PLANNING AND TRANSPORTATION REGULATORY PANEL

DATE : Thursday 18th December 2014.
TIME : 9.30 a.m.
PLACE : The Salford Suite, Salford Civic Centre, Chorley Road, Swinton.

In accordance with ‘The Openness of Local Government Bodies Regulations 2014,’ the press and public have the right to film, video, photograph or record this meeting.

Members attending this meeting with a personal interest in an item on the agenda must disclose the existence and nature of that interest and, if it is a prejudicial interest, withdraw from the meeting room during the discussion and voting on the item.

Please note that there will be a break for Members at approximately 11.15 a.m. until 11.30 a.m.

AGENDA

PART 1 - OPEN TO THE PUBLIC

1. The Panel is asked to consider whether it agrees to the inclusion of the items listed in Parts 1 and 2 of the agenda.
2. Apologies for absence.
3. Declarations of interest.
4. To approve, as a correct record, the minutes of the meeting held on 4th December 2014 (Page 3).
5. Planning applications and related development control matters (Index – Page 9).
6. Planning applications determined under delegated authority (Page 134).
7. Planning and enforcement appeals (Page 154).
8. Business which, due to special circumstances, the Chair of the meeting is of the opinion should be considered as a matter of urgency.

EXCLUSION OF THE PUBLIC

9. To consider and, if thought fit, to pass the following resolution:-

"That, under section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the ground that it involves the likely disclosure of exempt information as specified in the paragraphs of Part 1 of Schedule 12A to the Act, respectively indicated."

PART 2 – CLOSED TO THE PUBLIC

URGENT BUSINESS

10. Business which, due to special circumstances, the Chair of the meeting is of the opinion should be considered as a matter of urgency.

Access to Information

A copy of this agenda, the reports and the background documents shown in those reports (except those in Part 2) are open to inspection by members of the public. Further information is available from the contact officer named below.

Contact Officer: Claire Edwards
Senior Democratic Services Officer
Customer & Support Services
Salford Civic Centre, Chorley Road
Swinton, M27 5DA

Tel. No : (0161) 793 2602
Email : claire.edwards@salford.gov.uk
Date: 10th December 2014

NOTE: At the conclusion of the Panel, Members will convene in a briefing session to reflect on any issues arising during the meeting, the notes of which will be submitted at a future Chair’s Briefing.
PLANNING AND TRANSPORTATION REGULATORY PANEL

4th December, 2014

Meeting commenced: 9.30 a.m.
“ ended: 10.35 a.m.

PRESENT: Councillor Mashiter - in the Chair
Councillors Burch, Kean, Lea and R. Wilson

Please note that a list of persons in attendance (including any Ward Councillors) in respect of matters referred to in Minute 49 is included at Appendix A.

46. APOLOGIES FOR ABSENCE

Apologies for absence were submitted on behalf of Councillors Antrobus, E. Burgoyne, Critchley, Dawson, K. Garrido, Hunt, Murphy and G. Wilson.

47. DECLARATIONS OF INTEREST

There were no declarations of interest.

48. MINUTES OF PROCEEDINGS

RESOLVED: THAT the minutes of the meeting held on 6th November 2014 be agreed as a correct record.

49. APPLICATIONS FOR PLANNING PERMISSION

(Full details of the matters referred to in this Minute are contained in the report of the Strategic Director for Environment & Community Safety, as amended, in the case of the applications marked * in the supplementary report).

RESOLVED: THAT, following consideration by the Panel, the under-mentioned applications for planning permission were determined, subject to the conditions listed in the above report(s), as indicated below:-

<table>
<thead>
<tr>
<th>Application Number/ Applicant</th>
<th>Site</th>
<th>Development</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>14/65242/FUL Dr Mingliang Chen</td>
<td>Block B Sentinel House Peel Street Eccles</td>
<td>Proposed Change of Use from Offices (B1) to Hotel (C1) with associated bar and restaurant from ground floor up to and including floor 11 of Side B, Sentinel House, together with extensions to ground floor entrance foyer</td>
<td>Granted, subject to Condition 6 (parking provision) being amended to require that, notwithstanding the approved plans and prior to first occupation of the building for C1 use, a revised car parking layout incorporating dedicated space for taxis to wait, pick-up and drop-off, be</td>
</tr>
<tr>
<td>Application Number/Applicant</td>
<td>Site</td>
<td>Development</td>
<td>Decision</td>
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<td>submitted to, and approved in writing by, the local planning authority, with the approved layout being laid out and made available for use prior to first occupation of the building for C1 use and thereafter retained at all times, in accordance with Policies A6 and A10 of the City of Salford Unitary Development Plan.</td>
<td></td>
</tr>
<tr>
<td>14/65297/FUL Mrs Sarah Ward</td>
<td>Unit B Gilchrist Road Irlam M44 5AY</td>
<td>Change of use to a small scale standby electricity generation plant</td>
<td>Granted</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Panel requested that discussion take place with the applicant as to whether scope existed to increase boundary planting and to colour coat the rooftop flues.</td>
<td></td>
</tr>
<tr>
<td>14/65487/FUL Mr Terry Hamblett</td>
<td>225 Eccles Old Road Salford M6 8JH</td>
<td>Change of use from a 5 bedroom House in Multiple Occupation (HMO) to an 11 bedroom House in Multiple Occupation (HMO)</td>
<td>Granted</td>
</tr>
</tbody>
</table>

50. **PLANNING APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

The Strategic Director for Environment & Community Safety submitted a report containing details of planning applications which he had determined under delegated authority during October and November 2014, and were not, therefore, for consideration by the Panel.

RESOLVED: THAT the content of the report be noted.

51. **PLANNING AND ENFORCEMENT APPEALS**

A report of the Strategic Director for Environment and Community Safety was submitted which provided details of appeals that had recently been received.

RESOLVED: THAT the content of the report be noted.
## APPENDIX A - LIST OF ATTENDEES

<table>
<thead>
<tr>
<th>APPLICATION REF/ADDRESS</th>
<th>OBJECTING</th>
<th>IN FAVOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>14/65487/FUL 225 Eccles Old Road Salford M6 8JH</td>
<td>Mr. Ayers*</td>
<td>Mr. T. Hamblett*</td>
</tr>
<tr>
<td>14/65242/FUL Block B Sentinel House Peel Street Eccles</td>
<td>Mr. P. Joy* Mr. S. Ryan</td>
<td>Mr. K. Seddon*</td>
</tr>
</tbody>
</table>

* Indicates persons who made representations to the Panel.
REPORT

Of

Strategic Director for Environment and Community Safety

To the

Planning & Transportation Regulatory Panel

On
18 December 2014

Planning Applications and Related Development Control Matters

(Not considered to contain exempt information)

Non-members of the panel are invited to attend the meeting during consideration of any applications included within the report in which they have a particular interest.

MAIN REPORT
LIST OF BACKGROUND PAPERS

The “Background Papers” relating to all reports on Planning Applications appearing in this report are: -

1. The appropriate ‘Development Information Folder’ for each planning application on the Agenda. The contents of the folder include the following documents:
   (a) The submitted planning application (forms, plans and supporting documents and Information)
   (b) Correspondence with statutory and other consultees;
   (c) Letters and other documents from interested parties.

2. Any previous planning applications and subsequent Decision Notices (if issued referred to in each planning application report on this Agenda).

3. Any Tree Preservation Order referred to in each planning application report on the agenda.

4. Any Conservation Area Plan referred to in each planning application report on the agenda.

5. The “Standard Planning Conditions Etc…”’Booklet’.

6. Papers specifically listed under a heading “Other Background Papers” in any planning report on the agenda.

These Background Papers can normally be inspected between the hours of 8.30 am and 4.30 pm on any weekday (except Bank Holidays) at Urban Vision Partnership Ltd reception at Emerson House, Albert Street, Eccles. Whilst background papers will be made available for inspection as quickly as possible, immediate access cannot be guaranteed. It is therefore advisable wherever practical, to make an appointment by telephoning (0161) 779 4852. Alternatively the planning application forms, plans and supporting information is available on the Council’s web site http://publicaccess.salford.gov.uk/publicaccess/

Publications

In considering planning applications or legal action, the City Council has regard to a wide range of published documents, although not ‘Background Papers’ for the purposes of the Local Government Act 1972 – Sections 100A-100K, are nevertheless important to the consideration of these matters.
The Government in particular has published a large number of circulars and Statutory Instruments in addition to the primary legislation and these are available from Her Majesty's Stationery Office, which has a bookshop in Manchester.

The following Local Authority publications are available for inspection at Emerson House, Albert Street, Eccles, they can also be viewed on the Council's web site http://www.salford.gov.uk/planning-policy.htm

If you do not have personal access to the Internet, free access is available to registered members at each of the sixteen libraries in the city.

- Design and Crime – SPD
- Trees and Development – SPD
- House Extensions – SPD
- Housing Planning Guidance
- Salford Green Space Strategy – SPD
- Nature Conservation & Biodiversity – SPD
- Lower Broughton Design Code – SPD
- Ellesmere Park – SPD
  - Hot Food Take Aways - SPD
  - Telecommunications - SPD
  - Planning Obligations - SPD
  - Sustainable Design and Construction SPD
  - Design SPD
  - Education Contributions SPD

The following Planning Guidance documents have been adopted by the City Council

- The Exchange, Greengate
- Mediacity:uk & Quays Point
- Housing Planning Guidance
- Claremont and Weaste Neighbourhood Plan
- Salford City Council - UDP Policy E5: Development in Established Employment Areas
- Flood Risk and Development Planning Guidance
- Salford central
- Irwell City Park
- Ordsall Riverside
- Pendleton Planning Guidance

Amendments/Additional Information received after the completion of this series of reports

Any amendment/additional information, such as amendments to planning applications, additional information from applicants or consultees, representations from interested parties, etc.... received AFTER the preparation of this series of reports will be reported at the Panel meeting together with any changes to my recommendation.
PLANNING & TRANSPORTATION REGULATORY PANEL

Set out below are details of all of the items which will be considered by the Planning and Transportation Regulatory Panel at their meeting. Some of these applications may be subject to a s.106 legal agreement (planning obligation). Where this is the case it will be stated next to the recommendation using the code ‘S106’ as detailed in the list of codes below.

Ward Members may make representations to the Panel on all items below including those with an associated s.106 legal agreement.

INDEX REPORT

DATE: 18.12.2014

RECOMMENDATION
PER = Approve
AUTH = Consent

REF = Refuse
FUL = Full application
ADV = Advert Application
OUT = Outline Application
HH = Householder Application
REM = Reserved Matters
COU = Change of use
LBC = Listed Building Consent
CON = Conservation Area Consent
S106 = Subject to a S106 Obligation

Barton

14/65323/FUL RECOMMENDATION: APPROVE PAGE 68

TIME OF MEETING: 09.30am

PROPOSAL: Demolition of existing buildings and erection of 16 affordable houses and apartments

LOCATION: Liquid Roofing Ltd
Irwell House
The Grove
Eccles
Manchester
M30 0ET

APPLICANT: City West Housing Trust/Strategic Team Group
Ordsall

14/65395/OUT RECOMMENDATION: APPROVE PAGE 13

TIME OF MEETING: **09.30am**

PROPOSAL: Outline application for access, appearance, layout and scale with other matters reserved for the erection of a five-storey serviced apartment/apart hotel scheme comprising 83 units with associated car parking.

LOCATION: Car Park
Bloom Street
Salford

APPLICANT: Drum Developments (NW) Ltd

Irwell Riverside

14/65482/FULEIA RECOMMENDATION:APPROVE PAGE 33

TIME OF MEETING: **09.30am**

PROPOSAL: Construction of Castle Irwell flood storage basin as part of the Salford Flood Improvement Scheme. Engineering works comprise highway changes at Littleton Road; construction access road; construction site compound; flood basin embankment with internal ground lowering; side weir; outlet penstock; ground reinforcement; knoll; access tracks, paths and steps; kiosks and other ancillary operational equipment; river bank lowering; playing fields reinstatement; sustainable habitat area; signage; hard and soft landscaping.

LOCATION: Land At Castle Irwell
Between Kersal Dale, Castle Irwell Student Village And Littleton Road
Salford

APPLICANT: Miss Lara Smith
TIME OF MEETING: **11.30am**

**PROPOSAL:** Change of use of land from siting of ten steel shipping containers to B2 (General Industry) and B8 (Storage and Distribution). Demolition of existing office building and removal of underground storage tank, erection of new 2.4m high palisade fence, erection of an acoustic screen, new fibreglass electrical meter shed and supply of two 6m high lighting columns, together with construction of a new vehicular ramp.

**LOCATION:** T J Murphy Limited And Ubu Environmental Builders Yard
Corner Of Moss Lane
Worsley
M28 3LY

**APPLICANT:** Mr Mike Murphy - T J Murphy Ltd

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**Walkden North**

**14/64430/FUL**

**TIME OF MEETING:** **11.30am**

**PROPOSAL:** Erection of a steel portal framed building

**LOCATION:** T J Murphy Limited
Sharp Street
Worsley
M28 3LY

**APPLICANT:** Mr Mike Murphy - TJ Murphy Ltd
TIME OF MEETING: 11.30am

PROPOSAL: Erection of 14 houses, with associated vehicular access, boundary treatment and landscaping.

LOCATION: Land Between 6 And 40 Bradburn Road
Irlam

APPLICANT: Mr Jim Bradley

TIME OF MEETING: 11.30am

PROPOSAL: Erection of new boundary fencing and extension of fencing around all-weather pitch.

LOCATION: Irlam & Cadishead College
2A Station Road
Irlam
M44 5ZR

APPLICANT: Salford City Council
DESCRIPTION OF SITE AND SURROUNDING AREA

The application site is located centrally on Bloom Street, off Chapel Street. The site is bounded to the south by existing four storey residential development (City Point Two) to the west by a car park serving new residential development that rises to ten storeys at the junction of Chapel Street and Trinity Way (City Point One) and to the north by the three storey King's Arms public house which is a Grade II Listed Building. Directly opposite the site is the former Salford Model Lodging House, a Grade II Listed Building that was converted into apartments by this applicant several years ago. Further to the north is another grade II Listed Building, Arlington House.
The site is 'L' shaped, extends to 0.09 hectares and is currently used for surface car parking principally for residents of the Model Lodging House.

Bloom Street serves as access to the recently completed residential development at Sillavan Way (Alto).

**Description of Proposal**

Planning permission is sought in outline for the erection of a five-storey building providing an 83 room ‘aparthotel’/serviced apartments with lounge and reception facilities fronting onto Bloom Street at ground level. A total of 38 car parking spaces would be provided; 27 parking spaces at basement level specifically for residents of the Model Lodging House, one of which would be suitable for use by disabled motorists; 11 parking spaces for the proposed development would be provided at ground floor level to the rear of the site, three of which would be suitable for disabled motorists. A total of ten cycle spaces would be provided.

Approval is being sought at this stage for the access, layout, scale and appearance of the proposed development – only landscaping is reserved for consideration at a later date.

The proposed building would fill the existing gap between the City Point Two apartments and the Kings Arms. The ground floor of the building would be set back by 1m behind the front main wall of the King’s Arms and the first and second floors, projecting slightly over the ground floor, would be set back by 0.5m behind the facade of the King’s Arms, allowing the detailing on the front facade of this listed building to be seen when approaching the pub from Chapel Street. The rear main elevation of the proposed building would be slightly staggered but would project between 3m and 10.5m beyond City Point One and between 2m and 9.5m beyond the King’s Arms.

The third floor would be the same as the two floors below with the exception that where it is adjacent to the Kings Arms public house it would slope back to follow the roofline of the listed building. The upper floor is set back by 0.5m from the floors below and set in from the two adjacent buildings by 3m on each side.

The proposed materials would be red brick and glazing to match the adjacent listed public house to the lower four floors with standing seam metal cladding to the upper, recessed floor. The elements adjacent to each neighbouring building would be predominantly glazed, featuring no brickwork.

The rear elevation would be predominantly red brick.

Windows would be aluminium and doors would be timber.

**Site History**

09/57298/OUT - Outline planning application for the erection of a six storey serviced apartment/aparthotel scheme comprising 80 rooms with 245 sq.m of commercial (B1/A3/A4) space and 48 car parking spaces. Refused by the Panel in April 2009 for the following reasons:

1. The scale and massing of the proposed building are such that they would have a significant detrimental impact on the street scene and on neighbouring listed buildings, namely the Kings Arms and the Model Lodging House, contrary to policies ST15, DES1 and CH2 of the City of Salford Unitary Development Plan.

2. The detailed design and materials of the proposed building are of insufficiently high quality relative to the adjoining listed buildings contrary to policies ST15, DES1 and CH2
of the City of Salford Unitary Development Plan and the Design Supplementary Planning Document.

08/56399/OUT - Outline application for the erection of a six storey building providing 36 apartments. Refused by the Panel July 2008 for the following reasons:

1. The scale, massing, design and appearance of the proposed upper two storeys of the proposed development would have a significant detrimental impact on the street scene and on neighbouring listed buildings, namely the Kings Arms and the Model Lodging House, contrary to policies ST15, DES1 and CH2 of the City of Salford Unitary Development Plan.

2. The scale and massing of the proposed development is such that it would have a significant detrimental impact on the amenity of neighbouring residents by reason of it being overbearing contrary to policy DES7 of the City of Salford Unitary Development Plan.


Publicity

Site Notice: Non HH setting of listed building  Date Displayed: 17 November 2014
Reason: Affecting setting of Listed Building

Press Advert: Salford Advertiser  Date Published: 16 October 2014
Reason: Affecting setting of Listed Building

Neighbour Notification

The occupiers of 256 neighbouring properties have been notified of the proposed development.

Representations

Seven individual letters of objection in response to the planning application publicity including letters from the managing agents for the City Point Management Company and the landlords of the adjacent Kings Arms have been received.

The following issues have been raised:-

- The proposed building is too large and will dwarf its neighbours and does not respect them at all - this is an infill site and the building should be 4 storeys maximum
- The building is still too high, too dominant and overbearing
- Loss of light and privacy
- The proposed use will generate significant noise and disturbance due to casual users of the hotel encouraging weekend revellers
- The proposed building is unsightly and is of poor design
- Detrimental effect on listed buildings
- On street parking on the already congested Bloom Street will be exacerbated
- The principle of development of the site is welcomed as it will complete the streetscape
- Parking for the Model Lodging House and adjacent Warden's House in accordance with the condition attached to the permission for the conversion to apartments of the Model Lodging House must be secured by planning condition and must deal with parking during construction.
- This is overdevelopment of the site, if it can’t be a car park it should be green space
• Loss of value
• Increase in rent on parking for residents of the Model Lodging House
• The Kings Arms operates as a successful music venue and theatre space that is an asset to Salford and should not be compromised by this proposed development. The building is very old and there is concern that the proposed works will jeopardise the structure of the listed building. Too much noise will deter customers and put the pub business at considerable risk.
• Residential development would be welcomed, serviced apartments are not.
• Where will the construction compound be?

Consultations

Design For Security - No comments received to date

Senior Engineer Flood Risk Management - No comments received to date

Highways - The application seeks outline approval for the construction of a 5-storey serviced apartment/apart hotel scheme comprising 83 units with associated access and car parking, located on Bloom Street, a cul-de-sac serving a mixture of residential and commercial uses.

Parking Demand
Salford City Council's Parking Standards for C1 Hotel use (most comparable use for proposed Apart-Hotel scheme) is 1 space per bedroom including staff, which would therefore equate to a maximum provision of 83 spaces in this instance.

It is noted that the proposals seek to provide 11 car parking spaces (including 1 disabled bay) at ground floor level and 27 car parking spaces (including 1 disabled bay) at basement level. The submitted Transport Statement confirms that 22 of the spaces at basement level will be designated for existing leaseholders of the current car park which is being developed as part of this scheme.

Additionally, 10 secure covered cycle parking spaces will be provided within the ground level parking area to the rear of the proposed apart-hotel building.

Although the proposed parking provision at 11 spaces (as 27 are designated leaseholder spaces) falls below maximum provision, this can be mitigated through the sites sustainable location close to the Regional Centre, offering a wide variety of alternative transport modes. Therefore, given the sites highly accessible location, the standards can be relaxed in this instance (explored further below under 'Accessibility').

Likely Trip Generation
In terms of the traffic impact of the proposed development, the TRICS national trip rate database has been interrogated for the proposed C1 Apart-Hotel use.

The results demonstrate that the proposed C1 use could be expected to generate an additional 22 two way trips in the am peak hour (08:00-09:00). This equates to approximately one additional vehicle every 3 minutes in the peak hour, which is not anticipated to result in any operational or highway safety issues on the local highway network.

Additionally, the Transport Statement has provided trip-distribution data based on their TRICS results which were not too dissimilar to the above. This concluded that when the development related traffic is distributed at the nearby Chapel Street/New Bailey Street/Bloom Street junction, its effect is diluted further still and would be imperceptible on the local highway network during the peak hours.
Proposed Internal Access Arrangements
In terms of the proposed access arrangements, Drawing SCP/14231/100 demonstrates that a new 3m wide vehicular access will be constructed to the south of the redundant ‘in’ access on Bloom Street, with access to the basement level via a car lift. It is noted that the width of the access can only accommodate single flow traffic.

Discussions with the applicant confirmed that due to site constraints there is no opportunity to widen the access to 4.1m to allow two-way traffic flows. The applicant has provided an ‘incidence of conflict’ calculation of the site access which indicates that, on a typical weekday, two cars might be expected to meet one another at the access once every half a day or so.

Additionally, it is considered that due to the nature of the road i.e. a lightly trafficked 6.5m wide cul-de-sac, a car can wait safely and satisfactorily on Bloom Street whilst a car is emerging from the access point without materially affecting the free flow of traffic.

Drawing SCP/14231/100 also denotes that the redundant vehicle access points on Bloom Street (in/out access which served the car park) will be reinstated as continuous footway to adoptable standards. This will be secured via planning condition.

In terms of the proposed parking arrangements, Drawings 85/13/AL_20_001 Rev A and 006 demonstrate the provision of appropriately dimensioned car parking spaces at 4.8m length x 2.4m width (1.2m shared aisle for a disabled bay) with 6m manoeuvrability in front of the bays, and provision for 10 cycles within a secure cycle shelter which accords with highway requirements. The implementation and use of the car and cycle parking facilities will be ensured via planning condition.

Sightline Visibility
Drawing SCP/14231/100 demonstrates achievable visibility splays of 2.4m x 40m in both directions, either side of the proposed new vehicular access on Bloom Street, which is acceptable and will be secured via planning condition.

Servicing
The Transport Statement confirms that servicing will take place from the site frontage on street on Bloom Street. It is noted that Bloom Street is covered by an existing single yellow line Traffic Regulation Order, allowing servicing to occur on street. Additionally, as Bloom Street is a cul-de-sac, it is considered that the proposed servicing arrangements are unlikely to affect the free flow of traffic along Bloom Street.

Accessibility
It should be noted that the application site is located within a highly accessible location, within close proximity to the Regional Centre, served by frequent bus services and other sustainable modes - Salford Central Rail Station/Metrolink/Free-to Use Metroshuttle, as well as the availability of various nearby public car parks.

Summary
Therefore, as the building use is located within a highly accessible, central location served by frequent bus services, with several public car parks available for use surrounding the site, as well as being easily accessible via other sustainable modes, it is considered that the proposed Apart-Hotel use is unlikely to result in a severe impact upon the local highway network as defined within the National Planning Policy Framework.
In view of the above, no highway objections are raised in respect of the proposals subject to attachment of conditions.

**Transport For Greater Manchester (TFGM)** - No comments received to date

**Urban Vision Environment (Air and Noise)** - No comments received to date

**Urban Vision Environment (Land Contamination)** - The following report has been submitted in support of the application:

Due to the age of the report we recommend approval subject to the following condition to ensure that an updated PRA/Desk study is submitted.

**Planning Policy**

**Development Plan Policy**

**Unitary Development Plan A10 - Provision of Car, Cycle, Motorcycle Park**
This policy states that there should be adequate provision for disabled drivers, cyclists and motorcyclists, in accordance with the Council’s minimum standards; maximum car parking standards should not be exceeded; and parking facilities should be provided consistent with the provision and maintenance of adequate standards of safety and security.

**Unitary Development Plan A2 - Cyclists, Pedestrians and the Disabled**
This policy states that development proposals, road improvement schemes and traffic management measures will be required to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists.

**Unitary Development Plan A8 - Impact of Development on Highway Network**
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

**Unitary Development Plan CH2 - Dev. Affecting Setting of Listed Building**
This policy states that development will not be granted that would have an unacceptable impact on the setting of any listed building.

**Unitary Development Plan CH8 - Local List of Buildings of Architectural Importance**
This policy states that the impact of development on any building, structure or feature that is identified on the council’s local list of buildings, structures and features of architectural, archaeological or historic interest will be a material planning consideration.

**Unitary Development Plan DES1 - Respecting Context**
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

**Unitary Development Plan DES10 - Design and Crime**
This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.
Unitary Development Plan DES7 - Amenity of Users and Neighbours
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan EN17 - Pollution Control
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

Unitary Development Plan EN19 - Flood Risk and Surface Water
This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

Unitary Development Plan MX1 - Development in Mixed-use Areas
This policy states that a wide range of uses and activities (housing, offices, tourism, leisure, culture, education, community facilities, retail, infrastructure, knowledge-based employment) are permitted within the identified mixed use areas (Chapel Street East, Chapel Street West, Salford Quays, Ordsall Lane Riverside Corridor).

Unitary Development Plan ST15 - Historic Environmental
This policy states that historic and cultural assets that contribute to the character of the city will be preserved and wherever possible and appropriate, enhanced.

Other Material Planning Considerations

National Planning Policy
National Planning Policy Framework

Local Planning Policy

Supplementary Planning Document - Sustainable Design and Construction
This policy document expands on policies in Salford's Unitary Development Plan to provide additional guidance for planners and developers on the integration of sustainable design and construction measures in new and existing developments.

Supplementary Planning Document - Design
This document reflects the need to design in a way that allows the city to support its population socially and economically, working with and inviting those affected into an inclusive decision making process. Equally, development must contribute to the creation of an environmentally sustainable city supporting the natural environment minimising the effects of, and being more adaptable to, the potential impact of climate change.

Supplementary Planning Document - Design and Crime
This policy document contains a number policies used to assess and determine planning applications and is intended as a guide in designing out crime.

Supplementary Planning Document - Planning Obligations
This policy document expands on the policies in Salford’s Unitary Development Plan to provide additional guidance on the use of planning obligations within the city. It explains the city
council’s overall approach to the use of planning obligations, and sets out detailed advice on
the use of obligations in ensuring that developments make an appropriate contribution to: the
provision of open space; improvements to the city’s public realm, heritage and infrastructure;
the training of local residents in construction skills; and the offsetting of greenhouse gas
emissions.

It is not considered that there are any local finance considerations that are material to the
application.

Appraisal

The main planning issues relating to this application are the principle of redeveloping the site,
whether the use as an ‘aparthotel’ is acceptable, the impact on the setting of listed buildings,
the layout and scale of the proposed building, the impact on neighbours, whether sufficient
parking is provided and whether the proposed design of the building is of sufficiently high
quality.

Principal of redevelopment of the site

Policy MX1 of the UDP states that this wider location will be developed as a vibrant mixed-use
area with a broad range of uses and activities.

The proposed development would reuse a vacant brownfield infill site in a city centre location
and the principle of development is therefore considered sustainable, appropriate and in
accordance with the principles of the NPPF.

The mix of commercial accommodation proposed is in compliance with UDP policy MX1.

The Use as an ‘Aparthotel’

The use as an aparthotel/serviced apartments is welcomed but the acceptability of the
proposed use depends much on how well managed and well run the establishment is. While
the planning system cannot regulate how a business is managed it is considered that
appropriate conditions should be attached that ensure as far as possible that the proposal does
not evolve into utility one bedroom accommodation or that it is so badly managed that there is a
resultant detrimental effect on the amenity of neighbouring residents. An aparthotel or serviced
apartments are in a different use class to dwellings and the local planning authority can
potentially take action should it be considered that the use of the building becomes dwellings
rather than its proposed use.

Design

Policy DES1 states that development will be required to respond to its physical context, respect
the positive character of the local area in which it is situated and contribute towards a local
identity and distinctiveness.

Layout

The building would fill the vacant frontage in the street scene. The main frontage of the building
has been recessed to allow the architectural detail and quality of the listed public house to be
clearly seen when approaching the building from the Chapel Street direction. The building
would project beyond the main walls of both adjoining buildings at the rear.

It is considered that the layout of the development is appropriate to the site in that it completes
the street frontage and respects the setting of the listed public house and the adjoining
buildings.
Scale

The number of storeys has been reduced to five with the top floor set in from the storeys below that form the main elevation of the building. In terms of height, the proposed building has a far better relationship with adjacent buildings than previous schemes submitted for the site. The building would be approximately two storeys lower than the highest elements of the listed Model Lodging House opposite, similar in height to the highest point of the listed public house adjacent to the north and one storey higher than City Point, adjacent to the south.

It is considered that the scale of the building is now entirely appropriate within the street scene having regard to its relationship with neighbouring buildings.

Appearance

The detailed design of the appearance of the building has been subject to close scrutiny. The use of a simple palette of high quality materials, the predominantly glazed elements adjacent to each neighbouring building and central portion of the building dividing two main brick elements contributes towards the appropriate high quality appearance of the proposed building which respects both the street scene and neighbouring properties. The predominant use of brick and glazing reflects the characteristics of the Model lodging House opposite.

Bearing the above in mind, it is considered that the design of the proposed building is of appropriate high quality given its setting within the street and its adjacency to listed buildings.

Effect on Neighbours

Policy DES7 requires all alterations and extensions to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout.

The proposed development will complete the existing high quality facade along Bloom Street and the context is that there are already residential buildings at back of pavement. It would be inappropriate in townscape terms to require this proposed building to be set back from the building line any more than it already has been so that greater distances between habitable room windows could be achieved across Bloom Street. It is also appropriate that there are habitable room windows at ground floor at back of pavement level. There would be a distance of 13m between habitable room windows in the proposed building and in the Model Lodging House across Bloom Street. To the rear of the proposed building there are no habitable room windows in the public house and the closest windows in City Point One are bedroom windows that are already screened to the north by a projecting wall. The proposed building projects approximately 3m along the common boundary before the building steps away from the boundary while at the same time projecting further to the rear of the site.

It is considered, given the distances between neighbouring buildings, the site’s city centre location, the requirement for an appropriate building line that fits in with the existing street scene and the amendments to the design of the building that have reduced the size of this building, that the interface distances are acceptable and that there would be no significant detrimental effect by reason of loss of privacy or overshadowing on the amenity of any neighbouring resident as a result of the proposed development.

Access

Policy DES2 requires the design of new development to ensure that development is fully accessible to all people including the disabled, to maximise pedestrian and cycle movement, enable pedestrians to orientate themselves, enable safe and convenient access to public transport and minimise pedestrian conflicts with cyclists and other road users.
Policy A2 requires development proposals to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists.

Policy A10 states that development is required to make adequate provision for disabled drivers, cyclists and motorcyclists in accordance with the minimum standards, not exceed the maximum car parking standards and provide parking facilities in a manner consistent with the provision and maintenance of adequate standards of safety and security.

The site only has a street frontage to Bloom Street and so it is logical that both pedestrian and vehicular access is from the road frontage.

The number of parking spaces provided reflects the fact that the site was used as parking for the residents of the Model Lodging House and a condition (3) attached to the permission for the conversion of the Model Lodging House to apartments (Permission ref: 97/37170/COU) required that 46 off-street parking spaces be made available for residents:

*No flat shall be occupied until the associated provision for 46 off-street parking spaces has been completed and made available for the use of the occupants of the flats, to the satisfaction of the Director of Development Services. Such spaces shall be available at all times for the parking of private motor vehicles.*

The applicant has stated that 27 spaces will be made available for residents of the Model Lodging House and that this lower figure represents the actual demand for spaces. The applicant has been in discussion with car park operators NCP and has confirmed that should it be necessary 19 further spaces can be provided for residents of the Model Lodging House in multi-storey car parks. The applicant has also confirmed that alternative provision would be made during any construction phase. Given the city centre location close to Salford Central Station and the fact that it is so well served by public transport it is considered that the level of parking provision is acceptable. A condition is attached though with regard to parking provision for the residents of the Model Lodging House.

With regard to disabled access to the building there would be level pedestrian access at street level and a lift to all floors including the basement.

There are no objections on highway grounds to the proposed development.

Crime

Policy DES10 states that development will not be permitted unless it is designed to discourage crime, anti-social behaviour and the fear of crime, and support personal and property security.

A number of policies contained within the adopted Design and Crime SPD are also relevant to this proposal. Policy DC1 relates to the provision of a crime prevention plan, policy DC2 seeks to ensure that footpaths, walkways and dedicated cycle routes reduce the risk of crime, DC4 relates to private spaces at the rear of buildings being secure, policy DC5 relates to the maintenance of spaces, policy DC8 promotes natural surveillance, policy DC9 relates to building entrances and policy DC11 relates to the proposed materials to be used in the development.

Detailed comments have been received from the Greater Manchester Police Architectural Liaison Unit regarding the proposed development and there are no objections in principle to the scheme. A condition regarding the submission of a crime prevention plan has therefore been attached.

Sustainability
Policy ST14 states that development will be required to minimise its impact on the global environment and major development will be required to demonstrate how they will minimise greenhouse gas emissions.

The Sustainable Design and Construction SPD sets out to promote the highest practical standard of resource and energy efficiency in new developments, encourage the use of renewable energy, reduce the proportion of waste that goes to landfill, enhance biodiversity and to promote sustainable forms of travel.

Within the planning statement submitted as part of the application the applicant has included a section on sustainability and a strategy to enable the development to achieve a 'very good' BREEAM rating. Proposed sustainability measures include:

- redevelopment of an existing brownfield site
- commercial and aparthotel/serviced apartment units are accessible to all
- making use of durable materials
- provision of low energy lighting throughout
- provision of information regarding energy efficiency to all occupants
- a low car parking provision thereby maximising the site's central location and access to public transport
- provision of acoustic party walls to minimise sound transmission
- provision of automatic flush control devices
- provision of energy efficient heating and environment controls

It is considered that the developer has fully explored a variety of measures to ensure the long-term sustainability of the scheme and the impact of the development on the environment.

Impact on Listed Buildings

Strategic policy ST15 states that historic and cultural assets that contribute to the character of the city will be preserved and, wherever possible and appropriate, enhanced.

Policy CH2 states that planning permission will not be granted for development that would have an unacceptable impact on the setting of any listed building.

When considering whether to grant planning permission for a development which affect a listed building or its setting Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states, “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

The effect of this duty is that decision-makers considering harm to heritage assets cannot simply treat the desirability of preserving the setting of a listed building as a mere material consideration to which they can simply attach the weight they see fit in their judgement. The statutory duty provided by section 66(1) of the Act goes beyond that and treats the preservation of the setting of a listed building as presumptively desirable. The effect of the statutory requirement is to impose a duty on decision-makers to give considerable importance and weight or high priority to the desirability of preserving listed buildings and their settings.
Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. It goes on to point out that significance can be harmed or lost through development within its setting and that substantial harm to a grade II listed building should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states that where substantial harm occurs permission should be refused, unless it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh the harm or where a number of criteria apply that includes where the harm is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states that where a development proposal leads to less than substantial harm to the significance of a designated heritage asset, this harm should against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 135 points out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

In the annex to the NPPF the setting of a heritage asset is described 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.”

