council's standards for houses in multiple occupation.

- Lack of community cohesion leading to anti-social behaviour
- HMOs attract criminal behaviour

Officer's response: No official crime evidence or statistics have been provided which shows this.

- HMOs are occupied by less desirable tenants;

Officer's response: Concerns relating to who will reside at the property, decrease in property values are not planning or material considerations.

- Lack of bin storage;

Officer's response: The site plan depicts that 8 bins will be provided for the property and will be housed in a suitable timber bin store.

- There are already HMOs in the area;

Officer's response: Evidence relating to this objection is being gathered and the findings will be reported on the list of supplementary information.

- The HMO will reduce property values in the area.

Officer's response: The developments impact on property values is not a planning or material consideration.

**Petitions:** None

**Town Council:** N/A

**Elected Members:** Councillor Gillies has raised concerns and requested that the application is determined at Committee. The issues raised by the Councillor relate to:

- The impact on the highway as a result of limited space for parking;
- Noise and disturbance;
- Lack of bin storage;
- The development represents overdevelopment.

### **Consultations**

Advice was sought from the following consultees:

- Highways;
- Housing and Public Health;
- Design for Security.

### **Planning History**

There is relevant planning history related to the site.

**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 first occupation of the development hereby approved, details of security measures to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority. The security measures, as a minimum, shall include an audio/video access control system at the main communal entrance to the building, the provision of a secure side gate to the south of the building, dusk until dawn lighting to the front and rear doors and belly bar specification to the ground floor windows facing Gransville Street.

The approved security measures shall be implemented in full prior to first occupation and retained as such thereafter.

Reason

To improve site security reduce, to reduce the fear of crime and to comply with policy S1 of Bolton's Core Strategy.

3. No more than 8 persons shall be reside at the premises at any time.

Reason

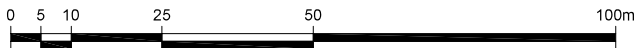
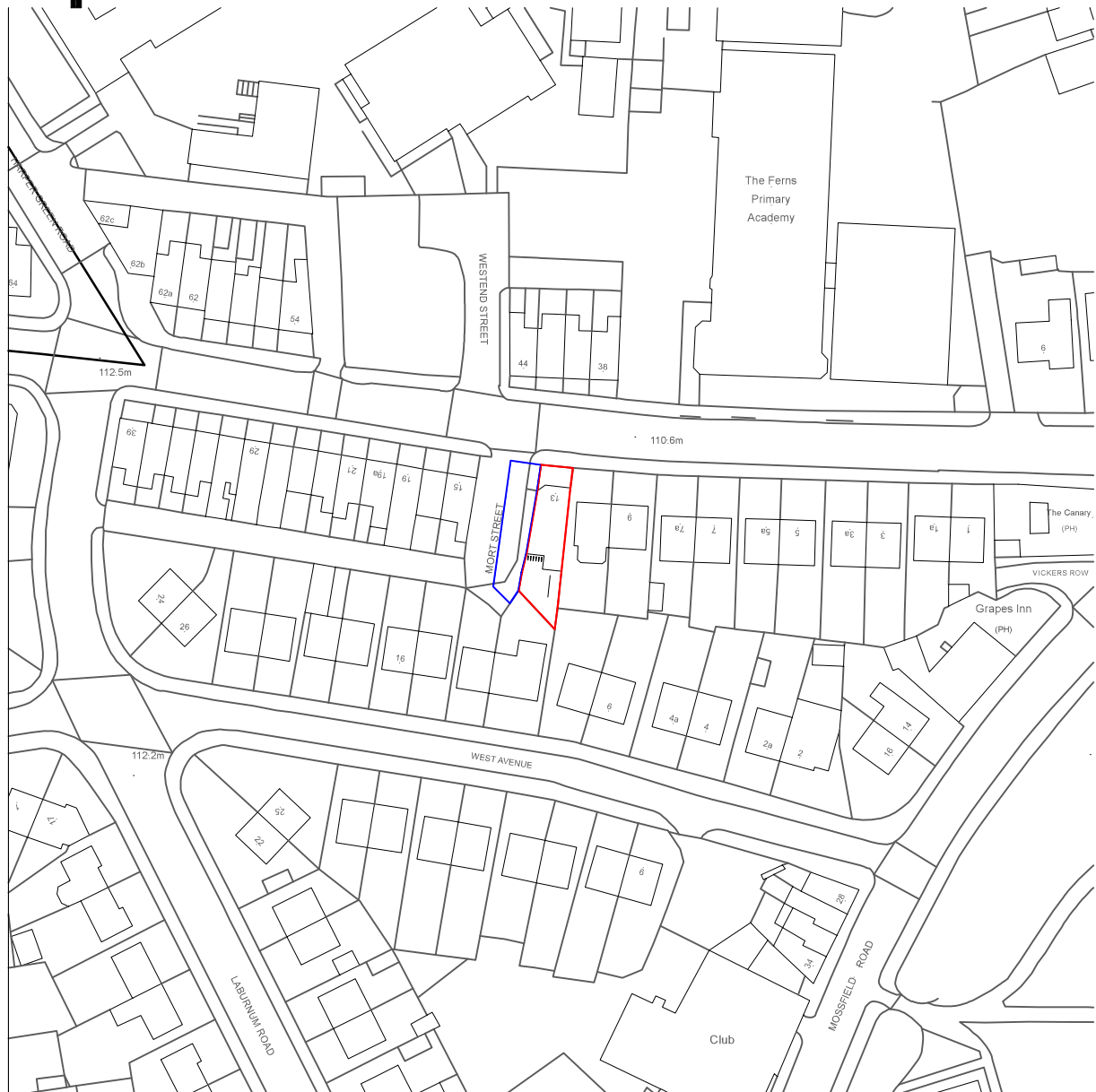
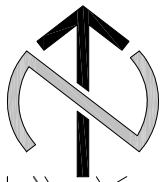
To prevent the over-intensive use of the premises and to comply with policies CG3 and CG4 of Bolton's Core Strategy.

