APPLICATION No: 17/70853/FUL
APPLICANT: Mr Mike Stone
LOCATION: Campbell Road Playing Fields, Campbell Road, Swinton, Manchester
PROPOSAL: Demolition of 2 no dwellings and erection of 241 dwellings (Use Class C3), laying out of a new Community Park, vehicular access, roads and footways, hard and soft landscaping, walls, fences, drainage and associated works.
WARD: Swinton South

Description of Site and Surrounding Area

The site is currently vacant but was formerly accommodated by a sewage waste water treatment works which was closed and demolished in the late 1980's early 1990's. Since this time the site has remained vacant. The site is currently in an overgrown state and is largely covered by vegetation with some areas of hard standing. The site is fenced and has no public access although it was noted at the time of the officers site visit that there are some gaps in the boundary fencing and informal footpaths running through the site however these are not public rights of way but are more desire lines that have been created by members of the public unlawfully
accessing the site. The site extends to approximately 16.91 hectares. The site is not allocated on the UDP Proposals Map.

There is a Strategic Recreation Route which lies to the south east of the site however this does not bound the site and is not affected by the proposed development. The north the site is bounded by the rear gardens of residential dwellings along Thorn Road. The southern end of the site accommodates a scrub woodland area which the supporting statement refers to as Campbell Road Wood and Folly Brook. Beyond this are the rear garden areas of the residential dwellings on Bradford Road.

To the east and west are two council owned parcels of land. There is also a public right of way that runs from Campbell Road between the site and the council owned land to the east however this does not form part of the application site and is unaffected by the proposed development. Further to the east is Swinton Park Golf Club. Further west on the opposite side of the council owned land and bounding the small piece of the application site that juts out to the south west corner are the residential dwellings along South Avenue, Beechfield Road and cul de sacs off Beechfield Road.

The site is accessed via Campbell Road.

**Description of Proposal**

Permission is sought for the demolition of 2 no dwellings and the erection of 241 dwellings (Use Class C3), laying out of a new Community Park, vehicular access, roads and footways, hard and soft landscaping, walls, fences, drainage and associated works.

Demolition of 2 no dwellings

It is proposed to demolish the two residential dwellings at 86 and 88 Campbell Road which are located at the southern end of Campbell Road adjacent to the north eastern corner of the site. They are detached properties, one of which fronts Campbell Road with the other fronting the footpath that leads from Campbell Road. Neither of the properties are listed buildings and the applicant has confirmed that both properties are vacant.

Erection of 241 dwellings

The following mix is proposed;
- 10 x 2 bed units
- 119 x 3 bed units
- 105 x 4 bed units
- 7 x 5 bed units

This is broken down into the following mix of affordable (52 dwellings) and market units (189 dwellings):

- **Market Housing** (189 units)
  - 6 x 2 bed
  - 84 x 3 bed
  - 92 x 4 bed
  - 7 x 5 bed

- **Affordable rent** (19 units)
  - 2 x 2 bed
  - 13 x 3 bed
  - 4 x 4 bed

- **Social rent** (20 units)
  - 16 x 3 bed
  - 4 x 4 bed

- **Shared Ownership** (13 units)
  - 2 x 2 bed
  - 6 x 3 bed
  - 5 x 4 bed
**Community Park**

The scheme proposes a community park to the southern part of the site. The park would extend to approximately 10 hectares and it is proposed that it would be cross funded by the housing development. It is proposed that the community park will connect the site to the two council owned parcels of land to the east and west of the site and will create a new larger public green space. A financial contribution is also to be provided to assist with the delivery of the wider community park on adjacent council owned land and the refurbishment of the existing play area off Campbell Road adjacent to the North East corner of the application site and this is to be secured by the S106 agreement.

The community park is to be an enhanced area to serve existing residents of the area as well as future residents of the proposed development. It will incorporate an attenuation pond, landscaping including trees, shrubs, hedges and wild meadows, footbridges over Folly Brook, seating, waste bins and footpath linkages to the residential development and other existing areas of public open space that sit outside of the application site.

**Vehicular access, roads and footways**

Access to the site is proposed via Campbell Road to the north eastern corner of the site. A central spine road would run through the site from west to east with smaller cul de sacs and private drives off this central road.

Associated footways would be provided to both sides of all access roads as well as turning heads at the end of cul de sacs. Footpath links are proposed into and out of the proposed community park as well as the provision for future linkages to the existing footpaths/cycle ways and areas of green space to the east and west of the site to enable access from East Lancashire Road, Folly Lane and Bradford Road.

A total of 613 parking spaces are proposed including 128 garage spaces and 13 parking spaces proposed for the community park. Garage spaces are discounted as it cannot be guaranteed that they will be used for car parking. Therefore the total off road car parking provision for the dwellings equates to 472 or 2 spaces per dwelling.

**Hard and soft landscaping, walls, fences, drainage and associated works**

Landscaping is proposed across the site. The residential part of the development would include in curtilage landscaping for dwellings as well as three pocket parks for public use. Landscaping across the residential part of the site includes trees and shrubs as well as the provision of boundary treatments that range between low railings and post and rail fencing to taller fencing and walls with pillars to define areas of public and private space and also to ensure privacy of rear gardens is provided for future residents.

As set out above the landscaping within the proposed community park would include an attenuation pond, trees, shrub, hedges and wild meadows, footbridges over Folly Brook, seating, waste bins and footpaths within the park area and linkages to the residential development and other existing areas of public open space that sit outside of the application site.

In terms of drainage, surface water from the development would be directed to the proposed attenuation basin with a flow control prior to discharge to Folly Brook. The proposed attenuation basin is within the north western corner of the proposed community park, to the south of the proposed residential development. It is proposed that all vehicle hard-standings would be provided with trapped gullies prior to discharge to the surface water network and in addition the attenuation basin will provide further treatment, particularly for suspended solids.

A substation is also proposed close to the site entrance off Campbell Road. The substation would be of brick construction and would be set back from the road and accessed off a small road within the new estate. It would be 4.14m in width by 3.9m in depth and would incorporate a pyramid roof that would slope upwards from all elevations.

**Site History/Background**

The site has been the subject of extensive discussions involving the site owners and their consultants, local community groups and the City Council in the form of pre application advice.
Salford Unitary Development Plan (UDP)

The site was originally allocated for mixed use, comprising public open space, residential uses and a new link road in the first deposit draft unitary development plan (February 2003) and the revised deposit draft UDP (November 2003). The majority of objections to the UDP related to this site, which contributed towards the decision of the council to withdraw the allocation prior to the public inquiry. The UDP was adopted in June 2006 leaving the former SWWW unallocated.

It should be noted that the adopted UDP pre dates the National Planning Policy Framework which seeks to increase the supply of deliverable housing.

Salford Greenspace Strategy Supplementary Planning Document

Following the adoption of the UDP, the Greenspace Strategy was adopted in July 2006. This document identifies the potential of the site and adjoining local authority land to meet shortfalls of open space provision in terms of strategic natural greenspace and other local recreation standards. The open space chapter of the Council’s Infrastructure Delivery Plan (2012) also identifies the combined sites as a potential strategic natural greenspace.

Salford Local Plan

The Draft Local Plan allocates the former Swinton Wastewater Treatment Works and surrounding open land for open space and housing under policy H4/2. The application site (as shown on the red line location plan) forms part of the allocation. Paragraph 215 of the NPPF sets out the weight to be given to relevant policies in emerging plans when taking decisions on planning applications. Having regard to this, it is considered that very limited weight should be given to the draft allocation of the site for open space and housing due to the plan being at an early state of plan preparation and that that there are significant unresolved objections.

Community Consultation

The statement of community consultation submitted with the application sets out that discussions around the development of the site have been on-going for a number of years and that meetings have taken place in 2016 and 2017 with community groups including Swinton Open Spaces Community Association (SOSCA), Ellesmere Park Residents Association (EPRA), and the Monton Village Community Association as well as with the Salford Allotment Federation and the Member of Parliament for Salford and Eccles.

The applicants have also undertaken pre application discussion with the Local Planning Authority prior to the submission of the application.

The consultation undertaken included notification to a number of Councillors of the intention to bring forward a planning application for the site. Letters were also sent to community stakeholders such as schools, colleges, residents groups and organisations such as the Ramblers Association, Woodland Trust etc (full details are included within the submitted statement of community involvement).

On 31st August 2017, 4923 letters were distributed to commercial and residential properties within a 1km radius of the site which provided an overview of the proposed development as well as details of the consultation website that was created and contact details for the development team including a dedicated email address and community information line. A press release was also issued to the Manchester Evening News which appeared in the press on 6th September 2017 and on the publications website and Facebook page on 5th September 2017.

A public exhibition took place on 7th September at Swinton Park Golf Club that was attended by over 200 people. Exhibition boards were displayed and representatives from Bellway Homes were in attendance as were their transport consultant and staff from Lexington Communications to answer questions and collect feedback.

The statement of community consultation submitted in support of the application sets out that over the course of the public consultation 193 responses were received and these were by way of feedback forms at the public exhibition, by email, by post and online via the project website. Feedback received related largely to issues around highways and infrastructure; provision of local services (e.g. schools) and ecology. In addition to this a
number of positive comments were received stating that family housing is required in Salford with a number of people expressing an interest in buying a home at the site.

The applicants have confirmed that they have taken on board the responses received from the public consultation and as a result the apartments once included within the scheme have been removed with a focus on family housing and the numbers of dwellings on site have been reduced from 250 to 241 which is now proposed under this planning application.

**Publicity/ Neighbour Notification**

252 Neighbour notification letters were sent on 6th November 2017.

Three site notices were displayed in the vicinity of the site on 13th November 2017.

A notice was published in the press on 16th November 2017

Following receipt of amended plans and additional highways information amended plan letters were sent out on 8th February to all those initially consulted as well as all those who had made representations on the application.

**Representations - Objections**

A total of 339 objections have been received to date from 217 different addresses. The issues raised are summarised below.

