

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

**08.12.11**

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

**Bolton  
Council**

## **83863/11**

Ward	Location
LLDL	CREAMS MILL, MYTHAM ROAD, LITTLE LEVER

Both British Waterways and the Manchester, Bolton and Bury Canal Society have recommended that provision be made within the development to improve pedestrian/cycle access to the canal including the following:

Removal of the existing building located over the Canal (N.B. this has been removed earlier this year);

Improvements and maintenance of the existing Canal tow paths through the development e.g. via s.106 payments.

At this stage no figure has been provided to ascertain the actual monies required to upgrade the existing tow path and or for future maintenance once development is complete.

It is considered there is scope for any financial contributions to be required from the total s.106 contribution of £264,744 outlined within the Committee report.

Addition conditions have also been added regarding the regeneration of the wider site which lies outside the proposed residential development and a requirement for an archaeological survey work to be completed for the site.

## **86684/11**

Ward	Location
HULT	LAND OFF SALFORD ROAD, SALFORD ROAD

Condition No. 3 has been deleted as it was a replication of Condition No. 5.

# 86770/11

Ward	Location
HALL	125 HALLIWELL ROAD

125 HALLIWELL ROAD, BOLTON

6<sup>th</sup> December 2011

Attached is private and confidential information relating to the applicants father's medical conditions.

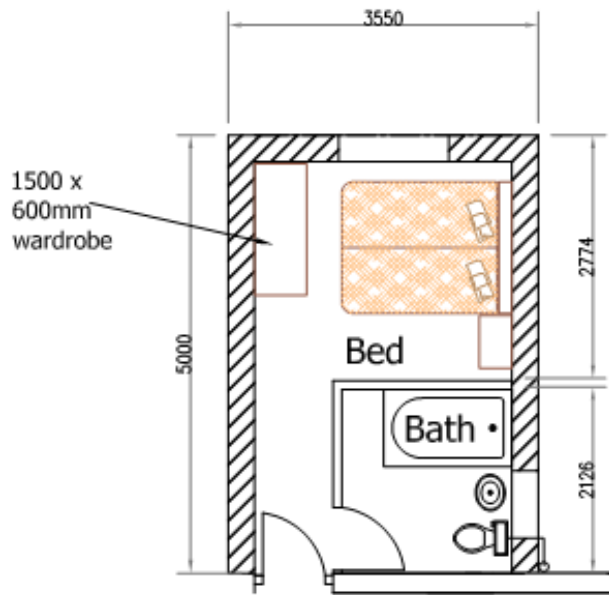
The evidence lists all the medication that the applicant's father has to take on a daily basis.

The applicants father has heart and diabetic condition to the extent that he has to take at least 12 pills a day and other medicine (applied) including medicine that thins the blood to aid circulation, analgesic for pain relief, medicines to treat high blood pressure and congestive heart problems, non-steroidal anti-inflammatory drugs, drugs for the treatment of diabetes, drugs for the prevention of cardiovascular disease and so on.

Diabetes is a condition that often results in a need to use the WC at sudden intervals, which necessitates the need for the en-suite that has been indicated on the plans. Shortness of breath and lack of strength can afflict sufferers of heart disease and this is another reason why the en suite has been incorporated into the plans. The remaining space will be less than ideal but barely sufficient for a bed and furniture to house a male adult let alone when he and his wife move in.

There is a clear and stated intent on the part of the applicant's father to move in with his son, currently planned for the New Year – indeed, he would already have moved in by now if it was not for the delay in the building work that will provide the space to accommodate him.

Internal Floor Plan for First Floor Extension



Prescription for the Applicants Father

11/11/2011

19137                      \*\* CONFIDENTIAL \*\*

Mr Yousuf Matadar  
01/06/1954  
114 Halliwell Road  
Bolton  
624 887 5227

Dr T. Subramanian  
Astley-Dale Branch  
Bolton Community Practice Watersme  
Watersmeeting Road  
Bolton                      BL1 8TT  
Tel: 01204 463444

There are 9 items on this re-order form 11/11/2011

1. ORLISTAT caps 120mg. (84) capsule(s).  
1 THREE TIMES A DAY  
Last ordered on 11/11/2011.

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2. CO-CODAMOL tabs 30mg + 500mg. (100) tablet(s).  
TAKE ONE/TWO TABLETS, 4-6 HRLY WHEN REQUIRED  
Last ordered on 11/11/2011.

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3. DICLOFENAC SODIUM mtr tab 75mg. (56) tablet(s).  
TAKE 1 TWICE DAILY.  
Last ordered on 11/11/2011. ITE MS NEED RE-AUTHORISING.

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4. ASPIRIN disp tab 75mg. (28) tablet(s).  
TAKE ONE DAILY  
Last ordered on 11/11/2011.

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5. RAMIPRIL caps 2.5mg. (28) capsule(s).  
ONE TABLET DAILY  
Last ordered on 11/11/2011.

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6. METFORMIN mtr tab 500mg. (56) tablet(s).  
TAKE ONE DAILY  
Last ordered on 11/11/2011.

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7. SIMVASTATIN tabs 40mg. (28) tablet(s).  
1 EVERY NIGHT  
Last ordered on 11/11/2011.

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8. DIETHYLAMINE SALICYLATE crm 10%. (50) gram.  
APPLY AS NEEDED  
Last ordered on 11/11/2011.

**Officer Comment:-**

The applicant has demonstrated his father suffers from a number of medical conditions.

Notwithstanding this many people suffer from a variety of medical conditions, which are not classed as disabilities. The Council does operate a flexible approach towards providing people with disabilities suitable accommodation, but this policy is not applicable to this case. The layout provided demonstrates a reasonably tight layout, but the applicant has omitted the enlarged bedrooms found elsewhere on the first floor, which would provide better accommodation for two people, if they consider the proposed layout too tight. Alternatively the applicant could explore using the roof space to provide accommodation for either the parents or other family members.

Officers do not consider the justification provided by the applicant is sufficient enough to outweigh the harm caused to neighbours' living conditions - the extra accommodation could be provided within the 4m guidance.

# 86833/11

Ward	Location
HOBL	DOUGLAS VALLEY GOLF CLUB, BLACKROD BYPASS

Due to the late submission of the noise assessment and submissions made by residents the EHO has not been able to determine in full whether the proposed turbines will affect the amenity of residents. Therefore to allow the evaluation of the information submitted to take place it is recommended members defer the application.

## Key for Photomontages

For clarity the photomontages contained in the officer's report will be placed on the screen. Below is a reference key for the images in the officer's report.

Bolton Road (Anderton and adjacent to Rivington Reservoir) – page 89

Bolton West Service Station – page 60

Chorley Road, Blackrod Brow and Blackrod Bypass – see below.