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

**SITE PLAN, Drawing no. (90)A002 Revision G, Dated 19/10/18 and Received 22.02.2019**  
**PLANNING FLOOR PLANS, Drawing no. (20)A002, Revision E, Dated 29/07/18**  
**PROPOSED ELEVATIONS, Drawing no. (20)A003, Dated 19/10/18**

Reason

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



SCALE BAR 1:1250

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE	PROJECT TITLE	SCALE
A - Amended boundary	MDS	MDS	02/01/19	13 PLODDER LANE FARNWORTH BOLTON	1:1250 @A4
B - Amended boundary	MDS	MDS	21/02/19		
				PROJECT NUMBER	
				20180728	
				DRAWING TITLE	
				LOCATION PLAN	
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				(90)A001	
				DATE	
				19/10/18	
				REVISION	
				B	

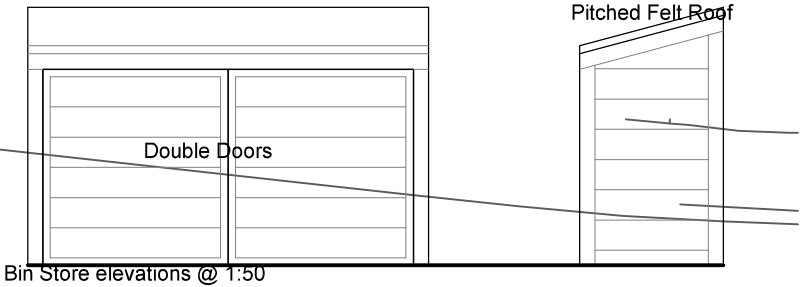
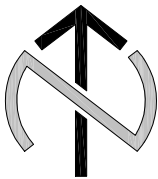
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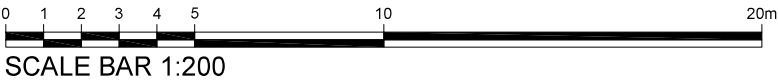
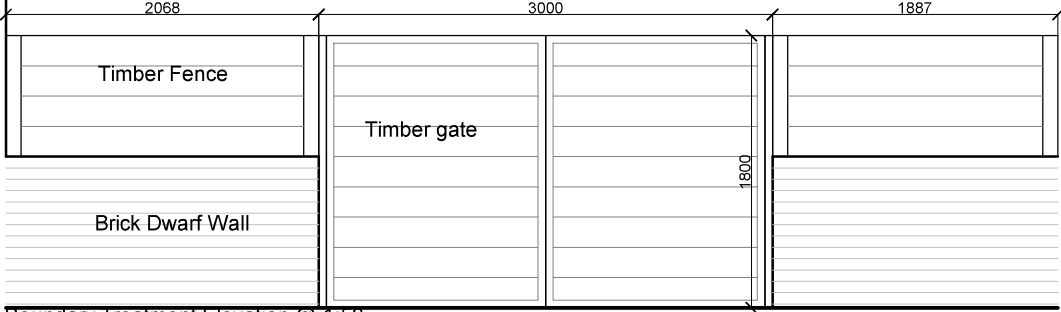
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REVISION / DESCRIPTION	DRAWN	CHECKED	DATE	PROJECT TITLE
A - Added detail	MDS	MDS	18/12/18	13 PLODDER LANE
B - Amended boundary	MDS	MDS	02/01/19	FARNWORTH
C - Amended boundary	MDS	MDS	21/02/19	BOLTON
D - Added boundary elevation	MDS	MDS	22/02/19	
E - Amended in line with client comments	MDS	MDS	22/02/19	
F - Amended in line with client comments	MDS	MDS	22/02/19	
G - Amended in line with client comments	MDS	MDS	22/02/19	
				PROJECT NUMBER
				20180728
				DRAWING TITLE
				SITE PLAN
				SCALE
				1:200 @A3
				DATE
				19/10/18
				REVISION
				G
				DRAWING No.
				(90)A002
				112