<table>
<thead>
<tr>
<th>Highways</th>
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<tbody>
<tr>
<td>Access to the site – the site should be served by more than one access, a second access could be provided at Folly Lane/Rocky Lane.</td>
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<tr>
<td>Access should be via a controlled access via Folly Lane/Rocky Lane.</td>
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<tr>
<td>There is insufficient infrastructure to cope with the volume of traffic that will be created by the development.</td>
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<tr>
<td>The estate is already used for rat running – with the pressure of additional cars this could cause chaos.</td>
</tr>
<tr>
<td>Loss of on road parking and impacts of cars being able to leave their driveways or people being able to park outside their homes.</td>
</tr>
<tr>
<td>Why does the access need to be from Campbell Road – there are other options but for economic reasons the developer prefers this access point.</td>
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<tr>
<td>Disruption from development, including noise, dirt and congestion etc from construction and construction traffic.</td>
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<tr>
<td>One access point will restrict emergency vehicles accessing the site.</td>
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<tr>
<td>Traffic is already poor, the volume of traffic would be unacceptable and add to existing poor air quality.</td>
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<tr>
<td>Inadequate car parking for the dwellings will mean more overspill parking on surrounding streets.</td>
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<tr>
<td>Increased congestion on surrounding estate roads and in the wider area including Eccles, Monton, M602 junction etc.</td>
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<tr>
<td>The preliminary traffic assessment carried out by Bellway was during school holidays which gives an underestimation of the negative impact on traffic any development would have on the road and surrounding streets.</td>
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<tr>
<td>The development will increase the risk for pedestrians using the island crossing on Folly Lane.</td>
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<tr>
<td>Parking issues would be exacerbated by the community park. People will park on the pavement and this will increase congestions on Thorn Road and Campbell Road and restrict the road further.</td>
</tr>
<tr>
<td>Insufficient parking is provided for visitors to the community park.</td>
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<tr>
<td>The access via Thorn Road and Campbell Road is inadequate for the size and scale of development from build to habitation of the development.</td>
</tr>
<tr>
<td>The existing road surfaces are already in a poor state of repair and the development will make them worse.</td>
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<tr>
<td>Lack of vision with regards to the utilisation of Folly Lane as a means of exiting.</td>
</tr>
<tr>
<td>Campbell Road and Thorn Road can only just cope with the existing traffic – providing there is no HGV delivery to Cooper Clark. Commercial properties on Morpeth Street requires closer scrutiny by planners as Bellway have ignored them.</td>
</tr>
</tbody>
</table>
Parked cars on either side of the road means that access will be confined to a single track access road.

Increased demand on public transport which is already inadequate.

The Travel Plan is idealistic not realistic yet planners insist on parking provision for 2 vehicles.

The number of houses should be reduced in order to ameliorate any potential traffic issues. A maximum of 200 houses should be built but to a higher specification.

The number of predicted cars that will be introduced by way of the development is inaccurate and there will be far more cars than what has been suggested.

The transport assessment carried out by Bellway says that there will not be two cars per household even though the application includes car parking spaces for two cars for each new house.

SCC have asked through the In Salford magazine for people not avoid parking on pavements and therefore Thorn Rd and surrounding side roads are not fully accessible for vehicles.

Traffic uses the slip road to cut out queues and cut across three lanes of traffic to turn right from the East Lancs.

Parked cars impact on visibility for vehicles exiting the estate.

If the football pitches shown are used this would increase traffic with nowhere for them to park.

The bus lane has already caused an increase in traffic through the estate.

There are no planned road improvements to cope with the extra traffic.

Traffic surveys were only done once – how can ‘facts’ be accepted from something you can’t generate an average from.

Increased pedestrian activity along surrounding roads.

The access road to serve the development is wider than existing roads and presumably this is to meet current highway standards – if this is the case then the existing roads cannot be deemed acceptable for increased traffic as they are already narrower than required for a new build.

Increased demand for car parks at shopping areas; Monton, Swinton and Eccles.

Buses are already regularly full and an increase of people would affect this.

Routes to public transport are not well defined therefore more people may choose to use cars.

It is unlikely that residents of the new estate would choose to use public transport due to long waits, therefore this is not a sustainable development.

A direct walking/cycling route should be implemented to schools in the area.

Public Safety

Safety of children living on surrounding roads. This used to be a quiet road but is becoming increasingly unsafe due to the speed that drivers cut through it.

Roads are already difficult to cross and the proposed development will only make this worse.

Disturbing the land could potentially release harmful elements to currently unaffected areas.

Construction vehicles will be a danger to people in the area.

Concerns of the potential for increased traffic collisions.

The new community park would be a place for people to congregate and engage in antisocial/illegal behavior. The park has been destroyed by vandals and the same thing will happen again.

Increased crime.

Children will no longer be able to play on the streets.

Cars parking on pavements will affect disabled and less abled residents.

Disruption during construction.

The development will release pollutants within the site, such as hydrocarbons, heavy metals and asbestos.

The land is heavily contaminated from the former use so the people who buy properties there will not be able to use their gardens.

Impact of past use of site and material spread on site on human health (human sewage was spread on the land every week for years) – could cause serious illness to young children and adults.

No surfaced path with lighting is proposed towards Monton and as such there is not a safe route during hours of darkness for pedestrians.

Residential Amenity/Air and Noise Pollution

Increased pollution and impact on air quality.

Loss of green space and trees may affect the air quality of the area.

Construction vehicles will affect the air quality.

Issues regarding the noise of construction.
<table>
<thead>
<tr>
<th>Increased waste and less bin collections.</th>
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</thead>
<tbody>
<tr>
<td>Light pollution caused by the development.</td>
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<tr>
<td>Increased litter.</td>
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<tr>
<td>The development would not improve the quality of life for existing residents.</td>
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<tr>
<td>Concerns over how doctors/dentists/schools will cope with the increase in population.</td>
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<tr>
<td>School is already oversubscribed – children will not be able to get places in their village school.</td>
</tr>
<tr>
<td>The development will result in stress and reoccurring illness to existing residents.</td>
</tr>
<tr>
<td>Overlooking and loss of privacy.</td>
</tr>
<tr>
<td>There will be no green space for local people within walking distance.</td>
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</tbody>
</table>

**Flood Risk and Drainage**

The rear gardens of properties of South Avenue often flood – the new development is proposed to the rear of this adjacent to the flooded gardens.

If existing green space is built on, this will create issues with drainage as rainwater will not be able to drain away as easily - lakes from on the site as it is.

Further concreting over this wetland area will cause flooding under existing houses on Thorn Road.

Impact on sewage and drainage.

No provision has been made for the reduction of flooding.

**Ecology**

Impact on wildlife, bats, birds, field mice, water voles, small mammals and deer.

Why not erect 4/5 wind turbines and make money for the local community and still have a wild life zone.

Loss of birds.

Blue infrastructure lost from the green space.

Would break up the natural wildlife corridor.

Loss of mature trees and bushes within the green space.

**Obligations/Open Space/Affordable housing**

Loss of existing green space and children’s play areas.

Impact on capacity of schools. Schools are already full and there is no proposal to build a new school in the area.

Not enough open space would be provided to serve the entire wider area.

Why are they only building 241 houses. The site could accommodate more than this – is this because of the commitment to having to provide a school for a larger number of houses.

What is to stop another house builder coming in the future to build a further 250 units and so on until the whole site is built on. There should be a legal restraint to ban any development of the green space at the bottom of the site.

The extra open space would not be adjacent but situated to the south of the proposed development therefore not offering a full single 20 hectare open site. The green space is two separate 10 hectares but should be one 20 hectare site.

Loss of only area for children and adults to walk and play away from traffic.

The development will add unnecessary pressure to all local services including GP’s, local hospitals, schools and walk in centres.

The community park is an offensive attempt to have the houses pushed through. The council cannot presently maintain the park at the entrance to the fields with anti-social behaviour taking place. It’s likely that the community park would fall into disrepair and would be a place for people to congregate away from access roads reinforcing anti-social and illegal behaviour.

20% of the houses will have to be "affordable" but this will comprise of small town houses and or flats. Which more than likely will be bought by investors and rented out as very few first time buyers want to buy flats.

This site is the only green lung we have and its development should be rejected.

Loss of open space which will be overlooked.

The development needs to maximise green infrastructure on the site as well as connections to the wider network and supporting movement of plants and animals.

Loss of potential green space. The nearest largest green space surrounding the site are golf courses that are private with no facility to use the land.

The land that is proposed as green space is land that has no value to the developer and would cost
Building right up to the green space would ruin perception of this space which is enjoyed by walkers away from traffic and noise.

As much green space as possible should be kept together and not split into fragments.

The Council should formally designate the land to the left of the site which is not already protected under the Allotment Act, the land to the right of the site and the area of the community park as Local Green Space. This should form part of the Local Plan to be adopted in 2018.

Who will maintain the park and where will the money come from.

Residents should be consulted before any S106 monies are spent.

The site should include the area of council owned land to the west should be included with the western area being used for housing to allow the open nature of the resulting green space on the eastern side.

Improvements suggested by Bellway regarding the land around the site cannot be made as its outside of their ownership.

Most of the new homes will be priced significantly higher than the national average and will not be accessible for first time buyers. The 20% that are affordable are likely to comprise of small town houses and/or flats which are likely to be bought by investors and rented out.

More affordable housing is required.

Without restrictive covenants in place the way is paved for more homes and no community spaces for people to use in the area.

The development is not needed.

The number of houses should be reduced.

Structural impact on existing buildings caused by demolition, plant machinery/building material being delivered to site etc.

The houses will be priced significantly above the national average and will not be accessible for first time buyers.

The development should be screened from the community park by trees with particular emphasis on the pathway from Bradford Road up to Campbell Road.

Cumulative impact of this and the planning application that is being prepared for 500 houses on Duncan Mathieson Playing Fields off Lancaster Road.

Concerns over the land locked section of land to the rear of Thorn Road and associated maintenance issues- over grown trees may over shadow resident’s gardens.

Cumulative impact of lots of other smaller scale developments that have taken place over the years each on impacting on traffic.

These houses are not needed.

Bellways proposal for ‘affordable housing’ means they are not interested in providing a reasonable number

Swinton Open Space society community association campaigned successfully a few years ago against building on the site as it was a designated wildlife sanctuary, conservation area and nothing has changed since then.

Decrease in house prices for existing properties.

Loss of view.

Some of the houses will probably be offered for buy to let and sold to investment groups.

Request that appropriate measures are built into the design of the new Community Park to prevent any potential illegal use of motorcycles ‘off the road’ e.g. the employment of physical barriers where appropriate.

Request reassurances re the public footpath which runs from Bradford Road to Campbell Road – request that the A-frames installed on the footpath by SCC some years ago remain in position as these have proved essential in combating what was a very serious anti-social behaviour problem in the form of motorbikes.

The development needs to be screened by trees from the community park.

Time to review and respond to amended plan letters is too short.
The concerns raised as set out above are considered throughout the relevant sections of this report with the exception of those which are not material planning considerations.