The statutory guidance criteria focus mostly on historical and architectural merit, looking at aesthetics, age, rarity and national/local importance. English Heritage’s guidance looks at more intangible values in addition to the above summarised as follows:

- Evidential value- physical evidence through buildings and artifacts of past culture and development;
- Historical value - connections between past and present lives through historical representation;
- Aesthetic value - material, tactile and spatial qualities that forms the asset’s composition; and
- Communal value - the sense of place held by communities and individuals who are connected to the asset.

“The Setting of Heritage Assets” published by English Heritage in June 2012 establishes a five step methodology for assessing the process by which development proposals affecting the setting of a proposal can be assessed. This identifies that the numbers and proximity of heritage assets in urban areas mean that setting is intimately linked to considerations of townscape and urban design. Those steps of relevance here are:
- Step 1 - Identifying the heritage assets and settings affected
- Step 2 - Establishing the degree to which the settings make a contribution to the significance of the heritage asset
- Step 3 - Determining the affect of the development on the proposed heritage asset
- Step 4 - Maximising enhancement and minimising harm

Each of these steps is looked at in detail:

**Step 1 - Identifying the heritage assets and settings affected**

There are three heritage assets on Bloom Street that are impacted by the proposed development:
- the Model Lodging House (grade II)
- Arlington House (grade II)
- The Kings Arms public house (grade II)

The Model Lodging House and Arlington House are located on the opposite side of Bloom Street to the proposed development and the Kings Arms adjoins the development to the north.

**Step 2 - Establishing the degree to which the settings make a contribution to the significance of the heritage asset**

The contribution of setting to the significance of an asset is often expressed by reference to views. The views along Bloom Street form the principal setting to all three the listed buildings. The wider townspace is also seen from Chapel Street and from Trinity Way. It is considered that the significance of the heritage assets is primarily derived from the architectural quality of their elevations to the street. The relatively modest scale of all three buildings means that their setting is contained by the immediate streetscape.

Beyond this immediate setting the wider townscape and skyline makes a more limited contribution to the setting of these heritage assets.

**Step 3 - Determining the affect of the development on the proposed heritage asset**

The townscape of Bloom Street has altered through the introduction of an apartment building to the south of the Model Lodging House and by the recent introduction of the development on Sullivan Way which is considered to have a neutral effect on the heritage assets on Bloom Street. This site remains the final vacant plot within this relatively short street and development of the plot has a significant impact on each of the heritage assets, particularly the Kings Arms.

Each of the heritage assets will be viewed in the context of the proposed development which would certainly have an impact upon the setting of designated heritage assets and it is important to judge the degree of harm caused.

The proximity of the proposed development site to each of the heritage assets means that the key heritage issues to be considered are:

i) The physical impact of the development on the Kings Arms.

ii) The visual impact on the setting of all three heritage assets.

The physical impact of the development will be positive. It will facilitate the restoration of built form in the street scene that is set back so that the front façade of the public house can be appreciated in the street scene. The gable of the existing public house is black and the public house was clearly built adjacent to the original buildings that stood on this site.
The detailed design of the proposed development pays significant regard to the Kings Arms with the third floor being set back adjacent to the listed building to follow the angle of the roof of the heritage asset and with the fourth floor set away from the common boundary by 3m.

Obvious care must be taken with regard to construction but it is considered that the implementation of the proposed development will have a positive impact on the fabric of the Kings Arms.

The proposed development will have no physical impact on the other two listed buildings but will alter views of the three heritage assets from particular viewpoints, the principal of which are Bloom Street, Chapel Street and Trinity Way.

It is, therefore, important to evaluate the nature of the affected heritage assets and the magnitude of the impact on their significance, in terms of the change to their ‘setting’. The NPPF establishes that the setting of a heritage asset is the surroundings in which a heritage asset is experienced. Setting is not a heritage asset, nor a heritage designation. The importance of the concept in this instance is thus related to its contribution to the understanding and appreciation of the heritage values of each of the three listed buildings on Bloom Street.

It is acknowledged that the proposed development will change the views along Bloom Street, by means of the appearance of the proposed development within the streetscape. However, the impact of the new development on the appreciation of each of the heritage assets is considered to be relatively modest and less than substantial harm for the following reasons.

The vacant site needs to be developed to reinstate the townscape. The main issue is whether the particular development proposed does this in a way that enhances to setting of the heritage assets or instead detracts from them and causes substantial harm to their setting.

The relatively modest scale of the proposed development, which at five storeys is lower than the highest points of all three heritage assets (albeit that it is only chimneys on the Kings Arms that project higher than the upper floor of the proposed building). The setting of each listed building is contained by the immediate streetscape and the proposed development, as a result of its scale, massing and detailed design, complements the heritage assets and thus the impact of the proposed development on each of the three heritage assets is considered to be positive and at worst neutral.

The visual impact of the development is consequently considered to cause ‘less than substantial harm’ to the setting of each of the three Grade II listed buildings on Bloom Street. The architectural character, historic integrity and thus heritage interest of the buildings would not be adversely affected by the proposed development.

Step 4: Maximising enhancement and minimising harm

The NPPF states that where there is less than substantial harm, this harm should be weighed against other public benefits thus the weight attributed to public benefits arising from the scheme is very important. It is therefore essential and critically important that this “weighing up” is given full and careful consideration in the balance and determination of this proposal.

Given that it is considered that the impact upon setting is considered to be beneficial at best and neutral at worst, no harm is considered to be caused and so the balancing required by paragraphs 131 and 134 of the NPPF is not necessary in this instance.

The development will, however, deliver the following public benefits:

- The regeneration of a brownfield site that has lain vacant for many years and has only been used as a car park, which is considered to have detracted from the streetscape and the setting of the heritage assets.
- Regeneration of the site, enhancing the amenity value and economic vitality of the area.
The planning proposal is, thereby, considered to meet the conservation and development requirements of the NPPF paragraphs: 128, 131, 134, and 141 and the policies of the UDP, in particular policy CH2. Therefore, there is no objection to the development on heritage impact grounds.

Planning Obligations

Policy DEV5 requires development that would have an adverse impact on any interests of acknowledges importance or would result in a material increase in the need or demand for infrastructure, services facilities and or maintenance will only be granted planning permission subject to planning conditions or planning obligations that would ensure adequate mitigation measures are put in place.

The scale of development is such that a contribution in line with the SPD Planning Obligations would be as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public realm, Infrastructure and heritage</td>
<td>£38,960</td>
</tr>
<tr>
<td>Construction training</td>
<td>£2,922</td>
</tr>
<tr>
<td>Climate change</td>
<td>£3,896</td>
</tr>
<tr>
<td>Sub total</td>
<td>£45,778</td>
</tr>
<tr>
<td>Administration fee</td>
<td>£1,144</td>
</tr>
<tr>
<td>Total</td>
<td>£46,922</td>
</tr>
</tbody>
</table>

The applicant has confirmed that the above figures are acceptable. It is considered appropriate in this case to allocate all commuted sums realised to public realm, infrastructure and heritage and this has been agreed with the applicant.

Objections from Neighbours

Most of the points raised by neighbours have been addressed above.

It is an inevitable consequence of the construction process that there will be a degree of noise and disturbance during the construction of a building. A condition is attached with regard to the site operating conditions that will ensure that neighbouring residents do not suffer unreasonably during this phase.

It is recognised that serviced apartments that are used by weekend revelers can cause problems where those apartments are located within a development that is predominantly used as residents main homes. This is not the case in this proposed building. The rooms in this development would all have one bed as is found in a standard hotel room and would not have two or three bedrooms as can be found in other aparthotel/serviced apartment schemes in the regional centre. Whilst any hotel room could potentially be misused by its occupants, this is not a reason to refuse permission for a use that is acceptable in principle and in accordance with a use specifically considered acceptable by policy MX1 of the UDP. Nevertheless, the concerns relating to the management of the development are recognised and a condition requiring 24 hour on-site management of the development is considered appropriate.

Loss of value and increase in rent are not material planning considerations that can be taken into account.

It is acknowledged that the King's Arms makes an important contribution to Salford's cultural life but it would be inappropriate to prevent development of this site as a result. It would also be inappropriate to require any gap in the street frontage. Officers have been mindful of the legitimate concerns about transmitted noise, and conditions have been suggested that fully take into account the activities at the pub.
The applicant has confirmed that parking would be provided during any construction phase. As stated above there is a condition attached to the permission for the Model Lodging House that states that parking shall be provided and an appropriate condition is attached to ensure that any residents of the Model Lodging House that require a parking space are provided with one. The applicant has confirmed that additional spaces could be provided in any of the following four NCP multi-storey car parks:

- Spinningfields
- New Bailey Street
- King Street West
- Market Street

In traffic generation terms, it is not considered that the proposed use would intensify the use of the site over the existing use as a surface car park. Hotel uses only rarely operate at 100% capacity and there is no reason why, in such close proximity to the regional centre, vehicular traffic would be any greater.

**Conclusions**

The principle of the development of building that fills the current gap in the street scene and makes use of an underused brownfield site that is very well placed in terms of its accessibility to a range of public transport and on foot to the regional centre has been clearly demonstrated and justified. In these terms the development is considered to be acceptable. The design of the proposed building is considered to be of high quality and has been developed in line with the guidance given by the City Council. Following two clear refusals by the City Council and two appeal dismissals the applicant has reduced the building from six to five storeys. It is not considered that there would be any significant detrimental effect on any neighbouring property, on the street scene, on any heritage asset or on any interest of acknowledged importance.

**Recommendation**

Planning permission be granted subject to the following planning conditions and that:

1) The Strategic Director of Environment and Community Safety be authorised to enter into a legal agreement under Section 106 of the Town and Country Planning Act to secure the following heads of terms:

   - Public Realm, Infrastructure and Heritage Provision

2) That the applicant be informed that the Council is minded to grant planning permission, subject to the conditions stated below, on completion of such a legal agreement;

3) The authority be given for the decision notice relating to the application be issued (subject to the conditions and reasons stated below) on completion of the above-mentioned legal agreement;

**Conditions**

1. Application for approval of reserved matters shall 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 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: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2. No development shall be started until full details of the following reserved matter have been submitted to and approved by the Local Planning Authority:
   a) landscaping.

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

3. Prior to the commencement of the development, a Preliminary Risk Assessment report, including a conceptual model and a site walk over, to assess the potential risk of land contamination, shall be submitted to and approved in writing by the Local Planning Authority. Should a potential risk be identified then:
   1. 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 and the wider environment; and
   2. The details of any proposed Remedial Works shall be submitted to, and approved in writing by the Local Planning Authority. Such Remedial Works shall be incorporated into the development during the course of construction and completed prior to occupation of the development; and
   3. 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 Local Planning Authority.

   Reason: In the interests of public safety in accordance with National Planning Policy Framework.

4. Prior to the commencement of development, a noise survey shall be submitted for written approval to the Local Planning Authority which details the levels of noise generated by the Kings Arms public house when the pub is being used as a music venue likely to effect the proposed development. This survey shall identify and determine appropriate noise mitigation measures (such as soundproofing) required to protect the amenity of future residents. A noise assessment detailing the acoustic protection measures to be incorporated shall be submitted to and approved in writing by the Local Planning Authority. Such assessment shall also detail mitigation measures to demonstrate how the noise levels agreed within the report will be achieved when the ventilation rates are increased (windows open - as for when Summer Cooling or Rapid Ventilation is required). Any additional ventilation requirements to enable compliance with the report shall be identified within the assessment. The approved acoustic protection and additional ventilation measures shall be implemented in full prior to first use of the development hereby approved and retained thereafter.

   Reason: To safeguard the amenity of the future occupants of the development in accordance with policies EN17 and DES7 of the City of Salford Unitary Development Plan.

5. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been submitted to and approved in writing by the
Local Planning Authority. The scheme shall be completed in full accordance with the approved plans.

Reason: To reduce the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy EN19 of the City of Salford Unitary Development Plan.

6. Before the development hereby permitted is brought into use not less than 38 car parking spaces shall be provided within the curtilage of the site, 27 of which at basement level shall be for the exclusive use of residents of the Model Lodging House, and such spaces shall be made available at all times the premises are in use.

Reason: To ensure that adequate provision is made for the parking of vehicles, including spaces for residents of the Model Lodging House, within the curtilage of the site in accordance with policy A8 of the City of Salford Unitary Development Plan.

7. Notwithstanding the approved plans, before development commences, a scheme detailing how bin storage will be provided on site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation of the dwellings hereby approved.

Reason: To ensure that adequate provision is made for bin storage in accordance with policy DES1 of City of Salford Unitary Development Plan.

8. No development authorised by this permission shall take place unless and until the Local Planning Authority has received and approved in writing a considerate contractors site operating statement in relation to the delivery and collection of equipment, hours of construction works audible at the site boundary, wheel washing and street sweeping operations and an assessment of the impact of any piling works on neighbouring properties. No development or activities related or incidental thereto shall take place on the site in contravention of such site operating statement.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy DES 7 of the City of Salford Unitary Development Plan.

9. The recommendations contained within sections 4, 5 and 6 of the submitted Crime Impact Statement shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority. A validation report confirming the implementation of the crime prevention measures shall be submitted to and approved in writing by the Local planning Authority before the development hereby approved is brought into use.

Reason: In the interests of public safety and in accordance with policy DES10 of the City of Salford Unitary Development Plan.

10. Prior to the commencement of development, an assessment of the impact of the proposed development on the neighbouring King’s Arms public house shall be submitted to and approved in writing by the local planning authority. The assessment shall address the potential for noise to occur which may impact upon the use of the Kings Arms both during the construction phase of the proposal and once it is operational. The assessment shall identify fully all control measures which are required to control the impact of noise during both the construction and operational phases. All approved measures to mitigate impacts during the construction phase shall be implemented and retained throughout the duration of any works during the construction phase. All approved measures for the operation stage shall be retained and maintained thereafter. No works shall be permitted on site until the control measures have been agreed in writing by the Local Planning Authority.
Authority. Verification reports shall be submitted for written approval to the Local Planning Authority confirming that all measures recommended by the noise report for each phase have been implemented in full prior to the commencement of development and prior final occupation of the site.

Reason: In the interests of the use of the existing neighbouring property, the Kings Arms and to protect the amenity of future occupants in accordance with policies EN17 and DES7 of the City of Salford Unitary Development Plan.

11. The rating level (LAeq,T) from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) by more than minus 5dB at any time when measured at the nearest noise sensitive premises. Noise measurements and assessments shall be carried out according to BS 4142:1997 “Rating industrial noise affecting mixed residential and industrial areas”. ‘T’ refers to any 1 hour period between 07.00hrs and 23.00hrs and any 5 minute period between 23.00hrs and 07.00hrs.

Reason: To safeguard the amenity of the future occupants of the development in accordance with the National Planning Policy Framework.

12. No development shall commence until a scheme for the provision of parking spaces for the residents of the Model Lodging House has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the provision during the construction phase and details of any additional provision required by any resident of the Model Lodging House above the 27 spaces that are to be provided on the site, up to a maximum of 46 spaces. Such scheme as is approved shall be implemented in accordance with the approved details prior to development commencing and shall be maintained thereafter.

Reason: In accordance with the requirements of condition 3 attached to planning permission 97/37170/COU.

13. The proposed hotel use shall not be brought into use until a scheme for the 24 hour management of the building has been submitted to and approved in writing by the Local Planning Authority. The building shall operate in accordance with the approved scheme. The scheme shall be reviewed and resubmitted to and approved in writing by the Local Planning Authority within 12 months of the hotel use commencing. Such changes to the management scheme that are considered necessary shall be implemented in accordance with the resubmitted scheme.

Reason: In the interests of the amenities of neighbouring occupiers and future occupiers of the proposed development in accordance with policy DES7 of the City of Salford Unitary Development Plan

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

85/13/AA 00 000 – Proposed site plan
85/13/AL 20 006 – proposed basement level
85/13/AL 20 001 revision A – proposed ground floor plan
85/13/AL 20 002 – proposed first, second and third floor plans
85/13/AL 20 003 – proposed fourth floor plan
85/13/AL 20 004 – proposed roof plan
85/13/AE 20 001 – proposed front elevation
85/13/AE 20 002 – proposed rear elevation
Reason: For the avoidance of doubt and in the interests of proper planning.

No development shall commence until samples of all materials used for the elevations
and roof of the building have been submitted to and approved in writing by the Local
Planning Authority. The scheme shall be carried out using the approved materials.

Reason: To ensure the development fits in with the existing buildings in the vicinity in
accordance with policy DES 1 of the City of Salford Unitary Development Plan.

Notes to Applicant

1. The proposed development lies within a coal mining area which may contain unrecorded
coal mining related hazards. If any coal mining feature is encountered during
development, this should be reported immediately to The Coal Authority on 0845 762
6848.

Further information is also available on The Coal Authority website at
www.coal.decc.gov.uk

Property specific summary information on past, current and future coal mining activity
can be obtained from The Coal Authority’s Property Search Service on 0845 762 6848
or at www.groundstability.com
APPLICATION No: 14/65482/FULEIA
APPLICANT: Environment Agency
LOCATION: Land At Castle Irwell, Between Kersal Dale, Castle Irwell Student Village And Littleton Road, Salford.
PROPOSAL: Construction of Castle Irwell flood storage basin as part of the Salford Flood Improvement Scheme. Engineering works comprise highway changes at Littleton Road; construction access road; construction site compound; flood basin embankment with internal ground lowering; side weir; outlet penstock; ground reinforcement; knoll; access tracks, paths and steps; kiosks and other ancillary operational equipment; river bank lowering; playing fields reinstatement; sustainable habitat area; signage; hard and soft landscaping.
WARD: Irwell Riverside
Description of Site and Surrounding Area

The application site covers an area of approx. 30 hectares and comprises open land located within a large meander loop of the River Irwell. The site comprises sports pitches to the south owned and managed by the University of Salford and public open space to the north owned by Salford City Council. The site was historically occupied by Manchester Racecourse which closed in the 1860’s.

Immediately to the south of the site is the Castle Irwell Student Village, comprising groups of three-storey flats with over 1000 student bedrooms. The Student Village is accessed off Cromwell Road to the south. It is understood that the University intend to close this accommodation by July 2015 and make the site available for redevelopment. On the opposite bank of the River to the site are the residential areas of Kersal and Lower Kersal to the north and west and Lower and Higher Broughton to the east and north-east. The land to the north and north-east is up to 50 metres higher than the site, with a steep wooded scarp rising from the north bank of the river. In all other directions, the adjacent land is at a similar level to the site.

The southern part of the site comprises seven senior size sports pitches (1 no. rugby union, 1 no. rugby league, 4 no. football and 1 no. training pitch). The applicant has advised that the northernmost pitches are used less frequently than the others because ground conditions are too damp. In addition, the northern third of the land owned by the University is not marked out as pitches due to the damp ground. The pitches currently start to take on water during a 1:5 year flood event. There are no sports changing facilities within the application site, these facilities are located within the adjacent Student Village, in addition to car parking for the pitches.

The public open space to the north of the site was used, until 1997, as public access sports pitches managed by Salford City Council. This use ceased due to the poor quality of the pitches and damp ground conditions. The area has since reverted to grassland, with some self-seeded trees and scrub. The boundary between the University and City Council owned land is marked by a tall hedgerow. The northern part of the site includes a small copse known locally as Stickybob Island.

There are no designated public rights of way around or across the site. However, public access is provided via a permissive path running from Cromwell Road Bridge in the south along the riverbank to a footbridge in the north-west which connects to the public open space of Kersal Dale and the residential area of Lower Kersal. This footpath forms part of the Irwell Sculpture Trail with a single sculpture located on the eastern side of the site. The applicant has advised that this part of the River Irwell supports coarse fish; however there are no formal fishing pegs on the site and access to the river’s edge is difficult when the river is low.

The site is designated in the City of Salford Unitary Development Plan (UDP) 2006 as a Key Recreation Area and a Wildlife Corridor. The site is also located with the Irwell Valley Policy Area and the River Irwell Flood Control Policy Area. To the north of the site, on the northern bank of the River Irwell, is the Kersal Dale Site of Biological Importance and to the west is ‘The Cliff, Kersal/Broughton Conservation Area.

Background to the Project

There is a history of flooding in Salford, with significant flood events in 1866 and 1946, plus more recent events in 1954 and 1980. Following the 1980 flood the Environment Agency identified that flood protection could be achieved by constructing two flood storage basins, in addition to linear flood defences along the River Irwell. The two basins were proposed on sports pitches next to Littleton Road and at Castle Irwell. The Littleton Road flood storage basin and
linear defences along the river were implemented between 1997 and 2005 (under planning permission ref: 94/33011/FUL). The proposed second basin at Castle Irwell could not be funded as part of the original scheme, however, funding has now been secured from the Government, supported by Salford City Council.

**Description of Proposal**

**Summary**

The scheme proposes the construction of a flood storage basin at Castle Irwell as part of the Salford Flood Improvement Scheme. A flood embankment approx. 3.0 metres high (measured from local ground level) would be constructed around the perimeter of the site. The existing ground level would be lowered by approx. 1.2 metres to create a flood water storage basin with a capacity of approx. 590,000 cubic metres. The excavated material would be used to create the new embankment. The existing sports pitches in the south of the site would be reinstated at a lower level than at present and a sustainable habitat area and a knoll would be created in the northern part of the site. The completed scheme would be classed as a Reservoir under the Reservoirs Act 1975. In combination, the Littleton Road and Castle Irwell flood basins would improve the existing level of flood protection to provide a 1:100 year Standard of Protection to properties in Lower Broughton and Lower Kersal. The existing flood defences provide protection against a 1:75 year flood event. In detail, the scheme involves construction of the following:

- Flood Embankments.
- Inlet Weir.
- Outlet Penstock.
- Access Tracks, Paths and Steps.
- Playing Fields / Sports Pitches.
- Habitat Area and Knoll.
- Temporary Construction Access and Compound.

**Flood Embankments**

A 3.0 metres (approx.) high earth embankment would be constructed around the perimeter of the site, created by excavating material from the site, lowering the ground level and using the excavated material to form the embankment. The embankment would be between 35.0 metres and 49.0 metres wide. The crest of the embankment would be 5.0 metres wide and would include a 4.0 metre wide access track for maintenance. The sides of the embankment would be covered in grass and would have a gradient of 1:4.

The existing ground level would be lowered by approx. 1.2 metres and the sports pitches and a habitat area reinstated at this lower level. The surplus material excavated from the site that is not required to construct the embankments would be used to create a ‘knoll’ in the north east corner of the site. This would avoid the need to export soil away from the site. The Irwell Sculpture Trail route would be retained but partially relocated to run along the embankment crest for part of its length.

**Inlet Weir**

At times of high water flow, water would enter the flood basin via an inlet weir located on the west of the site upstream of the footbridge to Lower Kersal. The weir would be approx.100 metres long and its crest would be set at a height which prevents water entering the basin until a 1:10 year flood level had been reached. During a flood event, water would pass over the weir and over the sports pitches and into the habitat area in the northern part of the site. The habitat area would be at a lower level than the pitches and therefore would flood first. Drainage would
also be assisted by a shallow fall in land level from south to north across the pitches towards
the habitat area. The sports pitches would not start to flood until the habitat area is full of water,
which would be at a 1:25 year flood level. In comparison, the site currently starts to flood from
its northern end at a 1:5 year flood level.

Water would continue to flow into the basin until river levels start to fall. When flows have
dropped below the 1:10 year flood level, stored flood water would flow back into the river via the
inlet weir. Once stored floodwater has dropped to the height of the inlet weir, the remaining
water would be drawn down by means of penstocks in the east of the site or via natural
drainage to ground water. The applicant anticipates that the 95% of water would be drained out
of the site 24 hours after operating the penstocks. The habitat area would be the last part of the
basin to drain.

The internal (basin) side of the weir would be surfaced with a reinforced grass. The grassed
weir slopes would have a gradient of 1:30 down to the river bank and 1:8 on the internal slope
running into the basin. The crest of the weir would have a 4.0 metre wide concrete strip. The
transition slopes at either end of the weir would rise up to the flood embankment crest at a 1:10
gradient which would be suitable for vehicles. A gravel bypass track with a gradients o1 1:20.5
would also be provided for pedestrians. The weir would have no moving parts.

A storage kiosk for Environment Agency equipment would be constructed to the south of the
inlet weir. The kiosk would be a single storey concrete building, approx 4.0 metres high with a
flat roof and a footprint of 5.5 x 4.0 metres. The building would be painted mid green and
access would be via a reinforced steel door.

Outlet Penstock

Flood water would be released from the site in a controlled manner by a pair of penstocks (a
sluice gate system) set into the eastern flood embankment. The penstocks would be
constructed within concrete inlet and outlet headwalls linked though the embankment by a
culvert. The penstocks would normally operate automatically by sensors installed at either end
of the outlet structure, although they could be operated manually should this system fail. A steel
trash screen would be installed to protect the penstocks from debris transported by flood water
from within the basin. The trash screen would also prevent public access to the penstocks.
Concrete access steps, a vehicle turning point and two hardstandings would be constructed
adjacent to the outlet/trash screen to enable access for Environment Agency staff. No
permanent lighting or security fencing is proposed for these areas. A maintenance kiosk, of a
similar size and appearance to the storage kiosk near the inlet weir would be located to the
north of the outlet.

Access Tracks, Paths and Steps

A 4.0 metre wide access track would be constructed on the crest of the earth embankment for
use by Environment Agency staff and Salford City Council vehicles, in addition to use by the
public for walking and cycling. This track would also provide the public with a means of egress
from the basin during lower level flood events and a refuge during extreme floods. In addition,
4.0 metre wide access tracks would be constructed on either side of the embankment. The
outer track, crest and inner track would be interlinked by a series of 4.0 metre wide ramps
around the perimeter, with a gradient of approx 1:20.5. Steps and stepped ramps would also be
constructed to provide a more direct route to the crest. A further track would be provided across
the basin floor at the boundary between the habitat area and the playing fields. This would
connect the existing footbridge in the west to the flood embankment in the east and form a
direct pedestrian route between Lower Kersal and Lower Broughton.

Playing Fields / Sports Pitches
Seven natural turf sports pitches, the same number, size and type as existing, would be reinstated on the southern part of the site and are expected to be available for use by Spring 2017. The pitches would be designed in accordance Sport England guidance and relevant governing body recommendations. The pitches would be constructed with a sand-slit drainage system connecting to a buried pipe which would discharge to a swale within the habitat area. In addition, a drain would be installed at the base of the internal face of the flood embankments which would draw surface water away to the swale.

The existing pitches on the site would be temporarily closed during construction of the basin. The Environment Agency, Salford City Council and the University of Salford have agreed that alternative playing pitches would be made available to the University to allow sports fixtures to be maintained during the construction period.

Habitat Area and Knoll

A habitat area (approx. 6 hectares) would be created in the northern half of the site. The area would form the lowest point of the flood storage basin and all water (surface water from the interior of the flood embankments, flood water and water from the sports pitches to the south) would drain to it. Water draining from the pitches would pass through a water polishing swale (ditch or lowered area planted with native species that have a high nutrient demand) which would extract excess nutrients from the run-off before being released into the habitat area.

The habitat area would be suitable for a wide range of invertebrates and birds. A species-rich wildflower/grass mix would be sown to allow a range of habitats to develop and shallow depressions would be formed on the floor of the basin to encourage flora associated with damper areas. Deeper excavation in some areas would provide habitat for rushes and reeds.

Surplus excavated material would be placed in the north eastern corner of the basin to create a knoll rising to approx. 16 metres above existing ground level. The knoll would have side slopes with a gradient no steeper than 1:4 and a self binding gravel footpath would connect the knoll to the embankment crest track. Benches could be placed at a number of locations on the knoll to provide informal seating.

The knoll would be planted with a species-rich grass mix, with some areas of native species deciduous woodland. The woodland planting would be arranged, on its north side, to reinforce the character of a wooded river valley corridor, when seen from Kersal Dale. The planting on the remainder of the knoll would seek to promote views across the flood basin, with the aim of providing a local viewpoint or walking destination. The woodland planting mix would include a proportion of fruit trees which could be managed as a community resource.

Temporary Construction Access and Compound

A temporary access track would be constructed from the existing University of Salford maintenance access gate adjacent to Littleton Road bridge in the south west corner of the site. The track would be 5.0 metres wide, with a single passing place mid-way along its length. The track would be surfaced in compacted stone with grassed side slopes at a 1:4 gradient. Following construction, this access and track would be used for maintenance access only.

Two storage areas, surfaced with compacted stone, would be located at either end of the access track; these areas would be used to store construction materials. The storage areas would be located on amenity grassland adjacent to the Castle Irwell Student Village. When construction is complete, these areas would be reinstated as grassland.

To enable sufficient turning space off Littleton Road into the access, temporary changes to kerbs and temporary removal of a pedestrian refuge island area in Littleton Road are proposed.
On completion of the scheme, or as otherwise agreed with Salford City Council Highways team, the highway, pavement and pedestrian island would be reinstated.

**Operation and Maintenance of the flood basin**

Environment Agency staff would monitor the operation of the flood basin and supervise the clean-up of the site following a flood event. Maintenance of the flood basin would be limited to grass cutting on the flood embankment and inspections of the embankments, weir and penstocks.

Signs would be installed at the entrance to the basin to explain to the public its purpose and use as a flood storage area. When in use, temporary signs would be erected to warn people that the basin is in use and gates at the entrance would be pulled across, but not closed completely, to act as a deterrent to access.

**Timescales**

Construction is anticipated to commence in March 2015 and the main part of the works completed by the end of 2015, subject to site and weather conditions. Landscaping and reinstatement of the sports pitches would extend beyond the end of this construction period, subject to weather conditions. At the earliest, it is anticipated that the reinstated playing pitches would be available for use by September 2016 and at the latest by Spring 2017.

**Environmental Impact Assessment**

The nature of the proposals mean that it falls within the definition of projects for which an Environmental Assessment must be undertaken under the requirements of The Town and County Planning (Environmental Impact Assessment) Regulations 2011. The regulations require an Environmental Statement (ES) to accompany an application for development consent for certain types of project. The proposed development is considered to fall within the category 10(h) of Schedule II of the regulations - ‘Flood Relief Works’. The development exceeds the threshold of the area of development and it has been determined that EIA and an ES are required.

The ES provides a systematic examination of environmental effects that may be caused by the development proposal on the receiving environment. The process allows modification of the project to minimise potentially harmful effects through the incorporation of mitigation measures and enhancement proposals within the design process.

The applicant submitted an ES as part of the application in October 2014 which comprised the following: -

- Non Technical Summary
- Background
- Project Development
- The Preferred Option
- Key Issues and Methodology
- Human Beings
- Land Use, Recreation & Access
- Flora & Fauna
- Landscape and Visual Effects
- Cultural Heritage
- Water Resources – Flood Risk Assessment
- Traffic & Transport
Supporting Documents

The following documents were submitted by the applicant as part of the ES in support of the planning application:

- Ecological Impact Assessment
- Tree Inspection for Bat Roost Potential
- Arboricultural Report
- Archaeological Desk-Based Assessment Report
- Geophysical Survey Report
- Archaeological Watching Brief
- Water Framework Directive Compliance Assessment
- Flood Risk Assessment
- Preliminary and Detailed Geo-Environmental Risk Assessment Report
- Environmental Action Plan

Relevant Site History

Planning Permission was granted on 17 February 1995 for the construction of flood storage basins at Littleton Road and Castle Irwell and channel improvement works as part of the River Irwell flood control scheme, (ref: 94/3301/FUL). Only the Littleton Road flood basin and the channel improvement works were implemented.

Publicity

Site Notice: Non HH Article 13  
Date Displayed: 29 October 2014

Reasons: Article 13  
Planning Application with Environmental Impact Assessment
Article 13 Affects a Public Right of Way

Press Advert: Salford Advertiser  
Date Displayed 30 October 2014

Reason: Article 13  
Planning Application with Environmental Impact Assessment
Article 13 Affects a Public Right of Way

Neighbour Notification

Letters were sent to 1084 neighbouring properties as follows:

- All Blocks Castle Irwell Student Village Block 29, Cromwell Road;
- 399 - 461 (odd) Lower Broughton Road;
- 1 – 4 (cons) Scarr Wheel;
- Training Ground, Northallerton Road;
- 2 – 46 (even) Hugh Oldham Drive;
- Racecourse Hotel, Littleton Road;
- Charlestown and Lower Kersal Sure Start Children’s Centre, St Aidans Grove;
- Lower Kersal Community Primary School, St Aidans Grove;
- Oaklands Nursery, St Aidans Grove;
• Lower Kersal Centre, St Aidans Grove;
• 1-51 (odd) Rushley Avenue;
• The Peninsula Building, Kersal Way.

Representations

The following replies have been received in response to the neighbour consultation:

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<tr>
<th>Objection</th>
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<th>Comment</th>
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Objections

• The site floods naturally and holds more flood water as existing than it would when the flood basin is complete. Residents are therefore paying for something that holds less water.
• If flood water has to climb another 9 foot before it floods into the flood basin, what is going to happen to the Cromwell Road Bridge?
• A second flood basin is needed in the area; however this proposal will not work.
• The scheme will cause noise pollution and disruption to wildlife.

Response to Objections

• The Environment Agency has undertaken extensive flood modeling for the Salford area. The flood model takes into account the capacity of the river channel, the Littleton Road basin and the proposed Castle Irwell basin. The scheme is designed so that maximum use is made of the capacity of the river through Salford, therefore water would be kept in the river for as long as possible, only filling the basin at Littleton Road and Castle Irwell when flooding is imminent. The basin embankments reduce the available storage volume slightly, but by controlling when the flooding takes place and only storing water when required, the net result is a reduction in flood risk. The applicant is confident that the proposed storage capacity is sufficient to provide the 1:100 year level of flood protection.
• The flooding originates at the Cromwell Bridge – water builds up behind the bridge and then overtops a wall behind the shops/houses on Lower Broughton Road. It then flows down the road into Lower Broughton. The flood basin is designed to store this flood water, stopping it from building up to such a high level behind Cromwell Bridge. The impact on the bridge should therefore be reduced in a flood event.
• It is acknowledged that the development would cause disruption to wildlife in the short term as a result of the removal of a significant amount of the existing habitat on the site. However, the development would provide a new improved wildlife and ecological habitat on the site. It is therefore considered that, in the long term, the development would not be detrimental to wildlife.

Comment

• The proposal should make provision for allotments or growing spaces for local residents

Response to Comment

• The applicant has been advised of the request to make provision for growing spaces in the scheme. If planning permission is granted, it is recommended that a condition be attached to require the submission of a detailed landscape scheme for the site. If appropriate, growing spaces could be included as part of this scheme.
Consultations

Sport England - No objection subject to conditions

Summary: The proposed scheme represents exceptional and unique circumstances. Subject to specified conditions, Sport England does not wish to raise an objection to the planning application.