Blackrod Railway Station – page 59

Nightingale Road – 24 Nightingale Road – page 61

– 38 Nightingale Road – page 62

– 54 Nightingale Road – page 63



### **Additional Representations**

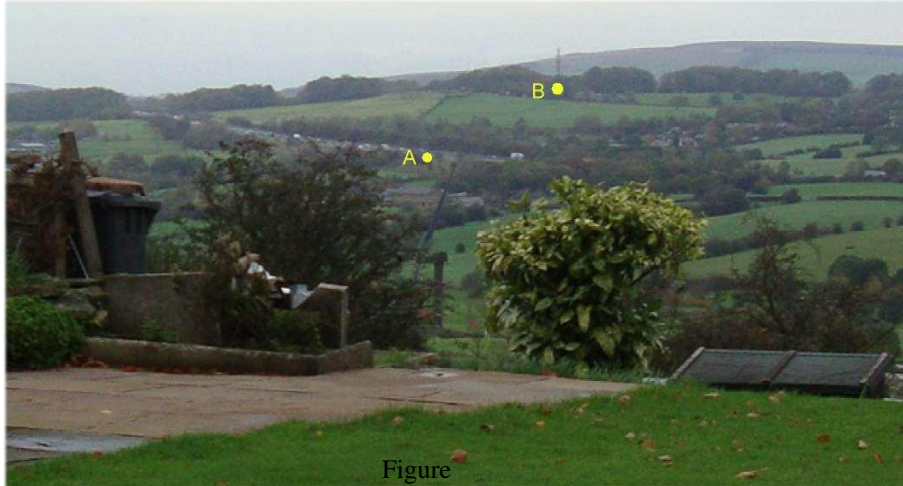
1. The total number of representations now stands at 61 no. which is broken down as 54 no. objections, (extra 3no.) 4 no. support, 2 no. comment (extra 1 no.) and 1 no. petition.
2. Three extra objections have been submitted, including one from Julie Hilling MP. The grounds for objection are:
  - The proposal is too close to residential properties
  - The wind turbines in greenbelt land and the loss of visual amenity should be taken into consideration. I sympathise with residents who would overlook this development
  - Noise effect of wind turbines especially down wind

- Misgivings about the noise information submitted
  - Strobe effect (shadow flicker) will affect road safety
  - Turbines would drawf Blackrod
  - Noise and visual impact on horses would impinge on safety
  - Concerned about residents quality of life.
3. Councillor Stephen Pickup has written in on behalf of residents of Blackrod.  
(Comment letter)

The vast majority of residents who have expressed a view as part of the consultation process are opposed to the application. As a strong advocate of renewable energy I am an avid supporter of the generation of 'green' electricity. However, the application being considered raises numerous questions as to its suitability at this site. One of the most worrying issues for residents is the detriment to the visual aspect from nearby properties, many of which are in direct line with & in close proximity to the proposed wind turbines. There are other numerous concerns surrounding the proposed location of the wind turbines, including the site being right next to a public footpath, along with concerns over noise pollution & the effects on the health of those living near to the site. In deciding whether or not approval is given I would ask that the above comments are given due consideration by the Planning Committee for the above application.

4. Mr Stears of Nightingale Road has submitted two additional representations containing a number of points, which are summarised as follows.
- The noise assessment is not as comprehensive as other applications – it ignores properties on Chorley Road
  - Noise generated is proportional to wind speed
  - Background measurements have been taken in locations unrepresentative of the properties affected – it is vital these are done correctly
  - The typography of the land forms a natural barrier to road noise, but it will offer no protection from wind turbine noise
  - The noise calculations and manufacturers specification differ – it would be correct to use published information
  - The assessment has ignored the combined impact of both turbines and the CHP facility
  - The noise readings have not been taken inside the times recommended in ETSU-R-97
  - The background noise readings taken at Nightingale Road are high
  - The photomontages do not replicate the true heights of the turbines from Nightingale Road and Blackrod Railway Station
  - The height at the rear of number 24 Nightingale Rd is 145m and the base height of turbine 2 (my definition of the right hand turbine- as viewed from Nightingale Rd) is 106m. Therefore the height of the tower will be 136m and the maximum height of the rotor tip will be 151m. The recent photo montage clearly shows the top of the tower to be in line with a point below Grimeford farm when in fact it will be in line with point A in figure 2 below. I therefore believe the height of the rotor tip will be in line with point B in figure 2 and hence the photomontages misrepresent the visual impact of the turbines.

**Officer comment:** - pictures used as a base for the photomontages were taken from Nightingale Road in conjunction with the applicant, officers and respective home owners. A balloon was flown for each turbine replicating the hub height at the proposed locations. Officers consider the methodology to be the most accurate way of demonstrating how the turbines will visually appear in the landscape.



Figure

- The colour of the turbines changes from montage to montage
  - The applicant's response to ice build-up is not reassuring- they assume any ice produced will cause imbalance. Ice can be produced symmetrically and therefore imbalance would only occur when ice had been thrown from the blade. A turbine would be designed to operate with some degree of imbalance as it is not possible to manufacture turbine rotor blades that are the exact same weight and C of G. (a manufacturing tolerance is always allowed). So any imbalance mechanism would only operate when the imbalance passes a specific threshold. We may then have the case that the rotors are stopped with ice on them which could cause the ice to be thrown.
  - The HSE consider ice throw to be a credible risk
  - Statistics show in 95% of cases ice fragments could be thrown a distance from a turbine of up to 994m
5. BHEAG have submitted an additional representation which is documented in the Noise Assessment section.
  6. Mr Underwood of 30 Nightingale Road has submitted an additional representation, it reads as follows:

In your officers report on the above application you state that there will be no visual impact on houses in Nightingale Road as according to the O.S. maps they will in fact, be 35 metres lower than the houses.

This statement is totally inaccurate – the golf course where the turbines will be located is approximately 110 metres A.S.L and The houses on Nightingale road are at 140 to 150 metres. This means that the turbine tower will be level with some of the houses and the blade tips will be above all the houses.

The fact that the base of the turbines is 35 metres below Nightingale Road is irrelevant.

7. Mr Laycock has submitted an additional representation, it reads as follows:

I am very concerned about information supplied for the above application.

In the updated design and access statement, a figure of 45dB at 300m was quoted. This is consistent with WES marketing material /spec (enclosed) which also states 45dB at 300m. These figures have been used in planning applications outside the Bolton area.