**Representations – Support/Neutral**

18 letters of support and 4 neutral representations have also been received from 20 different addresses. The comments raised are summarised below.

| Provided the green spaces are incorporated as planned the development enhance and improve the current derelict space the development is supported. |
| New houses are in high demand but low supply. |
| There is a shortage of affordable 3/4 bed houses in the area so more larger houses need to be built not just homes for first time buyers. |
| Families would benefit from this a lot. |
| It is evident from the number of extended 3 bed properties in the area that there is a need for larger family homes in the area. |
| The development will allow local people to stay in the area when looking for larger homes. |
| Living on the proposed development would reduce our commute time. |
| The development is likely to result in increased value for surrounding houses. |
| The development makes good use of a brownfield site. |
| This is an ideal area to raise a family. |
| The land is currently subject to anti social behaviour, use of quad bikes, drugs and drink by gangs of children so the development would alleviate this. |
| The proposed houses fit perfectly to my requirements. |
| The plans offer an ideal living area for families that the majority of new estates do not offer with a community park. |

**Consultations**

- **Drainage Engineer** - No objections subject to conditions. Please refer to the Flood Risk and Drainage section of the report for further discussion.
- **Highways** - No objections subject to conditions. Please see Highways section of report for further discussion.
- **Environment Agency** - No objections subject to conditions. Please refer to the Ecology and Contaminated Land sections of the report for further discussion.
- **Greater Manchester Ecological Unit** - No objections subject to conditions. Please refer to the Ecology section of the report for further discussion.
- **Urban Vision Environment (Air And Noise)** - No objections subject to conditions. Please refer to the Noise and Air Quality sections of the report for further discussion.
- **Urban Vision Environment (Land Contam)** - No objections subject to conditions. Please refer to the contaminated land section of the report for further discussion.
- **United Utilities** – No objections subject to conditions. Please refer to the Flood Risk and Drainage section of the report for further discussion.

**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 ST5 - Transport Networks
This policy states that transport networks will be maintained and improved through a combination of measures including the extension of the network of pedestrian and cycling routes; the expansion and improvement of the public transport system and the enhancement of support facilities; the maintenance and improvement of the highway network; the provision of new road infrastructure where this will support the city's economic regeneration; requiring development proposals, highway improvement schemes and traffic management measures to make adequate provision for the needs of the disabled, pedestrians and cyclists, and, wherever appropriate, maximise the use of public transport; and the protection and enhancement of rail and water-based infrastructure to support the movement of freight and passengers.

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 ST12 - Development Density
This policy states that development within regional centres, town centre and close to key public transport routes and interchanges will be required to achieve a high density appropriate to the location and context.

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 ST14 - Global Environmental
This policy states that development will be required to minimise its impact on the global environment. Major development proposals will be required to demonstrate how they will minimise greenhouse gas emissions.

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 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 DES3 - Design of Public Space
This policy states that development should include the provision of public space; designed to have a clear role and purpose which responds to local needs; reflects and enhances the character and identity of the area; is an integral part of and provide appropriate setting and an appropriate scale for the surrounding development; be attractive and safe; connect to establish pedestrian routes and public spaces and minimise and make provision for maintenance requirements.

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 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 H4 - Affordable Housing**
This policy states that in areas that there is a demonstrable lack of affordable to meet local needs developers will be required by negotiation with the city council to provide an element of affordable housing of appropriate types.

**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 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 EN13 - Protected Trees**
This policy states that development which would result in an unacceptable loss of, or damage to protected trees will not be permitted. Where the loss of trees is considered acceptable adequate replacement provision will be provided.

**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 EN22 - Resource Conservation**
This policy states that development proposals for more than 5,000 square metres of floorspace will only be permitted where it can be demonstrated that the impact on the conservation of non-renewable resources and on the local and global environments, has been minimised as far as practicable; and full consideration has been given to the use of realistic renewable energy options, and such measures have been incorporated into the development where practicable.

**Unitary Development Plan R2 - Provision of Recreational Land Facilities**
This policy states that planning permission for recreational development will be granted unless the development would have an unacceptable impact on residential amenity, have an unacceptable impact on highway safety, fail to make provision for cyclists, pedestrians and disabled people, have an unacceptable impact on the quiet enjoyment of the countryside, have an unacceptable impact on sites or features or archaeological ecological, geological or landscape value, or have an unacceptable impact on existing recreational facilities. The policy seeks to ensure that all households are within set distances of a range of facilities, and that there is at least 0.73ha of high quality managed sports pitches per 1,000 population, 0.25ha of equipped children’s playspace per 1,000 population, and adequate amenity open space.

**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 - 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.

**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 - 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 - 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 - 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 - 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 - 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 - 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.

**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.

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

**Appraisal**

Following the publication of the National Planning Policy Framework (NPPF) it is necessary to consider the weight which can be afforded to the policies of the Council's adopted Unitary Development Plan (paragraph 215 NPPF 27th March 2012).

In terms of this application it is considered that the relevant policies of the UDP can be afforded due weight for the purposes of decision making as the relevant criteria within the UDP policies applicable to the proposed development are consistent with the policies contained in the NPPF.

The main planning issues to be considered in determination of this application are as follows:

- **Principle of development**
  - i) Strategic location
  - ii) Proposed use – Residential
    - a) Five year land supply position
    - b) Development of Greenfield Land
    - c) Mix, type and density
- **Affordable Housing**
- **Planning Obligations**
- **Design and Layout**
  - i) Layout of the development
  - ii) Scale and Massing
  - iii) Appearance of the house types
- **Design and Crime**
- **Amenity**
- **Air Quality**
- **Noise**
- **Impact on the highway network and transport infrastructure**
  - i) Sustainable location
  - ii) Proposed access arrangements
  - iii) Impacts on highway network
  - iv) Internal road layout and parking
  - v) Off-site highway works
- **Ecology**
- **Trees**
Principle of Development

i) Strategic Location

UDP Chapter 3 identifies a Spatial Framework for the City and recognises that the opportunities and the need for development, regeneration and environmental protection vary in their scale and nature across the city. The site is located within Salford West where the emphasis is to continue to develop a series of attractive and thriving neighbourhoods that offer the best of all worlds, easy access to the transport network and opportunities of the regional centre in a suburban location on the edge of the countryside.

The site is not allocated by, or subject to, a protective designation in the UDP. However, as noted above the Green space Strategy SPD identifies the potential of the site and adjoining Council owned land to meet shortfalls of open space provision in terms of strategic natural green space and other recreation standards.

ii) Proposed use – Residential

a) Five-year land supply position

The city council published in November 2016 an updated five year housing land supply position covering the period 1 April 2016 to 31 March 2021. As explained at paragraph 6.3 of the report, there is an 8.7 years supply of deliverable sites for housing over the period 1 April 2016 to 31 March 2021. Given this, and in accordance with paragraph 49 of the National Planning Policy Framework, relevant policies for the supply of housing in Salford’s development plan can be considered up-to-date.

The city council published it most recent Housing and Economic Land Availability Assessment (HELAA) in November 2017, with this covering the period 2017-35. The HELAA incorporates the requirement to produce a SHLAA. The application site and surrounding open land is identified in the 2017 HELAA for 244 houses (reference S/SSO/020) and is considered to be suitable, available and achievable for new housing for the purposes of the assessment. It is assumed that 100 houses will be completed on the site by 2022, with the remainder to follow.

Notwithstanding that the site is identified in the HELAA, paragraph 1.2 of the HELAA main report is clear that although the assessment “…makes a judgment about the developability of particular sites for development, it is based on a number of assumptions and does not in any way prejudice any planning applications that may be received on individual sites. The identification of potential from sites within this assessment does not imply that the city council would necessarily grant planning permission for their development”. As further noted at paragraph 1.4 the assessment does not constitute council policy. Given this, the application should be treated on its own merits having regard to the development plan and other material considerations.

Paragraph 14 of the NPPF is clear that a presumption in favour of sustainable development is a golden thread running through both plan-making and decision taking. Where there is an identified five-year supply of housing the NPPF requires development proposals that accords with the development plan should be approved without delay (paragraph 14), and proposed development that conflicts should be refused unless other material considerations indicate otherwise (paragraph 12).

b) Development of Greenfield Land

The site is currently vacant and is largely covered by vegetation with some areas of hard standing following the clearance of the built form associated with the former waste water treatment works. As such part of the site falls within the definition of previously developed land. However it is recognised that a large part of the site is not previously developed.

Even though the city council has identified a five-year supply of deliverable sites for housing, this does not mean that planning permission for the development of greenfield sites for new housing can be refused simply on that
basis. Although paragraph 17 of the NPPF states that one of the core planning principles that underpins
decision making is to encourage the effective use of land by reusing land that has been previously developed
(brownfield land), provided that it is not of high environmental value, it does not advocate a sequential approach
whereby the development of brownfield land is prioritised over greenfield land. Given the sustainable location of
this site, there are no in principle objections to the sites development for housing subject to compliance with
local and national policy as a whole.

c) Mix, type and density

Paragraph 50 of the NPPF sets out local planning authorities should deliver a wide choice of high quality homes
and create sustainable, inclusive and mixed communities.

Type of dwellings

Policy HOU1 of the housing planning guidance states that within the part of the city where the proposed
development is located, the large majority of dwellings should be in the form of houses rather than apartments.
Alternative approaches on individual sites may be permitted where it can be clearly demonstrated by the
applicant that there are specific circumstances that justify this, particularly having regard to criteria A-H of UDP
policy H1.

The scheme proposes 241 houses and as such accords with the requirements of Policy HOU1 of the Housing
Planning Guidance.

Size of dwellings

Policy HOU2 of the housing planning guidance states that where houses are proposed the majority should have
at least three bedrooms.

The development proposes 10 x 2 bed (4%), 119 x 3 bed (49%), 105 x 4 bed (44%) and 7 x 5 bed units (3%)
and is therefore in accordance with the requirements of policy HOU2 given that 96% of the proposed dwellings
are 3 bed or larger.

The density across the area of the site to be developed (excluding the area of the community park) is
approximately 36 units per hectare which is in accordance with the requirements of UDP policy H1 and is
considered acceptable in this location.

iii) Proposed use – Amenity areas and Community Park

The submitted plans indicate the provision of three ‘pocket parks’ at key points adjacent to the main spine road
within the development. The areas would be secured but accessible and would also include footpaths through
and seating to encourage their use. The layout of the pocket parks together with the proposed seating
arrangements, landscaping and access points would complement the amenity space provided and would
provide suitable recreation provision within the development.

The proposed new community park would provide clear benefits to supplement the proposed pocket parks
within the residential estate and would also supplement areas of existing public open space around the
application site. Appropriate routes have been identified across the site and within the proposed community park
to ensure it is accessible and integrates with existing footpaths/cycle ways and amenity areas that sit outside of
the community park.