Conclusion
Taking all the above into account, the proposed scheme in isolation is not considered to fully meet the requirements of any of the specific circumstances set out in Sport England's playing field policy. However, based on the information supporting the application, and based on pre-application communications, I am of the opinion that the proposed flood improvement scheme represents unique and exceptional circumstances. It also needs to be considered not in isolation, but in the context of a wider flood defence scheme which has had past planning approval and provided mitigation.

The current proposal would result in development of university owned playing field land which is in current use. However, the same number of pitches would be reinstated following completion, and the pitches should be of a higher quality as a result of being designed in accordance with technical design guidance and having a drainage system. It is also the case that some of the land to be developed is not capable of pitch use (e.g., there is a large area covered with trees/shrubs along the west of the University site which would be lost to form an embankment). In addition, the proposal would see parts of the University site currently not used for pitches being brought into pitch use.

The scheme will also affect some Council owned land in the north of the site that was used in the past for pitches. The condition of this land, having wilded, is such that it could not be used for pitch sport without significant works being undertaken. The value of this land to sport, therefore, is the potential it has to be brought back into pitch use. The proposals for this part of the site mean that this potential value would be lost. However, the scheme would provide a direct benefit to sport in that it would reduce the risk of flooding to the area of reinstated playing pitches to the south.

Indeed the creation of the second flood basin would also reduce the risk of flooding on the reinstated playing pitches (compared to the existing risk of flooding), as well as reducing the risk of flooding to a number of other playing field and sports facilities in the wider area.

Loss of playing field land as part of this scheme also needs to be considered in light of the previous provision of a new playing field (Amblecotes) intended to mitigate for the Littleton Rd and Castle Irwell flood basins (although only one basin was ever constructed). It is also relevant that there has been a past planning consent to use the land on the application site as a flood basin.

During the works period, there will need to be interim arrangements for the existing Castle Irwell pitch users. Interim arrangements are currently being worked up, and whilst not yet finalised, there is a reasonable degree of certainty that satisfactory arrangements can be made.

Taking all the above into account, Sport England does not wish to raise an objection to this application, subject to the following conditions being attached to the decision notice (if the Council are minded to approve the application):

- Submission of a drawing showing the proposed layout of the playing pitches (including dimensions).
- A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality. Based on the results of the assessment, a detailed scheme which ensures that the playing field will be provided to an acceptable quality shall be submitted.
- A scheme to ensure the continuity of the existing sports use of the playing field.

**Environment Agency** Planning Unit - No objection, subject to conditions.

We would be looking to undertake further investigation and remediation and would be happy to comply with the following conditions as part of any planning approval.

- Submission of a detailed risk assessment relating to contamination and remediation on the site.

Following an objection received from the Manchester Ship Canal Company (detailed below), the applicant has provided additional information to address the issues raised. The Environment Agency Planning Unit, in their role as a statutory consultee, has reviewed the objection and the applicant's response and has confirmed, in a letter dated 10 December 2014, that they have no further comments to make about the proposed development.

**Senior Engineer Flood Risk Management** - No objection.

**Canal and River Trust** – Confirmed that there is no requirement to consult the Canal and River Trust.

**Manchester Ship Canal Company** – Objection

I am writing to formally object to the proposal on the basis that there is insufficient information to determine the effects upon The Manchester Ship Canal and Grey Irwell.

Our specific concerns are as follows:

- The application only details river levels local to the basin and does not consider the impact further downstream;
- The application discusses future works as a result of climate change but does not provide sufficient detail or consider the impact further downstream; and
- The application does not consider how sediment transportation may be affected and any potential impact upon navigation further downstream.

**Natural England** - No Objection

Statutory nature conservation sites – no objection
Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites.

**Local sites**
If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

**Greater Manchester Ecological Unit** – No objection subject to conditions and informatives.

**Summary**
The Environment Agency has provided adequate survey information and mitigation proposals for the proposed development. No further ecological information is required prior to determination. Significant temporary ecological impacts have been identified and the ecological mitigation scheme is ambitious. A number of conditions will be required in order to ensure compliance with Wildlife legislation and planning guidance.

**Conditions**

- Submission of a Construction and Environmental Management Plan.
- No trees or shrubs to be removed or river banks disturbed between the 1\textsuperscript{st} March and 31\textsuperscript{st} August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no bird nests are present.
- Submission of a method statement detailing eradication and/or control and/or avoidance measures for himalayan balsam, japanese knotweed and giant hogweed.
- Submission of a Landscape and Ecological Management Plan.

**Conclusions**

The development has the potential to provide a new and significant wetland habitat within the Irwell Valley, close to the city centre and the GMEU supports the proposal. The scale of the development and mitigation proposal is such that more detail will be required via condition primarily in the forms of a Construction and Environmental Management Plan and a Landscape and Ecological Management Plan to ensure the potential is realised.

**The Open Spaces Society** - No comments received at the time of writing this report.

**English Heritage** – Confirmed that there is no requirement to consult English Heritage.

**Greater Manchester Archaeological Advisory Service** - No objection subject to conditions

GMAAS met with Environment Agency representatives to discuss and agree archaeological mitigation in relation to identified sites of potential and level of impact from proposed ground works. The following were agreed:

1. If the stable block is to be disturbed then this should be trenched. Subject to the results, area archaeological excavation would be required. Our current understanding is that the site of the stables is under the footprint of the proposed mound so this area will not be disturbed by the works. Additionally the land is contaminated and it is not desirable to disturb this contamination.
2. The area of Castle Irwell mansion should be trenched to confirm the geophysics results. Subject to the results, area archaeological excavation would be required if significant discoveries are made.
3. The area of the Castle Irwell Cottage and adjacent areas should be trenched. Subject to the results, area archaeological excavation would be required if significant discoveries are made.
4. The race course is of particular local and regional interest and will require mitigation which will be through a combination of archaeological trenching ahead of site construction and historic record research.
5. Assessment and Mitigation will be restricted to the area defined by the red line boundary on the map below.
6. Dependent on results and subject to health and safety constraints, mitigation will provide the opportunity for local public participation.
7. The EA will work with an archaeological contractor to develop a Project Design for acceptance by GMAAS as the advisors to the local Planning Authority.
8. The results of the historical research and archaeological investigations will be published in an appropriate way, probably through the Greater Manchester Past Revealed series.

This programme of works should be secured through a planning condition.

**Urban Vision Highways** – No Objection subject to conditions and informatives.

**Internal Access Arrangements (Figure 3.8)**

A 7.3m construction access road will be provided from the vehicular access off Littleton Road, narrowing to a new 5m wide gated access track from the site access to the south-west corner of the proposed flood basin. After construction, this track would be utilised for routine maintenance and for access during a flood event.

4m wide access tracks will be created along both sides of the embankment for maintenance vehicle access, with a new footpath connecting the west and east sides of the Castle Irwell site, to replace an existing informal path leading from the footbridge. A site compound area will be provided to the south of the site during the construction phase.

It should be noted that these access tracks/roads will remain privately owned, i.e. will not form part of the adopted Public Highway.

**Proposed Highway Access Arrangements – Drawing 1529-01-014**

Drawing 1529-01-014 demonstrates the following:

- An existing gated vehicular access on Littleton Road, currently used for maintenance purposes serving the University of Salford student village site will be utilised for construction access into the application site.
- In order to accommodate access via large construction vehicles, alterations to the existing vehicular access on Littleton Road comprising a revised kerb layout to provide a widened vehicular access (to the southern kerbline) will be necessary.
- An existing pedestrian refuge island will be relocated further south on Littleton Road to facilitate construction vehicle access.
- Existing speed cushions on Littleton Road will require removing if sited as shown on the submitted drawing.
- A section of existing on-street parking on Littleton Road will need to be reinstated as footway to facilitate the relocation of the pedestrian refuge island.

Schemes for the proposed alterations to the adopted highway will be secured via planning condition.

**Sightline Visibility**

In terms of achievable visibility for site traffic, the Drawing labeled Figure ‘12.1,’ demonstrates that visibility splays of 2.4m x 43m can be provided from the access with Littleton Road. These levels of visibility accord with national guidance contained in Manual for Streets and are acceptable.

**Swept Path Drawings**

Drawings labeled as Figure 12.3, 12.5 and 12.6 have been supplied which demonstrate that the altered vehicle access on Littleton Road can accommodate 16.5m articulated vehicles, low loaders and small tippers, ensuring adequate access/egress to the site.
Trip Generation

Section 12.5.4/5 of the Environmental Statement identifies that ‘the anticipated quantum of construction related traffic is unlikely to give rise to any notable impact on the local highway network…and accordingly it is considered that the construction related traffic impact would be negligible.’ This is supported by a robust assessment of the likely trip generation during the peak period of construction associated with the scheme.

It is noted that once constructed the level of vehicle movements associated with the operational phase of the development will be limited to routine inspection/maintenance activities, which will be imperceptible on the local highway network.

Summary

In view of the above, no highway objections are raised in respect of the proposals, subject to attachment of the following conditions:

- To require the submission of a scheme for the alterations to the existing vehicular access on Littleton Road, including the proposed bell mouth widening and provision of tactile paving.
- To require the submission of a scheme for the relocation of the existing pedestrian refuge island, including the reinstatement of footway and possible removal of an existing speed cushion on Littleton Road.
- To require the submission of a Construction Management Plan.

Peak and Northern Footpaths Society – No objection subject to a condition.

The application appears to affect Salford footpath No. 11.

Recommendation - if planning permission is granted a condition should be included to state that there must be no obstruction of any public right of way. Should a temporary or permanent obstruction by unavoidable, then no development should take place until a Diversion Order has been confirmed and the diversion route with a satisfactory surface and adequate width and way marking is available for public use.

The Greater Manchester Pedestrian Association - No comments received at the time of writing this report.

Ramblers Association Manchester Area - No comments received at the time of writing this report.

The Coal Authority – Confirmed that there is no requirement to consult the Coal Authority.

The application site does not fall with the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority’s Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

Greater Manchester Fire Services – No comments received at the time of writing this report.

City of Manchester - No comments received at the time of writing this report.
Design For Security - No comments received at the time of writing this report.

Urban Vision Environment (Air and Noise) - No comments received at the time of writing this report.

Urban Vision Environment (Land Contamination) -

The following has been submitted with the planning application:

- Preliminary and Detailed Geo-Environmental Risk Assessment Report, Jacobs ref B228D002/11, July 2014

The above report provides a preliminary risk assessment, along with detail of the site investigation undertaken and subsequent human health risk assessment. The report provided sufficient detail for the requirements of a preliminary risk assessment and site investigation. Jacobs have compared the chemical analysis of samples obtained during the site investigation against human health assessment criteria for a public open space. The majority of the samples did not exceed the assessment criteria, with the exception of benzo(a)pyrene in the made ground within the former stable area, measures will be required to remove the potential risk to site end users. A number of options are proposed, a final detailed remedial strategy will be required for agreement. Jacobs recommend the majority of the material on site will be acceptable for re-use, however made ground within the historic stables area will require consideration on how it is re-used, either below the top 0.6m of final levels or beneath hard standing. If any material is imported as part of the scheme, validation of this material will be required. A further detailed remedial strategy is required.

A condition to seek the submission of the following is requested:

- Details of Remedial Works.
- Verification Report to validate that all remedial works undertaken on site have been completed in accordance with details agreed by the LPA.

National Planning Casework Unit - No comments received at the time of writing this report.

Planning Policy

Development Plan Policy

Unitary Development Plan ST1 - Sustainable Urban Neighbourhoods
This policy states that development will be required to contribute towards the creation and maintenance of sustainable urban neighbourhoods.

Unitary Development Plan ST10 - Recreation Provision
This policy states that a comprehensive range of accessible recreation opportunities will be provided through 1) the protection, improvement and reorganisation of existing recreation sites; 2) the development of a regional park; 3) developing a network of Key Recreation Areas; 4) provision of new recreation facilities on sites allocated in the UDP; 5) the development of a series of Local Nature Reserves; 6) improvement of access between urban areas and the Countryside; 7) use of planning obligations to provide new and enhanced recreation facilities.

Unitary Development Plan ST13 - Natural Environments Assets
This policy states that development that would result in an unacceptable impact on any of the city’s natural environmental assets will not be permitted.
Unitary Development Plan ST15 - Historic Environmental
This policy states that historic and cultural assets that contribute to the character of the city will be preserved and wherever possible and appropriate, enhanced.

Unitary Development Plan DES1 - Respecting Context
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

Unitary Development Plan DES7 - Amenity of Users and Neighbours
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan DES9 - Landscaping
This policy states that hard and soft landscaping should be provided where appropriate that is of a high quality and would enhance the design of the development, not detract from the safety and security of the area and would enhance the attractiveness and character of the built environment.

Unitary Development Plan A8 - Impact of Development on Highway Network
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Unitary Development Plan EN5 - Irwell Valley
This policy states that development within the Irwell Valley will not be permitted where it would result in the fragmentation of the open land resource; reduce the public accessibility existing and proposed routes within the valley; have an unacceptable impact on the landscape or wildlife; result in the unacceptable loss of land of acknowledged existing or potential recreation value; have an unacceptable impact on important views; have an unacceptable effect on water quality; have an unacceptable impact on the visual quality of the river frontage; or have an unacceptable impact on the amenity of other valley users.

Unitary Development Plan EN8 - Nature Conservation of Local Importance
This policy states that development that would adversely affect the nature conservation value of a Site of Biological Importance, a Local Nature Reserve, or a priority habitat for Salford as identified in the Greater Manchester Biodiversity Action Plan, will only be permitted where the benefits of the development clearly outweigh the reduction in the nature conservation interest of the site; the detrimental impact has been minimised as far as is practicable; appropriate mitigation measure have been provided. Conditions or planning obligations will be used to ensure the protection, enhancement and management of these sites and habitats.

Unitary Development Plan EN9 - Wildlife Corridors
This policy states that development that would affect any land that functions as a wildlife corridor, or that provides an important link or stepping stone between habitats will not be permitted. Conditions and planning obligations may be used to protect, enhance or manage to facilitate the movement of flora and fauna where development is permitted.

Unitary Development Plan EN12 - Important Landscape Features
This policy states that development that would have a detrimental impact on, or result in the loss of, any important landscape feature will not be permitted unless the applicant can clearly demonstrate that the importance of the development plainly outweighs the nature conservation and amenity value of the landscape feature and the design and layout of the development cannot reasonably make provision for the retention of the landscape feature. If the removal of
an important existing landscape feature is permitted as part of a development, a replacement of at least equivalent size and quality, or other appropriate compensation, will be required either within the site, or elsewhere within the area.

Unitary Development Plan EN17 - Pollution Control
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

Unitary Development Plan EN18 - Protection of Water Courses
This policy states that development will not be permitted where it would have an unacceptable impact on surface or ground water.

Unitary Development Plan EN19 - Flood Risk and Surface Water
This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

Unitary Development Plan EN20 - River Irwell Flood Control
This policy states that planning permission will not be granted for new development that would prejudice the provision of flood storage basins or associated water channel improvements to be undertaken as part of the River Irwell Flood Control Scheme.

Unitary Development Plan EN23 - Environmental Improvement Corridors
This policy states that development along any of the city’s major road, rail and water corridors will be required to preserve, or make a positive contribution to the corridor’s environment and appearance.

Unitary Development Plan CH5 - Archaeology and Ancient Monuments
This policy states that planning permission will not be granted for development that would have an unacceptable impact on an ancient monument, site or feature of archaeological importance, or its setting. Planning conditions will be imposed to record and evaluate, excavate and preserve remains of local archaeological value, prior to the commencement of the development.

Unitary Development Plan R1 - Protection of Recreation Land Facilities
This policy states the development of existing Recreation Land and facilities will not be permitted unless: i. the development is for recreation purposes that would contribute to the continued recreation use of the site; ii. adequate replacement provision, of equivalent or better accessibility, community benefit and management is made in a suitable location; iii. it has been clearly demonstrated that the site is surplus to recreational requirements; iv. the development is ancillary to the principal use of the site.

Unitary Development Plan R4 - Key Recreational Areas
This policy states that development within, adjoining or directly affecting a key recreation area will only be permitted if consistent with the following: the i) protection and enhancement of the existing and potential recreational use of the area; ii) protection and improvement of amenity of the area; iii) the protection of existing trees, woodlands and other landscape features; iv) the provision, improvement and maintenance of new areas of woodland planting; v) the provision, improvement and maintenance of public access; vi) the provision, improvement and maintenance of accessible, open land recreation uses; and vii) the provision, improvement and maintenance of the quality and diversity of wildlife habitats.

Other Material Planning Considerations
National Planning Policy

National Planning Policy Framework

Local Planning Policy

Supplementary Planning Document - Greenspace Strategy
This policy document expands on the policies of the Unitary Development Plan relating to the issues of open space and recreation, and seeks to ensure that all stakeholders have a clear understanding of how those policies should be implemented and their desired outcome. This should help to ensure that the greenspace needs of Salford are successfully met; delivering safe, high quality open spaces that are well-located, well-designed, well-managed, and meet the aspirations of local communities. The Greenspace Strategy defines the northern part of the Castle Irwell site as both a ‘Strategic’ and ‘Local’ semi-natural greenspace.

Supplementary Planning Document - Nature Conservation and Biodiversity
This policy document expands on the policies of the Unitary Development Plan relating to the issues of nature conservation and biodiversity, and seeks to ensure that all stakeholders have a clear understanding of how those policies should be implemented and their desired outcome.

Supplementary Planning Document - Trees and Development
The policy document has been prepared to give information to all those involved in the development process about the standard that the Local Planning Authority requires for new development proposals with specific reference to the retention and protection of trees.

Playing Pitch and Outdoor Sports Assessment 2007
The Playing Pitch and Outdoor Sports Assessment states that Castle Irwell is ‘used extensively for University teams competing in the British University Sports Association (BUSA) competitions. The site is maintained by the University and the pitches are good quality. The audit states that the pitches are played ‘at capacity’.

Salford Landscape Character Assessment
Castle Irwell forms part of the Urban River Valley Sub Area 3: Kersal Corridor within the Salford Landscape Character Assessment (LCA) 2007. The LCA identifies the policy objections for the Kersal Corridor as being ‘to conserve and enhance the existing open landscape as far as possible; enhance existing access and provide new open land recreational uses and enhance the biodiversity value of the area.’ The LCA also identifies the Kersal Corridor as being a potential location for a new flood storage basin.

Appraisal
The main issues for consideration in the determination of this planning application are:

1. Principle of the Development
2. Landscape and Visual Impact
3. Impact on the Historic Environment
4. Wildlife, Ecology and Trees
5. Flood Risk and Impact on Other Watercourses
6. Contaminated Land
7. Amenity of Users and Neighbours
8. Access and Highway Safety

Principle of the Development
The site is currently used for recreation purposes, comprising sports pitches and green space used by the public for informal recreation purposes, i.e. walking/dog walking and angling. Therefore the primary land use issue for the assessment of the application is the impact of the proposed development on the site as a recreational space and for public access.

Playing Pitches (southern part of the site)

In accordance with National Planning Policy Guidance (NPPG), Sport England is a statutory consultee for any planning application where development is likely to affect the use of land as playing fields. Sport England have confirmed that the playing pitches located in the southern part of the site meet the definition of a playing field for the purposes of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

As a statutory consultee, Sport England will oppose the grant of planning permission for any development that would lead to the loss of, or prejudice the use of all or part of a playing field, or land last used as a playing field, unless, in the judgement of Sport England, one or more of the following specific circumstances apply. This policy applies irrespective of whether a playing pitch is in public, private or educational use.

- An assessment has demonstrated that there is an excess of playing fields in the catchment and the site has no special significance to the interests of sport.
- The development is ancillary to the principal use of the playing field and does not affect the quantity/quality of pitches.
- The development only affects land incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch.
- Playing field lost would be replaced, equivalent or better in terms of quantity, quality and accessibility
- The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field

The construction of the flood storage basin would have both temporary and permanent impacts on the playing field. The creation of embankments would result in the permanent loss of approx. 4.0 hectares of playing field land. The application proposes to reinstate the same number and type of pitches on the site as currently exist, although the pitches would be re-orientated due to the change in shape of the playing field area once the flood embankments are constructed. A new drainage system would be installed which would be capable of coping with a flood event and enable the playing field to function effectively afterwards. The development would also bring part of the University owned land not currently used for pitches into playing pitch use. An indicative layout for the pitches has been submitted with the application. Sport England has confirmed that, whilst the exact layout of the reinstated pitches may need clarification or adjustment, they are satisfied that there is scope to accommodate the replacement pitches and associated runoffs and drainage within the proposed flood storage basin.

The total area of playing field is currently 133,167sq/m. The reinstated playing field would provide 92,506sq/m, resulting in a loss of 40,661sq/m of playing field. It is important to note that the previously approved scheme to provide flood basins at both Littleton Road and Castle Irwell (planning ref: 94/33011/FUL), included the creation of a new playing field at Amblecotes in Little Hutton. This new playing field was proposed to mitigate for the temporary and permanent loss of playing field land at both Littleton Road and Castle Irwell. The Amblecotes site delivered

1 A Playing Field is defined as ‘a delineated area which together with any run off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.’
approx. 40,727sq/m of new playing field, comprising four new pitches with associated drainage system and a 50 space car park. Therefore, taking into account that the previously approved flood basin scheme was only part implemented, the scheme now proposed at Castle Irwell would result in a net gain of 66sq/m of playing field. In support of this approach, Sport England has acknowledged that the creation of the Amblecote pitches resulted in a net gain of playing pitches.

Following the completion of the flood basin the reinstated pitches would have a reduced risk of flooding. However, there would be times when the basin would flood and prevent use of the playing field for short periods. Following the release of the water a clean-up operation would occur, where removal of debris, deposited silt and re-cultivation / seeding of sports pitch surfaces may be needed. Sport England has noted in their consultation response that ‘the previously constructed flood basin off Littleton Rd has flooded, and the post-flood measures have seen the pitches brought back into use without long term detriment.’

The creation of the Castle Irwell flood basin would also reduce the risk of flooding to other playing fields in Lower Kersal and Lower Broughton. Sport England has identified these sites as being River View Primary School and associated sports facilities; areas of Peel Park recreation ground; and the cricket pitch and pavilion opposite Castle Irwell.

The temporary impacts of the development would be the loss of all sports pitches on the site for the duration of construction. In order to mitigate for this loss, sports activities that currently take place on the site would need to be accommodated elsewhere. The Environment Agency, in consultation with the University and City Council, has identified an alternative location, the David Lewis Playing Field, which is located half a kilometer to the south of Castel Irwell and close to the University’s main campus. A study was commissioned to assess whether this alternative location is suitable for an increase in use. The study concluded that the David Lewis Playing Fields can accommodate additional use by the University; subject to the site being more intensively managed than at present.

As outlined in the consultation responses section of this report, above, Sport England raise no objection to the application subject to conditions to require the submission of details of the layout of the reinstated playing pitches, an assessment of existing ground conditions, details to demonstrate that the playing field will be reinstated to an acceptable quality and details of a scheme to ensure the continuity of the existing sports use off site.

The City Council’s Environment and Climate Change Team support the application, commenting that from a sports pitch provision perspective, the proposals demonstrate that exceptional circumstances can be justified, when considering the wider benefits of the basin. The flood basin would reduce the risk of flooding to, and improve the quality of, the sports pitches at Castle Irwell, and would provide additional protection to other existing sports pitches / sports facilities downstream. The applicant has also demonstrated that existing users of the playing fields at Castle Irwell would have access to alternative provision during the construction period, subject to final agreement on the location of the replacement provision.

Public Green Space (northern part of the site)

The area of public space in the northern part of the site was previously used as playing pitches, however this use ceased approx. 17 years ago and since then the site has reverted to nature with minimal maintenance. The application proposes to create a new wildlife/wetland area on this part of the site which would further remove the likelihood of this area reverting back to playing pitch use. The City Council’s Environment and Climate Change Team consider that this part of the site is now incapable of supporting playing fields, given that it has not been in active use for this purpose since 1997 and would require significant investment to reinstate this use, which is not available. The Environment and Climate Change Team also comment that there is no identified demand for additional playing fields but there is a community and City Council
aspiration for a wetland area. Sport England has raised no objection to the provision of a wildlife/wetland habitat on this part of the site given the benefit to sport that the wider project would bring by reducing the risk of flooding to the area of reinstated playing pitches to the south.

Public Access

Public access to the site would be restricted during the construction of the flood basin. Mitigation for the temporary loss of access to the playing pitches has been described above, however, for public safety reasons the construction would result in a temporary loss of access to all pedestrian paths across the site for approximately 10 months. The applicant has advised that notices would be posted at the footbridge and near the Cromwell Bridge entrance advising of the closure and alternative routes.

It is considered, that during construction, there would be significant adverse affects to public access to the site, noting that alternative routes around the site would be much longer. However, this would be for a temporary period and it is considered that the benefits to be brought by the proposed development in relation to public access, including new and better surfaced paths, seating and interpretation boards would adequately mitigate these temporary adverse impacts.

Conclusion

It is considered that the application would not have a long term adverse impact on land use, recreation provision and access at the site. The development would result in the temporary loss of playing pitches and public access to the site, however it is considered that appropriate mitigation measures are to be provided. The completed scheme would deliver improved playing pitches on the site and a new wildlife habitat area with associated improvements to public access, alongside wider benefits in reducing flood risk to the surrounding area. The proposed development would protect and improve recreation provision within the City in accordance with UDP Policies ST10, R1 and R4 and would not have an adverse impact on the Irwell Valley as a recreational resource in accordance with UDP Policy EN5. The application also complies with the aspirations of Salford’s Greenspace Strategy SPD and Playing Pitch and Outdoor Sports Assessment.

Landscape and Visual Impact

The application site has a very high landscape and visual amenity value and features wooded river banks, particularly towards the north and east of the site, comprising mature and semi-mature shrub and tree cover of a variety of species, ages and sizes. Adjacent to the wooded area, the central parts of the site comprises rough grassland and scrub in the north and playing pitches and rough grassland in the south. A tall mature dense hedgerow separates these two areas running east to west across the site.

The applicants have submitted a Landscape and Visual Impact Assessment (LVIA) which identifies the character of the site and its immediate surroundings as comprising ‘open water, woodland, buildings and open grassland, which combine to give a generally enclosed but locally open feel (both within the site and in the grassland parts of Kersal Dale to the north)…. ‘The landscape is located in a modern urban area but includes a range of naturalistic features that contrast with the built development’….’ The landscape is more peaceful and quiet than the surrounding urban areas’.

There are clear views towards the application site from Lower Kersal to the west and from the student village to the south. To the east and north views from Higher Broughton and Kersal are
screened by dense woodland on the steep slopes of the Irwell valley. To the east there are partial views from Lower Broughton.

The development would result in the partial loss of woodland cover along the River Irwell, and the entire loss of the remainder of the landscape fabric of the site. The sports pitches would be reinstated and new species rich grassland, woodland and a sustainable habitat area would be provided. The topography of the site would change due to the presence of embankments, storage basin and knoll. The access tracks would introduce linear hard surfaces. The portion of woodland to be lost is located primarily on the inner, landward side of the woodland. The tall, dense tree cover on the northern and eastern edge of the site adjacent to the river would be retained. New woodland planting would be provided on the proposed knoll and at other locations throughout the site, this would be provided on a 2:1 replanting ratio. The existing rough grassland in the north of the site would be lost and a new habitat created, this would be smaller in extent and would be damper than the existing vegetation, but would provide a more varied habitat than existing. The mature hedgerow running east to west across the site would be lost.

The LVIA has identified that the development would increase visibility into and out of the site due to the reduction in woodland and the level of naturalness would reduce due to the engineered nature of the proposed embankment. However, the sense of a wooded river corridor in the north of the site would be retained and the development would be almost entirely screened from view from north and east, including from Kersal Dale by retained woodland. The development would be clearly visible from the south west and south and would therefore have a visual impact. The LVIA concludes that ‘whilst some existing characteristics (naturalness and enclosure) would be lessened, and a new influence would be introduced (engineering landform), character would on balance be maintained and effects would not be significant’.

Following assessment of the submitted LVIA and supporting information, it is considered that the proposed development, whilst resulting in significant visual affects to the south and west, would largely accord with the objectives of the Salford Landscape Character Assessment for the Kersal Corridor. The existing open landscape would be largely maintained, access would be enhanced and recreation/amenity value increased through the creation of a new habitat. Any adverse visual impacts would be outweighed by improvements to access and habitat creational, alongside the wider benefits in the reduction of flood risk.

It is considered that the development would not have an unacceptable impact on important views into, through or within the Irwell Valley or upon the visual quality of the river frontage in accordance with UDP Policy EN5. It is also considered that the development would not have a detrimental impact on, or result in the loss of any important landscape feature in accordance with Policies EN12 and DES1. It is also considered that the development would not have a detrimental impact upon views into and out of the neighbouring Cliff Conservation Area in accordance with UDP Policy ST15.

**Impact on the Historic Environment**

It is understood that there may be archaeological remains on the site relating to its past occupation by a manor house and use as a racecourse. Therefore, the key impact of the development upon the historic environment relate to the impact on archaeological remains.

The applicant has undertaken an archaeological desk-based assessment of the site, a geophysical survey and an archaeological watching brief during ground investigations. Subsequent to these works, the Greater Manchester Archaeological Advisory Service (GMAAS) met with the applicant to discuss and agree archaeological mitigation in relation to identified sites of potential and the level of impact from the proposed ground works. The submitted studies indicate two centuries of activity on the site; a mansion house and other buildings in the 1820s in the south, followed by a racecourse over the whole site in the early 1900s. It is
considered that there are little archaeological remains of significance across the site. However, the remains of the racecourse, including the buried remains of the former stable blocks which appear to survive in the north eastern corner of the site, would have local interest. In discussion with the applicant, GMAAS have agreed a number of actions to be undertaken on the site in relation to archeological remains (detailed in the consultation section of this report above). If planning permission is granted, it is recommended that a condition be attached to secure a programme of archaeological work for the site in accordance with a written scheme of investigation that should be submitted to the City Council for approval. Subject to this condition, it is considered that the development would not have an unacceptable impact on any features of archaeological importance in accordance with UDP Policy CH5.

**Wildlife, Ecology and Trees**

As part of the Environmental Statement the applicant has submitted an assessment of the impacts of the development upon wildlife, and ecology. The Greater Manchester Ecology Unit (GMEU) has reviewed the assessment and confirmed that adequate survey information has been collected and sufficient mitigation is proposed in association with the development. The key issues in the assessment relate to the impact on habitat loss, including loss of trees, invasive species, mammals, bats and birds.

**Habitat Loss**

The construction of the flood basin would result in the complete loss of vegetation over an area of approximately 29 hectares, most of which will be re-vegetated on completion. Approximately 2.7 hectares of existing habitat, primarily broad-leaved plantation would be retained. The existing habitats are of no more than local value and include broad-leaved plantation, scrub, species poor neutral grassland, tall herb, amenity grassland, short ephemeral and scattered trees. The applicant has evaluated the habitats on site, excluding the playing pitches. The survey concludes that 16 hectares is of potential special biological interest and that the habitat includes two locally rare plant species.

The two locally rare species would not be removed as part of the development and 26 hectares of the 29 hectares that would be removed would be restored, including 5 hectares of high value habitats including open water, reedbed, marshy grassland and unimproved grassland. The remaining habitats would be amenity grassland and species poor grassland similar in value to what would be lost. GMEU agree with the applicant’s conclusion that there would be no net loss of biodiversity, subject to the final details of the replacement landscape scheme and maintenance and monitoring of the ecological mitigation areas.

The applicant has identified a number of potential indirect impacts on the habitats to be retained, primarily broad leaved plantation along the Irwell and the river itself, from construction machinery, dust, sediment, noise and pollution incidents. Given the wide range of potential impacts and the scale of the scheme, GMEU recommend that a condition be attached to the planning permission, if granted, to require the submission of a Construction and Environmental Management Plan.

**Trees**

The applicant has submitted a tree survey of the site. The survey identifies dense tree cover located along both banks of the river and identifies 268 items, comprising 83 individual trees, 77 groups of trees and eight hedges. Of these, five trees were identified as being of high quality, 124 trees/groups as being of moderate quality, 131 trees/groups as being of low quality and 6 trees and 2 groups as unsuitable for retention. It is also acknowledged that there are a large number of smaller trees on the site not covered by the tree survey.
The applicant has advised that retention of trees would be maximised as part of the development, however, given the scale of the development, a significant number of existing trees and areas of woodland would need to be removed. It has been calculated that approximately 800 trees would need to be felled but the majority of these are smaller trees with a diameter less than 50cm. The flood embankment would be set back from the riverbank to enable much of the mature woodland to be retained. The tree survey noted that there are a number of trees with high amenity value around the northern boundary of the site and these would not be affected by the scheme. The applicant proposes to undertake some management works to the retained woodland to benefit wildlife and local amenity.

In order to mitigate for the loss of trees, the applicant proposes to replace each tree removed with two new trees. This means that 1,600 new trees would be planted as part of the scheme. The proposed planting mix consists of native tree species of varying sizes and an orchard of fruit trees which would be planted on the knoll. The applicant is keen to involve the local community in the tree planting and volunteer days would be organised towards the end of the construction period. In addition, a number of the felled trees would be reused on site to create ecological habitats, including woody debris features along the edge of the river to improve habitat for fish and an otter holt would be created in Kersal Dale.

The applicant is to produce an Arboricultural Method Statement for the works, identifying specific requirements, protective measures and methods of working in order to protect retained tree cover from construction activity. It is recommended that a condition be attached to the planning permission, if granted, to require the submission of this method statement for approval.

Invasive Species

Three invasive species are found on the site, primarily along the river. These are Japanese knotweed, Himalayan balsam and giant hogweed. Method statements will be required for all three species to ensure the development does not result in the spread of these species. It is considered that a condition should be attached to the planning permission, if granted, to require the submission of these method statements for approval.

Mammals

The applicant’s survey found no evidence of otters along the River Irwell, however, GMEU have a record of otters 1 mile upstream and a number of records along the Irwell between Radcliffe and Ramsbottom. As the development would largely avoid the river bank and no evidence of otters was found, GMEU supports the applicant’s intention to take reasonable avoidance measures to ensure otters would not be affected by the development. GMEU suggest that details of these measures should be submitted as part of the Construction and Environmental Management Plan.

A development of this scale in this location is likely to be utilised by a number of common and widespread species such as fox and rabbit. GMEU wish to remind the applicant of their obligations under the Wild Mammal (Protection) Act 1996. It is recommended that an informative be added to the planning permission, if granted, in accordance with this request.

Bats

The applicant’s survey found no bat roosts located on the site and only a few of the trees had any bat roosting potential and this was low. No activity surveys took place; however, the river is likely to be of some value for foraging and commuting. The river would be impacted on only for short sections, for a temporary duration and during daylight hours. It is recommended that precautionary measures are taken during the removal of any trees with low bat roost potential, details of which should be secured via a condition, if planning permission is granted.
Birds

The applicant’s survey recorded Kingfishers flying along the Irwell, but no nesting sites were found. However, there is potential for nesting habitat along the river which could become occupied next season. This habitat would primarily be avoided by the development other than where the inlet and outlet are constructed. GMEU recommend that details of pre-cautionary surveys and avoidance measures be included within the submitted Construction and Environmental Management Plan.