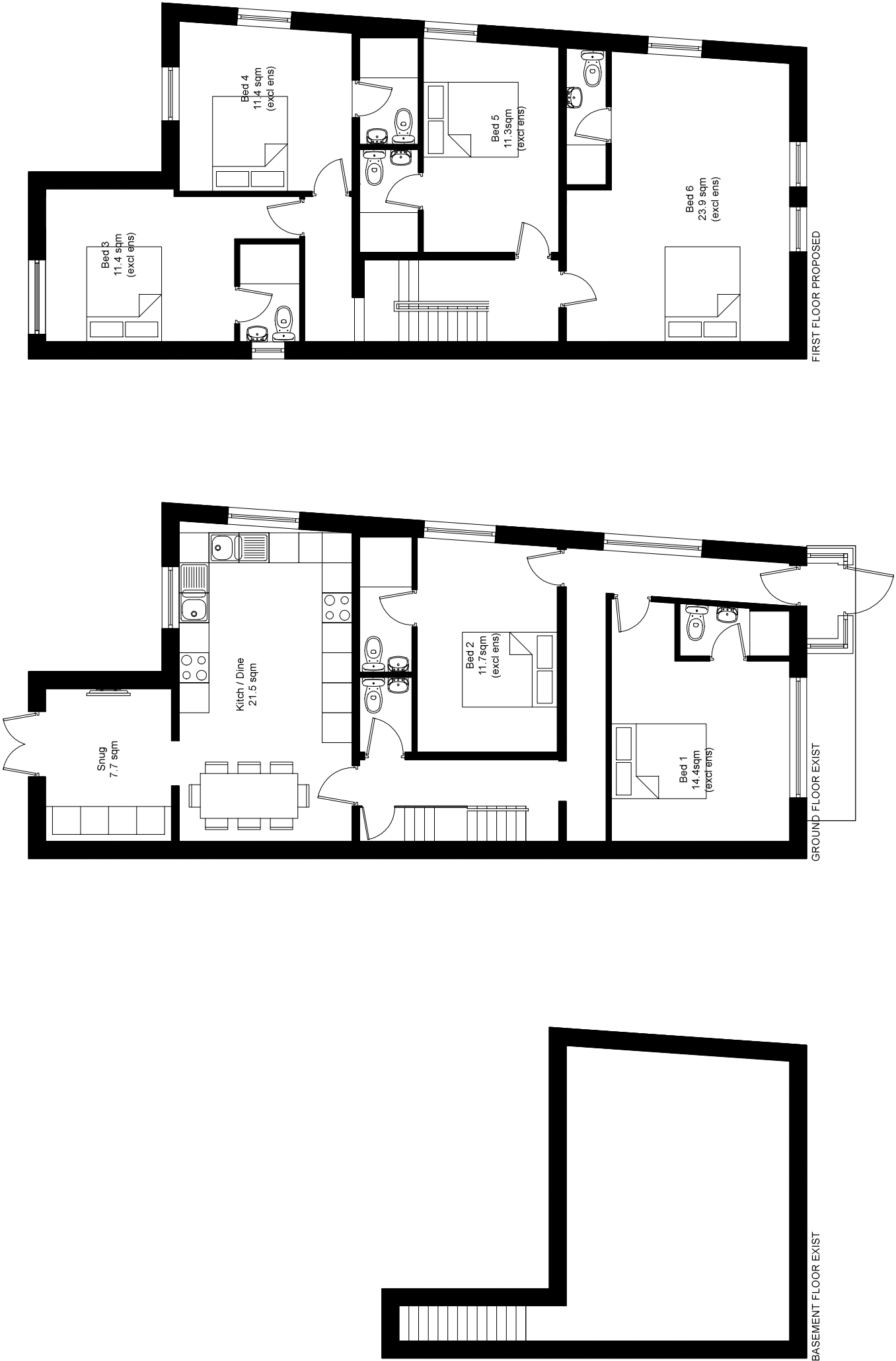
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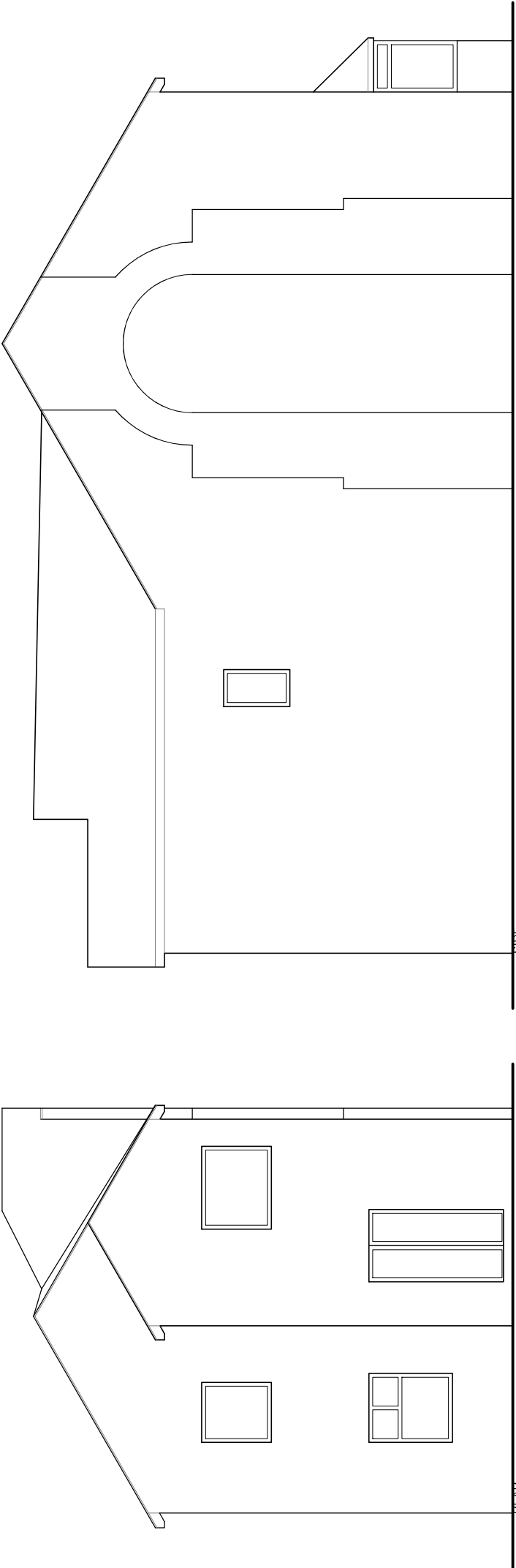
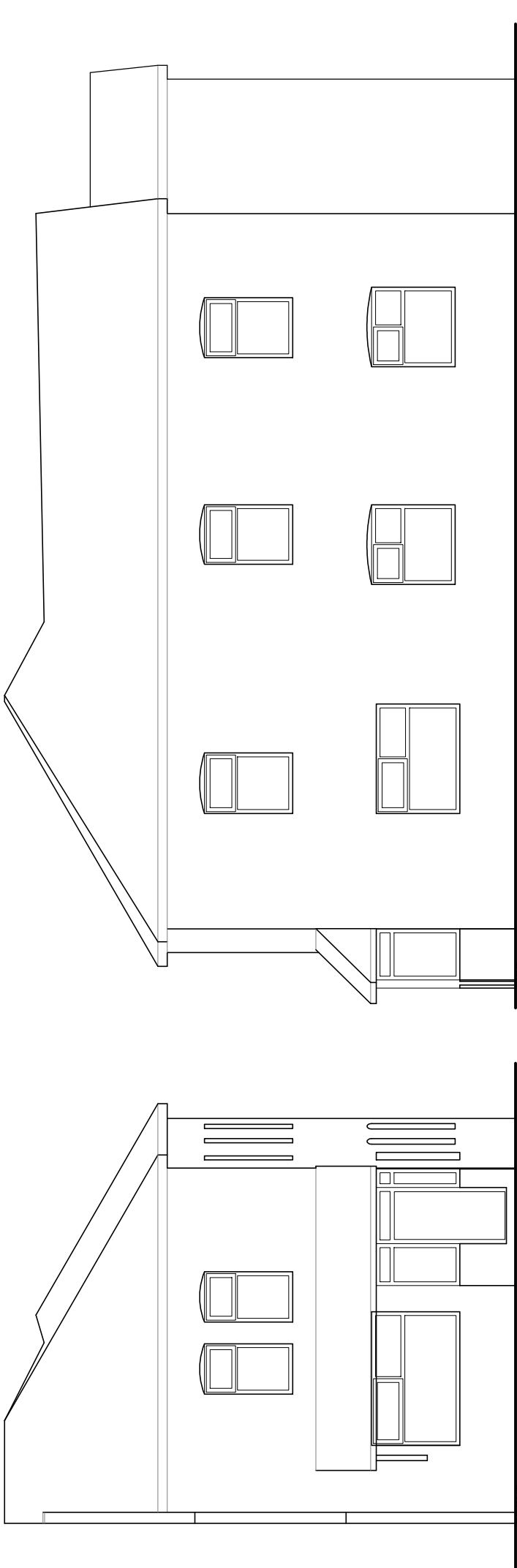
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PROJECT TITLE 13 PLODDER LANE FARNWORTH BOLTON	PROJECT NUMBER 20180728	DRAWING TITLE PLANNING FLOOR PLANS (NOT FOR CONSTRUCTION)	
		SCALE 1/100 @A3	DATE 29/07/18
		DRAWING No. (20)A002	REVISION E