Indicative links have also been provided on the submitted plans to the council owned area to the west of the site
as well as to the area of land between the application site and Folly Lane to enable future pedestrian links to be
developed between the application site and South Avenue and Folly Lane.

No issues are raised to the development of this part of the site as a community park and it is considered that it
would be a welcome addition to the area and provide recreation and amenity space for both existing and future
residents in the area.

The proposed community park combined with the adjoining city council land would meet the Strategic Natural
Greenspace standard.
A full detailed specification of the community park in terms of landscaping will be secured by recommended condition 23 and the future management and maintenance of the community park is to be secured through the S106 agreement which requires a scheme to be submitted for the written approval of the Local Planning Authority. It is also a requirement of the S106 that the community park remains publically accessible in perpetuity.

Affordable Housing

UDP Policy H4 requires that in areas where there is a demonstrable lack of affordable housing to meet local needs, developers will be required, by negotiation with the city council, to provide an element of affordable housing, of appropriate types on all residential sites over 1 hectare, irrespective of the number of dwellings, or in housing developments of 25 or more dwellings.

Policy OB1 of the planning obligations SPD identifies that the site is within a mid/high value area; given this there is a requirement that 20% of the proposed houses should be affordable with a tenure split of 75% social/affordable rented and 25% intermediate tenure.

Given that the scheme proposes 241 houses, there is a requirement for 48 affordable dwellings, comprising of 36 social/affordable rent dwellings and 12 of an intermediate tenure. The developers have engaged with the Housing Strategy and Enabling team and a Registered Provider (Great Places) and through negotiation 52 affordable properties, comprising of 20 social rent, 19 affordable rent (LHA capped) and 13 shared ownership dwellings have been secured to meet local housing need and strategic housing priorities and their locations are shown on the submitted site layout plan. The affordable housing will be allocated as per the agreed allocations policies and processes and the council has 100% nominations on the rented homes on first let and 50% on relet.

Planning obligations

The Planning Obligations Supplementary Planning Document (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 site is located within a Mid/High value area and the SPD advises that a development of this nature in this part of the City should contribute towards open space, public realm and education. The applicants are agreeable to full planning obligations which total £2,609,168.99 and this is to be secured by a S106 agreement. The Council’s Planning Obligations officer has identified the following projects which these monies would be directed towards:

Openspace
1. Investment to increase capacity at Beechfield allotments
2. Provision of children’s play equipment and recreational improvements at Campbell Road Playing Area and surrounding openspace
3. Swinton-Monton Greenway: Improvements to loopline from Monton Road to Campbell Road and improved linkages to Swinton Centre
4. Works to provide access improvements to new Nature Park
5. Beechfield Playing Fields

Public Realm
1. Swinton-Monton Greenway: Improvements to loopline from Monton Road to Campbell Road and improved linkages to Swinton Centre
2. Works to provide access improvements to new Nature Park

Education
1. Education Project A within Pupil Planning Area 5 - A scheme of works to enhance or extend existing education facilities, or create new education facilities, for a primary school located within Pupil Planning Area 5.

Design and Layout
i) Demolition of the existing buildings

The existing buildings which are to be demolished are sited to the north eastern corner of the site. They are detached properties and one fronts Campbell Road with the other fronting the footpath that leads from Campbell Road. A small access road off Campbell road provides vehicular access to the second property. The properties are of standard design and are not of any particular architectural merit nor are they afforded any protection. The applicants have confirmed that these properties are currently vacant.

It is considered that the demolition of the existing buildings and associated works is acceptable and will allow for the future redevelopment of the application site. It is not considered that the demolition of these buildings would result in an unacceptable impact on the character and appearance of the street scene or the wider area.

ii) Layout of the development

The site would be accessed from Campbell Road. The access road would turn off from Campbell Road and across the area of the two dwellings at 86 and 88 Campbell Road which are proposed to be demolished.

A central spine road will run through the site from east to west with smaller cul de sacs and private drives off this central road. Associated footways would be provided to both sides of all access road as well as turning heads at the end of cul de sacs.

The majority of dwellings would front the proposed new roads with corner properties being dual fronted to avoid large expanses of blank brickwork at these prominent locations within the site and introduce natural surveillance of the site. Dwellings along the eastern and western boundaries of the site largely front or would be side onto the areas of green space therefore resulting in a positive relationship with natural surveillance of the intended public areas. A small number of dwellings would back onto the sites eastern boundary adjacent to the public right of way and whilst ideally the dwellings would front this public footpath, if the dwellings were to be turned round it would significantly impact on the gateway to the site and would result in large boundary treatments at the sites entrance off Campbell Road leading to an uninviting and over dominant feature within the street scene. On the opposite side of the footpath is open space and the remainder of the dwellings along this site boundary either front or are side on. As such it is considered that the orientation of the properties is acceptable.

Link points would be provided within the site and up to its boundaries to enable future connections with the land to the east and west of the site. The community park to the southern end of the site is such that it would integrate with, and provide linkages to the council owned parcels of land to the east and west. The wider concept layout plan submitted in support of the application also demonstrates how linkages could be provided from within the site, across adjoining areas of land and leading to South Avenue, Folly Lane, Bradford Road and East Lancashire Road to allow connectivity with the wider area and enable alternative accessibility to the site for future occupiers as well as members of the public wishing to visit the community park.

In addition to the community park the scheme includes a small number of green spaces within the housing development. The first is at the site entrance from Campbell road with a further three being provided on key corners of the main spine road through the site. Dwellings would front the proposed pocket parks to assist with natural surveillance of these areas although it should also be noted that these areas are sited at prominent points adjacent to the main spine road and as such they are highly visible within the street scene.

The corner dwellings would introduce 1.8m high boundary walls and pillars to their rear garden areas which would be directly adjacent to the back of footpath, however these areas would be for a short span only with the front, more prominent corners being open plan or having 1m high loop top railings and being landscaped. In addition it is noted that there are already examples of varying types of taller boundary treatments to rear gardens on corner properties in the wider established residential area. In curtilage landscaping is proposed across the site and is discussed in more detail later on in this report.

Dwellings that front the internal access roads are slightly staggered but do follow a similar building line with the small staggering allowing for some additional interest within the street scene and to the overall character of the development. Some separation is proposed between side gables of dwellings with a large number of units having driveways to the side giving the impression of space around dwellings across the site.

ii) Scale and Massing
The scheme proposes 241 dwellings the large majority of which would be 2 storey with a small number (32 units across the site) of 2.5 and 3 storey dwellings which would be pepper potted across the site. It is considered that the inclusion of 2.5 and 3 storey units are acceptable and would add to the character of the development and provide further interest to the street scene.

As set out above the density of the proposed development equates to approximately 36 dwellings per hectare which is considered acceptable. Dwellings would each be provided with small front gardens and private garden areas to the rear. Plot sizes are considered to be consistent with those of existing properties within the surrounding area.

The proposed development would provide a mix of detached and semidetached dwellings with a small number of terraced properties. It is considered that the scale and massing of the proposed dwellings are in keeping with existing dwellings in the surrounding area. It is considered that the height, scale and massing of the proposed development would be appropriate and would not appear incongruous within the street scene.

iii) Appearance of the house types

The surrounding area accommodates a mix of house types, including detached, semidetached and terraced properties of varying designs and finishes. Materials used within the area are predominantly red/brown brick although there are some examples of render and alternative brick types. The original submitted plans indicated that a number of dwellings would incorporate elements of render however following discussions with the applicant’s amended plans have been received that remove all render from the scheme. Dwellings would be constructed of red brick with grey and red roof tiles and where relevant dormers would be tile hung.

A condition is recommended requiring full details and samples of proposed materials to be submitted for the written approval of the Local Planning Authority prior to any above ground construction works.

Dwellings would be of a traditional design and whilst all would be of similar styles a number of different variants are proposed. Individual dwellings would incorporate details such as header and cill detailing, front canopies, bay windows, projecting front elements and roof pikes etc which adds to the design and appearance of the dwellings.

Design and Crime

The application is supported by a Crime Impact Statement. The statement has been produced by an independent crime prevention design consultant and sets out that the development will be consistent with the principles of the NPPF and has adopted the principles of Secured by Design.

The Crime Impact Statement has been reviewed by Design for Security who have raised no objections to the proposed development. They have confirmed that the crime impact statement has been produced by a suitably qualified person and have recommended that the development is built to Secured by Design standards and accredited prior to first occupation. They also advise that alarms, windows, doors etc should be to certified standards however this level of technical detail is beyond the scope of planning control and as such an informative is recommended to draw the applicant’s attention to the recommendations made by Design for Security.

Dwellings would front the street or areas of public open space. Corner properties would be dual fronted to include windows on gable elevations to ensure natural surveillance is provided throughout the site. The dwellings at plots 104 and 83 and plots 78 and 49 do not propose any fenestration within their side gables and sit side on to an internal access road and a main footpath link to the community park area. This has been raised with the applicants and following discussions they have agreed to amend the gable detailing for these plots to include fenestration so as to ensure that natural surveillance is provided to the public areas and encourage the safe use of the pedestrian links. A condition is recommended requiring the details of the amended gables for these plots to be submitted for the written approval of the Local Planning Authority.

Car parking would be largely in curtilage and planting/boundary treatments are proposed to boundaries of each plot to clearly define public and private areas. Where car parking sits outside of the main residential curtilage natural surveillance is provided with the presence of adjacent dwellings and in the case of the parking areas serving plots 150-160 the solid section of fencing would be 1.8m with 0.3m high trellis above to allow for
increased visibility from surrounding properties whilst also retaining privacy to garden areas.

Boundary treatments across the site comprise:
- 2m high pillars with low level wall and timber infill panels (total height of low wall and timber infill would be 1.8m) to rear gardens that are prominent within the street scene i.e. where they are sited adjacent to footpaths;
- 0.9m high post and rail fencing and 1.8m high close boarded timber fencing with associated pedestrian access to rear garden areas and between properties;
- 1m high hoop top railings with pedestrian and vehicular access gates around the pocket parks within the residential part of the development, along the southern and western boundaries of the site adjacent to the areas of public open space and partly along the eastern boundary of the site adjacent to the public footpath where side/rear gardens and access points are proposed;
- 1.8m high close boarded timber fencing with 0.3m high trellis to parking areas serving plots 150 to 160

Elevations of all proposed boundary treatments have been submitted and reviewed and are considered acceptable in the locations shown on the submitted boundary treatments plan.