A breeding bird survey of the site identified a number of widespread species including bullfinch, song thrush and reed bunting. The species that breed on the site would be displaced for one breeding season whilst the flood basin is created, as would those reliant on trees and scrub, until the proposed new planting is established enough to provide nesting sites. There would therefore be a medium term negative impact with regards to common birds on the site. In the long term, however, there should be a net positive impact as the mitigation area matures. GMEU request that a condition be attached the planning permission, if granted, to require site clearance to be undertaken outside the bird breeding season.

The River Irwell is designated a site of biological interest because of its wintering waterfowl. These would be largely avoided both spatially because of the retained habitat between the development and the river and temporally as the work is scheduled over the summer and autumn. In order to reduce residual risks, GMEU recommend that further pre-cautionary measures should be included in the Construction and Environmental Management Plan.

Mitigation Proposals

A high value wetland and grassland habitat that is likely to be of significant benefit to breeding and wintering birds as well as aquatic invertebrates would be created on the northern part of the site. In addition, the new flood embankment and the retained habitat between the embankment and the river would provide significant areas of additional lower value habitat. The mitigation measures also include the construction of an artificial (log pile) otter holt in Kersal Dale and the construction of an artificial Sand Martin nesting bank. GMEU support the broad aims of the mitigation proposals, subject to the detailed design. This will need to include a maintenance and monitoring plan, to ensure the vegetation successfully becomes established. GMEU recommend that, if planning permission is granted, a condition be attached to require the submission of a Landscape and Ecological Management Plan.

Conclusion

The proposed development would result in the loss of a significant amount of the existing habitat on the site which would be replaced by new habitat and amenity grassland. The development has the potential to provide a new significant habitat on the site with improved access for local residents. It is considered that the development would not be detrimental to the designation of the site as a local wildlife corridor in accordance with UDP Policies EN9 and EN23. In addition, it is considered that the development would not adversely impact upon the provision of natural environmental assets, wildlife habitats or nature conservation within the city in accordance with UDP Policies ST13 and EN8, the Salford Trees and Development SPD and the Salford Nature Conservation and Biodiversity SPD. Furthermore, it is considered that the provision of a new habitat in the northern part of the site would enhance the status of the site as a semi-natural greenspace in accordance with the Salford Greenspace Strategy.

Flood Risk and Impact on Other Watercourses

Land at Castle Irwell is safeguarded under UDP Policy EN20 for additional flood defences to increase the standard of protection offered to 1 in 100 year flood level. The aim of the proposed
development is to construct a new flood basin that would reduce the risk of flooding to residents in Lower Broughton and Lower Kersal as part of the Salford Flood Improvement scheme.

The submitted Flood Risk Assessment (FRA) identifies that downstream of the proposed basin, in the area of Lower Broughton, the basin would significantly reduce the flood risk. This is most noticeable in the events modeled as a 1 in 200 year flood in the short term and a 1 in 100 year flood in the medium term. However, the FRA identifies some increased risk in the area of Lower Kersal, in flood events which are greater than the 1 in 100 year flood.

The FRA identifies that some mitigation measures are needed to protect residential property in Lower Kersal from the impacts of the basin. These are minor works to existing flood defences which can be undertaken by the Environment Agency using their permitted development rights. It is understood that the Environment Agency are currently undertaking surveys of the existing defences to verify whether these mitigation measures are necessary. Subject to survey, the Environment Agency proposes to complete the mitigation works to the Lower Kersal defences prior to the Castle Irwell basin becoming operational. Further mitigation measures are identified in the FRA to ensure that those constructing the basin and recreational users of the site after construction remain safe. The City Council’s Environment and Climate Change Team have reviewed the application and raised no objection subject to a condition attached to the planning permission, if granted, to ensure that the development is implemented in line with the mitigation measures identified in the FRA, including that the mitigation works to the flood defences at Lower Kersal are completed prior to the Castle Irwell Basin becoming operational.

**Flood Risk and Climate Change**

The FRA also states that flood risk is likely to be exacerbated by the impacts of future climate change. The FRA looks at climate change in 3 ‘epochs’ – the 2020s, 2050s and 2080s. The impact of increased river flows on flood levels by the 2020s is relatively small and does not give any cause for concern in terms of the impacts of the proposed Castle Irwell flood basin relative to the existing situation. There are moderate to significant reductions in peak water levels downstream of the basin outlet.

By the 2050s (the “medium term”), the proposed Castle Irwell basin continues to result in a significant reduction in flood risk downstream in Lower Broughton. However, there is an increased risk of flooding in Lower Kersal in this event as a result of the combination of the second basin and increased river flows. The FRA notes that this will require mitigation.

By the 2080s (the “long term”), the impacts of climate change are very pronounced. The EA guidance assumes a 22% increase in fluvial flows by this time, which means that what is currently a 1 in 100 year flood becomes a 1 in 26 year flood. In this scenario, the proposed Castle Irwell basin continues to reduce flood risk in Lower Broughton, although the reduction is less than in the short and medium term, with only a small to moderate reduction in flood risk to properties in this area. The proposed Castle Irwell basin results in a significant increase to flood risk to Lower Kersal in this scenario. The FRA notes that in the long term the impacts of climate change are likely to be so significant that localised mitigation works at Kersal Dale are unlikely to be sufficient to manage the increased risk. Mitigating the long term impacts of the basin is likely to require a widespread re-evaluation of defences within this area. The FRA notes that to manage the long term impacts, the Environment Agency, as the organisation responsible for the operation of the basin, must commit to reviewing the defences and undertaking works to maintain the current level of flood protection at Lower Kersal.

The City Council’s Environment and Climate Change Team have reviewed the application and concluded that, whilst in the long term further mitigation works will be necessary in order to mitigate the impact of the proposed new flood basin combined with an increase in flood risk due to climate change, the application is supported.
In conclusion, the development would provide an increased level of flood protection to residents and businesses in Lower Broughton and, with further mitigation measures, would maintain the current level of flood protection to Lower Kersal. It is therefore considered that the proposed development complies with the aims and objectives of UDP Policies EN19 and EN20.

Impact on Manchester Ship Canal and Grey Irwell

The Manchester Ship Canal Company (MSCCo) has objected to the scheme stating that they do not have sufficient information to determine the impacts of the development upon watercourses further downstream. The applicant has provided a response to the issues raised by the MSCCo. This includes details of the modeling that has been undertaken to assess downstream impacts relating to flow volumes and velocities and sediment impacts. The applicant has also confirmed that any future works required to address climate change impacts would be developed in consultation with all relevant stakeholders. The applicant’s response concludes that ‘the proposal will have negligible impact on flood flows, volumes and velocities entering the Manchester Ship Canal. In addition, there will be no increase in sediment transport downstream from existing sources, nor will any new source of sediment be created as a result of this work’. At the time of writing this report, no further comments had been received from the MSCCo in response to the additional information provided by the applicant. Any further comments received will be reported to Planning Panel as an addendum. However, the Environment Agency’s Planning Unit, in their role as a statutory consultee, has reviewed the objection and the additional information provided by the applicant and has confirmed that they have no further comments to make about the application.

Contaminated Land

The applicant has submitted a preliminary risk assessment, along with details of a site investigation and subsequent human risk assessment. The risk assessment has identified that an area of the site formerly used as stables for the Manchester Racecourse contains material which could be classified as contaminated land. This contamination relates to a relatively high level of certain metals contained within made ground which is assumed to be the foundation of the stables. The contaminants could have the potential to leach out of the made ground to groundwater if it was disturbed during construction. The report concludes that the proposed location of the knoll above this suspected contamination removes the requirement to excavate in this area and therefore it is unlikely that the material will be disturbed. However, the report recommends that should it be necessary to excavate any material in this area, additional testing of the potentially contaminated material should be undertaken prior to excavation.

The City’s Council’s Contaminated Land consultant has reviewed the application and raised no objection, subject to the submission of a final remedial strategy and verification report for approval. It is therefore recommended that a condition be attached to the planning permission, if granted, to require the submission of these reports. The Environment Agency’s Planning Liaison Officer has also requested that further information relating to land contamination is sought via condition.

Amenity of Users and Neighbours

The nearest neighbouring residential properties to the site are located to the south at the Castle Irwell Student Village. Due to the orientation of the student blocks, with their gable ends orientated towards the flood embankment, and their distance away, it is considered that the development would not have a detrimental impact on the amenity of the student residents by virtue of loss of daylight, sunlight or privacy. Furthermore, properties in Higher and Lower Broughton to the north east and east of the site and Kersal and Lower Kersal to the north and west of the site are at a sufficient distance from the site to ensure that the development would not be detrimental to resident’s amenity. An assessment of the visual impacts of the development has already been provided above.
Public access to the site during the construction of the flood basin would be restricted to ensure the safety of the public. The applicant has advised that when access to the site needs to be restricted signs would be put up in advance to warn users and a signed diversion put in place. Whilst the temporary closure of the site to the public is likely to cause inconvenience to residents who currently use the site for recreation, it is considered that any disruption would be outweighed by the long term benefits of the new flood basin, wildlife habitat and improved pedestrian access. It is therefore considered that the proposed development would comply with UDP Policy DES7.

**Access and Highway Safety**

The submitted Transport Assessment considers the impacts of construction and operation of the flood basin. The primary affects would be during the construction phase. It is considered that, once constructed, the day to day operation of the flood basin would have negligible highway impacts. Traffic movements would be limited to during a flood event and post event to carry out clean up and repair activities, plus on-going site inspection and maintenance.

A construction access road would be provided via an existing gated vehicular access on Littleton Road. This access is currently used for maintenance purposes for the Castle Irwell Student Village. After construction, this road would only be used as access for routine maintenance and during a flood event. It is noted that this access road and the new access tracks around the basin would remain privately owned, i.e. they would not form part of the adopted Public Highway.

In order to accommodate large construction vehicles, alterations to the existing vehicular access on Littleton Road comprising a revised kerb layout to provide a widened vehicular access would be necessary. An existing pedestrian refuge island would also be relocated further south on Littleton Road. A section of existing on-street parking on Littleton Road would need to be reinstated as footway to facilitate the relocation of the pedestrian refuge island. The applicant has submitted drawings to demonstrate that sufficient visibility splays can be provided from the proposed Littleton Road access and that the altered vehicle access could accommodate the size of vehicles required during construction. The City Council’s transport consultant has reviewed the submitted drawings and considers the proposed access arrangements fit for purpose. The transport consultant has raised no objections to the application, subject to the submission of detailed drawings of the proposed highway alterations and a construction management plan.

Broughton Road to the south west of the site is currently closed to enable railway bridge repairs. Consideration has therefore been given to the impact the proposed construction works could have when combined with the road closure. The City Council’s transport consultant has advised that the diversion route being used to bypass the closed road has weak bridges and therefore would not be used by construction traffic. However, it is considered that this issue should be addressed within the construction management plan. It is understood that the road is due to reopen in July 2015. The applicant has advised that they are happy to review the situation in January/February 2015 and look to implement alternative access/routes if problems occur. A contingency plan could be included in the construction management plan.

It is therefore considered that, subject to conditions to secure the submission of detailed drawings of the proposed alterations to the highways and a construction management plan, the proposed development would not have an unacceptable impact on highway safety or the ability of the road network to accommodate additional traffic resulting from the development in accordance with UDP Policy A8.

**Overall Conclusions**
The proposed development has been assessed in accordance with relevant planning policies and guidance relating to recreation provision and public access to the site, landscape, visual, ecology and wildlife impacts, residential amenity impacts and flood risk, land contamination, archeology and highways impacts. It is considered that any adverse impacts of the development, in particular, the removal of a significant amount of existing vegetation on the site and the temporary closure of the site during construction, would be outweighed by the long term benefits of the development in reducing flood risk to local residents and in the provision of an enhanced wildlife and ecological habitat and improved sports pitches on the site.

The City Council supports the proposed second flood basin to increase the level of flood protection to residents and businesses in the City. It is considered that the proposed development complies with the relevant Salford UDP Planning Policies and Guidance and is therefore considered to be acceptable.

**Recommendation**

Grant Planning Permission subject to the following conditions.

**Conditions**

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.

   Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and specification:
   
   - 1529-01-002 Site Location Plan
   - 1529-01-003 Development Site Boundary
   - 1529-01-004 General Arrangement Plan
   - 1529-01-005 Temporary Works Plan
   - 1529-01-006 Inlet/Outlet Weir General Arrangement
   - 1529-01-007 Inlet/Outlet Weir Sections
   - 1529-01-008 Outlet/Penstock Structure General Arrangement
   - 1529-01-009 Outlet/Penstock Structure Sections
   - 1529-01-010 Outlet/Penstock Structure Sections
   - 1529-01-011 Embankment Sections
   - 1529-01-012 Telemetry Kiosk Details
   - 1529-01-013 Storage Kiosk Details
   - 1529-01-014 Temporary Highway Access Arrangements
   - 1529-01-015 Site Sections
   - 1529-01-016 Site Sections
   - 1529-01-017 Landscape Masterplan
   - 1529-01-018 Landscape Restoration Soft Works
   - 1529-01-019 Landscape Restoration Hard Works
   - 1529-01-020 Indicative Details
   - 1529-01-021 Habitat Area General Arrangement
   - 1529-01-022 Habitat Creation Sections
   - 1529-01-023 Habitat Creation Sections
   - 1529-01-024 Sports Pitches Restoration General Arrangement
   - 1529-01-025 Sports Pitches Restoration Sections
   - 1529-01-026 Sports Pitches Restoration Drainage Details
3. Notwithstanding the details of the layout of the reinstated pitches shown on drawing number 1529-01-024, no works to reinstate the pitches shall commence until a drawing showing the proposed layout of the playing pitches (including dimensions) has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The pitches shall not be constructed other than in accordance with the approved details.

Reason: To clarify the dimensions of proposed pitches and runoffs and ensure they are fit for purpose in accordance with Policies ST10, R1 and R4 of the City of Salford Unitary Development Plan.

4. No pitches shall be constructed / reinstated until the following documents have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]:

(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and
(ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, proposed performance quality standards to be achieved, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation. The scheme shall also include a schedule of maintenance and recommended measures to bring pitches back into use following the flooding of the storage basin.

The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority [after consultation with Sport England]. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field reinstatement results in pitches that are fit for purpose in accordance with Policies ST10, R1 and R4 of the City of Salford Unitary Development Plan.

5. No development shall commence until a scheme to ensure the continuity of the existing sports use of the playing field is submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The scheme shall identify off-site sports facilities to be used and ensure that:

- The off-site facilities can accommodate the users of the playing field on the application site (ie that the facilities are accessible, available at the appropriate times, and equivalent in terms of size / type and quality of pitch)
- The off-site pitches are of sufficient quality to be capable of withstanding any additional wear and tear resulting from additional use
• The off-site facilities can accommodate any increase in numbers using the site or sites at peak times.
• A timetable for implementation.

The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

Reason: To ensure continuity of sporting use in accordance with Policies ST10, R1 and R4 of the City of Salford Unitary Development Plan.

6. No development shall take place on areas that are identified as contaminated within the Geo-environmental risk assessment report (Jacobs ref: B228D002/11, July 2014) until a strategy, including the following components, has been submitted to and approved, in writing, by the local planning authority:

i. Using the information collected during the site investigations to date a detailed assessment of the risks to all receptors that may be affected, including those off site, should be undertaken and interpreted

ii. The results of the detailed risk assessment interpretation referred to in (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iii. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (ii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that all potential risks to controlled waters are known and assessed and where necessary dealt with by remediation and/or management in accordance with Policy EN17 of the City of Salford Unitary Development Plan and National Planning Policy Framework paragraph 121.

7. A verification report demonstrating completion of works set out in the approved remediation strategy, required under Condition 6, and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that all potential risks to controlled waters are known and assessed and where necessary dealt with by remediation and/or management in accordance with Policy EN17 of the City of Salford Unitary Development Plan and National Planning Policy Framework paragraph 121.

8. No development shall take place (including ground works and vegetation clearance) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

a) Identification of ‘ecological protections zones’ including retained riparian habitats, trees and bird nesting areas including the sand martin colony.

b) Use of protective fences, exclusion barriers and warning signs
c) Method statements to avoid or reduce the risk of impacts on bats, otters and kingfisher and other mammals.

d) Method statements to avoid an offence under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended) with regards to Japanese knotweed, Himalayan balsam and giant hogweed.

e) The location of any time sensitive works such as nesting and wintering birds, balsam and hogweed seeding, peak periods of bat activity

f) Operations when an ecologist needs to present on site.

g) Responsible persons and lines of communication

h) The roles and responsibilities of an ‘ecological clerk of works’ or similar competent person.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved detail unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the protection of protected species in accordance with the Nature Conservation and Biodiversity SPD and National Planning Policy Framework.

9. No trees or shrubs shall be removed or river banks disturbed between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no bird nests are present. Written confirmation shall be submitted to and approved in writing by the local planning authority prior to trees or shrubs being removed or river banks disturbed.

Reason: In the interests of the protection of protected species in accordance with the Nature Conservation and Biodiversity SPD and National Planning Policy Framework.

10. Prior to any earthworks taking place, a method statement detailing eradication and/or control and/or avoidance measures for himalayan balsam, japanese knotweed and giant hogweed shall be submitted to and approved in writing by the local planning authority. The agreed method statement shall be adhered to and implemented in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure invasive species are eradicated and/or controlled in accordance with the Nature Conservation and Biodiversity SPD and National Planning Policy Framework.

11. A detailed landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the LPA prior to completion of commencement of any landscape works. The content of the LEMP should include the following:

a) Description of the features to be created and existing features to be managed to include wetlands, grasslands, reed bed, woodlands, bird nesting opportunities and black poplar planting

b) Aims and objectives of the management including invasive species control measures

c) Details of habitat creation proposals

d) Implementation schedule

e) Maintenance and monitoring schedules

f) Details of bodies responsible for implementation, maintenance and monitoring

The LEMP will be implemented in full in accordance with the approved details unless agreed in writing by the Local Planning Authority.
12. No development shall commence on site until a scheme which provides for the retention and protection of trees and shrubs within the site (or overhanging) the site which may be affected by the construction process, with the exception of those trees clearly shown to be felled on the submitted plan, has been submitted to and approved in writing by the Local Planning Authority. The agreed tree protection measures shall remain until all construction works associated with the development are completed and no work, including any form of drainage or storage of materials, earth or topsoil shall take place within the perimeter of such protective fencing.

Reason: To ensure the enhancement of the nature conservation value of the site in accordance with the Nature Conservation and Biodiversity SPD and National Planning Policy Framework.

13. The site shall be reinstated in accordance with a detailed landscape scheme, details of which shall be submitted to the Local Planning Authority prior to the implementation of the replacement landscape works on the site. Such scheme shall include full details of trees and shrubs to be planted. The scheme approved shall be carried out in accordance with the agreed programme. Any trees or shrubs dying of natural causes within five years of planting shall be replaced with the same species within twelve months unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity, appearance and character of the area in accordance with policy DES1 of the City of Salford Unitary Development Plan.

14. No development shall take place until the applicant has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The development shall thereafter be implemented in accordance with the approved details, unless otherwise agreed in writing by the local planning authority. The WSI shall cover the following:

i. A phased programme and methodology of investigation and recording to include:
   a. archaeological trial trenching
   b. dependent on the above, more detailed archaeological excavation and recording
ii. A programme for post investigation assessment to include:
   a. analysis of the site investigation records and finds
   b. production of a final report on the significance of the archaeological and historical interest represented.
iii. Provision for dissemination of the investigation results
iv. Provision for archive deposition of the report and records of the site investigation.
v. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible in accordance with Policy CH5 of the City of Salford Unitary Development Plan and Para 141 of the National Planning Policy Framework.

15. Prior to commencement of development, details of the alterations to the existing vehicular access on Littleton Road, including the proposed bellmouth widening and provision of tactile paving, insofar as these are located on privately owned land, shall be submitted to
and agreed in writing with the Local Planning Authority. The agreed scheme shall be constructed in accordance with the approved plans.

Reason: In the interests of the protection of amenities of highway users, the environment and adjoining occupiers pursuant to policies EN17 and A8 of the City of Salford Unitary Development Plan.

16. Prior to commencement of development, a scheme for the relocation of the existing pedestrian refuge island, including the reinstatement of footway and possible removal of an existing speed cushion on Littleton Road, shall be submitted to and approved in writing with the Local Planning Authority. The approved scheme shall be constructed in accordance with the approved plans.

Reason: In the interests of the protection of amenities of highway users, the environment and adjoining occupiers pursuant to policies EN17 and A8 of the City of Salford Unitary Development Plan.

17. Prior to the commencement of development, visibility splays of 2.4m x 43m shall be provided in both directions either side of the application site’s junction with Littleton Road and nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6m within them in accordance with Drawing 12.1. The visibility splays shall be retained thereafter.

Reason: In the interests of the protection of amenities of highway users, the environment and adjoining occupiers pursuant to policies EN17 and A8 of the City of Salford Unitary Development Plan.

18. Prior to commencement of development, a Construction Traffic Management Plan shall be submitted to and agreed in writing with the Local Planning Authority. The development shall be carried out in full accordance with the approved plan.

Reason: In the interests of the protection of amenities of highway users, the environment and adjoining occupiers pursuant to policies EN17 and A8 of the City of Salford Unitary Development Plan.

19. The construction and operation of the flood basin shall be implemented in accordance with the mitigation measures relating to the safety of those constructing the basin and recreational users of the basin following construction, identified in the submitted Flood Risk Assessment (submitted as part of the Environment Statement V1.4 by the Environment Agency dated October 2014), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the safety and amenity of users of the site during construction and operation of the flood basin in accordance with policy EN19 of the City of Salford Unitary Development Plan.

20. Prior to the flood basin hereby approved being brought into use, details of further flood risk mitigation measures to the flood defences at Lower Kersal detailed in the submitted Flood Risk Assessment (submitted as part of the Environment Statement V1.4 by the Environment Agency dated October 2014), including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the Castle Irwell Flood Basin becoming operational.
Reason: To reduce the risk of flooding in accordance with policy EN19 of the City of Salford Unitary Development Plan.

Notes to Applicant

1. The applicant is advised that the dimensions for sports pitches can be found at:
   - http://www.rffacilitiestrust.co.uk/
   - http://www.rfu.com/managingrugby/clubdevelopment/facilitiesandequipment/pitches

2. The applicant is advised that the scheme for the proposed new playing pitches to be submitted in accordance with Condition 4 should comply with the relevant industry Technical Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to ‘Natural Turf for Sport’, (Sport England, 2011), ‘Grass Pitches for Rugby’ (RFU), ‘Natural Turf Pitches’ (RFL) and ‘Natural Grass Pitches’ (The FA). The assessment of ground conditions and preparation of the scheme should be undertaken by a sports turf specialist to ensure compliance with technical design guidance and performance quality standards.

3. Whilst the site has been assessed as low risk for bat and otters, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill these species. If a bat or otter is found all works should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the bat or otter should be engaged. Natural England should also be informed.

4. The applicant is reminded that Kingfishers are protected under schedule 1 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to take, injure or kill a kingfisher or destroy its nest, eggs or young. It is also an offence to recklessly disturb the birds close to their nest during the breeding season. If a kingfisher is found to be nesting on or near the site during the development work should cease and a suitably experienced ecologist employed to how best to safeguard the kingfisher(s).

5. The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

6. As the proposals will involve alterations to the adopted Public Highway on Littleton Road, the applicant will need to liaise with the Engineering and Highways division of Urban Vision on 0161 779 4046 to obtain the necessary permits/licenses prior to undertaking any works in the highway.

7. Drawing 1529-01-005 denotes that temporary footpath closures will be required as part of the construction phase. The applicant is advised to discuss these with Ian Lavin, Public Rights of Way Officer on 0161 779 6111.

8. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority’s Property Search Service on 0845 762 6848 or at www.groundstability.com

9. If, during any works on site, contamination is suspected or found, or contamination is caused, the Local Planning Authority shall be notified immediately. Where required, a
suitable risk assessment shall be carried out and/or any remedial action shall be carried out in accordance to an agreed process and within agreed timescales in agreement with the Local Planning Authority.
APPLICATION No: 14/65323/FUL
APPLICANT: City West Housing Trust/Strategic Team Group
LOCATION: Liquid Roofing Ltd, Irwell House, The Grove, Eccles, Manchester, M30 0ET,
PROPOSAL: Demolition of existing buildings and erection of 16 affordable houses and apartments
WARD: Barton

Description of Site and Surrounding Area
This application relates to a 0.35 hectare site in industrial use. The site includes a warehouse type building to the rear which would be demolished in order to accommodate the proposed
development. Access to the site is off Irwell Grove. There appears to be an old access off The Grove between number 3 and 7, however this area is currently gated and overgrown. The site is set at a lower level than Irwell Grove and the topographical plan submitted with the application indicates a difference of around 0.7m between the front of the site (adjacent to Irwell Grove) and the rear of the site adjacent to the warehouse building.

The site is bounded to the north by Irwell Grove, to the east by residential dwellings along Irwell Grove and Irwell Avenue, to the south by commercial units accessed via Lankro Way and to the west by The Grove and the properties along The Grove.

The site is also within close proximity to Eccles Town Centre as defined on the Unitary Development Plan Proposals Map which is located on the opposite side of Bentcliffe Way.

**Description of Proposal**

Planning permission is sought for the demolition of existing buildings and erection of 16 affordable houses and apartments.

A three storey block of 6 apartments is proposed as well as two pairs of semi-detached dwellinghouses and two blocks of three dwellinghouses.

The proposal would provide 100% affordable housing for rent. The proposed mix is as follows:

- 6 x 2 bed houses (37.5%)
- 4 x 3 bed houses (25%)
- 4 x 1 bed apartments (25%)
- 2 x 2 bed apartments (12.5%)

All houses would be two storeys in height and the apartment block would be three storeys. The development proposes a new access off Irwell Grove onto a shared access/turning head. At the junction of the new access and Irwell Grove a pair of semi-detached dwellings are proposed on one side with the apartment block on the opposite side. A pair of semi-detached dwellings would infill the gap on The Grove between numbers 3 and 7 and the remainder of the dwellings would be set back within the site and accessed via the proposed new access road/turning head.

Across the site, 25 parking spaces are proposed. Some are in curtilage, however, parking for some dwellings and the apartments would be accessed directly off the turning head.

Each house would have its own shed which would provide space for cycle storage and the apartments would also be provided with two sheds for use by future occupiers.

The following information has been submitted in support of the planning application:

- Design and access statement
- Landscape Plan
- Boundary treatment Plan
- Affordable Housing Statement
- Ecological Report
- Crime Prevention Plan
- Flood Risk Assessment
- Land Contamination Assessment
- Noise Impact Assessment
- Sustainability Checklist
- Transport Assessment
- Tree Assessment
- Viability assessment
The following material samples have also been provided:
- K rend Silicone FT Polar White render
- Ibstock Leicester Autumn Multi brick

Proposed materials for the roof is Sandtoft ‘Calderdale’ concrete flat interlocking grey coloured tile. Windows are proposed white uPVC double glazed units.

Publicity

Site Notice: Non HH Article 13  
Reason: Article 13

Press Advert: Salford Advertiser  
Date Published: 9 October 2014  
Reason: Article 13 Standard Press Notice

Relevant Site History

08/56205/FUL – Demolition of existing building and erection of 12 houses and one three storey building comprising 12 apartments together with associated landscaping and car parking. Refused 18/6/2008 for the following reason:

1. The proposed development site is located within the middle zone of the Health and Safety Executive Hazardous Coverage plan for Akros Chemicals. The density of the proposed development would exceed the threshold specified for this zone and as such the proposed development would put future residents at risk. The proposal is contrary to Policy DEV3 of the Adopted Unitary Development Plan.

07/54511/FUL – Demolition of existing building and erection of 12 houses and one three storey building comprising 12 apartments together with associated landscaping and car parking. Application refused 25/06/2007 for the following reasons:

1. The applicant has failed to clearly demonstrate that there is no current or likely future demand for the site for employment purposes or a strong environmental case for rationalising land uses in favour of residential development contrary to policy E5 of the City of Salford Unitary Development Plan 2004-2016.
2. The proposed terraced houses on the Irwell Grove frontage would project significantly forward of the established building line creating a visual anomaly and increased sense of enclosure to the detriment of the character and appearance of the area contrary to policy DES1 of the City of Salford Unitary Development Plan 2004-2016.

It should be noted that the zone relating to Health and Safety Executive consultation zone for Akros Chemicals has been reduced in size and no longer incorporates the application site.

Application 14/65302/FUL is also currently pending consideration and relates to Liquid Roofing Limited, Irwell House, The Grove. This application seeks planning permission for retention of a rolling gate across the road and pavement and alterations to the front elevation including a new roller shutter door.

Neighbour notification

Neighbour notification letters were sent to 25 surrounding properties on 1/10/14. Amended plan letters were also sent on 28/10/14 following receipt of an updated site layout plan with amendments to parking.
Representations

Letters of objection have been received from 12 different addresses. The objections raised are summarised below:

- Increased traffic
- Lack of parking provision – not enough parking for the number of houses proposed
- There are existing traffic/parking problems in the area and this would be exacerbated by the proposed development and would be restrictive to visitors, emergency services, bin collections and street cleaning
- Parking overspill onto surrounding streets
- Existing parking problems mean that residents can’t park outside their own properties
- No proposed speed reduction due to increased site traffic in already heavily parked area
- Loss of privacy/overlooking
- Close proximity of properties to surrounding properties and garden areas
- Loss of light and outlook
- 3 storey block not in keeping with roofline of area
- Impact on trees/loss of greenery
- Health and safety concerns regarding asbestos removal
- Continuous breakup of existing concrete and impact on surrounding properties – cracks to walls and render
- Location of refuse storage in relation to existing dwellings
- Difficult access for removal of bins
- Detrimental impact on value of surrounding properties
- Noise
- Replacement of concrete retaining wall with 1.8m high fence adjacent to 21 Irwell Grove
- Increase in traffic would impact on children playing in the street
- Increased litter in and around the area
- A full environmental review of the area should be conducted with special reference to air quality and noise impact
- Overdevelopment of the site

Concerns about devaluation of properties are not a material planning consideration. Other issues raised will be considered as part of the appraisal of the proposal below.

Consultations

Design For Security - No comments received to date

Highways - Conclude that the proposed access and car parking arrangements are acceptable, the site is within an accessible location, with good transport links and within walking distance of Eccles Town Centre. Recommend conditions in relation to a scheme for the altered vehicular access on Irwell Grove and new vehicle access point on the Grove, car and cycle facilities to be provided prior to first occupation of the dwellings, visibility splays to be provided and retained and the submission of a construction management plan.

Full comments from highways have been incorporated in the main body of the report below and the recommended conditions and informative have been attached.

Senior Engineer Flood Risk Management – Recommends the following condition "Prior to the commencement of the development hereby approved, a scheme for the disposal of surface water within the site 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."
Surface water discharge rate is restricted to 50% of the existing discharge rate as per Salford City Council's SFRA.

Urban Vision Environment (Land Contam) - The following report has been submitted:
- Phase 1 report Arc Environmental, Ref:14-258, July 2014

The submitted report concludes that further site investigation is required. UVENV concur with this conclusion and therefore recommend the attachment of a contaminated land condition and informative.

Urban Vision Environment (Air And Noise) - No objections subject to the attachment of a condition requiring the submission of a construction method statement for written approval of the Local Planning Authority.

Greater Manchester Ecological Unit - No objections. Recommend a condition to ensure no tree felling takes place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Transport For Greater Manchester (TFGM) - No comments received to date

Planning Policy

Development Plan Policy

Unitary Development Plan DES1 - Respecting Context
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

Unitary Development Plan DES7 - Amenity of Users and Neighbours
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan H1 - Provision of New Housing Development
This policy states that all new housing will contribute toward the provision of a balanced housing mix; be built of an appropriate density; provide a high quality residential environment; make adequate provision for open space; where necessary make a contribution to local infrastructure and facilities required to support the development; and be consistent with other policies of the UDP.

Unitary Development Plan A8 - Impact of Development on Highway Network
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Unitary Development Plan A10 - Provision of Car, Cycle, Motorcycle Park
This policy states that there should be adequate provision for disabled drivers, cyclists and motorcyclists, in accordance with the Council’s minimum standards; maximum car parking standards should not be exceeded; and parking facilities should be provided consistent with the provision and maintenance of adequate standards of safety and security.

Unitary Development Plan DES10 - Design and Crime
This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.

**Unitary Development Plan DEV5 - Planning Conditions and Obligations**
This policy states that development that would have an adverse impact on any interests of acknowledged importance, or would result in a material increase in the need or demand for infrastructure, services, facilities and/or maintenance, will only be granted planning permission subject to planning conditions or planning obligations that would ensure adequate mitigation measures are put in place.

**Unitary Development Plan E5 - Develop. in Established Employment Areas**
This policy states that development will only be granted for the reuse or redevelopment of sites or buildings within an established employment area for non-employment purposes where the development would not compromise the operating conditions of other adjoining employment uses, and where one or more of the following apply:
- a) The developer can demonstrate there is no current or likely future demand for the site for employment purposes
- b) There is a strong case for rationalising land uses or creating open space
- c) The development would contribute to the implementation of an approved regeneration strategy or plan for the area
- d) The site is allocated for another use in the UDP.

**Unitary Development Plan EN19 - Flood Risk and Surface Water**
This policy states that any application for development that is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

**Unitary Development Plan DES2 - Circulation and Movement**
This policy states that the design and layout of new development will be required to be fully accessible to all people, maximise the movement of pedestrians and cyclists through and around the site safely, be well related to public transport and local amenities and minimise potential conflicts between pedestrians, cyclists and other road users.

**Unitary Development Plan DES9 - Landscaping**
This policy states that hard and soft landscaping should be provided where appropriate that is of a high quality and would enhance the design of the development, not detract from the safety and security of the area and would enhance the attractiveness and character of the built environment.

**Unitary Development Plan A2 - Cyclists, Pedestrians and the Disabled**
This policy states that development proposals, road improvement schemes and traffic management measures will be required to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists.

**Unitary Development Plan EN17 - Pollution Control**
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

**Unitary Development Plan EN12 - Important Landscape Features**
This policy states that development that would have a detrimental impact on, or result in the loss of, any important landscape feature will not be permitted unless the applicant can clearly
demonstrate that the importance of the development plainly outweighs the nature conservation and amenity value of the landscape feature and the design and layout of the development cannot reasonably make provision for the retention of the landscape feature. If the removal of an important existing landscape feature is permitted as part of a development, a replacement of at least equivalent size and quality, or other appropriate compensation, will be required either within the site, or elsewhere within the area.

**Other Material Planning Considerations**

**National Planning Policy**

National Planning Policy Framework

**Local Planning Policy**

**Supplementary Planning Document - Design**

This document reflects the need to design in a way that allows the city to support its population socially and economically, working with and inviting those affected into an inclusive decision making process. Equally, development must contribute to the creation of an environmentally sustainable city supporting the natural environment minimising the effects of, and being more adaptable to, the potential impact of climate change.

**Supplementary Planning Document - Design and Crime**

This policy document contains a number policies used to assess and determine planning applications and is intended as a guide in designing out crime.

**Supplementary Planning Document - Education Contributions**

The Education Contributions SPD outlines the city council’s approach to raising financial contributions via planning obligations which will be directed to funding works associated with addressing the increased need for primary school places that a housing development will generate.