During the application, it appears the turbine became quieter, and 45 dB at 200m was then quoted. A similar figure then became reflected on the WES website. The latest noise assessment supplied, shows that this 45dB level, of noise decay is now reached at 150m

Similarly the noise source appears to have reduced from 104dB, through 100dB, 97.1 dB and on page 6 of the latest noise report is quoted as 92dB. It seems most improbable that these quieter levels are correct. It may be prudent to ensure that supporting data from the manufacturer is obtained prior to these significantly lower noise levels being accepted.

**Officer comment:** - Information from the manufacturer's specification found online details a figures of 45dB at 200m.

### **Noise Assessment**

The applicant has submitted a noise assessment for both turbines and has undertaken background noise measurements at various times of the day from the closest residential properties to the turbine locations.

BREAG have submitted a representation based on the noise assessment. They have also undertaken noise measurements from 34 Nightingale Road. Their concerns are as follows:

- Validity of the data submitted
- Assessment of background noise at sensitive locations
- Assessment of estimated noise generated by the turbines
- The numbers provided are unrepresentative of the impact of the proposed turbines. As such it would be unsafe to award approval of the application based on this information.
- Not all information has been placed online.
- The late presentation of this information without sufficient time for it to be considered by affected residents is totally unacceptable
- We have used a calibrated ISO-TECH SLA-1358 sound level analyser and we measured the noise levels at the rear of 34 Nightingale Rd last night. Wind levels were low, though due to rain a continuous assessment was not practical.
- The agent has not correctly implemented ETSU-R-97, and they seem to be to trying to minimise the perceived noise impact of this proposal, during the application stage.

- The agent claims a 50 dBA average noise between 2am and 3am at Nightingale Road; our readings are 12 dBA lower.
- Information differs from the manufacturers specification

Noise Readings taken by BHEAG:

**Date 6-12-11**

18:20:17 – 18:22:27 Average level 45.5 dB(A), minimum 44.1 dB(A)  
 19:53:37 – 19:53:47 Average level 46.6 dB(A), minimum 44.5 dB(A)  
 20:23:58– 20:36:28 Average level 44.2 dB(A), minimum 40.6 dB(A)  
 22:00:20– 22:16:40 Average level 41.7 dB(A), minimum 39 dB(A)  
 23:04:15– 23:17:05 Average level 40.4 dB(A), minimum 38.7 dB(A)

**Date 7-12-11**

00:13:27– 00:28:27 Average level 38.1 dB(A), minimum 35.8 dB(A)

**The applicant in response submits:** - I have just seen the above noise recordings which seem to have been taken on the 6th and 7th December. I feel that the Committee will expect you to comment on them

For our part we would like to offer the following comments on them

1. They cover a very limited period of time – just a few minutes each taken on Monday evening and night and for very limited time zones
2. It is not clear as to the machinery used or the exact location recorded from. We suspect that a hand held device rather than an in situ machine has been used
3. The data indicates that “fast mode” has been used when it is more usual to use “slow mode”
4. No 34 Nightingale Road has hedging to the rear boundary and also has a shed. It is possible that either might have had an effect on the recordings
5. The average for the total data submitted gives an average of 43 dBA

Our own data gives a figure much less than this.

I can understand that Members, faced with somewhat contradictory data (albeit not provided to the standard required by the LPA) will want advice as to how to proceed.

One solution would be to impose a noise condition to the effect that noise levels at the rear boundaries to properties at Nightingale road shall not exceed existing background noise levels, as provided by an independent expert as approved by the LPA and with data submitted to and approved by the LPA prior to the commencement of the development.

Even if the objector is correct with an average figure of 43dBA such a figure concurs with that advised in PPS22 (Companion Guide )which contains the following:-

*Recommended Good Practice on Controlling Noise from Wind Turbines  
 From 'The Assessment and Rating of Noise from Wind Farms' (ETSU for DTI 1997).*

*A fixed limit of 43 dB(A) is recommended for night-time. This is based on a sleep disturbance criteria of 35 dB(A) with an allowance of 10 dB(A) for attenuation through an open window (free field to internal) and 2 dB(A) subtracted to account for the use of LA90,10min rather than LAeq,10min.*

So, if we are confident (as we are) that background noise levels will not be exceeded I would have thought that both sides to the argument would be content with such a solution

#### Environmental Health Comments

**Due to the late submission of the noise assessment and submissions made by residents the EHO has not been able to determine in full whether the proposed turbines will affect the amenity of residents. Therefore to allow the evaluation of the information submitted to take place it is recommended members defer the application.**

#### NHS Report on Health Impacts

Representations have been made regarding wind turbine syndrome. Officers asked the NHS to comment. They have produced a report which is available online. The conclusion section is detailed below.

**Officer comment:-** the NHS surmise there is no credible evidence suggesting the existence of medical conditions such as Wind Turbine Syndrome or a significant public health problem to exist.

There is a dearth of published peer-reviewed literature regarding the health impacts of living near to wind turbines. Of the literature that does exist, credible research suggests that the only significant potential health impacts associated with wind turbines are noise annoyance and sleep disturbance, similar to the health impacts of any noise source. However, the same research also suggests that these outcomes are dependent on more than objective sound pressure levels (which are low for wind turbines) and are in fact augmented by a host of other factors including personal attitudes.

For some people, the potential health impact of living near to wind turbines is a highly emotive subject with several groups worldwide being vehemently opposed to the positioning of wind turbines near to residences. Within this context, it is understandable that people become concerned about the effect that proposed local wind energy developments could have on their health and the health of their families. Yet the research that is quoted in support of opposition to wind turbines would appear to be on the whole of very low quality. Credible evidence suggesting the existence of medical conditions such as 'Wind Turbine Syndrome' does not appear to exist within peer-reviewed literature. Moreover, existing research does not provide a compelling case for the need to direct research funding to further investigation of what does not appear to be a significant public health problem.

#### Greater Manchester Ecology Unit Comments

The GMEU comments as follows:

- The primary issue with single/small numbers of domestic wind turbines according to current research is the potential to disrupt bat commuting from

roost sites along or to feeding areas. Natural England has provided guidance notes on this issue.

- There is some research evidence of bird strike but this is principally linked to large scale wind farms in areas of very high value for birds such as wintering geese or raptors in Scotland. In my view this would not be an issue with two relatively small installations (200kW 45m, 15m blade 'domestic' type).
- There is research that there is potentially an issue with wind turbines reducing the carrying capacity for ground nesting birds, although this would be limited on an active golf course in any event.
- In this particular case I am satisfied with the location of the turbine in the south-eastern corner.
- I would recommend that the location of the northern turbine be relocated, as it is currently sited between the copse of trees on the southern side of the car park and the pond to the east.
- All the available evidence suggests that turbines should be located away from hedgerows, trees, water features such as rivers/streams or open water.
- I would suggest that there may be scope to either locate this turbine **either** in the area of what appears to be rough ground (aerial photograph interpretation at 1:5000 scale) near the other turbine **or** the areas to the south of the driving range **or** to the east of the pond (if this does not interfere with the footpath).
- If the applicant does not wish to re-site this turbine I would recommend that a bat activity survey is undertaken in order to assess the usage of the tree line and pond by bats. This work would need to be undertaken in the active bat season (April - August) and therefore would need to be done in 2012.