Front gardens would be open plan but landscaped which will ensure private and public spaces are clearly defined whilst not appearing overbearing in the street scene and allowing natural surveillance. Full details of landscaping have been submitted alongside this application and are discussed in detail in the relevant section of this report.

It is considered that the development has been designed to discourage crime, anti-social behaviour and the fear of crime, and support personal and property security in accordance with DES10 of the UDP and the Crime and Design SPD.

**Amenity**

Air Quality and noise are discussed under the relevant sections of the report below and are considered acceptable subject to conditions.

i) Impact on existing residents

There are no existing residential properties that directly bound the proposed residential development to the south, east and west. To the north are the rear gardens and the rear elevations of the residential dwellings along Thorn Road. The Council would normally require the following separation distances to be retained in order to protect the residential amenity of surrounding properties as well as ensuring adequate amenity is provided for future occupiers of the development:
- minimum of 21m between first floor facing habitable room windows
- minimum of 9m between ground floor habitable room windows and single storey blank gable walls
- a minimum of 13m between ground floor habitable room windows and two storey blank gable walls
- a minimum of 9m between the first floor habitable room window and a two storey blank gable

All properties along the northern boundary of the site would be two storeys in height and would exceed the required separation distances as set out above. Plot 223 would be the only property side on to the northern boundary of the site. It would occupy an irregular shaped plot with an additional piece of garden area provided between its side gable and the northern boundary. The property at plot 223 would introduce two first floor windows in its side elevation. These windows would serve a bathroom and en suite and would retain a distance of approximately 6m from the site boundary. It is therefore considered that an obscure glazing condition relating to these windows is not required and that the presence of these windows would not result in an unacceptable loss of privacy to occupiers of adjacent properties.

It is acknowledged that there is likely to be an element of disruption during the construction phase and a construction environmental management plan condition is recommended in order to mitigate the impacts of construction activities at the site.

The community park proposed to the southern end of the site would back onto the rear gardens of the properties along Bradford Road. Given the nature of the existing use of the site together with the proposed configuration of the community park, i.e. footpaths through rather than a play area or sports area it is not
considered that the proposed community park would result in an unacceptable impact on the amenity of residents of adjacent properties.

The existing area of the former waste water treatment works is a privately owned site and as such should not be accessible by members of the public however breaks in the fence mean that the site is currently informally used. However should the fencing be fixed and the site secured (which the owners could do at any point without the need for planning permission) residents would have no right of access across the site.

The community park is proposed to provide a purpose built area which would be open and accessible to the public. Some parking spaces for visitors to the community park would be provided to the north of the park on the edge of the residential development and linkages would be provided from adjacent green spaces and footpaths. In addition the existing green areas and play space off Campbell Road are identified as projects for planning contributions to be directed towards. It is considered, therefore that the proposed development would improve the quality of existing green space within the area as well as providing a more accessible and purpose built community park within the site that would be available for use by existing and future residents.

It is not considered that the proposed development would result in an unacceptable impact on the amenity of occupants of surrounding residential dwellings in accordance with UDP policies EN17 and DES7.

ii) Amenity of future occupiers

Within the site itself separation distances largely meet or exceed the distances set out above. There are a small number of instances where these distances are reduced with the pinch points across the site being around 15/16m for facing properties and around 11.5m for elevations facing two storey gables. It should be noted that these relate to a small number of units within the site (and not to existing properties which surround the site) where by future residents would be buying into this relationship and that similar separation distances have been accepted on other similar developments elsewhere across the city. In addition it is acknowledged that these distances have been dictated by the layout of the site which seeks to create a strong streetscape whilst also retaining a significant area of space to the southern part of the site for the provision of the community park.

Given the above it is considered that the separation distances across the site are acceptable and that the proposed development would provide all future occupiers with an acceptable level of light and outlook to habitable rooms within each of the house types.

All dwellings would benefit from a private rear garden which would provide future occupants with an adequate sized area of outdoor amenity space which is supported and residents would also have access to the public green space proposed within the community park to the south of the site and the existing areas of green space to the east and west of the site.

In light of the above it is considered that the proposal would provide future users with an adequate level of amenity in accordance with UDP policy DES7.

Air Quality

The application site is not located within an Air Quality Management Area however it is acknowledged that the development would likely result in an increase in road traffic (issues around highways are discussed in detail further on in this report) and there is also potential for fugitive dust emissions during the construction phase.

The application is supported by a Travel Plan, and again this is covered in more detail in the highways section of the report below. The travel plan has also been reviewed by Urban Vision Air and Noise who are in agreement with comments raised by Urban Vision Highways that whilst acceptable in principle the Travel Plan needs to be developed further and a condition is recommended in this regard.

The application is also supported by an Air Quality Impact Assessment which has been reviewed by Urban Vision Air and Noise who accept the methodology and conclusions of the report however they are mindful that the modeling output predicts a small increase in pollution concentrations at all receptors.

A Travel Plan condition is recommended which will ensure that sustainable modes of transport are encouraged and will help to contribute towards minimizing any impact. It is considered that the proposed development would
provide its users with an adequate level of amenity in accordance with UDP Policy EN17 and would not unduly impact on the amenity of surrounding residential properties by reason of air quality.

Urban Vision Air and Noise have recommended a condition requiring all properties with off road parking to be provided with a single electric charging point. This has been discussed with the applicants who have advised that they do not consider it feasible for these to be installed. In light of this and given the absence of any policy requirement it would be difficult to substantiate a reason for refusal on these grounds. Urban Vision Air and Noise also recommend a condition requiring the submission of details of gas fired boilers to ensure that all boilers meet a minimum standard. This is beyond the scope of planning control and is covered by other legislation and the installation of gas boilers will need to be carried out by a registered installer.

Noise

The application is supported by a noise impact assessment which has been reviewed by Urban Vision Air and Noise. The report determines that suitable noise levels within dwellings can be achieved using standard double glazed units for bedroom and living room spaces together with standard passive vents. A noise standards condition is recommended.

Existing residential properties could suffer noise and dust during construction works and as such a construction environmental management plan condition is recommended. Subject to conditions it is considered that the proposed development would provide its users with an adequate level of amenity in accordance with UDP Policy EN17 and would not unduly impact on the amenity of surrounding residential properties by reason of noise.

Impact on the highway network and transport infrastructure

i) Sustainable location

The application site is located within an established residential area. It is well related to local amenities and has good transport links with Folly Lane (an established bus route) and is close to the A580 East Lancashire Road.

The majority of the local roads are well lit with footway on either side of the carriageway and are subject to a 30mph speed limit with traffic calming in the form of speed humps, apart from Campbell Road and Thorn Road. There are two Public Rights of Way (PROW) located to the east of the site (Swinton & Pendlebury Definitive Footpaths 48 and 50), which run north/south from Eccles Road to Cavendish Road and in a northeast/southwest direction from the A580 East Lancashire Road to the public footpath that runs south from Campbell Road.

There are bus stops located close to the site on Folly Lane and on Worsley Road providing regular services in each direction. In addition, there are bus stops located on East Lancashire Road providing regular connections between Swinton, Leigh, Atherton and Manchester City Centre.

As such the site is considered to be in a sustainable location and it is not considered that its development for residential purposes would be inappropriate.

It is considered that the layout of the site is such to encourage walking and cycling with the provision of 2m wide footpaths across the site which would link to the existing footpaths on Campbell Road as well as links to the areas of land to the east and west of the site and to the community park at the southern end of the site. Natural surveillance would be provided from existing dwellings that back onto parts of the site as well as from proposed dwellings fronting the street and dual fronted properties on corner plots. Whilst cycle storage provision has not been specifically identified on the submitted plans each dwelling would be provided with a sufficient sized rear garden to accommodate some form of secure cycle parking.

The scheme has been designed to encourage travel by alternative modes for appropriate journeys and is within a sustainable location, close to a range of facilities and destinations accessible by a range of means including by car, walking, cycling and by public transport in accordance with national and local transport policies.

ii) Proposed access arrangements
Vehicular access to the site would be provided from Campbell Road to the north eastern corner of the site. The proposed new access would include a 6.75m wide carriageway with 2m wide footways on both sides, which has been accepted in principle by Urban Vision Highways and by the Greater Manchester Fire & Rescue Service. (Adoption of the highways falls outside of the planning process).

The Greater Manchester Fire & Rescue Service recommends the footways on both sides of the access road entering the site should be strengthened and this is to be incorporated into the design of the access from Campbell Road to the proposed emergency access link and would allow emergency vehicles to use the footways along this section of the road in the event of an emergency. In addition, the proposal includes a 3.7m wide emergency access link to the south of the main entrance providing a secondary point of access into the main part of the site. South of the emergency access point, the main estate road would continue as a 5.5m wide carriageway with 2m wide footways along both sides.

Access to the community park would be provided from within the site and link points are proposed to enable future accesses to be provided for pedestrians and cyclists from the East Lancashire Road, Folly Lane and Bradford Road.

The Community Park and Public Realm within the proposal will provide a pedestrian route linking to existing footpaths. The S106 agreement will ensure that the community park remains publically accessible in perpetuity.

As part of the proposed development the applicants also intend to provide the following:
- Planning obligations towards open space and public realm works including improvement works to existing footpaths in the vicinity of the site;
- To provide a 20mph speed limit on the neighbouring roads (subject to the submission and approval of a TRO);
- Offsite works to improve the visibility splay of the Folly Lane/ Thorn Road junction to a standard that accords with Manual for Streets requirement for a 30mph road;
- Welcome Pack / Travel Packs to be provided to future residents with incentives such as free bus tickets and provision of secure cycle parking, aimed at encouraging the future residents living within the development site to travel by sustainable modes of transport. (Full details are to be agreed and secured by the Travel Plan – recommended condition 21)

iii) Internal road layout and parking

A total of 472 private parking spaces, 128 garages and 13 visitors parking spaces are proposed across the site which equates to a ratio of approximately 2 private spaces per dwelling which complies with Salford City Council’s parking requirements.

The proposed estate roads would be 5.5m wide with 2m wide footways on both side of the carriageway, terminating into turning heads. Both turning head areas are designed to accommodate 9.86m long refuse vehicles or similar size vehicles to manoeuvre within the development.

It is proposed to create a 20mph speed limit within the site to encourage low vehicle speeds and traffic calming in the form of junction speed tables and flat top speed humps are proposed.