**Supplementary Planning Document - Established Employment Areas**

This document contains a number of polices that promotes sustainable economic growth, which both enhances prosperity and reduces inequalities. The document encourages the provision of a wide range of employment opportunities, having regard to evidence based conclusions on need and demand.

**Supplementary Planning Document - Planning Obligations**

This policy document expands on the policies in Salford’s Unitary Development Plan to provide additional guidance on the use of planning obligations within the city. It explains the city council’s overall approach to the use of planning obligations, and sets out detailed advice on the use of obligations in ensuring that developments make an appropriate contribution to: the provision of open space; improvements to the city’s public realm, heritage and infrastructure; the training of local residents in construction skills; and the offsetting of greenhouse gas emissions.

**Supplementary Planning Document - Sustainable Design and Construction**

This policy document expands on policies in Salford’s Unitary Development Plan to provide additional guidance for planners and developers on the integration of sustainable design and construction measures in new and existing developments.

**Planning Guidance - Housing**
The purpose of the guidance is to ensure that the residential development coming forward in Salford contributes to establishing and maintaining sustainable communities, tackles the specific housing and related issues that face Salford, and helps to deliver the vision and strategy of the UDP, the Housing Strategy and the Community Plan.

Planning Guidance - Flood Risk and Development
The overarching aim of the planning guidance is to ensure that new development in areas at risk of flooding in the city is adequately protected from flooding and that the risks of flooding are not increased elsewhere as a result of new development.

Supplementary Planning Document - Trees and Development
The policy document has been prepared to give information to all those involved in the development process about the standard that the Local Planning Authority requires for new development proposals with specific reference to the retention and protection of trees.

It is not considered that there are any local finance considerations that are material to the application

Appraisal

Principle
The National Planning Policy Framework (NPPF) at paragraph 7 defines sustainable development as incorporating a social role - “supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being”.

Paragraph 49 of the NPPF states “housing applications should be considered in the context of the presumption in favour of sustainable development”, whilst one of the 12 core planning principles identified in paragraph 17 is to encourage the effective use of land that has been previously developed (brownfield land).

Policy E5 of the UDP sets out criteria for when planning applications for the reuse or redevelopment of sites or buildings within an established employment area for non-employment uses will be granted.

The site is brownfield and its development would constitute effective use of land in accordance with the NPPF.

There have been two previous planning applications for residential development on this site. As part of both applications it was identified that the site falls within an established employment area extending to the south across the adjacent Akcros site.

The first application (07/54511/FUL) was refused on the basis that the site was within an established employment area and the applicant had failed to clearly demonstrate that there was no current or likely future demand for employment purposes or that there was a strong environmental case for rationalising land uses.

For the second (08/56205/FUL), the applicant was able to demonstrate that there was no current or likely future demand for the unit with the submission of details of marketing activities and an assessment of the potential to improve the site through refurbishment or redevelopment. As such, the proposal was deemed to be acceptable under the terms of UDP Policy E5, however, the application was ultimately refused on the basis of the density of development proposed and its location within a Health and Safety Executive land use planning zone within which certain types of development are restricted.
The principle of developing a non-employment use on this site was therefore accepted as part of the consideration of this previous application. Whilst updated marketing information has not been provided in support of the latest proposal, there have been no significant change in circumstances that would alter the outlook for this unit or appraisal of the proposal in relation to part 2a of UDP policy E5. In addition, the site has residential properties immediately to the east and west and, along with the small employment use immediately to the south east, is very much on the edge of the employment area. Whilst adjoining the Akcros site to the south, the two employment sites accessed from Irwell Grove/The Grove are somewhat distinct from the wider employment area. The redevelopment of this site for non-employment uses would not therefore have a significant impact on the wider employment area.

It is considered, that the proposed residential use of the site would be compatible with surrounding uses, more so than the industrial use of the site which could be brought back into full use without the prior grant of planning permission and would have the potential to impact significantly on the amenity of occupiers of surrounding residential dwellings in terms of noise, comings and goings and general disturbance associated with such a use.

Paragraph 22 of the NPPF describes that “planning policies should avoid the long term protection of site allocated for employment use where there is no reasonable prospect of a site being used for that purpose” and that “where there is no reasonable prospect of a site being used for the allocated employment uses, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities”. Given the above, in this instance, it is not considered necessary to require additional evidence in relation to part 2a of UDP Policy E5 and the proposal is considered to be acceptable in relation to this criterion.

The City Council’s most recent Strategic Housing Land Availability Assessment (SHLAA) was published in August 2013 and covers the period from 2013 to 2032. Given this, the most up to date 5 year supply position covers the period from 1 April 2013 to 31 March 2018. The SHLAA is based upon an objectively assessed need of 1,600 dwellings per annum, as referenced by the Core Strategy Inspector in his interim findings. Based upon the identified objectively assessed need, the City Council has a current housing land supply position of 2.31 years. The supply of 2.31 years was agreed as common ground between the city council and appellants for the recent Broadoak public inquiry.

Having regard to the above and that the loss of the employment land is considered acceptable, together with the fact that the site is brownfield land located within an urban area in an accessible and sustainable location; and having regard to the shortfall in housing in Salford, it is considered that the principle of developing the site for residential purposes is acceptable.

Housing Mix

UDP policy H1 requires that all new housing developments will be required to contribute towards the provision of a balanced mix of dwellings within the local area in terms of size, type, tenure and affordability.

Type of dwellings

Policy HOU1 of the Housing Planning Guidance states that within this part of the city the large majority of dwellings within new developments should be in the form of houses rather than apartments. The reasoned justification to the policy clarifies at paragraph 4.6 that typically this will normally mean at least 80-90% of dwellings on individual sites being in the form of houses rather than apartments.
Policy HOU1 goes on to say that alternative approaches on individual sites may be acceptable having regard to criteria A to H of UDP policy H1.

The proposed development includes 6 apartments which equates to 37.5% of the total development, and 10 houses which equates to 62.5% of the total development. Therefore, if considered in isolation, the proposed development would be contrary to Policy HOU1 of the housing planning guidance.

Notwithstanding the above, the Council’s Housing Strategy and Enabling Team has confirmed that the type of dwellings proposed was discussed and agreed with the registered provider who will deliver the scheme (City West Housing Trust) prior to the planning application being submitted. The proposed dwelling types have been agreed between the Council and City West Housing Trust as meeting a local housing need and are therefore acceptable in the context of criterion F of UDP policy H1.

Size of dwellings

Policy HOU2 of the Housing Planning Guidance requires that the majority of new houses should have at least three bedrooms. Where apartments are proposed they should provide a broad mix of dwelling sizes, both in terms of the number of bedrooms and the net residential floorspace of the apartments. Small dwellings (i.e. studio’s and one bedroom apartments should not predominate) and a significant proportion of three bedroom apartments should be provided wherever practical. An alternative approach may be acceptable having regard to criteria A to H of UDP policy H1.

The submitted plans indicate that the following dwelling sizes will be provided:

- 6 x 2 bed houses (37.5%)
- 4 x 3 bed houses (25%)
- 4 x 1 bed apartments (25%)
- 2 x 2 bed apartments (12.5%)

As the majority of new houses do not have at least three bedrooms, the proposed development would be contrary to policy HOU2 of the Housing Planning Guidance. However, the proposed development has been agreed between the council’s Housing Strategy and Enabling Team and City West Housing Trust as meeting a local need and is therefore acceptable in the context of criterion F of UDP policy H1.

In relation to the proposed apartments, studios and one bedroom properties do not predominate. Although the provision of some 3 bedroom apartments may create a better mix, it is considered that the provision of 3 bed houses as part of the development ensures that a good overall mix in terms of size is provided across the site, particularly when taking into account factors relating to local need. In this regard, the proposed apartments are considered to be in accordance with policy HOU2 of the Housing Planning Guidance.

Paragraph 4.31 of the Housing Planning Guidance requires that, typically, the majority of apartments should have a floor space of 57m$^2$ or more. The submitted plans show that 50% of the apartments would have a floor space of approximately 57.6m$^2$ and 50% would have a floor space of approximately 44.66m$^2$. The proposed development is therefore considered acceptable in this regard.

Affordable Housing

UDP policy H4 requires affordable housing to be provided on residential sites over 1 hectare or in developments of 25 or more dwellings. This is also supported by policy HOU3 of the Housing Planning Guidance.
Whilst the application site extends to only 0.35 hectares and 16 dwellings are proposed, the scheme is 100% affordable. As detailed above, the Council had previously agreed the type and tenure of the proposed dwellings prior to the submission of this application. In addition, the 2012 Salford Strategic Housing Market Assessment identifies a shortfall of 1,019 affordable dwellings per annum; and that there are 11,492 households registered on the city council’s waiting list for affordable housing as of December 2013. It is therefore considered that the provision of 100% affordable housing is both acceptable and appropriate.

Planning Obligations

The Planning Obligations SPD explains the city council’s overall approach to the use of planning obligations, and sets out detailed advice on the use of obligations to ensure that developments mitigate their impacts by making an appropriate contribution to projects that will ensure the needs generated by the development are met.

The Education Contributions SPD outlines the city council’s approach to raising financial contributions via planning obligations which will be directed to funding works associated with addressing the increased need for primary school places that a development will generate.

These Supplementary Planning Documents require major residential developments of 10 dwellings or more to ordinarily contribute towards addressing increased pressure on existing primary school provision, the provision, improvement and maintenance of open space and recreation facilities; public realm, infrastructure and heritage; construction training; and reducing and offsetting carbon dioxide emissions where developments do not achieve ‘very good’ or excellent BREEAM ratings or equivalent.

Although the development would provide affordable housing and involves grant funding from the Homes and Community Agency, planning obligation contributions should be sought from the proposed development, in line with the adopted SPDs, providing the payment of commuted sums do not render the development commercially unviable.

In line with the planning obligations SPD the following contributions were sought –

Open Space – dwellings - based on 34 bedspaces – 34 x £598 = £20,332
Open Space – apartments - based on 14 bedspaces – 14 x £658 = £9,212
Public Realm, infrastructure and heritage – based on number of dwellings – 16 x £1,500 = £24,000
Construction Training – based on number of dwellings –16 x £150 = £2,400
Climate Change – based on number of dwellings – 16 x £200 = £3,200
Education = £14,509.88

Total = £73,653.88 Plus 2.5% admin fee

The applicant considers that making this payment would make the scheme unviable. The applicant has undertaken an appraisal of the viability of the development and this “shows that if the commuted sum is sought from the scheme, it would render the scheme entirely unviable.”

Paragraph 4.5 of the Planning Obligation SPD recognises that there will be some circumstances where it may be appropriate for the value of any planning obligation to be lower, or for there to be no obligation at all. One example of this is where the viability of development would otherwise be compromised and the benefits of development outweigh any negative impacts that would normally be addressed through a larger commuted sum.
The viability appraisal for the scheme has been assessed by the local planning authority who have concluded that the figures detailed in the viability appraisal are sound. Therefore the viability position of the applicant is accepted and no planning obligations have been sought.

In light of the above and given the clear benefits of the scheme i.e. the provision of affordable housing and the redevelopment of the brown field site, it is considered that the benefits of the scheme would outweigh negative impacts that would be addressed through a planning obligation. As such the development is considered acceptable in this regard.

**Layout, Scale, Massing and Design**

It is considered that the proposed layout maximises the use of the site and is an efficient use of land. The scheme has been designed to continue the building lines along Irwell Grove and The Grove and would also provide frontages to these roads.

The proposed apartment block would be set back from the pavement of Irwell Grove and would not project beyond the side gable of the adjacent dwellings at 1 and 3 The Grove which would back onto the apartment block. The siting of the proposed apartment building is considered to be acceptable as it would provide a strong building frontage to Irwell Grove. Whilst it would be side on to Irwell Grove, its side gable includes a number of windows to allow natural surveillance of the street and to provide relief to what would otherwise be a blank gable.

The apartment block would comprise two elements linked by a central access/lobby area and stairwell. Each would be three storeys in height with a small step in the roof line between the two. The lower of the two elements would front Irwell Grove. The majority of buildings within the surrounding area are two storeys in height and of varying designs and appearance.

The apartment block would not be sited directly adjacent to surrounding properties as it would be bounded by the proposed new access road and the rear gardens of 1 and 3 The Grove. In addition, it would be set back from the back of the pavement to ensure it does not appear overly dominant in the street scene. One apartment block is proposed as part of the wider scheme and therefore houses predominate. Whilst it is acknowledged that the design, height and overall appearance of the apartment block would be different to the dwellings in the surrounding area it is not considered that it would have a detrimental impact on the street scene and the visual amenity of the area.

Cycle storage for the apartments would be provided in two shared timber sheds along the northern boundary of the site. No specific details of the appearance of the sheds has been submitted and whilst they would be adjacent to the boundary of the site the boundary treatment plan indicates a 1.8m high close boarded timber fence along this part of the boundary meaning that the sheds would be largely screened. This 1.8m high timber fencing would adjoin the existing concrete panel boundary treatment which bounds the rear garden area of 1 The Grove. Bin stores for the apartments would be located to the rear and would therefore not be highly visible within the street scene.

The two pairs of semi detached dwellings proposed would front Inwell Grove and The Grove and would be set back from the pavement ensuring they respect the established building lines. The remainder of the dwellings would be set back within the site and would front the proposed turning head and access road.

Sheds and bin stores would be provided for each of the proposed dwellings and would be largely located within the rear gardens with the exception of two bin stores for the middle dwellings in the row facing the turning head which would be located in front gardens.

A boundary treatment plan has been submitted in support of the application which indicates low level railings (0.9m) to the front of properties and along front common boundaries and close
boarded timber fencing (1.2m) to the front side boundaries of the dwellings fronting The Grove. The plan also indicates higher 1.5m high close boarded timber fencing between rear gardens and 1.8m high close boarded timber fencing to the perimeter of the site and to rear boundaries.

All houses would be two storeys in height with a mix of pitched and hipped roofs. The dwellings and apartments were originally proposed to be constructed using grey concrete roof tiles and a red multi brick with areas of white render. Existing properties along Irwell Grove and Irwell Avenue are predominantly terraced with varying external finishes and are largely brick with some render and pebbledash. Despite this mix the use of render is not considered appropriate in this location as it is considered that it would not respect the context set by the local area contrary to UDP policy DES1. The agent has therefore agreed that the render can be omitted from the scheme and be replaced with brick and the recommended condition has been worded accordingly.

The design of the proposed dwellings is of a more modern design in contrast to the existing dwellings rather than an imitation of surrounding properties. Each would incorporate garden/parking areas to the front and rear and the plot sizes are considered to be consistent with that of the surrounding area.

It is considered that the design and appearance of the proposed development as well as its scale and massing would be appropriate given the existing built form in the area.

A landscaping scheme has been submitted in support of the planning application. This comprises a mix of tree planting, hedge planting and grassed areas to gardens of dwellings and around the apartment block. This is considered in more detail in the trees and landscaping section of the report below.

In light of the above and subject to conditions ensuring the development is carried out in accordance with the submitted landscaping scheme and using the approved materials it is considered that the development would accord with the relevant design policies of the Unitary Development Plan and the Shaping Salford Design SPD.

Design and Crime

A Crime Impact Statement produced by GMP Design for Security has been submitted in support of the planning application.

The statement confirms the development has been assessed against the principles of ‘Crime Prevention Through Environmental Design’ in order to reduce the opportunities for crime and the fear of crime and that the proposed scheme has been found acceptable.

The statement recommends the inclusion of boundary treatments to create defensible space which is clearly separate from the street and in ownership of the occupiers of the properties; the recess of the entrance doors in the apartment block to be no greater than 0.6m; the physical security measures set down in section 4 of the report be incorporated into the development. The submitted boundary treatments plan indicates a mix of boundary treatments to front and rear garden areas as well as between dwellings in order to define public and private space and ensure clarity of ownership for future residents. The entrance doors to the apartments are set back between approximately 0.5m on one side and 1.2m at the other side. Whilst this is more than the 0.6m required by Design for Security the main entrance door on the eastern side of the building would front the new access road and would benefit from natural surveillance from surrounding dwellings and passing motorists and pedestrians. In addition, the agent has confirmed that lighting is proposed around the entrance. Should the door be moved forward, the existing recess in this elevation would be lost, the entrance canopy would overhang the main elevation and this in turn would alter the eaves line and the overall appearance of the building.
It is considered therefore that subject to a condition to ensure the development is carried out in full accordance with the Crime Impact statement and Section 4 (Physical Security) in particular that the development would discourage crime, anti social behaviour and the fear of crime and support personal security and property security in accordance with policy DES10 of the Unitary Development Plan and the Design and Crime Supplementary Planning Document.

Amenity

The site represents an infill development on an industrial site surrounded by residential dwellings.

The rear garden areas of the properties along Irwell Avenue back onto the application site and would be bounded by the side boundary of plot 16. The properties at Irwell Avenue have relatively long but narrow rear gardens. A small part of the garden is accessed directly from the rear of the properties with a larger section separated from the dwelling by a narrow access ginnel. The property on plot 16 would contain no habitable room windows in its side gable and would directly face the rear elevations of numbers 4 and 6 Irwell Avenue at a distance of approximately 24m.

Currently along the Irwell Grove frontage of the application site are large dense conifers which provide screening of the site. It is likely that whilst acting as a screen, these conifers also have some impact on the level of light and outlook of the properties on the opposite side of the road. These conifers would be removed to allow for the development of the site. The proposed dwellings and apartment block fronting Irwell Avenue would be no closer than the existing properties along Irwell Grove and would retain a distance of approximately 24m from the front elevations of the properties on the opposite side of the road.

The properties on the southern side of Irwell Grove, adjacent to the application site are side on to the proposed development and the rear garden set up is similar to that of the properties along Irwell Avenue with an access ginnel separating the garden areas. The end property in the row, 21 Irwell Grove is separated from the application site by an area of hard standing which appeared to be in use for access and parking at the time of the case officers site visit. Number 21 Irwell Grove has no habitable room windows in its side gable. The adjacent dwellings proposed on plot 1 would contain no habitable room windows in its side gable, would be set approximately 8.7m away from the gable of number 21 and would not project beyond its front and rear elevations.

The rear elevation of the apartment block would retain a distance of approximately 19.6m from the rear elevations of the properties at 1 and 3 The Grove. The rear elevation of the apartment block originally included a number of bedroom windows however in order to protect the privacy of existing residents the agents have submitted an amended plan which shows the relocation of habitable room windows from the rear elevation to the side elevations with remaining windows in the rear elevation serving bathrooms, store rooms and the entrance/access stairwell.

The dwellings proposed at plots 9 and 10 would front The Grove and would be sited between the existing residential dwellings at 3 and 7 The Grove each of which contain no habitable room windows in their side gables. The proposed dwellings would retain a distance of approximately 5.5m from the side gable of number 3 and approximately 4m from the side gable of number 7. They would not project beyond the front elevations of the adjacent dwellings and would project approximately 1.5m beyond their rear elevations.

The development would provide all future occupiers with an acceptable level of light and outlook. Separation distances between dwellings within the site are considered to be acceptable and all houses would be provided with a rear garden for private outdoor amenity space.
There would be limited outdoor amenity space associated with the proposed apartments however, the site is within walking distance of Eccles Recreation Ground off Oxford Street. In addition, the site is well located in terms of Eccles Town Centre and the services and facilities it provides. Given this, whilst the amenity space for the proposed apartments block is not ideal, it is not uncommon for apartments to have limited outdoor space and given the accessibility of the site and its close proximity to public open space it would be unreasonable to refuse the application on these grounds.

It is considered, that the proposed residential use of the site would be compatible with surrounding uses, more so than the industrial use of the site which could be brought back into full use without the prior grant of planning permission and would have the potential to impact significantly on the amenity of occupiers of surrounding residential dwellings in terms of noise, comings and goings and general disturbance associated with such a use.

In conclusion, it is considered that the proposed development would provide future occupiers with an adequate level of amenity and the amenity of occupiers of surrounding residential properties would not be impacted to an undesirable degree. The proposed development therefore accords with policies DES7 and EN17 of the Unitary Development Plan.

Highways and Car Parking

The proposed development would be accessed from Irwell Grove with the exception of a pair of semi detached dwellings which would front The Grove. The site is considered to be located within a sustainable location with good public transport links and within walking distance of Eccles Town Centre.

Following initial comments from highways, the site layout has been amended to incorporate additional parking spaces as well as pedestrian accesses along both sides of the access road and to the turning head. An updated swept path has also been submitted which demonstrates that a refuse vehicle can still enter and exit the site in a forwards direction.

The amended plan has been reviewed by the Highway Development Control Officer as well as the Highway Adoption Manager. It has been confirmed that the amended site layout can now be considered eligible for adoption under a S38 agreement and an informative is proposed to make the applicants aware of the need for a S38 agreement and the relevant contact details. An informative is also recommended to advise the applicants of the need to liaise with the Engineering and Highways division of Urban Vision to obtain necessary permits/licenses prior to undertaking any works to the highway.

Given the existing commercial use at Irwell House would continue to operate, highways have advised that the existing Traffic Regulation Order (single yellow line) along the frontage on Irwell Grove will need to be retained to prevent loading on Irwell Grove.

Highways have confirmed the following Traffic Regulation Order’s are in place in the surrounding area:

- Irwell Grove – No Waiting Mon-Sat, 08:00-16:00 outside the application site and No Waiting at Any Time peak hour loading ban at the junction with the A57
- Irwell Avenue – West side revocation of No Waiting

The updated site layout plan indicates that 25 parking spaces would be provided. Parking for dwellings would be in curtilage with some dwellings being served by one space and others by two spaces. A further 8 spaces would be provided for the apartment block and/or visitors. The proposed spaces equate to an average of 1.6 per unit. Whilst this is slightly above the 1.5 per dwelling referred to in policy A10 of the Unitary Development Plan this level of parking is
considered acceptable in this location given the limited opportunities to park on-street in this location.

Cycle storage would be provided within rear garden sheds for the dwellings and a communal shed for the apartments. The sheds would include a cycle hoop for secure storage.

Conditions are recommended to ensure the submission of a scheme for new and altered accesses to be submitted for the written approval of the Local Planning Authority; cycle and parking facilities are provided prior to first occupation of the site, the submission of a construction management plan and visibility splays to be provided and retained.

It is considered therefore that the proposed development would be in accordance with the requirements of policies A8 and A10 of the Unitary Development Plan.

Environmental Issues

Drainage

The application site is located within a critical drainage area and the application is supported by a Flood Risk and Drainage Strategy Study compiled by Adept civil and structural consulting engineers. Adept have also provided an email from United Utilities which outlines that they would not object to the foul flows from the site being discharged to the combined sewer located in Irwell Grove and that they would have no objection to the surface water from this site being drained to the 300mm surface water sewer located in The Grove at a rate not exceeding 40l/s. United Utilities have advised however that the drainage of the site would need to meet the requirements of planning and building regulations.

Salford’s joint Strategic Flood Risk Assessment states that development should aim for a minimum reduction in surface water runoff rates of 50% for brownfield sites, with an aim of reducing runoff to Greenfield rates up to a 1 in 100 year storm event, considering climate change.

The submitted documents have been reviewed by the Council’s drainage engineer who has recommended a condition requiring a reduction in surface water flows as detailed in Salford’s joint SFRA. Calculations to show a reduction of at least 50% compared to existing flows have been requested from Adept but have not been received to date. As such a drainage condition is recommended to ensure the submission of a scheme for written approval of the Local Planning Authority prior to the commencement of the development.

It is considered that with the imposition of this condition that the development would accord with UDP policy EN19 and the Flood Risk and Development Planning Guidance.

Noise and Air Quality

The application site adjoins Liquid Roofing Ltd which fronts The Grove and there is a large commercial warehouse type building to the south with the remainder of surrounding properties being in residential use.

Due to the sensitive end use proposed and its close proximity to commercial properties, the application is supported by an acoustics report on environmental noise affecting the site of a proposed residential development. The report is compiled by RPS, ref: B7548/ENV/P1.

The report details both day time and night time noise surveys and it specifically considers the two employment uses and their likely noise impact. The report concludes that positioning proposed dwellings in any location on the site will be exposed to low levels of noise. The author of the report consulted Urban Vision Air and Noise prior to undertaking the noise assessment.
and the report confirms that the City Council’s internal and external noise standards for new dwellings can be met without any specific noise mitigation measures. The report recommends ‘standard’ glazing and ventilation specifications.

The noise assessment has been reviewed by Urban Vision Air and Noise who have advised that they are in agreement with its findings and conclusions and therefore consider no specific noise mitigation measures are necessary to the dwellings over and above the proposed construction detail.

The application site is situated outside the City Council’s Air Quality Management Area and Urban Vision Air and Noise consider that air quality from the operational aspects of the development will not be an issue. However, as there are residential uses in close proximity to the development site dust and general noise disturbance from the construction phase of the development are likely to be issues unless they are controlled. Therefore a condition is recommended to ensure the submission of a Construction Method Statement for the written approval of the Local Planning Authority. The condition shall require the following details to be included in the statement:

- Time of construction activities on site
- Parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in construction the development
- Erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity
- Measures to prevent the pollution of watercourses

Subject to the Construction Method Statement condition and a condition to ensure the development is carried in accordance with the submitted acoustic report it is considered that the development would accord with the requirements of policy EN17 of the Unitary Development Plan.

Contaminated Land

A Phase1 report compiled by Arc Environmental, Ref: 14-258 dated July 2014 has been submitted in support of the application. The report concludes that further site investigation is required and having reviewed the report Urban Vision Environment are in agreement. Therefore they have recommended that a contaminated land condition and informative are attached should the application be approved.

Sustainability

The application is supported by a Sustainability Checklist and a Sustainability Report. The sustainability report confirms that the development is designed to comply with Code for Sustainable Homes Level 3 and details measures which are to be incorporated. A Pre-Assessment report has been submitted in support of the application which details the methodology to be used to achieve the required Level 3 rating. A condition is recommended to ensure the development meets the Code Level 3 target.

Ecology
The proposed development involves the demolition of the existing building on site and as such the application is supported by an Ecological Appraisal and Bat Roost Potential Survey compiled by Brooks Ecological, dated August 2014, Reference: R-2019-01. The report concludes that the majority of this brown field site comprises built development and what habitat is present is considered to be of very low wildlife importance. A dedicated bat roost potential survey was carried out on the site and assessed that the building only has very limited to no bat roost potential. The row of trees and vegetation along the site edges has the potential to support low numbers of common garden birds during the main nesting season (March-August) and the report advises that clearance of vegetation needs to be undertaken outside the breeding bird season.

GMEU have been consulted and consider the ecology report submitted as part of the application has been undertaken by suitably qualified consultants and is to acceptable and proportionate standards. They advise the site is not of substantive nature conservation value and they raise no objections to the proposed development but recommend a condition to ensure no tree felling required by the scheme takes place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Subject to the imposition of the suggested conditions, it is considered the proposal would not have a detrimental impact on ecology and as such the scheme is acceptable in this regard.

Trees

There are a number of mature trees on and adjacent to the application site and as such a tree survey has been submitted in support of the application. The trees are not covered by a tree preservation order and the site is not located within a conservation area.

The tree survey has been reviewed by the Council’s consultant arborist who has confirmed that the report is of a good quality and gives a fair and accurate appraisal of the trees on site.

The report identifies that in order to facilitate the development trees G1, T6, T8, T9, 10 and G12 will need to be felled. These trees are all category C trees and it is noted within the report that several of these trees are self-seeded along the boundary. Category C trees should not be allowed to constrain a development.

Trees T2 and G3 are of higher value and are proposed to be retained. They are situated in an adjacent garden beyond a robust boundary wall. It is proposed that T2 and G3 be crown lifted to reduce any potential impacts from site work.

The report identifies trees T4, T5, T7 and G11 as low value naturally regenerated ash trees which are not particularly worthy of retention but are proposed to be retained with minor crown pruning to avoid damage. Again a number of trees in group A number of trees to which work is proposed are sited adjacent to the application site and fall outside the red line boundary. As such an informative is recommended to advise the applicants that permission must be sought from the owners of the trees prior to any works being carried out.

A Tree Protection Plan (TPP) has been supplied to demonstrate how retained trees will be protected throughout the development phase along with an Arboricultural Method Statement (AMS).

Conditions are recommended to ensure the development is carried out in full accordance with the Arboricultural method statement and to ensure retained trees are protected during the
development in accordance with the tree protection plan and the fencing specification submitted.

Replacement planting is not proposed however it is considered that establishing new trees on a 2:1 basis is unrealistic and would lead to over-stocking the site. Replacement planting is not considered necessary to mitigate against the loss of trees to facilitate the development given the space restrictions on site and it is considered that there are sufficient trees retained that will provide amenity to the local area.

Whilst no replacement tree planting is requested, a landscaping scheme has been submitted in support of the planning application which includes proposed tree and hedge planting across the site. Notwithstanding this a landscaping condition is recommended to ensure full details of trees to be planted (including the specification of size, species and location); details of species and density of planting; details of surface treatments (including highway surfaces); external lighting, a maintenance and management plan and a timetable for implementation are submitted for the written approval of the Local Planning Authority.

Recommendation

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.

   **Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. Notwithstanding the approved plans, the development hereby permitted shall be carried out using the following approved materials:
   - Brick: Ibstock Leicester Autumn Multi
   - Roof: Sandtoft ‘Calderdale’ concrete roof tile – grey
   - Windows – White uPVC double glazed units

   **Reason:** To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan.

3. Notwithstanding the submitted landscape plan (4895.01 Rev B) the site shall be treated in accordance with a detailed landscape scheme, which shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall include full details of trees to be planted (including the specification of size, species and location); details of species and density of planting; details of surface treatments (including highway surfaces); external lighting, a maintenance and management plan and a timetable for implementation. The development shall be completed and operated in full accordance with the approved scheme.

   **Reason:** To safeguard the amenity of the area in accordance with policies DES 1 and DES10 of the City of Salford Unitary Development Plan.

4. No trees or shrubs shall be removed between the 1st March and 31st July in any year unless a detailed bird nest survey prepared by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation has been provided to the local planning authority that no bird nests are present.

   **Reason:** All British birds, their nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981.

5. A scheme for the disposal of foul and surface water within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried
6. The development hereby approved shall be carried out in accordance with the submitted Arboricultural Report and Impact Assessment ref: AWA1271 and the Arboricultural Method Statement Ref: AWA1271/AMS.

Reason: To safeguard protected trees on the site and to ensure that adequate provision is made for their protection whilst the development is carried out in accordance with the Trees and Development Supplementary Planning Document.

7. No development shall be started until all the retained trees (as shown on the Tree Protection Plan within AMS No: AWA1271/AMS) within (or overhanging) the site, have been surrounded by substantial fences which shall extend to the extreme circumference of the spread of the branches of the trees (or such positions as may be agreed in writing by the Local Planning Authority). Such fences shall be erected in accordance with the specification submitted in AMS No: AWA1271/AMS and shall remain until all development is completed and no work, including any form of drainage or storage of materials, earth or topsoil shall take place within the perimeter of such fencing.

Reason: To safeguard protected trees on the site and to ensure that adequate provision is made for their protection whilst the development is carried out in accordance with the Trees and Development Supplementary Planning Document.

8. Prior to the commencement of the development hereby permitted;
   i) A Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority (LPA). 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 and the wider environment; and
   ii) The details of any proposed Remedial Works shall be submitted to, and approved in writing by the Local Planning Authority. Such Remedial Works shall be incorporated into the development during the course of construction and completed prior to occupation of the development; and
   iii) Prior to first occupation of the development hereby permitted, 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 in accordance with policy EN17 of the City of Salford Unitary Development Plan.

9. Prior to commencement of development, details of the altered vehicular access on Irwell Grove and the construction of the new vehicle access points on The Grove shall be submitted to and approved in writing with the Local Planning Authority. The development shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: In the interests of highway safety in accordance with policy A8 of the City of Salford Unitary Development Plan.
10. Prior to first occupation of the site, the car and cycle parking facilities to serve the site shall be laid out and provided in accordance with Drawing 2361.09.100D, made available for use and retained as such thereafter.

Reason: In the interests of highway safety in accordance with policy A8 of the City of Salford Unitary Development Plan.

11. Visibility splays of 2.4m x 25m shall be provided in both directions either side of the application site’s junction with Irwell Grove and nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6m within the splays in accordance with Drawing 2361.09.100D. The visibility splays shall be implemented prior to first occupation of the dwellings hereby approved and shall be retained thereafter.

Reason: In the interests of highway safety in accordance with policy A8 of the City of Salford Unitary Development Plan.

12. The development hereby permitted shall be carried out in accordance with the submitted acoustics report compiled by RPS, dated 17th July 2014 and reference: B7548/ENV/P1

Reason: To safeguard the amenity of the future occupants of the development in accordance with policy EN17 of the City of Salford Unitary Development Plan.

13. No development shall take place, including any works of excavation or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include:

(i) the times of construction activities on site
(ii) the parking of vehicles of site operatives and visitors
(iii) loading and unloading of plant and materials
(iv) storage of plant and materials used in constructing the development
(v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
(vi) wheel washing facilities
(vii) measures to control the emission of dust and dirt during construction
(viii) a scheme for recycling/disposing of waste resulting from demolition and construction works
(ix) measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity
(x) measures to prevent the pollution of watercourses
(xi) location of site compound for contractors

Reason: To safeguard the amenity of the neighbouring residents and in the interests of highway safety in accordance with policies EN17 and A8 of the City of Salford Unitary Development Plan.

14. The development hereby permitted shall be delivered in accordance with the approved Planning Statement dated August 2014.

Reason: For the avoidance of doubt.
15. The development hereby approved shall be carried out in full accordance with section 4 (physical security) of the submitted Crime Impact Statement, Version A dated 25th September 2014.

Reason: In the interests of securing the development from crime, pursuant to policy DES10 of the City of Salford Unitary Development Plan.

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

- 2361.09.20C GA’s & Elevations Plots 1-2
- 2361.09.021E GA’s & Elevations Plots 3-8
- 2361.09.22C GA’s & Elevations Plots 9-10
- 2361.09.23C GA’s & Elevations Plots 11-13
- 2361.09.24C GA’s & Elevations Plots 14-16
- 2361.09.050B Site Elevations
- 2361.09.002 Site Ownership Boundary
- 2361.09.110F Boundary Treatment Plan
- 2361.09.100F Site Layout
- 2361.09.100D Site Layout (including visibility splays & swept path)

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

Notes to Applicant

1. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848.

Further information is also available on The Coal Authority website at www.coal.decc.gov.uk

Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority’s Property Search Service on 0845 762 6848 or at www.groundstability.com

2. As the proposals involve work in the adopted Public Highway on Irwell Grove/The Grove (alterations to the existing vehicular access and installation of dropped crossing on The Grove), the applicant will need to liaise with the Engineering and Highways division of Urban Vision on 0161 779 4046 to obtain the necessary permits/licenses prior to undertaking any works in the highway.

3. In order to construct the proposed site access road to a standard capable of future adoption, the applicant will need to enter into a Section 38 Agreement with Salford City Council. To action, the applicant is advised to contact John Proctor, Engineering and Highways division of Urban Vision on 0161 779 4894.