**Officer comment:-** Although the GMEU has recommended to re-site turbine 1 their comments are not based on a site visit. Images taken by officers show the existing landscaping near to the location of turbine 1. The turbine would extend well above the height of the landscaping.

The proposed turbine position lies some 47 metres away from the pond. This is considered to be an acceptable interface distance and officers do not agree with GMEU's assessment.

As detailed in the officers report PPS22 companion guide it says bird species and their habitats are rarely affected by wind turbine developments. Therefore the impact of the turbine on birds is not considered to be significant.

Officers consider it good practice as per GMEU's comments that a bat survey is completed by the applicant. The next available opportunity to survey the area is April. Therefore it is considered this should be conditioned to be submitted prior to the commencement of development. The applicant has agreed to undertake this work. Members are therefore recommended to add the following condition:

'Prior to the commencement the applicant shall survey the site (including vegetation and pond) around turbine location 1 for the presence of bats. A report should be submitted to and approved by the Local Planning Authority. If bats are found then a method statement must be submitted to and approved by the Local Planning Authority demonstrating a suitable course of mitigation. The recommendations of which shall be implemented in full thereafter.'

Reason

To ensure the well-being of a protected wildlife species.

### **Highway Access**

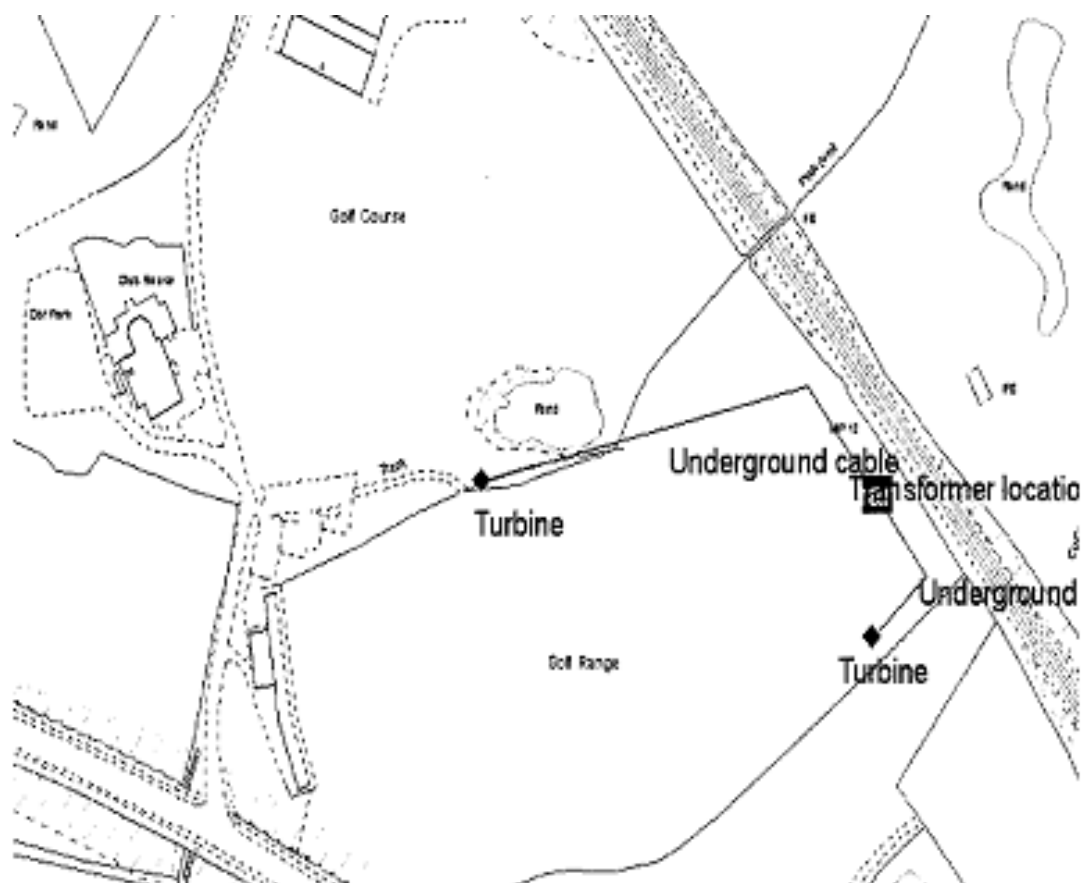
A representation has queried whether the applicant has implemented a condition to widen the access of the golf course with the A6. Officers can confirm a condition was attached to an approval at Markland Farm relating to use of buildings for general industry in 1996, requiring works to be undertaken. No works have been done. This condition is now unenforceable under Section 171B (3) which states no enforcement action can be taken against a breach of planning condition after the end of the period of ten years.

When determining application ref: 80569/08 this same condition was applied. The applicant has commenced development, but has yet to bring the development into use, when they are required to have completed works to the access.

### **Connection to the Grid**

The applicant states:

Both turbines will be connected to the grid connection point via 260mm 4 core SWA cables. This will be buried underground to current electrical regulations with a minimum depth of 1 meter. The grid connection point will be adjacent to the fence line with British rail and will be installed by Electricity Northwest which has total control over the installation. A plan details the estimated connection path:



# 86837/11

Ward	Location
WNCM	LAND ADJACENT TO 215 BOLTON ROAD, WESTHOUGHTON

Two representations has been received notifying the Council that the applicant has started to clear trees/shrubs at the rear of the site before planning approval has been granted. One of those contains other matters which have been addressed in the officer's report.

Dear Sirs

Application No: 86837/11 Proposal: Erection of two Semi Detached Four Bedroom Dwellings Location: Land adjacent to 215 Bolton Road, Westhoughton, Bolton BL53ED

Matter: Neighbour Representations  
URGENT REMOVAL TREES/SHRUBS AT REAR OF SITE ON 6/12/11  
AMENDED PLANS TO REAR OF PROPERTIES

Further to our recent telephone conversation 4.15pm Tuesday 6<sup>th</sup> December we wish to reiterate STRONG OBJECTIONS to both revised plans at the rear of the proposed properties AND the removal of trees/shrubs CONTRARY to the officers "RECOMMENDATIONS SUBJECT TO CONDITIONS"

In direct relation to the officers report dated 1/12/11:

First and foremost we are unable to comprehend actions taken by the developer, clearing the site of acknowledged privacy screening and consider this to be an infringement of council recommendations/conditions as listed in the officers report dated 1/12/11.