The internal road plan is considered to be to an adoptable standard in terms of layout and is subject to detail design and agreed by the Local Highway Authority. Shared private drives, private parking areas and shared surfaces are not eligible for adoption. The development’s drainage systems beneath any adoptable road must be adopted by the Sewerage Undertaker (United Utilities) prior to any new highway being adopted by Salford City Council and an informative is recommended to advise the applicants of this.

iv) Impacts on highway network

The submitted Transport Assessment reviews the recorded Personal Injury Collision (PIC) data for the most recent five-year period from 1st September 2012 to 31st August 2017, obtained from (TfGM). It confirms the PIC data does not indicate any inherent road safety issues or recurring accident patents within the study area.
In addition, based on the PIC data at the Folly Lane/ Thorn Road Junction along with the proposed highway works as set out above, Urban Vision Highways consider that the improvements will enhance the safety for those people using the junction.

- Traffic Impact Assessment

The Trip generation use has been calculated using trip rates from the TRICs database. The proposed residential trip rates has been extracted from the submitted Transport Assessment and are shown in Table 1 and Table 2 below.

**Table 1 – Trip Generation**
It can be seen from Table 1 that the overall development is expected to generate 131 and 163 two-way trips in the AM and PM peaks, respectively.

Table 2 – Route Assignment of Trips Generated by the Development

<table>
<thead>
<tr>
<th>Route</th>
<th>Original/Destinations</th>
<th>Weekday AM Peak HR</th>
<th>Weekday PM Peak HR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2-Way Movement</td>
<td>2-Way Movement</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>A580 East Lancashire Road (east)</td>
<td>25</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td>Bury, Manchester and Salford</td>
<td>1 vehicle per Approx. 2.5 minutes</td>
<td>1 vehicle per 2 minutes</td>
</tr>
<tr>
<td>2</td>
<td>A580 East Lancashire Road (west)</td>
<td>20</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>Blackburn, Darwen, Bolton, Chorley, Preston, Salford, St Helens and Wigan</td>
<td>1 vehicle per 3 minutes</td>
<td>1 vehicle per 2.5 minutes</td>
</tr>
<tr>
<td>3</td>
<td>Folly Lane (south)</td>
<td>64</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td>Cheshire East, Halton, Liverpool, Salford, Trafford and Warrington</td>
<td>Approx. 1.1 vehicle per minute</td>
<td>Approx. 1.3 vehicle per minute</td>
</tr>
<tr>
<td>4</td>
<td>Worsley Road (southwest)</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Birmingham, Crawley and Eastbourne</td>
<td>1 vehicle per 20 minutes</td>
<td>1 vehicle per 20 minutes</td>
</tr>
<tr>
<td>5</td>
<td>Worsley Road (northeast)</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Bradford, Oldham, Rochdale and Tameside</td>
<td>1 vehicle per 5 minutes</td>
<td>1 vehicle per 4 minutes</td>
</tr>
</tbody>
</table>

It can be seen from Table 2 how traffic from the proposed development is envisaged to disperse into the local highway network with the highest on Folly Lane of 1.1 and 1.3 two-way trips per minute in the AM and PM peaks, respectively.

Transport for Greater Manchester and Urban Vision Highways are satisfied with the traffic impact assessment which demonstrates that the local priority junctions will continue to operate within capacity with the addition of the development traffic.

The traffic impact assessment show the existing Worsley Road / A580 East Lancashire Road signal junction, is over capacity during the 2017 weekday scenario and for all scenarios (Base and Base with Assessment flows) for the 2019 and 2024 future years. Although there is likely to be an increase in queues and delays at the junction, it would still be within limits that are not severe providing adequate measures are put in place to further encourage the use of public transport and other sustainable forms of transport.

Therefore, in terms of the traffic impact, Transport for Greater Manchester and Urban Vision Highways consider that the proposed development is unlikely to result in a significant material impact when dispersed to the local highway network when combined with measures to encourage people to use public transport and other sustainable forms of transport. A Travel plan has been submitted in support of the application and a condition is recommended requiring the submission of a more in depth travel plan including budget details, travel surveys, welcome packs etc.

- Queuing at Folly Lane / Thorn Road Junction

The Transport Assessment confirms that site visits and surveys have been undertaken and recorded at 5-minute intervals at the Folly Lane / Thorn Road Junction. The survey indicates a maximum queue of only 2 vehicles which occurred between 8:25am and 8:30am.

- Rat-Running Traffic on Thorn Road

In order to address resident concerns in relation to rat-running traffic between the A580 East Lancashire Road and Folly Lane, the developer commissioned an Automatic Number Plate Recognition (ANPR) surveys on Tuesday 9 January 2018.
The TA / ANPR survey confirms the rat-running traffic predominately occurs on Thorn Road. During the morning between 7:30am and 9:30am, a total of 23 vehicles travelled from Folly Lane, via Thorn Road to the A580 East Lancashire Road. This equates to an averages of 13 vehicles per hour or 1 vehicle approximately every 4.6 minutes.

From the A580 East Lancashire Road during the morning between 7:30am and 9:30am, 75 vehicles travelled to Folly Lane via Thorn Road. This equates to an averages of 38 vehicles per hour or 1 vehicle approximately every 1.6 minutes.

While during the evening between 4pm and 6pm, a total of 18 vehicles travelled from Folly Lane via Thorn Road to the A580 East Lancashire Road. This equates to an averages to 9 vehicles per hour or 1 vehicle approximately every 6.6 minutes.

From the A580 East Lancashire Road during the evening between 4pm and 6pm, 52 vehicles travelled to Folly Lane via Thorn Road. This equates to an average of 26 vehicles per hour or 1 vehicle approximately every 2.3 minutes.

In summary, a small number of vehicles do use the residential roads between Folly Lane and East Lancashire Road as a rat-run however this is not considered as severe. Based on the above ANPR survey, Urban Vision Road Safety is satisfied with the ANPR survey and considered that the proposed development would not encourage additional rat-running traffic from Folly Lane to the East Lancashire Road or vice versa.

v) Off-Site Highway Works

The submitted Transport Assessment includes drawing 42220/5501/020 which sets out the proposed junction improvement works to the Folly Lane/Thorn Road junction which seeks to improve the visibility splay from Thorn Road to a standard that is in accordance with the Manual for Streets requirements for a 30mph road. This includes:

- Improved visibility splays in both directions - achieves visibility splay of 2.4m x 43m;
- Creation of a 200mm build out of the mouth of junction on the eastern side of Folly Lane;
- Narrowing down the main carriageway slightly to 3.2m in both directions;
- Amending the central hatched area on Folly Lane to create an informal pocket for cars waiting to turn right into Thorn Road;
- To provide pedestrian crossing provision in form of dropped kerb tactile paving either side of the junction; and
- To amend the existing Traffic Regulation Order (TRO) road markings and to de-clutter the footway by relocating TRO signage to the back of footway.

A condition is recommended to ensure that the junction improvement works at the Folly Lane/Thorn Road access point are constructed in accordance with the submitted details prior to first occupation of the residential dwellings. Informatives are also recommended to advise the applicants of the need to enter into a S278 and S38 agreement in relation to other associated internal and external highway works;

With regards to the site entrance from Campbell Road, vehicular access points to properties 73, 75 & 84 will be affected by the proposal. Urban Vision highways recommend the developer should engage with the home owners to ensure their vehicular access points will not be compromised by the proposal or during the construction period and measures will be put in place through the S278 and S38 highways agreements to ensure this.

The proposed offsite highway works will be secured by the S278 and S38 highways agreements that sit outside the planning application process. An informative is recommended to advise the applicants of the requirement to enter into a S38 and S278 agreement for works to the adopted highway and also to advise of the need for historic roads within the site to be formally stopped up.

In view of the above, no highway objections are raised in respect of the proposed development.

In response to the neighbour representation made in relation to the consideration for an alternative access point highways have confirmed that they would not accept a new junction of the A580 East Lancashire Road as this is
part of the key route network. The A580 East Lancashire Road is a Bus Priority Corridor, there are bus lanes on the east and west bound carriageway which are utilised by services which include the guided bus services. The bus lanes are an important component of the measures to encourage public transport use and reduce single occupancy car journeys, an additional junction on the A580 East Lancashire Road is likely to unnecessarily add additional delays to bus journey times.

As an inter-city road which is connected to both primary roads and a motorway within Salford it would not be appropriate to introduce an additional junction to serve a development of less than 250 dwellings, which may result in additional delays to the A580 East Lancashire Road. A new junction would need to be appropriately spaced and on land under the control of the applicant. It is understood that the applicant does not control any land adjacent to the East Lancashire Road to enable a new junction to be formed.

Therefore, both Urban Vision Highways and Transport for Greater Manchester would not accept a new junction off the A580 East Lancashire Road as it will have an adverse impact, particularly on public transport.

**Ecology**

The application is supported by an ecological assessment which has been reviewed by the Greater Manchester Ecology Unit (GMEU) who confirm that the ecology surveys undertaken to inform the application have been undertaken by suitably qualified ecologists and are to appropriate standards and scope. GMEU are also aware of previous ecological surveys of the site and taking all of these surveys into account they are satisfied that no additional surveys need to be carried out prior to the determination of the application.

The site is not designated for its nature conservation value and is not known to support any specially protected species, except for foraging bats. GMEU are aware of previous reports of great crested newts and water voles having been reported on the site or close by, but accept that neither of these species is present any longer. The site is of local value because it supports semi-natural green space close to a large urban population, providing something of a refuge for local wildlife.

Locally important habitats on the site include blocks of broadleaved woodland and scattered trees and scrub. Birds recorded on the site include song thrush, mistle thrush, bullfinch, grasshopper warbler, house sparrow, dunnock, and reed bunting, all species of conservation concern.

Under the terms of the Wildlife and Countryside Act 1981 it is an offence to harm nesting birds, their eggs and young and an informative is recommended to advise the applicants that there should be no vegetation clearance required to facilitate the scheme during the optimum period for bird nesting (March to July inclusive).

Mitigation for the loss of habitats and the impact on species that will be caused by the proposals include the development of open land to the south into a new Community Park. Proposals for the park include new tree planting, new hedgerow planting, new wetlands, proposals for enhancing grassland diversity and proposals for improving access to the site. GMEU welcome these proposals and consider that taking into account the creation of the Park and new landscaping to be incorporated into the area of new built development sufficient mitigation would be provided for ecological harm resulting from the built element of the development.

In line with Section 11 of the NPPF, opportunities for biodiversity enhancement should be incorporated into the new development, such as; bat bricks and/or tubes; bat boxes; bird boxes; native tree and shrub planting and a condition is recommended to ensure this.