4. If, during any works on site, contamination is suspected or found, or contamination is caused, the Local Planning Authority (LPA) shall be notified immediately. Where required, a suitable risk assessment shall be carried out and/or any remedial action shall be carried out in accordance to an agreed process and within agreed timescales in agreement with the LPA.
5. Please note this permission does not authorise works to be carried out to trees within neighbouring properties. Permission should be sought from the owners of the trees prior to works to trees being carried out.
APPLICATION No: 14/64062/FUL
APPLICANT: Mr Mike Murphy - T J Murphy Ltd
LOCATION: T J Murphy Limited And UBU Environmental, Builders Yard , Corner Of Moss Lane, Worsley, M28 3LY,
PROPOSAL: Change of use of land from siting of ten steel shipping containers to B2 (General Industry) and B8 (Storage and Distribution). Demolition of existing office building and removal of underground storage tank, erection of new 2.4m high palisade fence, erection of an acoustic screen, new fibreglass electrical meter shed and supply of two 6m high lighting columns, together with construction of a new vehicular ramp.
WARD: Walkden North

Description of Site and Surrounding Area

This application relates to a site on the northern side of Moss Lane in Walkden. The site is currently being prepared with some operational development part or fully completed as an extension to the existing UBU site which adjoins the western boundary of the site. The applicant has confirmed that the site formerly housed shipping containers.
The area on this side of Moss Lane is predominantly industrial in nature with land to the north, east and west being used for industrial purposes. To the south on the opposite side of Moss Lane are residential properties. The closest properties to the application site are positioned so their rear elevation and rear gardens directly face the application site. Vehicle access to the site and broader Linnyshaw Estate is gained via Sharp Street from Manchester Road.

**Description of Proposal**

Planning permission is sought for the use of the land for B2 General Industry and B8 Storage and Distribution. The proposed site will extend the existing operations at the adjacent site in which the site is with the site being used for plant hire, storage, repair, maintenance and administrative functions in connect with road sweeper hire.

An existing 150sqm single storey office building has been demolished and a redundant underground propane gas storage tank has been removed from the site. A concrete vehicle access ramp would be constructed to facilitate the movement of vehicles between the application site and the main site to the west, which is at a higher level. A new access into the site would be created from the side road off Moss Lane which would create a new entrance into the wider site.

A fibreglass meter shed has been erected on site and this measures 1.6m by 1.6m and would be 2.4m tall. Two 6m high lighting columns are to be erected within the site and the existing boundary treatment is to be replaced with 2.4m green palisade fencing (now in situ) to match that around the existing site. An acoustic fence is to be erected along the Moss Lane frontage and set in approximately 4m from this boundary. Between the 2 fences will be existing and new planting (laurels bushes).

Proposed hours of operation are 6am to 10pm Monday to Friday, 6am to 1pm on Saturday and closed on Sunday. The applicant has also requested that subject to prior notice occasional works outside these hours maybe required. These would match the hours of use which are conditioned under the larger UBU site.

A site waste management plan proposes a new access to the site which will be used by road sweepers at all times the business is in use, other vehicles to the site will use the existing access. The report also makes suggestions in respect of improving the fuel process and how the waste is stored on site.

**Publicity**

Earliest Decision Date: 7 April 2014
Revised Expiry Date: No extension agreed

**Site Notice:** Non HH Article 13       Date Displayed: 12 March 2014
**Reason:** Wider Publicity

**Press Advert:**
**Reason:**

**Relevant Site History**

There is no relevant planning history for the application site. However below is the history for UBU which is directly linked to this proposal. This is set out below:

**E/19295** - Use of vacant land for storage of plant equipment together with repair and maintenance and ancillary office use – Approved 21st November 1983

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00/40873/COU - Use of site for traffic management and civil engineering works business together with associated offices on part of site – Approved 7th July 2000
00/41688/COU - Variation of conditions 02(hours) and 04 (open storage) to app. E/19295, change bungalow to offices, erection of 2.4m fence, canopy to existing unit; waste transfer bay; culvert and infill stream and raise levels on part of site - Approve - 15 February 2001
01/43001/OUT - Erection of a portal framed storage unit - Approve - 20 December 2001
01/43388/FUL - Installation of security shutters and CCTV security system - Approve - 8 January 2002
06/53316/FUL - Erection of single storey rear extension to existing ancillary depot offices – Approved 18 November 2006
07/54024/FUL - Erection of a new storage unit, erection of 2.5m high palisade fencing and gates and hardstanding to provide car parking - Approve - 17 May 2007
07/55217/FUL - Installation of roller security shutters on front and side elevations - Approve - 12 September 2007
14/64430/FUL - Erection of a steel portal framed building - Pending Decision

The existing site is currently subject to an enforcement investigation alongside other neighbouring sites; Leeson’s; Stamford Renewables and VRS. The LPA are currently investigating, having served Planning Contravention Notices (with the aim of gathering information about activities on the site) alleged breaches at the site which the applicant is cooperating in. The main issue in this investigation relates to the operation of the site outside the stated hours in relation to emergencies set by application 00/41688/COU and this condition reads:

*There shall be no activities or use on the open area of the site, including the moving or maintenance of vehicles, other than the storage of plant and machinery except between the hours of 6.00 am - 10.00 pm Monday to Friday and 6.00 am - 1.00 pm on Saturdays and in the case of emergencies.*

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy DEV 8 of the City of Salford Unitary Development Plan.

Ward Members, Council officers, and representatives from the Environment Agency have been holding monthly meetings with a group of residents living near the Linnyshaw Estate around allegations of breaches of planning control and environmental nuisance on this and neighbouring sites. Typically the complaints are around noise and disturbance from site operations and working (vehicle movements) beyond hours permitted by the relevant planning permissions. Officers have been working closely with Legal in the serving of Planning Contravention Notices and establishing the planning status and restrictions that may apply to each of the sites under investigation.

**Neighbour Notification**

53 neighbouring residents have been notified of the planning application on the 20th February 2014.

**Representations**

One petition with 7 signatures has been received in response to publicity. The petition states that those who have signed it strongly object to any further development of this site as it is already saturated. A further letter has been received from a local resident raising concerns that the lighting columns will be detrimental to amenity, that further development of this site is unacceptable next to a residential area and that the traffic generated from the industrial estate is damaging the highway and causing noise and disturbance.
Consultations

Urban Vision Environment (Land Contam) - Has no comments to make for this application in respect of contaminated land.

The Coal Authority - No objection to the proposed development.

Highways - No objection. There is no requirement for Traffic Regulation Orders and no impact on Public Rights of Way.

Senior Engineer Flood Risk Management - No objection to the proposal.

Urban Vision Environment (Air And Noise) – No objection to the proposal subject to conditions, detail can be found in the appraisal section of this report.

Environment Agency – No objections but recommend a note to the applicant regarding environmental permits.

Health and Safety Executive – Do not advise, on safety grounds, against the granting of planning permission.

Planning Policy

Development Plan Policy

Unitary Development Plan E5 - Develop. in Established Employment Areas
This policy states that within established employment areas planning permission will be granted for the modernization, refurbishments and redevelopment of land or buildings for employment purposes. Improvement to access, circulation parking, improving the environmental quality or improving security of employment sites would also be supported.

Unitary Development Plan DES1 - Respecting Context
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

Unitary Development Plan DES7 - Amenity of Users and Neighbours
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan DES10 - Design and Crime
This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.

Unitary Development Plan A8 - Impact of Development on Highway Network
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Unitary Development Plan EN17 - Pollution Control
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

**Unitary Development Plan EN19 - Flood Risk and Surface Water**
This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

**Other Material Planning Considerations**

**National Planning Policy**
National Planning Policy Framework
National Planning Practice Guidance

**Local Planning Policy**

**Supplementary Planning Document - Design and Crime**
This policy document contains a number of policies used to assess and determine planning applications and is intended as a guide in designing out crime.

**Planning Guidance - Flood Risk and Development**
The overarching aim of the planning guidance is to ensure that new development in areas at risk of flooding in the city is adequately protected from flooding and that the risks of flooding are not increased elsewhere as a result of new development.

It is not considered that there are any local finance considerations that are material to the application

**Appraisal**

**Principle of Development**
Policy E5 supports employment uses within the City. Economic Development is also recognised as key dimension to achieving sustainable development within the NPPF and paragraph 19 recognises the Government’s commitment to supporting economic growth. The proposed change of use would retain this site in an employment use and would allow an existing business to expand. It is therefore considered that there would be no in principle conflict with the development plan and as such the proposal is acceptable.

**Design**
Whilst the proposed building on site has been demolished and an underground tank has been removed without planning permission it is not considered that the LPA would have had an objection to this loss.

There are no issues in design terms to the erection of 6m high lighting columns.

In respect of the 2.4m high palisade fencing, whilst palisade is arguably typical of fencing found in this type of industrial area the fence lies opposite houses on Stonyeside Avenue and Stonyeside Grove. The fencing lies some 20m from the rear of houses which in turn have rear gardens marked by boundary fencing beyond which lies Moss Lane. The fencing will be colour
treated in Green (RAL 5021) and this would match the existing fencing across the wider site. The impact of the fencing will be softened by the planting of a laurel hedge behind the fencing which is considered to help limit the fences visual impact, beyond which would be the solid acoustic fencing. As such the mitigation offered by the combination of the distance and intervening structures and that the fencing would be seen against soft landscaping (which in time will grow into the fence) and the acoustic fence makes the proposed acceptable.

In light of this it is considered that the proposed development would accord with UDP policy DES1.

Noise

The City’s Environmental Consultants raised concerns with the regard to the extension of existing operations on site due to the long history of complaints from local residents, which centre on the noise and disturbance from industrial activity and from vehicle movements within the site. In response to this initial objection the applicant submitted a noise assessment with the application. The noise assessment should be read in conjunction with the Service Yard Management Plan. The Service Yard Management Plan provides an alternative access into the site and essentially takes vehicles from waiting on the highway (Moss lane) to access the site earlier than the present arrangement. The noise report suggest that this route would be used from 5pm onwards however the applicant has subsequently confirmed that route identified on the Service Yard Management Plan will be used at all time the business is in operation. The Noise Assessment identifies in moving the access 30m from the residential properties this will equate to a 10dB reduction in noise levels at the dwellings which effectively halves the perceived loudness of these vehicles, this move will also result in fewer vehicle movements along Moss Lane. This Service Yard Management Plan access is welcomed as the City’s Environmental Consultants are of the opinion that this will improve the noise issues that residents are currently experiencing. To further safeguard amenity at the request of the City’s Environmental Consultants the applicant has agreed to provide an acoustic barrier along the frontage of the site to Moss Lane i.e. to include the frontage of the new site and the existing site up the existing entrance. Details do not including height of the acoustic barrier will be secured by condition at a minimum of 3m.

In respect of the proposed hours of use the applicant has proposed hours of use to be in line with the current site which are conditioned on 00/41688/COU and this condition reads:

*There shall be no activities or use on the open area of the site, including the moving or maintenance of vehicles, other than the storage of plant and machinery except between the hours of 6.00 am - 10.00 pm Monday to Friday and 6.00 am - 1.00 pm on Saturdays and in the case of emergencies.*

The proposed hours of operations are considered consistent with the existing site to ensure operational alignment. However the use of the emergency clause in the condition is allegedly impacting on the amenity of neighbouring residents and is subject to a current enforcement investigation. There is currently a difference of opinion between the applicant and the LPA as to what constitutes an emergency. Our understanding is that an emergency must be an unforeseen event as opposed what may be construed as a more planned event. It may well be the case that the out of hours events that have occurred can be properly determined to be emergencies but it is the lack of control and inconsistency that creates uncertainty and concern. This application provides an opportunity for the existing condition to be re-framed and a condition be imposed on this site is to agree an out of hours protocol which will have to demonstrate what does constitute an emergency event and in addition what measures (eg not emptying the gully vehicles that return late in the early morning hours) that need to be put in place during out of hours works to safeguard the amenity of neighbouring residents. It is also recommended that that protocol be applied to the entire site (ie the site subject to this
application and the existing site), since the operation of the site needs to be consistent and differences of interpretation between one part and another would be unenforceable.

Subject to the acoustic fencing details, the site management plan and the out of hours protocol being secured by condition it is considered that the development would put in place measure to improve the environment for neighbouring residents which would accord with policy EN17 of the Unitary Development Plan.

**External Lighting**

The proposal includes the erection of two lighting columns. A lighting levels assessment has been submitted in support of the planning application which identifies existing and new lighting sources. This assessment does not account for the columns located in the north east corner of the site or provide lux levels for Moss Lane adjacent to the application site. However the information does provide lighting levels on Moss Lane for existing lighting columns within the site and these levels are considered to be acceptable and would not lead to unneighbourly light pollution and nuisance to neighbouring properties therefore it is considered that an appropriate lighting scheme could be secured on the application site. However for completeness an external lighting scheme will be conditioned. Subject to this condition the development is considered to accord with UDP policy EN17.

**Amenity**

In respect of the proposed fencing (including the acoustic fencing) would be situated 23m from the closest dwellings on Stoneways Grove. It is considered that the fencing is sufficiently offset from these dwelling not to have a detrimental overbearing impact on the amenity they enjoy in accordance with UDP policy DES7. In fact the screening is considered to offer an improvement in amenity.

**Highways**

There is an accompanying Planning Statement with the application which outlines that a new access to the site can be constructed from the industrial park access road which will enable vehicles to be queued within the site and removed from Moss Lane. Car parking remains to the front of the site and the general car traffic and other vehicles are separated within the site and the operation is detailed within the Site Management Plan. Overall an increase in the number of vehicles visiting the site is not predicted. This proposal should provide better traffic management for the development. As such the development is considered to accord with UDP policies A8 and A10.

**Value Added**

Through negotiations under this planning application the LPA have been able to secure measures to make the development acceptable that will also have positive impact on how the wider site operates and this should consequently improve the environment for the neighbouring residents.

**Recommendation:**

**Approve** subject to the following conditions:

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans
   J8289.01 Rev A
   J8289.02 Rev B
   J8289.04 Rev B
   **Reason: For the avoidance of doubt and in the interests of proper planning.**

3. The laurel hedge shown on plan J8289.02 shall be planted within 6 months of the date of this permission. Any part of the hedge dying within five years of planting shall be replaced with the same species within twelve months.
   **Reason: To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan.**

4. Notwithstanding the details on the drawing 1125-ED1 titled Proposed External Lighting and Lux Levels, within 3 months of the date of this decision a scheme for the provision of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall include full details of luminance levels, light spillage and hours of use for all external lighting within the site and the approved scheme shall be implemented in full prior and retained as such thereafter.
   **Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.**

5. Prior to the use of the site commencing a detailed scheme for the erection of an acoustic barrier along the southern boundary of the site, including the existing adjoining site with Moss Lane shall be submitted to and approved in writing by the Local Planning Authority. Details shall include siting, length, height, materials of construction, density of the fence and ongoing maintenance. The barrier shall be a minimum 3.0 metres high (that is above the internal finished level of the site) and it shall run continuously from the existing site entrance to the proposed new entrance on the eastern site boundary. The acoustic barrier shall be erected in strict accordance with the approved scheme prior to the use of the development commencing and retained thereafter.
   **Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.**

6. Notwithstanding the details in text supporting the Service Management Plan regarding hours, the use hereby approved shall be operated in strict accordance with the Service Yard Management Plan 21309/01J dated April 2014 at all time the premise is in use, unless modified by the emergency protocol in condition 7.
   **Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.**

7. The use of the site hereby permitted shall not commence unless and until an Emergency Out of Hours Protocol has been submitted to and approved in writing by the Local Planning Authority. The protocol shall include full details of what constitutes an Emergency Situation, the route along which vehicles shall travel to the main road (A6),
actions to reduce the potential risk of noise and disturbance to local residents including the manoeuvring of vehicles, the unloading and storage of vehicles and the lighting of the site. The existing site (operated under planning permission 00/41688/COU) and this site shall be operated in full accordance with the agreed protocol thereafter. The applicant shall maintain written/electronic records of all emergency out of hours events including dates, times and a description of the event and vehicles involved. The Local Planning Authority shall on written request be granted consent (within 3 working days) to view such records.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

8. There shall be no activities or use on the open area of the site, including the moving or maintenance of vehicles, other than the storage of plant and machinery except between the hours of 6.00 am - 10.00 pm Monday to Friday and 6.00 am - 1.00 pm on Saturdays. Vehicles may enter and leave the site outside these permitted hours only in accordance with the approved Emergency Out of Hours Protocol.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

Notes for Applicant:

1. If the proposal area is intended to be used for waste activities, this development will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency, unless a waste exemption applies. The applicant is advised to contact 03708 506506 to discuss the issues likely to be raised.

2. The applicant is advised to refer to the following guidance relating to the removal of the underground storage tanks http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx

3. The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Your attention is drawn to the Coal Authority policy in relation to new development and mine entries available at www.coal.decc.gov.uk

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action.
Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority’s Property Search Service on 0845 762 6848 or at www.groundstability.com

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is available on The Coal Authority website www.coal.decc.gov.uk
APPLICATION No: 14/64430/FUL
APPLICANT: Mr Mike Murphy - TJ Murphy Ltd
LOCATION: T J Murphy Limited, Sharp Street, Worsley, M28 3LY,
PROPOSAL: Erection of a steel portal framed building
WARD: Walkden North

Description of Site and Surrounding Area

This application relates to a site on the northern side of Moss Lane in Walkden. The site is currently operating as road sweeper depot which includes storage of vehicles, maintenance and storage of waste together with offices.

The area is predominantly industrial in nature on the north side of Moss Lane with land to the north, east and west being used for industrial purposes. To the south on the opposite side of Moss Lane are residential properties. The closest properties to the application site are positioned so their rear elevation and rear gardens directly face the application site.

Description of Proposal

Planning permission is sought for the erection of a steel portal framed building, clad with powder coated steel sheets. This will be sited in the northwest corner of the site. The building itself will have a footprint of 45m by 18m and would have a pitched roof which would be 9.3m at the ridge falling to 7.7m at the eaves. Projecting from the southern elevation along the western boundary of the site would be an open sided extension to the building which would have a footprint of 28m by 6.5m and a maximum height of 7.8m.
The new building will be used to house an aggregate washing and recycling system to deal with the waste from the road sweepers. The waste from the sweepers contains sand, aggregates and fine material. In the past this material has gone to landfill however the equipment which will be housed in the proposed building represents a more environmentally friendly way of dealing with sweeper waste materials so the material recovered could be reclaimed and recycled for other uses.

The proposed plant will wash and sort the fine material. It would recycle water and minimise energy consumption. The planning statement states that the machine is relatively passive, runs smoothly and relatively quietly and no crushing or grinding takes place; it is a large scale separator/sorter and washing facility which enables the aggregates to come out of the other end clean and ready for re-use by others.

The proposal would include the erection of a 4m high acoustic barrier which will run west to east, to the south of the proposed building, this acoustic barrier will also be used as an area for storage.

The proposed hours of operation of the building would be Monday to Friday 6am to 9pm Saturday 6am to 4pm being closed on Sundays and Bank Holidays.

The applicant states that this proposal which will allow recycling to take place is an innovative and pioneering approach and the investment in this project would equate to deliver a state of the art processing plant costing between £1.5m and £2m over the next twelve months and represents a major investment to his company.

Relevant Site History

E/19295 - Use of vacant land for storage of plant equipment together with repair and maintenance and ancillary office use – Approved 21st November 1983
00/40873/COU - Use of site for traffic management and civil engineering works business together with associated offices on part of site – Approved 7th July 2000
00/41688/COU - Variation of conditions 02(hours) and 04 (open storage) to app. E/19295, change bungalow to offices, erection of 2.4m fence, canopy to existing unit; waste transfer bay; culvert and infill stream and raise levels on part of site - Approve - 15 February 2001
01/43001/OUT - Erection of a portal framed storage unit - Approve - 20 December 2001
01/43388/FUL - Installation of security shutters and CCTV security system - Approve - 8 January 2002
06/53316/FUL - Erection of single storey rear extension to existing ancillary depot offices – Approved 18 November 2006
07/54024/FUL - Erection of a new storage unit, erection of 2.5m high palisade fencing and gates and hardstanding to provide car parking - Approve - 17 May 2007
07/55217/FUL - Installation of roller security shutters on front and side elevations - Approve - 12 September 2007
13/64062/FUL - Change of use of land from siting of ten steel shipping containers to B2 (General Industry) and B8 (Storage and Distribution). Demolition of existing office building and removal of underground storage tank, erection of new 2.4m high palisade fence, new fibreglass electrical meter shed and supply of two 6m high lighting columns, together with construction of a new vehicular ramp - Pending Decision

The existing site is currently subject to an enforcement investigation alongside other neighbouring sites-Leesons’s; Stamford Renewables and VRS. The LPA are currently investigating, having served Planning Contravention Notices (with the aim of gathering information about activities on the site) alleged breaches at the site which the applicant is co-operating in. The main issue in this investigation relates to the operation of the site outside the
stated hours in relation to emergencies set by application 00/41688/COU and this condition reads:

*There shall be no activities or use on the open area of the site, including the moving or maintenance of vehicles, other than the storage of plant and machinery except between the hours of 6.00 am - 10.00 pm Monday to Friday and 6.00 am - 1.00 pm on Saturdays and in the case of emergencies.*

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy DEV 8 of the City of Salford Unitary Development Plan.

Ward Members, Council officers, and representatives from the Environment Agency have been holding monthly meetings with a group of residents living near the Linnyshaw Estate around allegations of breaches of planning control and environmental nuisance on this and neighbouring sites. Typically the complaints are around noise and disturbance from site operations and working (vehicle movements) beyond hours permitted by the relevant planning permissions. Officers have been working closely with Legal in the serving of Planning Contravention Notices and establishing the planning status and restrictions that may apply to each of the sites under investigation.

**Publicity**

**Site Notice:** Non HH Article 13 Date Displayed: 17 March 2014  
**Reason:** Wider Publicity

**Site Notice:** HH Article 13 Date Displayed: 17 March 2014  
**Reason:** Wider Publicity

**Press Advert:** Salford Advertiser Date Published: 27 February 2014  
**Reason:** Article 13 Standard Press Notice

**Neighbour Notification**

46 neighbouring residents have been notified of the planning application on the 27th February 2014.

**Representations**

One petition with 7 signatures has been received in response to publicity. The petition states that those who have signed it strongly object to any further development of this site as it is already saturated.

**Consultations**

_Urban Vision Environment (Land Contam)_ - Has no comments to make for this application in respect of contaminated land.

_The Coal Authority_ - The application site falls within the defined Development High Risk Area. The Coal Mining Risk Assessment has been reviewed and the Coal Authority considers the content and conclusion of this are sufficient for the purposes of the planning system and meets the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development. A condition is recommended to secure investigation works prior to the commencement of development.
Highways – No objection. This application will not generate any additional parking or traffic issues. There is no requirement for Traffic Regulation Orders and no impact on Public Rights of Way.

Senior Engineer Flood Risk Management - Objects to the application as the development would be erected over a culvert.

Urban Vision Environment (Air And Noise) – No objection to the proposal subject to conditions, detail can be found in the appraisal section of this report.

Environment Agency – Refers the applicant to the EA standing advice.

Health and Safety Executive – Do not advise, on safety grounds, against the granting of planning permission.

Planning Policy

Development Plan Policy

Unitary Development Plan E5 – Develop. in Established Employment Areas
This policy states that within established employment areas planning permission will be granted for the modernization, refurbishments and redevelopment of land or buildings for employment purposes. Improvement to access, circulation parking, improving the environmental quality or improving security of employment sites would also be supported.

Unitary Development Plan DES1 - Respecting Context
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

Unitary Development Plan DES7 - Amenity of Users and Neighbours
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan A8 - Impact of Development on Highway Network
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Unitary Development Plan EN17 - Pollution Control
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

Unitary Development Plan EN19 - Flood Risk and Surface Water
This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

Other Material Planning Considerations
National Planning Policy

National Planning Policy Framework
National Planning Practice Guidance

Local Planning Policy

Supplementary Planning Document - Design and Crime
This policy document contains a number policies used to assess and determine planning applications and is intended as a guide in designing out crime.

Planning Guidance - Flood Risk and Development
The overarching aim of the planning guidance is to ensure that new development in areas at risk of flooding in the city, is adequately protected from flooding and that the risks of flooding are not increased elsewhere as a result of new development.

It is not considered that there are any local finance considerations that are material to the application

Appraisal

Principle of Development

Policy E5 supports employment uses within the City. Economic Development is also recognised as key dimension to achieving sustainable development within the NPPF and paragraph 19 recognises the Government’s commitment to supporting economic growth. The proposed development would constitute redevelopment of site and significant investment into the business. It is therefore considered that there would be no in principle conflict with the development plan and as such is acceptable.

Design

The proposed building would be located at the rear corner of the site, there are no objections to the siting of the building in design terms. The proposed scale and massing of the building is comparable to those of the other industrial buildings on this site and the adjacent sites. The building will be clad with metal sheets which will be colour treated in blue. The exact shade of blue has not been confirmed therefore a colour treatment condition is recommended to approve the exact colour prior to the commencement of development. In light of this it is considered that the proposed development would accord with UDP policy DES1.

Noise

The City’s Environmental Consultants raised concerns with the regard to the processes within the building and that these may give rise to noise emissions which may have an unacceptable impact on the amenity of neighbouring residents. In response to this the applicant submitted a noise assessment with the application. The report details the findings of prevailing background noise levels at the nearest residential dwellings and measurements were also taken of noise levels of a similar process at a site in Wolverhampton. A noise model was then created, the results from which are contained within the report. The data was subsequently used to predict the potential impact of noise from the proposed development when in use.

The report finds that predicted noise levels at the nearest dwellings when assessed to British Standard 4142:1997 (Method for rating industrial noise affecting mixed residential and industrial areas) the Rating Level was found to be equivalent to the prevailing background noise level. The report points out that this finding is below the level of ‘marginal significance’ as referred to in BS4142:1997, but it is 5dB higher than the design target that was recommended by the City’s
Environmental Consultants. The report suggests that its findings are based on a robust assessment and it is considered likely that actual noise levels will be lower than those predicted.

Several noise mitigation measures are proposed in the report, including the partial enclosure of externally located plant and the provision of noise barriers (in the form of acoustic barriers and cladding of an existing warehouse). Other recommendations include a service yard management plan and hours of operation controls and constructing the building from a material with a minimum weighed sound reduction index.

The report makes the point that the proposed hours of operation of 0600 to 2100 hours Monday to Friday, and 0600 to 1600 Saturday have been recognised by the City’s Environmental Consultants as having the potential to cause disturbance while local residents are still asleep. The report therefore recommends that the hours of operation of the plant are limited to a 0700 start time.

Subject to the development being undertaken and all mitigation measures as outlined in the noise assessment being secured it is considered that appropriate control measures have been proposed to enable a commensurate level of protection from noise to be provided to nearby residents. As such the development is considered to accord with EN17 of the UDP.

**Dust**

The applicant has submitted a Dust Assessment, this report recommends a number of dust control mitigation measures, including the partial enclosure of externally located plant and the provision of barriers, which also serve to mitigate noise. The report also recommends other dust mitigation measures, which can be incorporated into a Dust Management Plan. The report concludes that appropriate dust control measures have been proposed to enable a commensurate level of protection to be provided to nearby residents. The City’s Environmental Consultants have considered the report and are satisfied with its findings and with the conclusion drawn. In order to secure the dust mitigation measures a dust management plan condition is recommended. In light of this it is considered that the development will accord with UDP policy EN17.

**External Lighting**

A lighting levels assessment has been submitted in support of the planning application which identifies new lighting sources will be erected on the building. Given the distance of these new lights to the residential dwelling being in excess of 90m, it is considered that the proposed lighting scheme could be secured without having a detrimental impact on the amenity on neighbours in accordance with UDP policy EN17.

**Culvert**

The application is located in Flood Zone 2 and is located within a critical drainage area. The application has been submitted with a Flood Risk Assessment. This confirms that the building will not increase the impermeable area of the site. The FRA notes that whilst the proposed building is located within a flood risk area is not considered to be at risk of flooding due to its final level being higher than the remainder of the site. This has been reviewed by the City’s Drainage Engineer who considers the report gives an accurate representation flood risk.

The City’s Drainage Engineer does note that the FRA does not address that the building is being erected over an existing culvert which crosses the site. This culvert serves Blackleach Reservoir and is classed as an ordinary watercourse. The City’s Drainage Engineer has objected to this proposal as the building would restrict access to the culvert if required in the future. This issue has been bought to the applicant’s attention and they have submitted an application to Salford City Council under the Land Drainage Act to build over the culvert. The
applicant is fully aware that should the application for building over the culvert be refused this scheme could not be implemented in its current form.

Amenity

The proposed building is sufficiently offset from the closest dwellings on Stoney Side Avenue and Stoney Side Grove and this together with the proposed mitigation measures are considered acceptable to ensure that the development would not have a detrimental overbearing impact on the amenity they enjoy in accordance with UDP policy DES7.

Coal Mining

The application site falls within the defined Development High Risk Area. The application is supported by a Coal Mining Risk Assessment which correctly identifies that the application site may have been subject to past coal mining activity and from the information available the development site is likely to have subject to historic unrecorded underground coal mining at shallow depths. The assessment recommends that intrusive site investigations be carried out on site to prove the absence of depth of any mining works. The report identifies that is coal mines are encountered than a scheme for stabilisation should be carried out. The Coal Authority concurs with the recommendations of the report and recommends a condition to secure the site investigations.

Highways

A site management plan outlines that a new access to the site can be constructed from the industrial park access road which will enable vehicles to be queued within the site and removed from Moss Lane, the acceptability of this has been assessed under 14/64062/FUL. The applicant has confirmed that the proposed operations within the new building would not increase vehicle activity and as such the City’s Highway Officer has confirmed that the development is acceptable in this regard. As such the development is considered to accord with UDP policies A8 and A10.

Value Added

Through negotiations under this planning application the LPA have been able to secure measure to make the development acceptable ensuring that the development would not have an unacceptable impact on the amenity of neighbouring residents.

Recommendation

Approve subject to the following conditions

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.

   Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans
   J8289.01 Rev A
   J8289.02 Rev B
   J8289.03 Rev C
   5171.GA.D07
3. Prior to the commencement of development full details of the colour of the steel portal framed building; hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The steel portal framed building; shall be powder coated in the approved colour prior to installation and shall be maintained as such thereafter.

Reason: To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan.

4. No development shall take until an intrusive site investigation has been undertaken to establish the presence, location and condition of the recorded coal mining entry within the application site. Should a potential risk be identified then details of the remedial works required to treat the mine entry shall be provided. Copies of the intrusive site investigation and details of the remediation measures, if required, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. A Verification Report shall be submitted to, and approved in writing by, the Local Planning Authority prior to the building being brought into use. The Verification Report shall validate that all remedial works undertaken on site were completed in accordance with those agreed by the Local Planning Authority.

Reason: In the interests of public safety in accordance with National Planning Policy Framework.

5. The rating level (L_{Aeq,T}) from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (L_{A90,T}) by more than -5 dB at any time when measured at the boundary of the nearest noise sensitive premises. Noise measurements and assessments shall be carried out according to BS 4142:1997 "Rating industrial noise affecting mixed residential and industrial areas". T refers to any 1 hour period between 07.00hrs and 23.00hrs and any 5 minute period between 23.00hrs and 07.00hrs.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

6. The hours of operation of the fixed plant and machinery shall not be outside the hours of 0700 hours to 2100 hours Monday to Friday, and 0700 hours to 1600 hours on Saturdays. There shall be no working on a Sunday or on Bank Holidays.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

7. The building envelope of the main shed (i.e. walls and roof) and the Trommel enclosure shall be of a material with a minimum weighted sound reduction index (SRI) of 24 dB Rw as outlined in section 9.2 of the Noise Assessment Report dated 5th June 2014 ref 100872. Any repair or replacement of the building envelope shall be to the same or better sound reduction index.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

8. The trommel and the feed conveyor located external to the main building shall be enclosed prior to its first use as detailed in the section 9.4 of the submitted Noise Assessment Report dated 5th June 2014 ref 100872. The enclosure shall be maintained as such thereafter.
Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

9. An acoustic screen shall be provided to the immediate south-east of the Trommel shed, prior to first use of the development hereby permitted as detailed in the section 9.5 of the submitted Noise Assessment Report dated 5th June 2014 ref 100872. The screen shall be maintained as such thereafter.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

10. An acoustic strip curtain shall be provided to the opening of the main shed, prior to first use of development hereby permitted as detailed in section 9.6 of the submitted Noise Assessment Report dated 5th June 2014 ref 100872. The applicant shall submit details of how the curtain is to be maintained to ensure its acoustic effectiveness thereafter.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

11. No development shall take place until the warehouse as identified in 9.3 of the submitted Noise Assessment Report dated 5th June 2014 ref 100872 has been clad in accordance with detailed agreed under planning permission 07/54024/FUL.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

12. No development shall commence until a Dust Management Plan has been submitted for the written approval by the Local Planning Authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control methods to ensure that dust does not travel beyond the site boundary. Once in place, all identified measures shall be implemented and maintained at all times. Should any equipment used to control dust fail, the site shall cease all material handling operations immediately until the dust control equipment has been repaired or replaced.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.

13. Notwithstanding the details in text supporting the Service Management Plan regarding hours, the use hereby approved shall be operated in strict accordance with the Service Yard Management Plan 21309/01J dated April 2014 at all time the premise is in use, unless modified by the emergency protocol in condition 7.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy EN17 of the City of Salford Unitary Development Plan.
Description of Site and Surrounding Area

This application relates to a 0.19 hectare, rectangular plot of land, located on the northern side of Bradburn Road adjacent to the Irlam and Cadishead College.

The site, which is currently vacant, was formerly a hard surfaced play area associated with the former Irlam and Cadishead Community High School, however when the school site was cleared and comprehensively redeveloped after receiving planning permission in 2009 the land was no longer required in connection with the school site and consequently it was subdivided from the school site.
There are a number of trees running along the front and side boundaries of the application site, none of which are protected by a tree preservation order.

The application site is located within a predominantly residential area being bounded to the south, east and west by residential properties in a variety of styles, including detached, semi-detached and terraced properties. The sports pitches at the Irlam and Cadishead College site occupy the land to the north of the application site.

**Description of Proposal**

Planning permission is sought for the erection of 14 dwellings together with associated parking.

The proposed dwellings, which would be affordable units, would comprise a mix of two storey semi-detached and terraced units; eleven with 2 bedrooms, two with 3 bedrooms and one with 4 bedrooms.

The units would front onto Bradburn Road, being set back at least 5m from the back of the footpath on Bradburn Road.

The proposed dwellings would be of a traditional form with more modern design details with the scheme utilising contrasting bricks at ground and first floor level together with large elements of glazing and a projecting canopy over the entrance.

Each dwelling would be provided with onsite parking, accessed from Bradburn Road, and an area of useable private amenity space in the form of a rear garden.

The following documents have been submitted in support of this application –

- Design and Access Statement
- Land contamination report
- Tree survey and assessment
- Ecology Survey and Assessment
- Crime Impact Statement
- Planning Obligations Pro Forma and viability appraisal
- SCC Sustainability Checklist
- Building for Life Assessment
- Sustainability strategy
- Landscape scheme

**Publicity**

**Site Notice:** Non HH Article 13  
**Date Displayed:** 27 October 2014  
**Reason:** Article 13

**Press Advert:**  
**Non HH Article 13**  
**Published:** 30 October 2014  
**Reason:** Article 13

**Neighbour Notification**

Thirty two neighbouring properties were notified of the application on the 16th October 2014.