Secondly we refer to the amended plans compounding initial concerns of invasion of privacy and refute the comments noted:

**"...Placing dormers in the rear roof plane, takes it from the active street scene..."**

**"...The revised proposal will ensure the privacy and amenity of residents on Broom Way are not compromised...."**

In conclusion whilst we are unable to attend the second planning meeting due to be held on 8/12/11 due to work commitments it is our request that our objections and comments are given due diligence.

Also we respectfully request that a response be forthcoming regarding actions taken directly contradicting the recommendations and what the repercussions / deterrent for future disregard for Infringement of council conditions/stipulations will be.

In this respect, transcript taken directly from the officers report:

1. For the avoidance of doubt the applicant is advised that this decision relates to the following revised details/plans received by the Local Planning Authority on the dates shown:

Drawing numbers: P01/4/1 Rev C; P01/1/1 Rev D; P01/3/1 Rev B; P01/2/1 Rev D

4. YOU ARE REMINDED THAT THIS PERMISIION CONTAINS CONDITIONS THAT REQUIRE YOU TO SUBMIT FURTHER DETAILS TO THE COUNCIL FOR IT'S FORMAL APPROVAL IN WRITING BEFORE ANY DEVELOPMENT STARTS ON SITE. YOU MUST ENSURE THAT YOU FULLY COMPLY WITH THE TERMS OF THESE CONDITIONS AND DO NOT START ANY WORK ON SITE UNTIL THE COUNCIL HAS APPROVED THESE DETAILS IN FULL.

IF YOU START WORK ON THE APPLICATION SITE WITHOUT DISCHARGING THE CONDITION/S YOU WILL HAVE EXCEEDED THE SCOPE OF THIS DECISION NOTICE WHICH, IN EFFECT, WILL NULLIFY THE PLANNING PERMISSION, THIS CONSTITUTES A BREACH OF PLANNING CONTROL THAT MAY RESULT IN ENFORCEMENT PROCEEDINGS BEING INSTIGATED AGAINST THE DEVELOPMENT/THOSE WITH AN INTEREST IN THE DEVELOPMENT OR YOU MAY NEED TO SUBMIT A FRESH PLANNING APPLICATION FOR THE RETENTION OF THE DEVELOPMENT SHOULD YOU WANT TO CONTINUE WITH THE DEVELOPMENT.

Yours faithfully  
Dean and Linda Ennis  
28 Broom Way, Westhoughton BL5 3TZ  
7th December 2011

**Applicant Response:** - The applicant submits they have been on site clearing shrubs and establishing grounds conditions and that they are not undertaking any works which would constitute commencing development. They consider they are, as owners of the land within their rights to tidy up the land, even if planning permission has not been granted. They also consider the works will enhance the general appearance of the site.

**Officer comment:** - Officers have spoken to the applicant advising to stop works until the application is determined, however this cannot be enforced as the landscaping/trees are not under a preservation order nor are they considered by the T&WO to be of sufficient amenity and standard to warrant placing an order. Therefore the applicant is entitled to carry out works, should they wish to.

Members will note condition 8 in the officer's report would restrict the pruning or removal of vegetation along the rear boundary unless otherwise agreed with the Council. In light of the works it is considered reasonable to amend the conditions wording to ensure a suitable screen remains, firstly to retain privacy and secondly to soften the development. Members are recommended to accept a revised condition 8, should they be minded to approve the application.

'Prior to the commencement of development the applicant should submit a detailed landscape scheme to show the retention of existing vegetation along the boundary with residential properties on Broom Way and additional supplementary landscaping, unless otherwise agreed in writing with the Local Planning Authority. Such scheme shall be carried out within 6 months of the occupation of any of the buildings or the completion of the new development, whichever is the sooner. Any new trees or shrubs that die or are removed within five years of planting shall be replaced in the next planting season with others of similar size and species.'

Reason

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

<b>86880/11</b>	
Ward	Location
KEAR	KEARSLEY ACADEMY, SPRINGFIELD ROAD

The applicant has provided a BREEAM pre assessment report which outlines that the development would achieve a BREEAM Very Good rating. This is in line with the Council's Core Strategy policy CG2.2. The verification of the BREEAM rating of the development would be provided after completion of the development. This is also in line with current guidance.

Conditions have been added to the draft list of conditions to obtain radii improvements to the proposed drop off and main access roads from Springfield Road.

The applicant has provided additional information relating to required highway improvements.

Transport for Greater Manchester have provided detailed comments on the original Transport Assessment and the additional information provided. They recommend the following:

- Provision of a right hand turn lane (into Stoneclough Road from Bolton Road);
- Provision of pedestrian crossing facilities along Bolton Road;
- Provision of advanced cycle stoplines at the Bolton Road/Stoneclough Road junction;
- Introduction of a MOVA control at the Bolton Road/Stoneclough Road junction (more efficient junction signalling/movement system).

The applicants Highways consultants predict that currently the Bolton Road/Stoneclough Road junction operates above capacity and would continue to do so before and after the proposed development is completed. It is envisaged that the proposed development would result in one additional vehicle queuing at the assessment period.

They conclude that the problem at the Bolton Road/Stoneclough Road junction is one of background traffic levels rather than a problem caused by the proposed development. The junction would benefit from the provision of a right hand turn lane/filter but it is inappropriate for this development to meet this requirement/cost. Planning Officers agree with this conclusion and consider that the overall impact is very limited and the benefits of the development outweigh considerably the minor traffic generation issue linked to the development.

The applicant have agreed to provide advanced cycle stoplines at the Bolton Road/Stoneclough Road junction.

## **87021/11**

Ward	Location
WESO	LAND AT JUNCTION EATOCK WAY AND THE HOSKERS

Three additional objection letters have been received from the owner/occupier of No's 31 and 33 Redwood and No. 80 Eatock Way. They raise similar issues to those previously raised by objectors:

- Removal of green space;
- Increased noise, litter and anti social behaviour;
- There are bigger priorities to spend the money on;
- Other play areas e.g. at the rear of Sandalwood have been removed;
- Better locations for the proposed play area e.g. Eatock Lodge;
- Child safety at a busy junction;
- Parking;
- No requirement for the facility.

It is considered that the Committee report addresses these issues.

It is considered that the proposal would comply with policy.