GMEU recommend the submission of a comprehensive long term (in perpetuity) Management Plan for the Community Park. As set out previously the future management and maintenance of the community park will be secured by the S106 agreement which will require full details to be submitted for the written approval of the Local Planning Authority and for the park to be managed in accordance with the approved details or any subsequent amended scheme.

Woodland at the boundaries of the built development to be retained should be protected from potential encroachment during the course of works by the erection of suitably robust fencing. As also required by the Council’s arborist a tree protection plan condition is recommended to ensure existing trees are protected throughout the construction phase of the development.
GMEU also recommend that if groundwork for an approved scheme have not commenced within one year of the date of the last ecological survey of the site (conducted in June 2017) then new surveys of the site for the possible presence of Badgers should be undertaken and if Badgers are found by new survey then a Method Statement must be prepared giving details of the measures to be taken to avoid any possible harm to badgers during the course of works. A condition is recommended in this regard.

It is considered that subject to conditions the proposed development would not have an unacceptable detrimental impact upon the landscape or wildlife interest at the site or the adjacent wildlife corridor in accordance with UDP policies EN9 and EN12.

Trees

The existing trees within the area of the proposed dwellings are proposed to be removed. Perimeter trees are to be retained with the exception of a small number as are those within the southern part of the site. A BS 5837 Arboriculture Report has been submitted in support of the application. The report confirms that G1, part of G3, T22 and T23 are proposed for removal to facilitate the development; the surveyor has not been able to successfully categorise these trees (floating between cat B and C) however the Council’s Arborist has confirmed that category C would be a fair appraisal. Category C trees should not be allowed to constrain a development. The report also recommends a crown reduction to trees T3, T6, T12, T14 and T25 to facilitate access to the development and these proposed works are considered acceptable.

Provision of new hard standing and the construction of foundations for buildings will encroach within the Root Protection Area (RPA) of T2; T3; T6; T7; T8; T9; T12-T14; T18; T19; T20 and T25. Encountering roots is highly likely and it is impossible to predict in what size and quantity they will be found. This sort of work is better suited to a watching brief with the project Arboriculturist present on site to advise how best to deal with roots and a condition is recommended requiring the submission of an Arboricultural Method Statement (AMS) to be agreed by the Local Planning Authority prior to the commencement of the development.

Successful retention of trees throughout the development phase will require the retained trees to be protected with temporary protective fencing. A combined Tree Constraints Plan (TCP) and draft Tree Protection Plan (TPP) have been issued. A condition is recommended requiring the submission and written approval of a final Tree Protection Plan.

A tree replacement scheme has been included as part of the submitted landscape specification and landscape plans which includes details of tree planting both within the residential part of the site and also within the community park area. It is proposed to plant 156 trees within the residential part of the site and 2335 trees within the community park area (including maple, birch and oak species). This has been reviewed by the Council’s arborist who considers it to be acceptable. A condition is recommended to ensure that the felled trees are replaced in accordance with the submitted landscape specification and associated plans only in so far as they relate to tree planting.

Landscaping

In terms of landscaping, a landscape plan has been submitted in support of the application which indicates the hard and soft landscaping provision across the site.

The supporting statement sets out that the community park seeks to retain and enhance any existing landscape features where feasible, and augment these with new planting, footpaths, play facilities and street furniture. The park would provide multi-functional green space that seeks to enhance biodiversity, and provide opportunities for amenity and recreation, incorporating the following features:

- A legible network of footpaths, connecting to new housing, existing playing fields, and the existing footpath network beyond the site. A variety of habitats, including ponds & wetland, grassland, native woodland, and wildflowers meadows.
- Parking provision on the southern edge of the proposed housing area.

As set out above a financial contribution is to be secured through the S106 agreement for open space and public realm works which are to include improvement works to the adjacent Council owned land and the existing play facilities at Campbell Road.
The submitted landscape plans have been reviewed by the council’s Landscape Architects who require further information to be provided including detailed design and construction drawings. This information has not been provided to date and as such whilst the landscape plans submitted are acceptable in so far as they relate to replacement tree provision and tree planting across the development, a landscape condition is recommended to ensure full details are submitted for the written approval of the Local Planning Authority.

In terms of hard landscaping a plan has been submitted which indicates that all hard surface areas within the residential development would be black bitmac with the exception of private footpaths around dwellings which would be grey concrete flags. It is considered that shared access areas and driveways should be constructed of a different material to add some variance and character to the development as well as clearly defining areas of private, semi private and public areas. As such the submitted hard landscaping plan is not included in the approved plans and the recommended landscape condition includes a requirement for hard landscaping details to be provided for written approval of the Local Planning Authority as well as soft landscaping.

The Environment Agency have raised no objections to the propose development but have advised that a scheme should be agreed to ensure that the landscape within the site and particularly within the new community park is managed in such a way as to protect and where feasible enhance the ecological value of the site including the Folly Brook stream corridor and key green infrastructure asset. The management and maintenance of the community park area is to be secured by the S106 agreement which will require full details to be submitted for the written approval of the Local Planning Authority. It will also ensure that the management and maintenance will be carried out in accordance with the approval details and requiring any subsequent variations to be agreed in writing by the Local Planning Authority.

**Contaminated Land**

The application is supported by a Phase I and Phase II report which have been reviewed by Urban Vision Environment.

The application is for residential use which is a sensitive end use with respect to land contamination. Historic uses of the site include former waste water treatment works (WWTW), former ponds (made ground), sludge lagoons, precipitation tanks and filter beds from approximately 1893 to 1993. Above ground structures associated with the WWTW have been removed. A former landfill has been identified in the South-east of the site which has potential to generate methane gas.

The report adequately identifies sources of contamination across the site through desk based research (historic maps and records) together with intrusive investigations. A Tier I Human Health Risk Assessment identified elevated levels of a number of contaminants with an exposure pathway.

Elevated methane levels have been detected in one area of the site, and the report recommends additional works are required prior to development commencing including further real-time ground gas monitoring and quantitative risk assessment to the south-east of the site and a remediation & enabling works strategy. It is considered all the further analysis and works can be conditioned as part of the determination of the application.

The Remediation and Enabling works strategy concludes that the site will be suitable for the proposed residential end uses subject to the completion of the identified works including:

- Materials management and reuse strategy ensuring materials impacted by heavy metals, PAH and trace asbestos are placed in areas of low sensitivity;
- Construction of 600mm clean cover system in all areas of private gardens and 300mm clean cover in other areas of soft landscaping and public open space, subject to independent plot specific validation;
- Identification and removal of material in the south-east sector where elevated methane concentrations have been found, including post remediation monitoring to ensure residual methane concentrations are <20% BV;
- Finalisation of the ground gas classification in the south-east sector dependent on the monitoring above;

The remediation strategy is considered acceptable, and sufficient to ensure both the housing and proposed green space will, following remediation, be suitable for intended end use.
As such no objection is raised on the grounds of land contamination subject to conditions in relation to the development being carried out in accordance with the remediation strategy or such varied remediation strategy as may be agreed in writing by the Local Planning Authority; submission of gas protection measures to be installed in relevant plots; submission of a verification report that validates that all remedial works have been undertaken on site in accordance with those agreed with the LPA; that works should cease onsite if during the course of development contamination not previously identified is found to be present; and testing of soil or soil forming materials to be brought to site for use in gardens or soft landscaping

The recommended conditions have been attached.

The Environment Agency have also reviewed the submitted reports and have also advised that they have previously reviewed a number of reports for the site as provided to them under a chargeable agreement. They raise no objections in relation to contaminated land but have recommended a condition to ensure that if contamination not previously identified is found at the site then works shall cease until a remediation strategy has been submitted to the local planning authority on how the contamination will be dealt with. This condition is also recommended by Urban Vision Environment as set out above and is attached.

**Flood Risk and Drainage**

The application site is located predominantly in flood zone 1 and is greater than 1 hectare in size. As such a Flood Risk Assessment has been submitted in support of the application. Folly Brook passes through the site with an associated narrow strip of Flood Zone 3 within the brook’s gully, and there is an area in the south east corner of the site that is in Flood Zone 2 however it is noted that no development is proposed in this area so it remains appropriate to consider the development to be in Flood Zone 1.

The development is classed as more vulnerable owing to its residential use however this is deemed to be appropriate in this flood zone.

There is a risk of surface water flooding in the site, in a strip near the centre of the eastern side of the site. This is likely to fall outside of the development area and will be managed by the proposed development. The Areas Susceptible To Ground Water flooding map indicates that the risk class for this 1km map square is greater than 75% for superficial deposits groundwater flooding.

The submitted flood risk assessment states that “The BGS (British Geological Society) data included in Appendix J shows the main development site to be in an area with potential for groundwater flooding to property below ground level; the remainder being in an area with potential for groundwater flooding to occur at the surface. The GeoSmart Information Groundwater Flood Map indicates the site to be at negligible risk. A Phase 1 and 2 Geo-Environmental Site Assessment has been undertaken by E3P and reference to their report 10-838-r1, January 2017, should be made for the full details. The Executive Summary confirms: Perched groundwater was encountered between 1.5m and 8.2m bgl confined by the underlying stiff clay soils that underlie much of the site. Site levels will ensure finished floor levels are set above existing ground levels. The site is therefore not considered to be at risk of flooding from groundwater.”

Experience within Salford indicates that where ground levels are changed in an area where there is any potential for groundwater problems, this can give rise to changes in the ground water regime resulting in groundwater flooding of adjacent properties. A condition is recommended to ensure that details of finished floor levels of the dwellings are submitted for the written approval of the Local Planning Authority.

A Surface Water Drainage Strategy – SUD’s Inclusion Form has been provided in support of the application. The form sets out that surface water from the development will be directed to an on-site attenuation basin with a flow control prior to discharge to Folly Brook at Greenfield Qbar rates. The proposed attenuation basin is within the proposed community park and its size and location are shown on the submitted plans.

The completed form confirms that all vehicle hard-standings will be provided with trapped gullies prior to discharge to the surface water network and in addition the attenuation basin will provide further treatment, particularly for suspended solids. Detailed design and construction of the attenuation basin have not yet been provided. It is acknowledged that there is a requirement for some form of treatment of the surface water prior to the discharge into the pond which could be dealt with by a change to the layout of the pond to include a forebay area to allow for silt and solids to settle out and allow biological treatment process to take place.
The Council’s drainage engineer has therefore recommended a condition relating to SuDS and surface water drainage and this will ensure the submission of the detailed design and construction of the attenuation basin for the written approval of the LPA prior to its installation and also ensure that the development of the site is considered as a whole. United utilities have also reviewed the submission documents and have raised no objections to the proposed development subject to conditions in relation to foul and surface water being drained on separate systems and the submission of a surface water drainage scheme for the written approval of the Local Planning Authority.