**Representations**
34 letters of objection have been received in response to this application. Letters have been received from 19 different properties.

The following issues have been raised –

- There are existing traffic congestion and parking problems on Bradburn Road due to those using the sports pitches/visiting the high school and the nearby train station parking on Bradburn Road - the number of vehicles parked on street often causes problems for residents in accessing their drives or parking outside their homes as well as restricting that ability of larger vehicles and emergency vehicles to access Bradburn Road.
- Insufficient car parking provision would be provided for the proposed dwellings and as such the proposal will result in increased on street parking and an exacerbation of the existing parking problems.
- There is no turning point on Bradburn Road – cars and heavy vehicles use the driveways of the houses at numbers 46 and 43 and 41 in order to turn and there have been a number of incidents where damage has occurred as vehicles have hit parked cars, walls and/or barrier posts.
- Residents of Bradburn Road have already had to endure several years of noise and disturbance, dust and heavy plant using and damaging the road surface along Bradburn Road while the new school was being built and the proposed development will re-introduce this problem.
- There are no facilities in the local area for children/youngsters to play and the proposed dwellings only have small garden areas and as such children living within the proposed dwellings will have to play on street dodging about parking cars and moving vehicles and as such there is potential for accidents to happen.
- The utilities and drainage facilities in the area need to be upgraded to accommodate the proposed development.
- The addition of 14 new dwellings will change the quiet, sub-urban, semi-rural character of the area.
- The proposal will result in the loss of trees and remove a habitat for bats and birds – any replacement trees would be small and as such they would not be as visually impressive neither would they provide replacement habitats for wildlife.
- The proposed development will result in the residents on the opposite side of Bradburn Road experiencing a loss of privacy as they will be overlooked by the proposed development.
- The proposed development will result in neighbouring residents experiencing overshadowing and a reduction in the amount of light they receive.
- The proposed development will be overbearing to neighbouring properties.
- The proposed dwellings and the amount of amenity space they would be provided with is not in keeping with the existing properties on Bradburn Road.
- The introduction of Housing Association dwellings into an area that is mostly privately owned is not welcomed – it will alter the dynamics of the community.
- The proposed development will not bring any benefits to neighbouring residents – the scheme simply proposes to put houses at the site with no consideration of the surrounding area.
- The proposal represents an over-development of the site – the number of units should be reduced and the level of parking and amenity space provided increased.
- The site would be better used as a children’s play area or additional car parking for residents on Bradburn Road.
- There are other sites in Irlam and Cadishead where development had commenced but not been completed – these developments should be completed before new ones are started.
- There are already problems registering with local doctors and dentists and getting children into local schools – the addition of 14 new homes will increase the difficulties in getting place at local schools and health practices.
Relevant Site History

The planning history in this instance relates to the provision of a new school (09/57784/FUL). There is no relevant planning history in relation to the provision of houses.

Consultations

Design For Security - No comments received to date

Senior Engineer Flood Risk Management – Confirm that they have no objections to the proposed development subject to the attachment of a condition requiring the submission and approval of a surface water drainage scheme, under which the surface water runoff rate is restricted to 50% of the existing discharge rate, prior to the commencement of development,

Highways - Confirm that they have no objections to the proposed development subject to the attachment of two conditions; one to ensure that the proposed car and cycle parking is laid out and made available for use prior to the first occupation of the proposed dwellings and another requiring the submission, approval and implementation of a scheme for construction of the new vehicle access points, the reinstatement of the redundant gated vehicular access point and the relocation of an existing street lighting column on Bradburn Road.

Greater Manchester Ecological Unit – Advise that the application site is not of substantive nature conservation value, but note that the Lime trees at the front of the application site have some local nature conservation value. Request that the trees are retained or compensatory tree planting is sought to mitigate against their loss.

Urban Vision Environment (Air And Noise) - Confirm that they have no objections to the proposal subject to the attachment of two conditions – one requiring the submission, approval and implementation of a scheme to ensure adequate noise mitigation measures are installed to protect against noise and disturbance from the adjacent sports pitches at the Irlam and Cadishead College site and another to restrict the hours of construction and deliveries.

Urban Vision Environment (Land Contam) – Confirm that they have no objections to the proposal subject to the attachment of a condition relating to ground contamination.

Irlam, Cadishead Neighbourhood Manager - No comments received to date

Sport England – Note that the application site was previously part of a playground within the grounds of Irlam and Cadishead Community College, however following redevelopment of the education site the site now sits outside of the school grounds.

Advise that the loss of the former playground / games court was considered as part of the previous application(s) to redevelop the school site which saw new sports facilities created (including the MUGA) and consequently confirm that the application is not considered to result in the loss of a sports facility and therefore they do not have any objections to the proposal.

Planning Policy

Development Plan Policy

Unitary Development Plan H1 - Provision of New Housing Development
This policy states that all new housing will contribute toward the provision of a balanced housing mix; be built of an appropriate density; provide a high quality residential environment; make adequate provision for open space; where necessary make a contribution to local
infrastructure and facilities required to support the development; and be consistent with other policies of the UDP.

**Unitary Development Plan H8 - Open Space Provision with New Housing**
This policy states that planning permission will only be granted where there is adequate and appropriate provision for formal and informal open space, and its maintenance over a twenty-year period. Standards to be reached will be based upon policy R2 and guidance contained within Supplementary Planning Documents.

**Unitary Development Plan DES1 - Respecting Context**
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

**Unitary Development Plan DES2 - Circulation and Movement**
This policy states that the design and layout of new development will be required to be fully accessible to all people, maximise the movement of pedestrians and cyclists through and around the site safely, be well related to public transport and local amenities and minimise potential conflicts between pedestrians, cyclists and other road users.

**Unitary Development Plan DES7 - Amenity of Users and Neighbours**
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

**Unitary Development Plan DES9 - Landscaping**
This policy states that hard and soft landscaping should be provided where appropriate that is of a high quality and would enhance the design of the development, not detract from the safety and security of the area and would enhance the attractiveness and character of the built environment.

**Unitary Development Plan DES10 - Design and Crime**
This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.

**Unitary Development Plan A2 - Cyclists, Pedestrians and the Disabled**
This policy states that development proposals, road improvement schemes and traffic management measures will be required to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists.

**Unitary Development Plan A8 - Impact of Development on Highway Network**
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

**Unitary Development Plan A10 - Provision of Car, Cycle, Motorcycle Park**
This policy states that there should be adequate provision for disabled drivers, cyclists and motorcyclists, in accordance with the Council’s minimum standards; maximum car parking standards should not be exceeded; and parking facilities should be provided consistent with the provision and maintenance of adequate standards of safety and security.

**Unitary Development Plan EN12 - Important Landscape Features**
This policy states that development that would have a detrimental impact on, or result in the loss of, any important landscape feature will not be permitted unless the applicant can clearly
demonstrate that the importance of the development plainly outweighs the nature conservation and amenity value of the landscape feature and the design and layout of the development cannot reasonably make provision for the retention of the landscape feature. If the removal of an important existing landscape feature is permitted as part of a development, a replacement of at least equivalent size and quality, or other appropriate compensation, will be required either within the site, or elsewhere within the area.

**Unitary Development Plan EN17 - Pollution Control**
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

**Unitary Development Plan EN19 - Flood Risk and Surface Water**
This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

**Unitary Development Plan DEV5 - Planning Conditions and Obligations**
This policy states that development that would have an adverse impact on any interests of acknowledged importance, or would result in a material increase in the need or demand for infrastructure, services, facilities and/or maintenance, will only be granted planning permission subject to planning conditions or planning obligations that would ensure adequate mitigation measures are put in place.

**Other Material Planning Considerations**

**National Planning Policy**

National Planning Policy Framework

**Local Planning Policy**

**Supplementary Planning Document - Sustainable Design and Construction**
This policy document expands on policies in Salford’s Unitary Development Plan to provide additional guidance for planners and developers on the integration of sustainable design and construction measures in new and existing developments.

**Supplementary Planning Document - Design**
This document reflects the need to design in a way that allows the city to support its population socially and economically, working with and inviting those affected into an inclusive decision making process. Equally, development must contribute to the creation of an environmentally sustainable city supporting the natural environment minimising the effects of, and being more adaptable to, the potential impact of climate change.

**Supplementary Planning Document - Design and Crime**
This policy document contains a number policies used to assess and determine planning applications and is intended as a guide in designing out crime.

**Supplementary Planning Document - Planning Obligations**
This policy document expands on the policies in Salford’s Unitary Development Plan to provide additional guidance on the use of planning obligations within the city. It explains the city council’s overall approach to the use of planning obligations, and sets out detailed advice on the use of obligations in ensuring that developments make an appropriate contribution to: the
provision of open space; improvements to the city’s public realm, heritage and infrastructure; the training of local residents in construction skills; and the offsetting of greenhouse gas emissions.

**Supplementary Planning Document - Education Contributions**
This policy document provides guidance on the city council’s approach to raising financial contributions via planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended). The contributions raised will be directed to funding works associated with addressing the increased pressure on existing school provision that a development will generate.

**Supplementary Planning Document - Trees and Development**
The policy document has been prepared to give information to all those involved in the development process about the standard that the Local Planning Authority requires for new development proposals with specific reference to the retention and protection of trees.

**Planning Guidance - Housing**
The purpose of the guidance is to ensure that the residential development coming forward in Salford contributes to establishing and maintaining sustainable communities, tackles the specific housing and related issues that face Salford, and helps to deliver the vision and strategy of the UDP, the Housing Strategy and the Community Plan.

**Planning Guidance - Flood Risk and Development**
The overarching aim of the planning guidance is to ensure that new development in areas at risk of flooding in the city, is adequately protected from flooding and that the risks of flooding are not increased elsewhere as a result of new development.

It is not considered that there are any local finance considerations that are material to the application.

**Appraisal**

**Principle of Development**
The National Planning Policy Framework (NPPF) at paragraph 7 defines sustainable development as incorporating a social role - “supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being”.

Paragraph 49 of the NPPF states “housing applications should be considered in the context of the presumption in favour of sustainable development”, whilst one of the 12 Core Planning Principles identified in paragraph 17 is to encourage the effective use of land that has been previously developed (brownfield land).

The application site, which is currently vacant, was formerly a hard surfaced play area associated with the former Irlam and Cadishead Community High School however when the school site was cleared and comprehensively redeveloped after receiving planning permission in 2009 the land was no longer required in connection with the school site and consequently it was subdivided from the school site. The site is therefore considered to be a Brownfield Site and as such its re-development would constitute effective use of land in accordance with the NPPF.

There are no issues with regard to the loss of recreational facilities/sports pitches as the loss of the former playground / games court was considered and deemed acceptable at the time the
re-development proposals for the former Irlam and Cadishead Community High School were considered, with the new sports facilities that have been provided at the Irlam and Cadishead High School site, including the all weather pitch, being deemed adequate. Sport England have confirmed that they have no objections to the proposal as they do not consider that the application would result in the loss of a sports facility – its loss and mitigation has already been accepted under the previous application(s) to redevelop the school site.

In terms of the principle of redeveloping the site for residential purposes this is considered to be acceptable given the predominantly residential nature of the area where the application site is located and the sustainable nature of the application site, which is located within close proximity to a range of goods and services and public transport. The site is in close proximity to Irlam train station which provides rail services between Manchester and Liverpool and Liverpool Road which provides access to a number of bus routes across the City and beyond. Furthermore, there is a number of neighbouring centres including the Lower Irlam centre which contains a large Tesco superstore and the Cadishead centre, both of which are within reasonable walking distance from the site. The proposal would make a positive contribution towards meeting the identified need for additional housing in the city, with the City Council’s most recently published Strategic Housing Land Availability Assessment of August 2013 demonstrating that the Council does not have a 5 year supply of land for housing, having just a 2.43 year supply as of July 2014.

**Tenure and Housing Mix**

Policy HOU1 of the Planning Guidance states that in the part of the city where this development is proposed, the large majority of dwellings within new development should be in the form of houses rather than apartments, in order to protect the existing character of the areas and reflect the generally lower levels of accessibility compared to other parts of the city.

The proposal involves the erection of 14 dwellings and as such the proposed development would accord with Policy HOU1 of the Housing Planning Guidance.

The scheme involves the provision of 14 affordable units – 12 for affordable rent and 2 for shared ownership. Having regard to the predominance of private housing in the vicinity of the application site, the fact that the scheme has secured funding from the Homes and Communities Agency (HCA) and the shortfall in affordable housing across the City with the 2012 Salford Strategic Housing Market Assessment identifying a shortfall of 1,019 affordable dwellings per annum with 11,492 households registered on the City Council’s waiting list for affordable housing as of December 2013 it is considered that the provision of 100% affordable housing at this site is appropriate and acceptable.

Neighbouring residents have expressed a concern over the introduction of Housing Association dwellings into an area that is mostly privately owned will alter the dynamics of the community. It is considered that the proposal for an affordable housing scheme would diversify the tenure of the area and contribute towards the creation of a sustainable, inclusive and mixed community as advocated in section 6 of the NPPF.

For these reasons the mix and tenure of proposed dwellings is deemed appropriate – the scheme would contribute towards the provision of a balanced mix of dwellings within the local area in accordance with UDP policy H1 and the Council’s Housing Planning Guidance.

**Size of units**

Policy HOU2 of the housing planning guidance requires that the majority of new houses should have at least three bedrooms, advising that an alternative approach may be acceptable having regard to criteria A to H of UDP policy H1.
The application proposes the erection of 14 dwellings - eleven with 2 beds, two with 3 beds and one with 4 beds.

As the majority of new houses do not have at least three bedrooms the proposed development would be contrary to policy HOU2 of the housing planning guidance. However, given that the scheme has secured funding from the Homes and Communities Agency (HCA) and having regard to the shortfall in affordable housing across the City with the 2012 Salford Strategic Housing Market Assessment identifying a shortfall of 1,019 affordable dwellings per annum with 11,492 households registered on the City Council’s waiting list for affordable housing as of December 2013 it is considered that the size of units proposed at this site is appropriate and acceptable; as per criterion F of UDP policy H1 there is an identified need for the units proposed.

Design and Layout

The proposed dwellings, which would all be two stories in height with a pitched roof, would be sited so they front onto Bradburn Road, being set back at least 5m from the back of the footpath on Bradburn Road.

Having regard to the built form in the area surrounding the application site, it is considered that scale and massing of the proposed dwellings is appropriate. Furthermore, the proposed dwellings would follow the established pattern of development within the area, respecting established building line on Bradburn Road, having a good relationship with the established street scene with the scheme incorporating a low front boundary wall with railings above to 0.9m in order to define the private space while still providing views into the development from the street.

In terms of the design detail the proposed dwellings would be of a traditional form with more modern design details with the scheme utilising contrasting bricks at ground and first floor level subdivided by a stone string course together with large elements of glazing and a projecting canopy over the entrance.

It is considered that the design of the proposed dwellings is acceptable as the traditional form of the dwellings together with the use of a brick construction would ensure that the development respects the design of other buildings in the vicinity, while the use of contrasting bricks at ground and first floor level and the incorporation of larger glazed elements would give the proposed units a distinctive, more modern appearance.

Overall it is considered that the proposal would be in keeping with the development it will be seen in context with and consequently, subject of the attachment of a condition to ensure the use of satisfactory materials and the implementation of the landscape scheme submitted with the application, the proposed development would not have a detrimental impact on the visual amenity of the area. The proposal is therefore considered to be in accordance with UDP policies DES1 and DES9 and the thrust of the Design SPD.

Design and Crime

A Crime Impact Statement has been submitted in support of the planning application.

This executive summary for this statement confirms that Greater Manchester Police (GMP) are supportive of the scheme, noting how the following features of the scheme would make a positive contribution towards the prevention of crime and the fear of crime –

- The development will bring additional residential development, increasing activity and vitality in the local area. The proposed dwellings will overlook existing properties, providing opportunities for natural surveillance.
• The front gardens of the dwellings will be defined by a low boundary wall, with vehicle and pedestrian gates provided. The proposed front boundary treatments will provide an excellent level of defensible space to the front of the properties.

• Front doors are located in prominent locations where they can be overlooked from the street allowing residents to view any potential threats on approaching their property.

• Driveway parking to the front/side of dwellings will be provided. Cars parked on driveways are less likely to be targeted by offenders than those parked on residential streets or within communal parking areas.

• Spaces for bins to be stored in the rear gardens have been provided.

• Where rear passageways have been provided for rear garden access gates have been provided to restrict access to residents

For these reasons the proposal is considered to be in accordance with UDP policy DES10 and the Council’s Design and Crime SPD.

In order to enhance security for future occupants GMP have recommended that sensor operated lighting is installed on the gable ends of the dwellings which have side driveways and that the gates restricting access to the rear gardens are self closing, slam to lock gates. In addition GMP have made a series of recommendations regarding the specification of doors, windows, locks etc that should be installed, advocating that a condition is attached to secure the recommendations made re the installation of physical security measures.

Given the over-arching support for the scheme, the fact that the driveways and side entrances to the units will benefit from natural surveillance from the neighbouring properties and general activity within the street it is not considered that these measures are essential to make the development acceptable in design and crime terms, however an informative will be attached to advise the developer that the suggestions made by GMP in sections 3.3 and 4 of the report should ideally be incorporated into the development.

Amenity

The application site is located within a predominantly residential area being bounded to the south, east and west by residential properties in a variety of styles, including detached, semi-detached and terraced properties. The sports pitches at the Irlam and Cadishead College site occupy the land to the north of the application site.

The main front elevations of the proposed dwellings would be located at least 20.5m from the main front elevations of the properties on the opposite side of Bradburn Road.

The dwelling proposed at plot 1, which would be sited closest to the existing dwelling at 6 Bradburn Road, would not have any habitable room windows contained within the gable elevation fronting 6 Bradburn Road. The proposed dwelling would be sited at least 6.5m from the side elevation of 6 Bradburn Road, which does not contain any habitable room windows; however there is a rear conservatory at 6 Bradburn Road which has clear glazing to all 3 sides. The common boundary between the application site and 6 Bradburn Road is marked by a high hedge of approximately 2m in height.

The dwelling proposed at plot 14, which would be sited closest to the existing dwelling at 40 Bradburn Road, would have a secondary living room window and a window serving a WC at ground floor level and it would have a bathroom window at first floor level. The dwelling proposed at plot 14 would be sited at least 6m from the side elevation of 40 Bradburn Road, which does not contain any windows; however there is a set of patio doors located with the side elevation of the single storey rear extension at 40 Bradburn Road which is set approximately 4.8m from the common boundary. The boundary between the application site and 40 Bradburn Road is marked in part by a 1m high boundary fence and in part by a higher fence with trellis
above to a height of approximately 2m. The high fence marks the common boundary at the point where the patio doors are located.

Having regard to the relationship between the application site and the neighbouring properties it is not considered that the introduction of the proposed dwellings or use of land would have an adverse impact upon the residential amenity neighbouring residents can reasonably expect to enjoy in terms of loss of light, privacy and/or an over bearing impact.

Furthermore it is not considered that the proposed residential development would result in neighbouring residents experiencing an increased level of noise and disturbance over and above that which they would have experienced when the site was being used as a hard surfaced play area associated with the former Irlam and Cadishead Community High School.

Future occupants of the proposed dwellings would be provided with adequate light and outlook from their habitable room windows and they would be provided with an area of useable amenity space in the form of a rear garden. It is therefore considered that the occupants of the proposed dwellings would be provided with a satisfactory standard of living.

The proposal is therefore considered to be in accordance with policies DES7 and EN17 of the adopted UDP.

Parking and Highway safety

Neighbouring residents have advised that there are existing traffic congestion and parking problems on Bradburn Road due to those using the sports pitches/visiting the high school and the nearby train station parking on Bradburn Road. They consider that this proposal would, by virtue of the fact inadequate on site car parking would be provided, exacerbate the existing issues.

It is acknowledged that those using the train station are currently parking on Bradburn Road and on the other surrounding streets. Members should however be aware that consent was given in May 2014 under planning approval 14/64489/FUL for the erection of a 66 space car park at the station and this development is currently underway with an estimated completion date before the end of the year.

With regard to those individuals who parking on Bradburn Road and the surrounding streets while visiting the adjacent High School or using the sport facilities available at the high school site there is a current application for the replacement of the existing railings/gates at the northernmost end of Bradburn Road with 2.4m high weldmesh fencing at gates and to replace the existing railings on Cromwell Road with 2.4m weldmesh fencing (planning application reference 14/65518/FUL which also appears on this agenda). Once implemented, which the agent has confirmed will be in February 2015 should the application be determined before Christmas, the higher fencing will prohibit individuals jumping over the railings and entering the school site via Bradburn Road or Cromwell Road and as such it is considered that it will reduce the incidence of on street parking associated with the school site as parking in these residential streets will be less attractive for users of sports pitches.

In combination it is considered that the creation of the car park at the train station and the introduction of higher fencing at the school site would help to alleviate the existing parking problems on Bradburn Road as individuals utilise the new car parking facilities at the train station or those at the school site.

With regard to the specifics of this scheme the three and four bed dwellings would be provided with 2 on site car parking spaces, while the two bed dwellings would be provided with 1 on site car parking space. In order to provide vehicular access to the proposed parking spaces a series of new 2.4m wide drop crossings would be created from Bradburn Road.
Each dwelling would also be provided with a storage unit capable of accommodating 2 bicycles.

It is acknowledged that there is no turning head on Bradburn Road and the proposal would not facilitate the introduction of such a facility, however as the proposal relates to the provision of 14 houses, each with its own off street parking provision, it is not considered that the proposal would exacerbate the existing situation regarding vehicles turning at the end of the road. The Council’s highway officer has reviewed the proposals and confirmed that they have no objections to the proposed development subject to the attachment of two conditions; one to ensure that the proposed car and cycle parking is laid out and made available for use prior to the first occupation of the proposed dwellings and another requiring the submission, approval and implementation of a scheme for construction of the new vehicle access points, the reinstatement of the redundant gated vehicular access point and the relocation of an existing street lighting column on Bradburn Road. Subject to the attachment of these conditions it is considered that the proposed parking, access and servicing arrangements are acceptable.

The proposal is therefore considered to be in accordance with policies A8 and A10 of the adopted UDP – it does not raise any issues with regard to highway safety.

Trees

There are a number of tree on site, none of which are protected by a tree preservation order. A tree survey has been submitted with the application and this has been reviewed by the Council’s Consultant Arborist.

In order to facilitate the development 10, category C trees would be removed (T3, T4, T5, T6, T7, T8, T9, T10, T11 and T12). The Councils Consultant arborist has advised that category C trees should not be allowed to constrain a development, stating that the loss of the trees can be mitigated against by appropriate replanting and landscaping.

The applicant has provided a landscape scheme with their application which shows how 18 replacement trees would be planted at the site. It is acknowledged that replacement planting is normally sought on a 2 for1 basis however the Consultant arborist has advised that given the space constraints on site the proposed replanting is considered realistic, with the scheme providing sufficient replacements to ensure that the treescape of the area would be re-established over time while avoiding over-stocking the site.

In terms of the two trees that would be retained on site, a sycamore (T1) and a lilac (T2) adjacent to the sites eastern boundary, these trees will require protection during the construction phase, with special care being required when working within close proximity to T2 as this tree cannot be completely protected via the erection of temporary protective fencing.

The Council’s consultant arborist has confirmed that subject to protective fencing being installed in accordance with the submitted tree protection plan and the development being carried out in accordance with the submitted Arboricultural Method Statement, which specifies hand dig construction only when working within the root protection area of T2, the proposal will not adversely affect the health of the two trees that would remain on site.

Subject to the attachment of conditions requiring the development to be undertaken in accordance with arboricultural method statement and the tree protection plan, together with a condition which requires the implementation of the submitted landscape scheme, it is not considered that the proposed development would have an unacceptable, adverse impact the treescape of the area. The proposal is therefore considered to be in accordance with UDP policy EN12 and the Council’s SPD on trees and development

Ecology
An extended phase 1 habitat survey has been submitted with the application. This has been reviewed by the Greater Manchester Ecological Unit who have confirmed that the site is not of substantive nature conservation value.

GMEU have however noted that the lime trees at the front of the application site do have some local nature conservation value, requesting that these trees should either be retained or appropriate replanting sought in order to mitigate loss.

As discussed above the trees on the front boundary of the site need to be felled in order to facilitate the proposed development, however 18 replacement trees will be introduced to compensate for their loss and consequently, subject to this replacement planting being secured via condition, it is not considered that the proposal will have an unacceptable impact upon ecology and as such the scheme is considered acceptable in this regard.

**Sustainability**

The application has been supported by a Sustainability Checklist and a sustainability statement which confirms that the houses are to be constructed to a standard equivalent to Code for Sustainable Homes level 3, despite the Homes and Communities Agency’s performance standards requiring all development to meet Code Level being withdrawn. The sustainability statement submitted advises that this will be done by designing the development in such a way that it will actively facilitate a reduction in energy requirements, improve energy efficiency, reduce water consumption and surface water run-off, minimise waste and maximise recycling. A condition is recommended to ensure that the development is carried out in accordance with the details of the submitted sustainability statement.

**Contributions**

The Planning Obligations SPD explains the City Council’s overall approach to the use of planning obligations, and sets out detailed advice on the use of obligations to ensure that developments mitigate their impacts by making an appropriate contribution to projects that will ensure the needs generated by the development are met.

The Education Contributions SPD outlines the City Council’s approach to raising financial contributions via planning obligations which will be directed to funding works associated with addressing the increased need for primary school places that a development will generate.

These Supplementary Planning Documents require major residential developments of 10 dwellings or more to contribute towards addressing the increased pressure on existing primary school provision, the provision, improvement and maintenance of open space and recreation facilities; public realm, infrastructure and heritage; construction training; and reducing and offsetting carbon dioxide emissions where developments do not achieve ‘very good’ or excellent BREEAM ratings or equivalent.

Although the application is for affordable housing and involves grant funding from the Homes and Communities Agency, planning obligation contributions should still be sought from the proposed development, unless the payment of commuted sums would render the development commercially unviable; as recognised in Paragraph 4.5 of the Planning Obligations SPD there will be some circumstances where it may be appropriate for the value of any planning obligation to be lower, or for there to be no obligation at all, with the policy citing the example of where the viability of development would be compromised by the imposition of a commuted sum and the benefits of development outweigh any negative impacts that would normally be addressed through a larger commuted sum.
The applicant does not intend to make any financial contributions as required by the Planning Obligations SPD or the Education SPD. The applicant has advised that this is because the scheme, which is part funded by the Homes and Communities Agency, requires significant financial input from the applicant’s own reserves and a significant mortgage and the insistence of any planning obligations would seriously jeopardise the viability and hence the delivery of the project. The applicant has submitted a viability assessment to confirm this position.

The viability appraisal has been reviewed by the Council’s consultant surveyors who have accepted the applicant’s position regarding viability advising that the imposition of developer contributions would further erode the viability of the scheme.

In addition to issues in relation to financial viability, the development is providing all affordable units and this would help towards meeting the significant affordable housing need in the city. The scheme would also bring regeneration benefits by redeveloping a vacant site which detracts from the attractiveness of the area.

Having regard to the viability evidence, and the other benefits this scheme would bring, it is considered acceptable that no financial contributions will be made.

Other Issues

Neighbouring residents have expressed concerns that they will be subjected to unacceptable increase in noise, disturbance, dust etc during the construction period. It is acknowledged that the construction of the proposed development will result in some disruption for neighbouring residents however it is considered that this can be adequately controlled via the attachment of a condition for a site operating statement, which requires the developer to provide details of a number of matters including the proposed hours of working, deliveries (particularly to avoid the main start and finish times of the neighbouring school) and wheel washing facilities to name a few.

Neighbouring residents have suggested that the site should be used to provide additional car parking or a play space for local children. They have also noted the presence of other incomplete developments across Irlam and Cadishead which they feel should be completed before any development is brought forward at the application site. In response to these points it should be noted that it is not the role of the Local Planning Authority to identify what each parcel of vacant land should be used for and devise redevelopment schemes, neither is it for the Local Planning Authority to determine the order in which schemes with permission are built out; rather it is the Local Planning Authority’s role to review and assess the acceptability of development proposals put before them in accordance with the development plan. In this case the proposal submitted by Acorn Housing association to develop the site via the erection of 14 dwellings is acceptable for the reasons set out in the appraisal section of the report above.

Neighbouring residents have advised that they are experiencing problems registering with local doctors and dentists and getting their children into local schools, stating that this application will place further pressure on existing health and education facilities in the locality. Having regard to the small scale of the development and given the positives the development will bring by virtue of the fact that the development will represent a sustainable form of development that will contribute towards meeting an identified need for affordable housing within the City it is not considered that the application should fail on this basis.

A number of those objecting to the proposal have stated that they consider that the utilities and drainage facilities in the area need to be upgraded to accommodate the proposed development. At this stage there are no objections in principle regarding matters of drainage and a condition have been recommended by the Council’s drainage engineer. Connection to the public sewer will be required by United Utilities.
Conclusion

For the reasons set out in the appraisal section above, it is considered that the proposed development represents a sustainable form of development which will make a positive contribution towards meeting the significant shortfall in housing across the City. Having regard to this and the fact that the creation of a 66 space car park at Irlam Station is expected to be completed in the near future which will alleviate some of the concerns raised by neighbouring residents, in particular those relating to traffic flow and parking problems on Bradburn Road, it is considered that subject to the attachment of conditions the proposal development is acceptable and in accordance with the thrust of the NPPF and the saved policies within the City of Salford Unitary Development Plan.

Recommendation

Approve

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.

   *Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.*

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

   Site location plan - drawing PL01A
   Proposed floorplans and elevations - drawings PL05 and PL06
   Proposed street scene - drawing EL01
   Proposed site layout plan - drawing PL02
   Boundary treatment plan - drawing PL05
   Boundary treatment detail - drawings BDT01 and BDT02
   Planting plan - drawing 10676.L1 Rev 1c
   Landscape specification - drawing 10676.L2

   *Reason: For the avoidance of doubt and in the interests of proper planning.*

3. Prior to the commencement of the development hereby approved, samples and details of the materials for the external elevations of the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out using the approved materials, unless agreed otherwise in writing by the Local Planning Authority.

   *Reason: To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan.*

4. The landscape scheme hereby approved shall be carried out within the next available planting season following the completion of the dwellings hereby approved. Any trees or shrubs dying within five years of planting shall be replaced with the same species within twelve months and this condition shall not be considered to have been complied with until the replacement trees have been established.

   *Reason: To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan.*
5. Prior to the commencement of development the details of the proposed Remedial Works shall be submitted to, and approved in writing by the Local Planning Authority. Such Remedial Works shall be incorporated into the development during the course of construction and completed prior to occupation of the development; and 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 Local Planning Authority.

Reason: In the interests of public safety in accordance with National Planning Policy Framework.

6. Prior to first occupation of each dwelling hereby approved the car and cycle parking facilities for that dwelling shall be laid out in accordance with Drawing PL02 and made available for use. The car parking and cycle parking facilities shall be retained as such thereafter.

Reason: In the interests of highway safety in accordance with policy A 8 of the City of Salford Unitary Development Plan.

7. Prior to commencement of development, a scheme for the construction of the new vehicle access points, the reinstatement of the redundant gated vehicular access point and the relocation of an existing street lighting column on Bradburn Road shall be submitted to and approved in writing with the Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the dwellings hereby approved.

Reason: In the interests of highway safety in accordance with policy A 8 of the City of Salford Unitary Development Plan.

8. The development hereby approved shall be carried out in accordance with the Urban Green Arboricultural Report ref 10676, dated 10th July 2014, which requires the installation of protective fencing in accordance with plan No. 10676:T02 and confirms how the development will be carried out in without adversely affecting the remaining trees by undertaking the development in accordance with the Arboricultural Method Statement contained within section 5 of the Urban Green Arboricultural Report Ref 10676

Reason: To safeguard trees on the site and to ensure that adequate provision is made for their protection whilst the development is carried out.

9. No development authorised by this permission shall take place unless and until the local planning authority has received and approved in writing a site operating statement in relation to hours of working, provision of site workers parking, hours of deliveries, wheel washing facilities, dust suppression measures and parking of construction vehicles and no development or activities related or incidental thereto shall take place on the site in contravention of such site operating statement.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy DES 7 of the City of Salford Unitary Development Plan.

10. The development hereby approved shall be carried out in accordance with the Michael Stewart Architecture Sustainability Strategy Report dated 19.9.14

Reason: To reduce carbon dioxide and other greenhouse gas emissions and adapt to climate change in accordance with Policy ST14 of the adopted City of Salford Unitary Development Plan.
11. **The tenure of the dwellings hereby approved shall be delivered in accordance with the details contained within paragraph 1.5 of the Design and Access by Michael Stewart Architecture dated September 2014**

*Reason: For the avoidance of doubt.*

12. Prior to the commencement of the development hereby approved, a scheme for the disposal of surface water within the site 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. The surface water discharge rate should be restricted to 50% of the existing discharge rate as per Salford City Council's Strategic Flood Risk Assessment.

*Reason: To ensure that the development is subject to minimum risk of flooding in accordance with Policy EN19 of the Adopted UDP.*

13. Prior to the commencement of development an assessment of noise likely to affect the application site shall be submitted to and approved in writing by the Local Planning Authority.

The assessment methodology to be used, including measurement positions, shall be agreed with the Local Planning Authority prior to the commencement of noise measurements.

The assessment shall provide details of noise attenuation measures required to ensure that the following standards are attained with respect to residential accommodation on the site as stipulated in BS8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings:
(i) internal noise levels of less than 30dB LAeq,8hour within bedrooms between 23.00 hours and 07.00 hours
(ii) internal noise levels of less than 35dB LAeq,16 hour within bedrooms between 07.00 hours and 23:00 hours
(iii) internal noise levels of less than 40dB LAeq,16hour within living areas between 07.00 and 23.00 hours
(iv) external noise levels of less than 50dB LAeq,16 hour in gardens, patios and private communal gardens between 07.00 and 23.00 hours

The mitigation measures shall be approved in writing by the Local Planning Authority prior to the commencement of development and installed prior to the first occupation of the development.

Prior to occupation the development a Site Completion Report shall be submitted to the Local Planning Authority for approval. The Site Completion Report shall validate that all works undertaken on site were completed in accordance with those agreed by the Local Planning Authority. All mitigation measures shall thereafter be retained.

*Reason - To safeguard the amenity of the future occupants of the development in accordance with policy EN17 of the City of Salford Unitary Development Plan.*

**Notes for Applicant:**

1. The applicant is advised that the requirements of all the conditions precedent must be satisfied prior to the commencement of the development. Failure to satisfy the conditions precedent renders all development unauthorised and unlawful and appropriate action may be taken by the Council.
2. If, during any works on site, contamination is suspected or found, or contamination is caused, the LPA shall be notified immediately. Where required, a suitable risk assessment shall be carried out and/or any remedial action shall be carried out in accordance to an agreed process and within agreed timescales in agreement with the LPA.