## **87043/11**

Ward	Location
HELO	7 ARMADALE ROAD

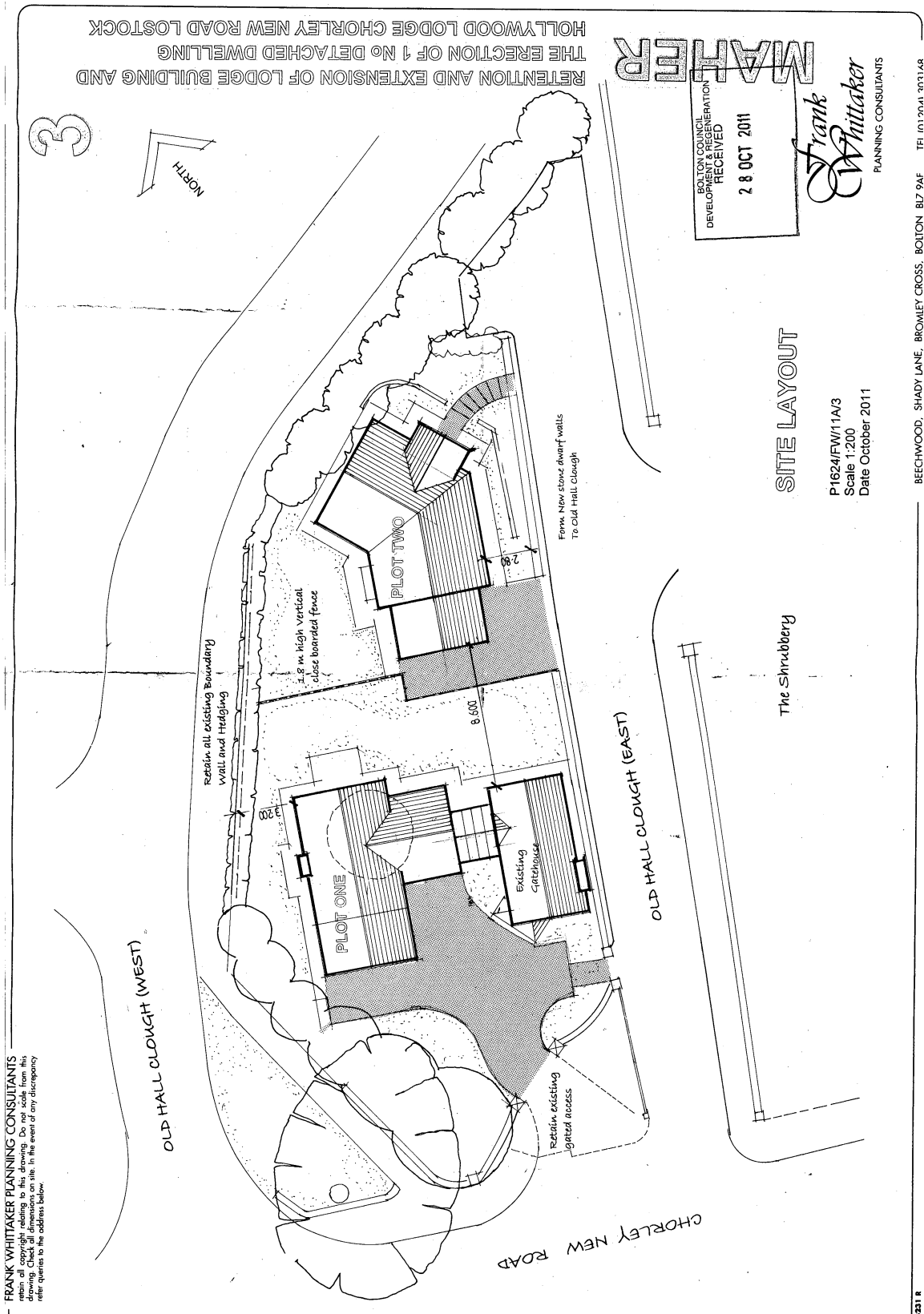
One further objection has been received (now 6 objection letters and one letter from Ladybridge Residents Association) reiterating the objections of the others. The site plan attached to the report should show objections from 8 and 10 Waterdale Drive rather than 7 and 9 Waterdale Drive.

## **87044/11**

Ward	Location
HELO	HOLLYWOOD LODGE, 560 CHORLEY NEW ROAD

In addition to the plans attached to the officer's report below is the proposed site plan.

FRANK WHITTAKER PLANNING CONSULTANTS  
 retain all copyright relating to this drawing. Do not scale from this  
 drawing. Check all dimensions on site. In the event of any discrepancy  
 refer queries to the address below.



RETENTION AND EXTENSION OF LODGE BUILDING AND  
 THE ERECTION OF 1 NO DETACHED DWELLING  
 HOLLYWOOD LODGE CHORLEY NEW ROAD LOSTOCK

**MAHER**

BOLTON COUNCIL  
 DEVELOPMENT & REGISTRATION  
 RECEIVED  
 28 OCT 2011

Frank Whittaker  
 PLANNING CONSULTANTS

**SITE LAYOUT**

P1624/FW/1A/3  
 Scale 1:200  
 Date October 2011

BECHWOOD, SHADY LANE, BROWLEY CROSS, BOLTON BL7 9AF TEL 01706 307148

2011 R

A number of representations have been submitted since the officer's report was written. An additional 11 no. letters of objection and 2 no. comment letters have been submitted, taking the total representations to 16 no. split as 14 no. objections

and 2 no. comments. Some objectors have made multiple submissions. Representations from the following addresses have been received.

<b>Address</b>	<b>Type of Representation</b>	<b>Number of Submissions</b>
5 The Woodlands	Objection	1
Bolton Civic Trust	Objection	1
Brown Leaves	Objection	1
7 Holly Dene Drive	Objection	1
39 Laburnum Park	Objection	1
4 The Shrubbery	Objection	1
Lostock Residents Group	Objection	1
Royal Shakespeare Company	Objection	1
1 The Shrubbery	Objection	2
5 Old Hall Clough	Objection	1
2 The Shrubbery	Objection	5
33 The Woodlands	Objection	1
18 Briksdal Way	Objection	5
2 Holly Dene Drive	Objection	1
Councillor Richard Silvester	Comment	1
Churchtown House, Cornwall	Comment	1

All the issues raised in representations submitted can be summarised as follows:

#### Letters of Objection

- Over development – the plot size is too small to support two detached houses alongside Hollywood Lodge.
- Total loss of the garden.
- Loss of light.
- Restrictions on vehicle parking and access in an area experiencing traffic problems – the recognised need for a proper turning arrangement at the head of Old Hall Clough (East) has been ignored.
- The development should be renovation of Hollywood Lodge plus one detached house.
- The developer is maximising density and profit.
- Density is too high and out of character for West Bolton. Trying to squeeze two properties onto the site, resulting in a very high percentage of the site being built upon or covered in hardstanding.
- Development on greenfield land contrary to PPS3;
- Plot 2 is being squeezed on it cannot have a garage – out of character for the area.
- Plot 2 would not even have a pavement – again this would be unique for the area.
- Garden grabbing.
- The proposed retention of Hollywood Lodge would actually significantly damage the building, making it no longer worthy of preserving and vulnerable to claim its historical significance has been lost.
- The buildings fabric would be changed in a multitude of ways, including the stone roof would be replaced by slate, incidentally making the chimney stacks

incongruous, the gables would be removed and the rear porch and wall would be removed.