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
A - GENERAL REVISIONS	GPE	GPE	25/08/18
B - DIMENSIONS SHOWN	GPE	GPE	16/10/18
C - AMENDED DRAWING	MDS	MDS	22/10/18
D - AMENDED DRAWING	GPE	GPE	16/11/18
E - PLANNING ISSUE	GPE	GPE	13/12/18



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PROJECT TITLE <b>13 PLODDER LANE FARNWORTH BOLTON</b>	
PROJECT NUMBER <b>20180728</b>	
DRAWING TITLE <b>PROPOSED ELEVATIONS</b>	SCALE <b>1:100 @A3</b>
	DATE <b>19/10/18</b>
DRAWING No. <b>(20)A003</b>	REVISION <b>-</b>

## **RECEIVED PLANNING APPEALS from 30/01/2019 to 26/02/2019**

03537/18 LAND ADJACENT 15A THE GLEN, BOLTON, BL1 5DB

ERECTION OF 1NO. DWELLING WITH NEW VEHICULAR ACCESS, LANDSCAPING AND ASSOCIATED WORKS.

Decision date: **22-Jun-2018**

Decision: **Refused**

Decision level: **Delegated**

Appeal start date: **12-Nov-18**

Appeal ref: **APP/N4205/W/18/3211775**

## **DECIDED PLANNING APPEALS from 30/01/2019 to 26/02/2019**

03537/18 LAND ADJACENT 15A THE GLEN, BOLTON, BL1 5DB

ERECTION OF 1NO. DWELLING WITH NEW VEHICULAR ACCESS, LANDSCAPING AND ASSOCIATED WORKS.

Decision date: **22-Jun-2018**

Decision: **Refused**

Decision level: **Delegated**

Appeal decision date: **5-Feb-2019**

Appeal decision: **Dismissed**

Appeal ref: **APP/N4205/W/18/3211775**

### **Summary of decided planning appeals**

	Dismissed	Total
Total	1	1

## **RECEIVED ENFORCEMENT APPEALS from 30/01/2019 to 26/02/2019**

Appeal start date:

Appeal ref:

**DECIDED ENFORCEMENT APPEALS from 30/01/2019 to 26/02/2019**

Decision date:

Decision:

Appeal ref:

## Summary of decided enforcement appeals