3. As the proposals require the construction of new vehicle crossings on Bradburn Road, the applicant should liaise with John Horrocks, Engineering and Highways Design on 0161 779 4046 to obtain the necessary permits (Road Opening Permit) prior to undertaking any works in the highway.

4. In the interests of security it is recommended that the suggestions made by Greater Manchester Police in sections 3.3 and 4 of the Crime Impact Statement (report ref 2014/0428/CIS/01 dated 7.8.14 are incorporated into the development.

5. All private drainage should be built in accordance with Approved Document H of the Building Regulations. It is recommended that SuDS used wherever practicable.

6. When preparing the site operating statement required to satisfy condition 9 it is considered that the following hours are appropriate for the proposed construction hours -

   Monday to Friday 7.30am to 6pm
   Saturdays 9am to 3pm

   With regard to deliveries there should be no deliveries outside the construction hours, with the proposed delivery hours having regard to the need to schedule deliveries outside of the pickup and drop off times for the adjacent Irlam and Cadishead College.

   There should be no construction works or deliveries on Sundays or Bank Holidays.
Description of Site and Surrounding Area

This application relates to the sports pitches and associated grassed areas at the Irlam and Cadishead College site on Station Road in Irlam although the majority of what is proposed is located in the vicinity of Bradburn Road and Cromwell Road.
The application site is bounded to the south and east by residential properties on Cromwell Road and Bradburn Road, while other land within the school site occupies the land to the north and west.

**Description of Proposal**

Planning permission is sought for the erection of a run of 1.8m high mesh fencing at the rear of 1 to 15 Bradburn Road and the erection of a run of 2.4m weld mesh fencing at the rear of 17 to 43 Bradburn Road. Both stretches of fencing would be colour treated in green.

It is also proposed to raise the height of the existing weld mesh fence running along the eastern edge of the all weather pitch via the addition of 1m high ball net fencing. The addition of the ball netting will increase the height of the fencing running along this stretch of the all weather pitch to 4m.

In addition it is proposed to remove the existing railings on Cromwell Road and replace them with 2.4m high weldmesh fencing, which would be colour treated in green.

The existing railings and vehicular access gates at the northern most end of Bradburn Road would also be removed as would the mesh fencing running adjacent to 46 Bradburn Road. A run of 2.4m green weld mesh fencing would be installed in their place. The stretch of fencing that would be installed at the head of the cul-de-sac on Bradburn Road would contain a set of vehicular access gates in order to maintain the existing vehicular access into the school site. An anti climb, metal fan would also be installed above the low boundary wall at 46 Bradburn Road in order to prevent it being used as a climbing aid.

The application has been submitted in an order to prevent unauthorised access to the school site and to reduce the incidence of balls leaving the multi use games area at the school site and landing in the garden areas of the properties on Cromwell Road and Bradburn Road.

**Neighbour Notification**

43 neighbouring properties were notified of the application on the 3rd November 2014.

Neighbouring residents were notified of amended plans on the 3rd December 2014.

**Representations**

A letter of objection has been received from Barbara Keeley MP on behalf of her constituents. Within her objection letter Barbara Keeley advises that the residents on Bradburn Road consider that the fencing at the rear of their properties should be at least 2.4m in height as opposed to the 1.8m proposed.

The applicant was made aware of Barbara Keeley MPs’ objection and they have revised the proposals to include a 2.4m high stretch of fencing at the rear of 17 to 43 Cromwell Road and they have also extended the run of additional ball stop netting that would be installed.

After reviewing the revised plans, Barbara Keeley MP has withdrawn her objection on behalf of her constituents to the proposal.

Three letters of support have been received from residents on Cromwell Road.

In addition a letter has also been received from a resident on Cromwell Road who has requested that the fencing surrounding the all weather pitch is extended by 1m on the elevation behind the goal which faces onto Cromwell Road.
This request has been referred to the applicant however they do not wish to revise the proposals to include the requested amendment as they do not consider it necessary.

**Relevant Site History**

**09/57784/FUL** - Demolition of existing school buildings and the erection of a replacement high school for 1050 pupils with associated sports facilities, landscaping and car parking - 15.09.2009

**10/59514/FUL** - Variation of conditions 5, 16, 20 and 33 of planning permission 09/57784/FUL to amend the position of the all weather pitch and increase the number of car parking spaces - Approved 10.01.2011

**11/61030/NMA** - Application for a non-material amendment to planning permission 10/59514/FUL to amend condition 16 (landscaping scheme) to allow for the removal of newly planted boundary trees and vegetation on the Cromwell Road frontage – Approved 09.11.2011

**11/60757/NMA** - Application for a non-material amendment to planning permission 10/59514/FUL for variation to Condition 13 – Approved 24.08.2011

**Consultations**

Highways - No objections

**Planning Policy**

**Development Plan Policy**

**Unitary Development Plan EN1** - Development Affecting the Green Belt
This policy states that carrying out engineering and other operations and making material changes to the use of land are inappropriate development unless they maintain openness and do not conflict with the purposes of including land in the Green Belt. Planning permission will not be granted that might be visually detrimental by reason of its siting, materials, or design, even where it would not prejudice the purpose of including land in the Green Belt. Planning permission will be granted for the working of minerals, provided that high environmental standards are maintained, the affected sites are well restored, and the development is consistent with other policies and proposals of the Plan.

**Unitary Development Plan DES1** - Respecting Context
This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

**Unitary Development Plan DES8** - Alterations and Extensions
This policy states that planning permission will only be granted for alterations or extensions to existing buildings that respect the general scale, character, rhythm, proportions, details and materials of the original structure and complement the general character of the surrounding area.

**Unitary Development Plan DES7** - Amenity of Users and Neighbours
This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.
Unitary Development Plan DES10 - Design and Crime
This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.

Unitary Development Plan EN12 - Important Landscape Features
This policy states that development that would have a detrimental impact on, or result in the loss of, any important landscape feature will not be permitted unless the applicant can clearly demonstrate that the importance of the development plainly outweighs the nature conservation and amenity value of the landscape feature and the design and layout of the development cannot reasonably make provision for the retention of the landscape feature. If the removal of an important existing landscape feature is permitted as part of a development, a replacement of at least equivalent size and quality, or other appropriate compensation, will be required either within the site, or elsewhere within the area.

Unitary Development Plan EN17 - Pollution Control
This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

Unitary Development Plan A8 - Impact of Development on Highway Network
This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Other Material Planning Considerations

National Planning Policy
National Planning Policy Framework

Local Planning Policy

Supplementary Planning Document - Design and Crime
This policy document contains a number policies used to assess and determine planning applications and is intended as a guide in designing out crime.

Supplementary Planning Document - Trees and Development
The policy document has been prepared to give information to all those involved in the development process about the standard that the Local Planning Authority requires for new development proposals with specific reference to the retention and protection of trees.

It is not considered that there are any local finance considerations that are material to the application

Appraisal

Visual Amenity and impact upon the openness of the greenbelt
2.4m high weldmesh fencing is commonplace across the Irlam and Cadishead College site. Having regard to this, the permeability of the proposed fencing and gates and the fact that the proposed fencing and gates would be colour treated in green to minimise their visual impact it is not considered that proposed fencing and associated gates would appear as obtrusive or
incongruous features within the street scene. Similarly it is not considered that the introduction of the ball netting or the anti-climb fan raises any issues from a visual amenity perspective.

In terms of the impact that the proposed development would have on the openness of the Greenbelt it is acknowledged that the introduction of the proposed fencing, gates, associated anti-climb fan and ball netting represents inappropriate development within the greenbelt by virtue of the fact that it does not sit within one of the categories of appropriate development listed at paragraphs 89 and 90 of the NPPF. However it is considered that there are very special circumstances that justify the proposed development – the fencing, gates, anti-climb fan and ball mesh fencing need to be installed in order to prevent trespassers entering the school site and to prevent balls leaving the school site and entering neighbouring resident’s gardens and giving rise to nuisance/disturbance for neighbouring residents. It is also acknowledged that in the main the proposals seek to replace existing fencing in a similar position albeit higher than what is currently there.

Notwithstanding the fact that the development is inappropriate development by definition it is not considered that the installation of the proposed fencing, gates, associated anti-climb fan and ball netting would affect the openness of the greenbelt given the permeable nature of the fencing, gates and ball netting proposed, but in any event if any harm were judged to occur as a result of the proposed development being inappropriate within the Green Belt, then the fact that there is an operational need for the school to install the fencing, would clearly outweigh any harm by reason of inappropriateness.

The proposal is therefore considered to be in accordance with UDP policies DES1, DES8, DES10 and EN1 and the NPPF – the introduction of the proposed fencing would improve security at the school site and reduce the incidence of balls leaving the school site without compromising the visual amenities of the area or the openness of the Greenbelt.

Residential Amenity

Having regard to the level of separation that would be provided between the proposed fencing and the neighbouring residential properties and the permeability of the proposed fencing and ball netting it is not considered that the introduction of the proposed fencing and ball netting would result in neighbouring residents experiencing a loss of amenity by virtue of loss of light, privacy and/or overbearing impact.

Similarly it is not considered that the proposal raises any issues with regard to noise and disturbance given that the proposal would not alter or intensify the use of the school site, it would simply provide enhanced security to the site and prevent balls leaving the school site and entering the gardens of neighbouring properties.

For these reasons it is not considered that the proposal would have any significant adverse impact upon the residential amenity enjoyed by neighbouring residents. The proposal is therefore in accordance with policies DES7 and EN17 of the adopted UDP.

Highways

The Councils Highway officer has reviewed the proposals and confirmed that they have no objections to the erection of the proposed fencing, associated anti-climb fan and ball netting as they would be sited in positions where their introduction would not reduce the amount of onsite car parking available or interfere with visibility splays.

With regard to the new access gates they note how these would be replacement gates, the introduction of which would not alter the existing access arrangements from Bradburn Road.
It is therefore considered that the proposed development would be in accordance with Policy A8 of the Adopted Unitary Development Plan - it would not have an adverse impact upon highway safety.

Trees

There are a number of trees on site, none of which are protected by a tree preservation order. A tree report has therefore been submitted in support of the application.

The Council’s consultant arborist has reviewed the proposals and confirmed that the installation of the proposed fencing would not have any adverse impact upon the trees on site subject to the development being carried out in accordance with the submitted arboricultural method statement. Consequently, subject to the attachment of a condition to ensure this it is not considered that the proposal would have an adverse impact upon the treescape of the area. The proposal is therefore considered to be in accordance with UDP policy EN12 and the Council’s supplementary planning document on trees and development.

Recommendation

Approve

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.

   *Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.*

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

   Site location plan – drawing IRL_PL1_97_002 Rev 3
   Fencing Strategy Plan - drawing IRL_PL1_97_001 Rev 03
   Anti climb fan as detailed in the image provided on the 8/12/14

   *Reason: For the avoidance of doubt and in the interests of proper planning.*

3. The 2.4m weldmesh, 1.8m mesh fencing and anti climb fan hereby approved shall be colour treated with the approved colour green prior to installation and shall be maintained as such thereafter.

   *Reason: To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan.*

4. The development hereby approved shall be carried out in accordance with the submitted Arboricultural Method Statement (AMS) - Ref: TRE/ICC.

   *Reason: To safeguard trees on the site and to ensure that adequate provision is made for their protection whilst the development is carried out.*
REPORT OF THE Strategic Director for Environment and Community Safety

TO THE PLANNING AND TRANSPORTATION REGULATORY PANEL

ON
18th December 2014

TITLE: PLANNING APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

RECOMMENDATION: That the report be noted

EXECUTIVE SUMMARY: To set out details of applications determined by the Strategic Director for Environment and Community Safety in accordance with the Scheme of Delegation

BACKGROUND DOCUMENTS: (Available for public inspection)
Details of the applications are available on the Council’s Public Access Website
If you would like to access this information in an alternative format, please contact the planning office on 0161-779 6195 or e-mail planning.contact@salford.gov.uk

KEY DECISION: NO

DETAILS: See attached schedule

KEY COUNCIL POLICIES: Performance Management

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: N/A

ASSESSMENT OF RISK: N/A

SOURCE OF FUNDING: N/A

LEGAL IMPLICATIONS Supplied by N/A

FINANCIAL IMPLICATIONS Supplied by N/A
OTHER DIRECTORATES CONSULTED: N/A

CONTACT OFFICER: Viv Prytharch 0161 779 4852

WARD(S) TO WHICH REPORT RELATE(S): As specified in the attached schedule

Recommendation
PER = Approve
AUTH = Consent

REF = Refuse
NO OBJECTION = Allow the scheme as no objections have been received. An example would be used in response to consultations from neighbouring authorities or in relation to prior approvals when no objections have been received
DISCON = Discharge of condition – an example would be that the submitted information is approved
PDIS = Part discharge of conditions requested – an example of this would be that negotiations are still on-going with regard to some of the requested conditions or the condition is a multi staged condition and part is acceptable
NDIS = Not Discharging condition requested – an example would be the submitted information is not acceptable and the decision is to refuse

Application Type
FUL = Full application
ADV = Advert Application
OUT = Outline Application
HH = Householder Application
REM = Reserved Matters
COU = Change of use
LBC = Listed Building Consent
CON = Conservation Area Consent
DISCON = Formal Discharge of Condition
NMA = Non-Material Amendment
MMA = Minor material Amendment
DEMCON = Demolition Consultation
TPO = Tree Application
TEL56 = Telecommunication Notification
ART16 = Art16 Notification
PDE = General Permitted Development Extension
DELEGATED DECISIONS BY DCM

APPLICATION No: 14/65672/ART16  DATE VALID: 14.11.2014

APPLICANT:Nasira Farooq

LOCATION: Article 16
92 Bury Old Road
Crumpsall
Manchester
M8 5BW

PROPOSAL: Article 16 Consultation received from Manchester Council
(106723/FO/2014/N1) Change of use from use class A3 (cafe/restaurant to
use class A5 hot food takeaway, with associated elevation al alterations,
including installation of fume extraction flue to rear

DECISION: No Objections  DATE DECISION ISSUED: 3 December
2014

APPLICATION No: 14/65345/ADV  DATE VALID: 11.09.2014

APPLICANT:Mr John Downs

LOCATION: Cosmo Bingo Club
241 Liverpool Road
Eccles
M30 0QN

PROPOSAL: 48 sheet poster advertising Cosmo bingo and the National
Bingo game on the Lewis St elevation of the club

DECISION: Refuse  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65469/HH  DATE VALID: 01.10.2014

APPLICANT:Mrs T Mondol

LOCATION: 9 Grand Union Way
Eccles
M30 0LB

PROPOSAL: Erection of a two storey side extension to include a balcony
resubmission of planning application Ref:14/65128/HH

DECISION: Refuse  DATE DECISION ISSUED: 27 November 2014
APPLICATION No: 14/65530/FUL  DATE VALID: 10.10.2014  WARD: Barton
APPLICANT: Mr P Mundy

LOCATION: The Richmond Works
Leigh Street
Eccles
M30 0UT

PROPOSAL: Erection of a single storey steel framed unit and canopy

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65424/FUL  DATE VALID: 08.10.2014  WARD: Boothstown
APPLICANT: City West Housing Trust

LOCATION: Land Adjacent To
39 Haydock Drive
Worsley
M28 1HA

PROPOSAL: Demolition of existing 5 no. garages and erection of a
detached bungalow, together with formation of new vehicle turning head and
construction 6 no. car parking spaces

DECISION: Approve  DATE DECISION ISSUED: 1 December 2014

APPLICATION No: 14/65478/DISCON  DATE VALID: 09.10.2014  WARD: Boothstown
APPLICANT: Mr Martin Sherlock - The Casey Group

LOCATION: Orchard House
318 Ellenbrook Road
Worsley
M28 1EB

PROPOSAL: Request for confirmation of compliance of condition 3
(materials), 4 (details of windows doors and rainwater goods), 7 (land contamination) 8 (landscaping) 9 (crime reduction scheme) and 10
(construction environmental management plan) attached to planning permission 13/63879/FUL

DECISION: Not discharging  DATE DECISION ISSUED: 3 December 2014
**APPLICATION No: 14/65431/ADV** DATE VALID: 09.10.2014

**APPLICANT:** Miss SHELLEY DEBUSSEY

**LOCATION:** Co-op Late Shop 8-9 Morston Close Worsley M28 1PB

**PROPOSAL:** Installation of one fascia sign.

**DECISION:** Approve DATE DECISION ISSUED: 3 December 2014

**WARD:** Boothstown

**APPLICATION No: 14/65447/HH** DATE VALID: 06.10.2014

**APPLICANT:** Mr M & Mrs L Jones

**LOCATION:** 18 Poynt Chase Worsley M28 1FQ

**PROPOSAL:** Erection of a part two storey, part first floor front extension and construction of a new front portico. Raise roof slope and the construction of rear facing dormer windows.

**DECISION:** Approve DATE DECISION ISSUED: 28 November 2014

**WARD:** Boothstown

**APPLICATION No: 12/62364/DISCON** DATE VALID: 02.10.2012

**APPLICANT:** Mr N Schlaff

**LOCATION:** Scarr Wheel 435 Lower Broughton Road Salford M7 2EZ

**PROPOSAL:** Request for confirmation of compliance of conditions 5, 7, 8, 9, 12, 13, 14, 15 attached to planning permission 12/61721/LBC

**DECISION:** Discharge of Condition DATE DECISION ISSUED: 28 November 2014

**WARD:** Broughton
APPLICATION No: 14/65451/DISCON DATE VALID: 21.10.2014  WARD: Broughton

APPLICANT: Mangrove Estates Ltd / Great Places Housing Group

LOCATION: Site Of 1 Yew Street
Salford
M7 2HL

PROPOSAL: Request for confirmation of compliance of conditions 3 (materials), 4 (landscaping), 5 (preliminary risk assessment), 9 (floor levels), 10 (flood measures), 11 (disposal of foul and surface water) attached to planning permission 14/64858/FUL

DECISION: Part Discharge of Condition
DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65309/TPO DATE VALID: 27.08.2014  WARD: Claremont

APPLICANT: Mr Paul Massay - GTR Manchester Fire And Rescue

LOCATION: County Fire Service Headquarters
146 Bolton Road
Pendlebury
Swinton
M27 8US

PROPOSAL: Crown reduce to provide a 3m clearance from the adjacent building one norway maple tree (T5). Crown reduce to leave a spread of 4.5m to 5m and a height of 12.5m one poplar tree (T6). Crown reduce to leave a spread of 6.5m north, 4.5m east, 3m south, and 4.5m west and to leave a height of 13m one poplar tree (T7). Crown reduce to leave a 2m clearance from the building one elm tree (T8). Crown raise by 2m (as indicated on figure 5 within the report) one poplar tree (T9). Pollard to leave a height of 5m one poplar tree (T11). Remove two limbs (indicated on figure 6 within report) back to the main stem one poplar tree (T12). Fell one ash tree (T15). Pollard to leave a height of 2m nine sycamore trees (T17 to T25).

DECISION: Approve
DATE DECISION ISSUED: 28 November 2014
APPLICATION No: 14/65480/HH  DATE VALID: 15.10.2014
APPLICANT: Mr Pendleton
LOCATION: 151 Claremont Road
Salford
M6 8PA
PROPOSAL: Erection of front and rear dormers.
DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65444/HH  DATE VALID: 06.10.2014
APPLICANT: Miss C Gee
LOCATION: 45 Shirley Avenue
Swinton
M27 4HX
PROPOSAL: Demolition of a detached garage and the erection of a part single, part two storey side extension.
DECISION: Approve  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65483/FUL  DATE VALID: 13.10.2014
APPLICANT: Aldi Stores Ltd
LOCATION: 389 Bolton Road
Salford
M6 7NJ
PROPOSAL: External alterations to Class A1 foodstore, including minor warehouse extension, amendment to servicing arrangements and realignment of customer car park.
DECISION: Approve  DATE DECISION ISSUED: 3 December 2014
APPLICATION No: 14/64866/HH  DATE VALID: 31.10.2014  WARD: Eccles

APPLICANT: Mr P Ramsay

LOCATION: 22 Pine Grove
Eccles
M30 9JL

PROPOSAL: Demolition of existing car port and garage and erection of a single storey side and rear extension

DECISION: Approve  DATE DECISION ISSUED: 1 December 2014

APPLICATION No: 14/65474/HH  DATE VALID: 09.10.2014  WARD: Eccles

APPLICANT: Mr & Mrs D Cole

LOCATION: 10 Tyersall Close
Eccles
M30 9FS

PROPOSAL: Demolition of conservatory and erection of a two storey side and front extension

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65685/DISCON  DATE VALID: 25.11.2014  WARD: Eccles

APPLICANT: Mr R Green

LOCATION: 9A Westminster Road
Eccles
Salford
M30 9HF

PROPOSAL: Request for confirmation of compliance of condition 2 (samples) attached to planning permission 14/65160/HH)

DECISION: Discharge of Condition  DATE DECISION ISSUED: 5 December 2014

________________________
APPLICATION No: 14/64396/DISCON  DATE VALID: 18.02.2014  
APPLICANT:H T Forrest Ltd  
LOCATION: Duchy Road Caravan Park  
Duchy Road  
Salford  
M6 6WR  
PROPOSAL: Request for confirmation of compliance of conditions 3 and 4 attached to planning permission 13/63518/FUL  
DECISION: Part Discharge of Condition  
DATE DECISION ISSUED: 3 December 2014  

APPLICATION No: 14/65516/DISCON  DATE VALID: 05.11.2014  
APPLICANT:Mr John Rockett  
LOCATION: Land Bounded By Cleminson St To North, New Bailey St To East, River Irwell To South-east, Trinity Way And North Star Drive To South  
And Adelphi St To West; Known As Salford Central, Extending To 17.7 Hectares.  
PROPOSAL: Request for confirmation of compliance of condition 40 (building management) attached to planning permission 09/57950/EIAHYB with regard to Plot B1 multi-storey car park  
DECISION: Discharge of Condition  
DATE DECISION ISSUED: 1 December 2014  

WARD: Irwell Riverside  
WARD: Irwell Riverside
APPLICATION No: 14/65582/DISCON DATE VALID: 05.11.2014

APPLICANT: Mr John Rockett

LOCATION: Land Bounded By Cleminson St To North, New Bailey St To East, River Irwell To South-east, Trinity Way And North Star Drive To South And Adelphi St To West; Known As Salford Central, Extending To 17.7 Hectares.

PROPOSAL: Request for confirmation of compliance of condition 28 (landscaping), 30 (crime prevention), 31 (energy), 32 (10% renewables), 37 (archaeology), 48 (land contamination), 63 (noise), 66 (light obstruction), 67 (tv reception), 74 (vibro compaction) attached to planning 09/57950/EIAHYB with regard to Plot B1 multi-storey car park.

DECISION: Discharge of Condition

DATE DECISION ISSUED: 1 December 2014

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APPLICATION No: 14/65595/PRI DATE VALID: 03.11.2014

APPLICANT: Network Rail - Mr Michael Gradwell

LOCATION: Cock Robin Footbridge At Holland Street Salford

PROPOSAL: Prior approval for the reconstruction of footbridge at Cock Robin Footbridge at Holland Street

DECISION: Permitted development

DATE DECISION ISSUED: 28 November 2014

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APPLICATION No: 14/65430/FUL  DATE VALID: 02.10.2014

APPLICANT: Mr Zev Hirsch

LOCATION: 138 Leicester Road
Salford
M7 4GB

PROPOSAL: Change of Use from a Residential Seminary for girls use class C2 (Residential Institution) to a primary school for boys use class D1 (Non Residential Institution)

DECISION: Approve  DATE DECISION ISSUED: 27 November 2014

APPLICATION No: 13/62789/DISCON  DATE VALID: 30.01.2013

APPLICANT: SPT

LOCATION: Land And Property Bounded By Broad Street, Cross Street, M602, Langworthy Road, Liverpool Street, Fitzwarren Street, Heywood Way, Hankinson Way, Nursery Street And Eccles Old Road, Pendleton, Salford

PROPOSAL: Request for confirmation of compliance of conditions 8,12,15,20,29,36,39,41, attached to planning permission 12/61953/HYBRID

DECISION: Part Discharge of Condition  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65396/TPO  DATE VALID: 02.10.2014

APPLICANT: Mrs SUSAN KELLY

LOCATION: 9 Crestfold
Little Hulton
M38 0BF

PROPOSAL: 25% crown thin and crown reduce to leave a height and width spread of 10m one oak tree (T1).

DECISION: Approve  DATE DECISION ISSUED: 27 November 2014
APPLICATION No: 14/65397/FUL  DATE VALID: 09.10.2014
APPLICANT: Mr Geoff Wood
LOCATION: Tecflo Ltd
Highfield Road
Little Hulton
M38 9ST

PROPOSAL: Erection of a single storey side extension together with alterations to elevations

DECISION: Approve  DATE DECISION ISSUED: 1 December 2014

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APPLICATION No: 14/65529/DISCON  DATE VALID: 04.11.2014
APPLICANT: Mr Anthony Sackfield
LOCATION: Kenyon Way
Little Hulton
M38 0EN

PROPOSAL: Request for confirmation of compliance of condition 4 (noise levels and ventilation measures) attached to planning permission 13/63301/FUL

DECISION: Part Discharge of Condition  DATE DECISION ISSUED: 3 December 2014

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APPLICANT: Peel Media Ltd
LOCATION: MediaCity
Broadway
Salford

PROPOSAL: Application for a non-material amendment to planning permission 09/57927/FUL to allow internal subdivision of commercial Unit 1 to provide five smaller retail units and external changes to elevations to incorporate shop fronts

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014
APPLICATION No: 14/65535/PRI  DATE VALID: 21.10.2014  WARD: Ordsall

APPLICANT: Network Rail - Mr Michael Gradwell

LOCATION: Bridge At Cross Lane
Salford

PROPOSAL: Prior approval for the proposed parapet works to bridge at Cross Lane Salford

DECISION: Permitted development  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65536/PRI  DATE VALID: 21.10.2014  WARD: Ordsall

APPLICANT: Network Rail - Mr Michael Gradwell

LOCATION: Bridge At Cross Lane (West)
Salford

PROPOSAL: Prior approval for the proposed parapet works to bridge at Cross Lane (West) Salford

DECISION: Permitted development  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65537/PRI  DATE VALID: 21.10.2014  WARD: Ordsall

APPLICANT: Network Rail - Mr Michael Gradwell

LOCATION: Bridge At Cross Lane (East)
Salford

PROPOSAL: Prior approval for the proposed parapet works to bridge at Cross Lane (West) Salford

DECISION: Permitted development  DATE DECISION ISSUED: 28 November 2014

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APPLICATION No: 14/65580/NMA  DATE VALID: 24.10.2014  WARD: Ordsall

APPLICANT: Peel Media Ltd

LOCATION: Plot C4
MediaCityUK
Salford Quays
M50 2EQ

PROPOSAL: Application for non material amendment to planning permission 14/64397/FUL for the change in size to the amenity block

DECISION: Approve  DATE DECISION ISSUED: 27 November 2014

APPLICATION No: 14/65349/HH  DATE VALID: 24.09.2014  WARD: Pendlebury

APPLICANT: Ms Elisabeth McKenny

LOCATION: 76 Coronation Street
Swinton
M27 6DJ

PROPOSAL: Demolition of existing conservatory and side canopy and erection of a two storey side extension and single storey rear extension

DECISION: Approve  DATE DECISION ISSUED: 27 November 2014

APPLICATION No: 14/65594/PRI  DATE VALID: 03.11.2014  WARD: Pendlebury

APPLICANT: Network Rail - Mr Michael Gradwell

LOCATION: Dixon Fold Footbridge
Solway Close
Clifton
Swinton

PROPOSAL: Prior approval for the reconstruction of footbridge at Dixon fold Footbridge, Swinton

DECISION: Permitted development  DATE DECISION ISSUED: 28 November 2014
APPLICATION No: 14/65441/HH  DATE VALID: 03.10.2014

APPLICANT: Mrs Cathy Wright

LOCATION: 21 Clifton Grove
Swinton
M27 9GS

PROPOSAL: Construction of a front dormer.

DECISION: Approve  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65460/FUL  DATE VALID: 13.10.2014

APPLICANT: Post Office
82 Chorley Road
Swinton
M27 5XB

PROPOSAL: Installation of an ATM to front elevation

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65461/ADV  DATE VALID: 13.10.2014

APPLICANT: Post Office
82 Chorley Road
Swinton
M27 5XB

PROPOSAL: Display of one internally illuminated ATM fascia and collar sign

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014
APPLICATION No: 14/65472/ADV  DATE VALID: 09.10.2014

APPLICANT: Mr G Naran

LOCATION: 82 Chorley Road
Swinton
M27 5XB

PROPOSAL: Display of two fascia signs, three PVC sign and one internally illuminated hanging sign

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65405/FUL  DATE VALID: 08.10.2014

APPLICANT: Lindsay McCluskie

LOCATION: Salford Royal NHS Foundation Trust
Stott Lane
Salford
M6 8HD

PROPOSAL: Erection of a 3 storey new build lift tower extension to existing Clinical Sciences Building B Block together with alterations to elevations

DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICATION No: 14/65342/HH  DATE VALID: 25.09.2014

APPLICANT: Mr Neil Abbot

LOCATION: 5 Hastings Road
Eccles
M30 8JR

PROPOSAL: Erection of a two storey side extension, erection of a part single/part two storey rear extension and alterations to the front elevation.

DECISION: Approve  DATE DECISION ISSUED: 28 November 2014
APPLICATION No: 14/65391/FUL DATE VALID: 07.10.2014
APPLICANT: Mr Karl Crompton
LOCATION: The Stumble Inn
212 Cleggs Lane
Little Hulton
M38 9RQ
PROPOSAL: Change of use from A4 (Drinking Establishment) to A5 (Hot food Takeaway), together with installation of new shop front and external roller shutters
DECISION: Approve DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65455/TEL56 DATE VALID: 06.10.2014
APPLICANT: Mr D Hosker - WHP Wilkinson Helsby
LOCATION: Ellesmere Retail Park DNS
Bolton Road
Walkden
PROPOSAL: Prior approval for the replacement of the existing 14.7m replica telegraph pole with a 14.9m monopole and installation of a new equipment cabinet
DECISION: No Objections DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 13/63904/DISCON DATE VALID: 01.10.2013
APPLICANT: Mr G Brown
LOCATION: 63 Lambton Road
Worsley
M28 2SU
PROPOSAL: Request for confirmation of compliance of conditions 2, 4, 5, 8, 10 attached to planning permission 12/62010/FUL
DECISION: Part Discharge of Condition DATE DECISION ISSUED: 3 December 2014
APPLICATION No: 14/64730/FUL  DATE VALID: 23.04.2014
APPLICANT: Mr G Brown
LOCATION: 63 Lambton Road
Worsley
M28 2SU
PROPOSAL: Demolition of existing bungalow and erection of two dwellings with associated car parking
DECISION: Approve  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65117/HH  DATE VALID: 04.08.2014
APPLICANT: Mr Gary Davison
LOCATION: 36 Fairmount Road
Swinton
M27 0EP
PROPOSAL: Erection of a first floor side extension, a single storey front extension and a two storey rear extension.
DECISION: Approve  DATE DECISION ISSUED: 1 December 2014

APPLICATION No: 14/65410/HH  DATE VALID: 30.09.2014
APPLICANT: Mr I & Mrs L Jarvey
LOCATION: 17 Wentworth Road
Swinton
M27 0BA
PROPOSAL: Erection of a two storey side extension and a single storey rear extension.
DECISION: Approve  DATE DECISION ISSUED: 25 November 2014
APPLICATION No: 14/65458/LBC  DATE VALID: 08.10.2014
APPLICANT: Mr Kevin Flynn
LOCATION: 5 Barton Road
Worsley
M28 2PD
PROPOSAL: Replacement of windows & doors.
DECISION: Approve  DATE DECISION ISSUED: 3 December 2014

APPLICANT: Mr Storey
LOCATION: 20 Dellcot Lane
Worsley
M28 2PT
PROPOSAL: Reduce main stem (pollard) to leave a height of 10m one poplar tree (T4).
DECISION: Approve  DATE DECISION ISSUED: 28 November 2014

APPLICATION No: 14/65564/NMA  DATE VALID: 29.10.2014
APPLICANT: Mr Paul Livsey
LOCATION: 16 Cartmel Grove
Worsley
Manchester
M28 2SF
PROPOSAL: Application for a non-material amendment to planning permission 14/64336/HH for general minor amendments and raised balcony height.
DECISION: Approve  DATE DECISION ISSUED: 27 November 2014
APPLICANT: Mr Kyri Filactou
LOCATION: 12 Maple Grove
Worsley
M28 7FB

PROPOSAL: Demolition of existing carport and conservatory, alterations to front elevations and erection of a two storey side and part single, part two storey rear extension with Juliet balcony.

DECISION: Approve DATE DECISION ISSUED: 3 December 2014

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APPLICATION No: 14/65505/NMA DATE VALID: 10.10.2014
APPLICANT: NSM Developments Limited
LOCATION: Rapid Rubber Tyres
33 Stanley Road
Worsley
M28 3DT

PROPOSAL: Application for a non-material amendment to planning permission 14/64227/FUL for minor elevation changes, rear ground floor windows and kitchen internal width change

DECISION: Approve DATE DECISION ISSUED: 1 December 2014

_____________________________________________________________
REPORT OF The Strategic Director for Environment and Community safety

TO THE PLANNING AND TRANSPORTATION REGULATORY PANEL

ON

18th December 2014

TITLE: PLANNING APPEALS

RECOMMENDATION: That the report be noted

EXECUTIVE SUMMARY: To set out details of appeals received and determined

BACKGROUND DOCUMENTS: (Available for public inspection)
Details of the applications are available on the Council’s Public Access Website http://publicaccess.salford.gov.uk/publicaccess/default.aspx
If you would like to access this information in an alternative format, please contact the planning office on 0161-779 6195 or e-mail planning.contact@salford.gov.uk

KEY DECISION: NO

DETAILS: See attached schedule

KEY COUNCIL POLICIES: Performance Management

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: N/A

ASSESSMENT OF RISK: N/A

SOURCE OF FUNDING: N/A

LEGAL IMPLICATIONS Supplied by N/A

FINANCIAL IMPLICATIONS Supplied by N/A
OTHER DIRECTORATES CONSULTED: N/A

CONTACT OFFICER: Viv Prytharch 0161-779-4852

WARD(S) TO WHICH REPORT RELATE(S): As indicated in the attached schedule.
PLANNING AND TRANSPORTATION REGULATORY PANEL

REPORT OF NEW PLANNING AND ENFORCEMENT APPEALS RECEIVED

APPLICATION No: 14/64766/FUL

APPLICATION DECISION LEVEL: Delegated to Officer

OFFICER RECOMMEND’N: Refuse

APPEAL SITE: Land Facing Birch Tree Farm Moss Road Cadishead

PROPOSAL: Erection of a two storey dwelling and detached garage

WARD: Cadishead

APPELLANT: Mr & Mrs C. Darnton

DATE RECEIVED: 3 December 2014

The applicant has appealed the decision. The reason for refusal states:

1. Insufficient information has submitted to demonstrate the functional need for the proposed dwelling and that the size of the proposed dwelling is commensurate with an established functional requirement. In view of this, it is considered that the proposal would constitute inappropriate development within the Green Belt contrary to EN1 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.