- The prior notification application could have been defeated had the Council invoked an article 4 direction. The threat of demolition continues to hang over this building.
- Original stone walls still border both sides of Old Hall Clough (E). When No.1 & No.2 'The Shrubbery' were constructed, great lengths were taken to retain, clean and restore them. A condition should be imposed to retain, clean and restore these walls.
- The build to site ratio of this development is stated as 26.4%. The Shrubbery has a build to site ratio of only 16.2%. Plot 2 has a build to site ratio around 50%. Therefore only Plot 1 should be approved, to better align with the density of the surrounding area and to comply with core strategy OA4 for West Bolton.
- It is difficult to see how the Council can accept a scheme which has the same defects on policy grounds as the one refused on these grounds just 4 months ago.
- We would support an application similar to 79611/08 for an extension to the lodge, leaving it largely untouched and retaining the perimeter stone wall in its entirety.
- Lack of pavement on western side of Old Hall Clough (E) would put pedestrians at risk and create a dangerous exit for cars from plot 2.
- Two parking spaces per plot is too few, considering these properties could have children of drivable age.
- The amount of hardstanding will have a detrimental effect on the wildlife which is currently hosted on this site.
- The site does not warrant 'regeneration' because it has always been well-maintained.
- The historical data submitted by the applicant is irrelevant.
- Removal of stone roof and erection of extra property of wrong scale and style.
- Plot 2 and the site sections fail to illustrate the areas of retention and banking required to make the scheme work – a stepped approach to the entrance is not inclusive design.
- Replacing garden with hardstanding demonstrates no appreciation for sustainability. The build does not include any sustainable features.
- The proposal is contrary to reasons stated on application 86142/11 and therefore Policies CG3, CG4, P5 and OA4 of Bolton's Core Strategy 2011.
- The setting of the Lodge would be totally spoilt, again in many ways. For instance:
  - siting the garage extension forward of the diagonal lounge will compromise, for those approaching the Lodge from Horwich, the view of the distinctive feature window
  - Building a four bed roomed house in the modest back garden removes the rather unique feature of an enclosed, walled garden which is so attractive for this property
  - Access to this extra house requires two breaches of the original stone boundary wall, currently intact.

### Comment Letters

From Councillor Richard Silvester:

As a Ward Councillor for the adjoining Ward of Horwich North East, the boundary of which is around 100 metres away from the Lodge House, I would like to make the following comments.

My letter is not one of objection; neither is it one of support for the application as it stands, however I am pleased that the developer has had a change of heart and proposes not to demolish the Lodge House which is a major step forward and one which is very much welcomed.

What I would like to see is the retention of as much of the Lodge House as practically possible and I note that in this application, the gables would be removed as well as the rear porch and wall.

I do not believe that this is necessary and would like to see the developer modify his plans to incorporate these features in the proposed extension which I believe are perfectly possible such as in the previous planning application 79611/08 which was subsequently refused.

I would not wish to see this application refused if the developer is able to come back to you and clarify if a similar extension such as the one proposed in 79611/08 is possible and they would be willing to modify their plans.

The risk of refusing this application would mean that the Lodge House could well end up being demolished and I and other local residents and objectors to the previous planning application which preceded this one, would certainly not wish to see any demolition occur.

It is for this reason, that I ask if the current plans can be modified to incorporate and retain the features, the gables, the rear porch and wall so as much of the Lodge House as possible is left intact.

The plans for the previous extension are in the public domain and the developer can access them easily. This may be the best compromise solution for everyone involved with this application.

From a relative of the Taylor Family:

Whilst applauding the idea of the lodge being restored and accepting the necessity to extend it being both practical and desirable I would hope the proposal could be amended so that the stone roof is not removed and the lodge would not be crowded by a second building being squeezed into a small area. A sensitive conversion...would maintain its rightful position...and a reminder of the style of architecture somewhat part of old Lostock. It would save the site from overcrowding and pressure on access to the lodge and existing properties.

#### Highway Matters

Mr and Mrs Sudworth asked the Council's Highway Engineer to re-consider their position on the proposal. Their letter is detailed below, following which is the Council's Highway Engineer's response and an officer comment.

We respectfully request that you reconsider your position on the proposed development PA87044/11 for the following reasons

1. We have lived at 2 The Shrubbery since 2003 and would like to draw your attention to some serious concerns on road safety, made worse by the proposed new development. Old Hall Clough (E) is a narrow cul de sac serving two individually gated detached properties. At the junction with Chorley New Road it is only 4.5m wide and is unsuitable for two cars to pass side by side. This junction is very confusing and has what seems to be 'non standard' kerbstones and 'chain fencing' in place, making matters even worse. We believe that the proposed HW26 Highway Improvement proposal, as shown on drawing P/1624/FW/11A/3/A, does not adequately address these issues. A much better approach for Highway Improvements was proposed previously in PA86142/11 and we suggest these should be adopted - with radius improvement (to 6.0m) at junction with Chorley New Road, carriageway widening (to 5.5m), extended footway, formal turning head and double yellow lines on both sides of Old Hall Clough (E). The absence of double yellow lines on one side today means that parked vehicles make access even more difficult. Vehicles entering often meet exiting vehicles driving on the wrong side of the road. Pedestrians in the road are another problem, due to the parked vehicles being half on the pavement. In addition, errant vehicles, heading towards the Beaumont Hospital, often turn into Old Hall Clough (E) by mistake, increasing traffic volumes and accident risk.
2. The proposed development shows two new pedestrian entries and one new vehicular entry directly onto Old Hall Clough (E). Interestingly, Plot 2 is not served by a pavement – surely that is not good design, it offers no protection for exiting by car or on foot. The pedestrian exit of Plot 1 is also directly into the road, again no pavement. There are no other houses in this area designed like this. Surely this is not good design. It is not safe.
3. Old Hall Clough (E) is a long, narrow cul de sac (>40m) and needs to be provided with a formal turning head to adoptable standards, as clearly recommended in the design guidance document 'Manual for Streets'. Safety must be the prime concern and emergency vehicles must have clear access. Refuse vehicles also need to be properly accommodated. Refuse vehicles will not drive into Old Hall Clough (E) in forward or reverse gear, that has been the case since 2003 when 1 and 2 The Shrubbery were constructed, despite numerous official complaints
4. The proposal represents an over development of the site and does not make provision for a suitable turning facility to enable service vehicles and emergency vehicles to access and exit the site, to the detriment of highway safety and is therefore contrary to Policy P5 of Bolton's Core Strategy.
5. A failure to provide the necessary turning head on previously approved developments cannot be a justification to repeat the same bad practice, as suggested by the Applicant in PA87044/11

We ask that Highways reconsiders its position and impose the following conditions

- Highway Improvements proposed in PA86142/11 should be adopted – including radius improvement (to 6.0m) at junction with Chorley New Road, carriageway widening (to 5.5m), extended footway and formal turning head.
- Double yellow lines throughout Old Hall Clough (E)
- Complete resurfacing of Old Hall Clough (E), it is already in a badly deteriorating state
- Additional surface drainage, especially at the top RHS of the cul de sac which continues to cause problems with run off

In response the Council's Highway Engineer comments:

1. A carriageway with a width of 4.5m is quite sufficient to allow two cars to pass. Manual for Streets demonstrates that a carriageway width of 4.1m is sufficient. I agree that the junction is confusing and I consider that the improvement shown on drawing P/1624/FW/11A/3/A will overcome this problem, as well as providing improved pedestrian facilities. I note your comments about the absence of double yellow lines on one side of Old Hall Clough and I have referred this to colleagues in Traffic Management. I agree that errant vehicles heading for Beaumont Hospital often turn into Old Hall Clough by mistake and I consider that the above highway improvement will help to lead drivers to the correct access for Beaumont Hospital.
  2. Manual for Streets encourages the use of shared surfaces without any footways at all for residential developments. On this basis, I am unable to agree that the lack of a footway on one side of a short cul-de-sac serving three dwellings is a bad design.
- 3, 4, 5. The existing turning head on Old Hall Clough exceeds the Council's current standards for turning heads.
- I consider that the above highway improvement (P/1624/FW/11A/3/A) is the most appropriate scheme bearing in mind the retention of the vehicular access to Hollywood Lodge and the erection of only one new property served off Old Hall Clough.
  - The double yellow line issue has been referred to colleagues in Traffic Management as mentioned above.
  - The condition of the carriageway surface and problems with surface water run-off on an adopted highway are not planning considerations and I have referred these issues to colleagues in Streetcare.

### **Officers View on the Representations and Highway Matters**

1. Officers concur with the views of residents that Hollywood Lodge is a heritage asset, but of a low significance. Despite representations concerning the loss of the lodge's features officers consider the proposed scheme to represent a satisfactory conversion, which maintains the feel and appearance of the lodge, but takes it into a new era of use. A change of materials for the lodge's roof offer a degree of continuity and will also allow the lodge to be brought up to modern living standards.
2. Representations have been made regarding the development density being out of character with West Bolton. The proposal re-uses the existing lodge and vehicular

entrance for plot 1. Outbuildings and a garage will be demolished. Extra built form and hardstanding will be created, but the scheme is considered to represent an appropriate balance between built form, hardstanding and garden/landscaping. The development density as proposed equates to a density of 24.1 dwellings per hectare. Policy SC1.5 seeks new housing development to have a density of 30 dwellings per hectare. The site does represent a different approach to The Shrubbery and Old Hall Clough, but it does not render the scheme unacceptable, bearing in mind it complies with Core Strategy policy SC1.5. Officers consider the density to be acceptable.

3. Losing some of the existing features of the lodge is not considered to detract from the overall retention of the lodge itself. The Chorley New Road frontage will be refurbished, including the bay window, apexes and overall appearance. This extends to the chimney on the Old Hall Clough (E) elevation. The loss of a rear porch and gables are not considered to be significant losses. By adding a glazed link it is considered to separate and give the lodge a stand-alone appearance, especially travelling from Horwich to Bolton. Suitable materials would need to be submitted and agreed as per condition should members be minded to approve the application.
4. Off street parking is available for each plot for at least two vehicles, in line with appendix 3 of the Core Strategy which advises of a maximum standard of three spaces. Highway engineers consider the provision to be acceptable. Highway Engineers do not consider a pavement necessary for the western side of Old Hall Clough. (E)
5. Officers concur in full with the Highway Engineers response and consider the applicant's highway improvement plan to offer an appropriate solution to ensure the safety of existing and potential future users of Old Hall Clough. (E) Condition 14 would ensure the scheme agreed is implemented in full.
6. It is not the applicant's responsibility to ensure double yellow lines are laid on an adopted street – this is a matter for the Council and Traffic Management. Likewise the carriageway surface and surface water run-off are matters for Streetcare. Conditions for both matters would not satisfy the tests of Circular 11/95.
7. The applicant is proposing to repair, restore and re-build stone walls on Old Hall Clough (E) – this will be secured by condition, as recommended.
8. No sustainable measures to reduce CO<sup>2</sup> emissions are required - the number of dwellings falls below Core Strategy requirements. Siting windows to the South, East and West will make best use of natural daylight, albeit constrained due to trees.
9. Suggested condition 15 would require the lodge to be re-inspected and reviewed for bats prior to commencement of any works. This will ensure the well-being of bats.
10. Officers conclude the application overcomes the previous grounds for refusal, despite objections to the scheme.

## **87075/11**

Ward	Location
LLDL	FORMER SEVEN STARS, 62 DOVE BANK ROAD

Six further letters of objection, 1 petition of objection and one comment letter have been received. There are therefore now 12 letters of objection, 1 petition of objection and one comment letter.

The letters of objection are from residents of Dove Bank Road, Park Rad, Radcliffe Road and Chatsworth Grove.

The petition of objection contains 21 signatures from 13 addresses on Dove Bank Road. The lead address is number 3 Dove Bank Road.

The comment letter, although not objecting to the proposal, does raise concerns about parking within the locality.

The objections raised concern parking problems for existing residents should the development be allowed. Other issues raised concern highway safety, overdevelopment of the site and noise and disturbance from an increased number of cars and visitors to the site.

Officers consider that the restoration of the building and the residential context of the surrounding area outweigh the concerns raised and the overall reduction in the number of bedrooms from the previously approved scheme is likely to have a lesser effect on the highway. It is not considered that the proposal results in an overdevelopment of the site as the submitted plans demonstrate that the proposed number of flats can be satisfactorily accommodated within the building.