The recommended conditions are attached. A condition is also attached requiring the submission of a sustainable drainage management and maintenance plan for the lifetime of the development for the written approval of the Local Planning Authority.

It is proposed that the Community Park and attenuation basin will be maintained by a management company to be established by the developer. Future management can also be incorporated into the management and maintenance scheme to be submitted in relation to the community park and this forms part of the S106 agreement which requires a scheme to be submitted to and approved in writing by the Local Planning Authority.

**Sustainability**

The supporting Planning Statement includes a chapter in relation to Salford City Council’s sustainability checklist and the guidance contained within the Sustainable Design and Construction SPD. In addition a separate Energy Statement has been submitted. This is in addition to the proposed SUDs as set out in the Flood Risk and Drainage section above.

The submitted documents set out the ‘Fabric First’ approach used by Bellway which includes high levels of insulation and efficient building services to reduce the carbon footprint of every home. The strategy locks efficiency savings into the fabric of the building and requires zero maintenance or repair from home owners. The savings cannot be undone and will persist for the lifetime of the development.

Paragraph 6.3 of the Design and Construction SPD sets out that it should be practicable in the vast majority of cases for new dwellings to achieve energy demand reductions that are at least 25% more efficient that the Target Emission Rate as defined by the 2006 Building Regulation Standards.

The submitted documents confirm that the development will cut forecasted CO2 emissions by 5.89% over current Part L and that the proposals better Part L 2006 by 33.65%. The Energy Statement confirms that the following measures will be incorporated into the detailed design of the development:

- The construction specification of every home will include high levels of insulation in the ground floor, external walls and roof spaces.
- The detailed house type designs incorporate the thermal bridging guidance produced by Constructive Details and the Government, thereby reducing a significant source of heat loss.
- An efficient gas condensing boiler will be installed in each property. The heating designs of each house type will include dual zone controls with delayed start thermostats.
- Energy efficient lamps will be installed in every light fitting.
- Each property will be naturally ventilated using efficient decentralised extract fans to ensure the internal living environment will be healthy and comfortable.
- Each entrance will be illuminated with an energy efficient external light or provision will be made for a purchaser to install such a fixture.
- The white goods installed in each property or offered to purchasers will be energy efficient with an A+/A rating.

In terms of renewable energy none are proposed as part of the development however it is noted that measures such as photovoltaic panels could be installed on a number of properties by future occupiers should they wish.

The planning statement concludes that the development will meet building regulations requirements through the application of the ‘fabric first’ approach and the implementation of energy efficiency measures described above and as such they do not consider that renewable or decentralised energy is required. It goes on to say that outdoor areas, both public and private will be provided as well as retained and new tree cover across the site that will provide opportunities for shade and shelter from extreme weather events.
A condition is recommended to ensure that the sustainability measures outlined above are incorporated into the development. The Fabric First approach and inclusion of the above measure will ensure that the development meets the reductions required by the Sustainable Design and Construction SPD and as such is considered acceptable.

With regards to waste the planning statement sets out that to encourage best-practice waste management from the new dwellings, each home will be provided with suitable external space for the storage of both non-recyclable waste and recyclable waste, as well as dedicated storage spaces for general waste recyclables and food waste to encourage residents to select the most appropriate waste routes. It goes on to say that full consideration has been given to the council’s waste management infrastructure and services to ensure that the occupiers have the necessary infrastructure to participate in any kerbside recycling services. The application is also supported by a swept path to demonstrate that a refuse vehicle can enter the site in forward gear, turn within the turning heads proposed as part of the internal road layout and exit in forward gear.

The planning statement also sets out that the development will seek to minimise waste during the construction phase of the development. This can be considered as part of the Construction Environment Management Plan which is required by condition 20 however the statement sets out the following measure that will assist in minimising construction waste:

- Supervision of deliveries and secure storage of materials to minimise on-site damage;
- Where possible, the use of a scheme for recycling and reusing materials on site;
- Minimisation of the excavation and landscaping requirements of the proposed development;
- Monitoring of resource use, reviewing energy and water use and putting in place measures to minimise resource use;
- Monitoring of construction material with waste stored in a dedicated storage areas including an area provided for waste susceptible to water damage;
- Storage and labelling of waste in dedicated skips to ensure collection and storage of common waste streams to facilitate re-use and recycling.

In relation to clean water flushing and the use of grey water recycling equipment the applicants have provided a statement which confirms that there is currently no policy requirement at local or national level to install grey water recycling equipment or rainwater harvesting equipment to feed toilets non-potable water and that the installation of such equipment is only required in response to Drainage concerns (rainwater harvesting) or internal water consumption (rainwater harvesting & grey water recycling).

The statement goes on to say that grey water recycling and rainwater harvesting can contribute to a lower internal water consumption and part G of the Building Regulations requires an internal water consumption of no more than 120 litres per person per day. The Housing Standards Review allows Local Planning Authority’s to set a lower standard of 105 litres per person per day, subject to need and viability in areas of water stress. This level of consumption is in line with Code for Sustainable Homes Levels 3 and 4 (now since suspended).

Bellway Homes proposes the installation of dual flush toilets, flow restriction devices and appropriately sized baths and they confirm that such measures comply with Part G of the Building Regulations and have the ability to comply with the standards of Level 3 and 4 of the now suspended Code for Sustainable Homes and as such there is no requirement to install harvesting equipment or grey water recycling.

The statement sets out that the measures proposed by Bellway Homes achieve a level of sustainability in line with Government policy and by extension local policy. It states that both technologies use energy to pump water from source to end use, energy which would otherwise not be necessary and both require regular maintenance, servicing and filter changes. Furthermore, the equipment specifications are not compatible with a large residential scheme:

1. Harvesting tanks must be sited 5m from any building or any other buried structure (etc neighbouring tank)
2. Greywater recycling requires a large 210 litre tank installed in the loft space and separate plumbing configuration which is not compatible to modern house types.
Conclusion

The principle of developing the site for residential and park uses is acceptable. The application site is located within a sustainable location and is accessible by a range of means of transport. The proposed development would bring forward an appropriate mix of dwellings including large family dwellings and affordable dwellings. Impacts of the proposed development on other matters including design, residential amenity, the highway network, ecology, contamination, flood risk and drainage have all been assessed and found to be acceptable subject to conditions and obligations where necessary.

It is considered, therefore, that the proposed development would not compromise the aims and objectives of the relevant policies contained within the adopted Unitary Development Plan and there are no material planning considerations that would justify a refusal of permission. It is accordingly recommended that the application be approved subject to the completion of the S106 agreement and the conditions outlined below.

Recommendation

Approve

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:
   - Affordable Housing
   - Open Space
   - Education
   - Public Realm

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. The development must be begun not later than three years beginning with the date of this permission.
   Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Save for the details of plots 49, 78, 83 and 104 which shall be agreed under condition 24, the development hereby permitted shall be carried out in accordance with the following approved plans:
   - SL01 Rev A - Site Location plan
   - ST01 Rev A – 2.5/3 Storey
   - BT01 Rev E – Boundary Treatments Plan
   - BH/MAN/SD/WRG017 – 1m High Hoop Top Railings
   - BH/MAN/SD/FD001 Revision A – 1.8 Close Boarded Fence
   - BH/MAN/SD/FD018 – 1.8m Closed Boarded Fence with 0.3m Trellis
   - BH/MAN/SD/FD003 – 900mm 2no. Post & 2no. Rail Fence (100mm Post)
   - BH/WL/SD/FD049 Revision B – 1800mm High Piers with Low Level Wall & Timber Infill Panels
   - PL01 Rev Y – Proposed Layout
   - PC01 Rev Y – Proposed Coloured layout
   - EM01 Rev D – Elevation Materials Plan
   - PP01 Rev A – Phasing Plan
   - Substation drawing – revision B dated 03.10.16 showing pyramid roof option only

Campbell Road, Housetype Range February 2017 which includes the following plans:
- Thomas 1806 sq.ft
- Hawthorne 1645 sq.ft
- Priestly 1558 sq.ft
- Fleming 1466 sq.ft
- Lilac 1394 sq.ft
- Larch 1293 sq.ft
- Fulwood/Falkland 1263 sq.ft / 1169 sq.ft
- Oakwood 1151 sq.ft
- Weston 1025 sq.ft
- Regent 1016 sq.ft
- Stirling 1009 sq.ft
- Japonica Alt 978 sq.ft
- Browning 978 sq.ft
- Bromling Alt 992 sq.ft / Regent 1016 sq.ft
- Greenwich 870 sq.ft / Hampton 855 sq.ft
- Cherry Alt 794 sq.ft
- Cherry 794 sq.ft
- Cherry Alt 794 sq.ft / Rochester 775 sq.ft
- Studley 619 sq.ft
- Single detached garage
- Double detached garage
- Twin detached garage

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

4. No development shall be started until all the retained trees as shown on [Tree Constraints Plan (TCP), Drawing No: P.620.16.03 Rev C, dated: 05-10-2017] 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 a specification to be submitted to and approved in writing by the Local Planning Authority 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 existing trees and to ensure that adequate provision is made for their protection whilst the development is carried out in accordance with Policy EN12 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

5. No development shall be started unless and until an Arboricultural Method Statement (AMS) has been submitted and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved AMS.

Reason: To safeguard existing trees and to ensure that adequate provision is made for their protection whilst the development is carried out in accordance with Policy EN12 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

6. The felled trees shall be replaced in accordance with the details contained with the submitted Landscape Specification (Document No: LDS425(D)-LS) and the following drawing numbers only in so far as they relate to tree planting:
- 7957-L-01 Revision G
- LDS425-01D - Planting plan 1 of 4
The replacement trees for each phase of the development shall be planted in the first available planting season following the first occupation of each phase and in the case of the community park within 12 months of the laying out of the park.

Any trees planted in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its consent in writing to any variation and this condition shall not be considered to have been complied with until the replacement trees have been established to the satisfaction of the Local Planning Authority.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

7. The development shall be carried out in strict accordance with the duly approved remediation strategy (Remediation and Enabling Works Strategy, (October 2017) or such varied remediation strategy as may be agreed in writing with the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

8. Within 4 weeks following the completion of the identified remediation and verification gas monitoring in the south-east sector the applicant shall submit, and agree with the Local Planning Authority the gas protection measures to be installed in relevant plots. The gas protection measures shall be carried out in accordance with the approved details.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

9. Pursuant to conditions 7 and 8 no occupation of any part of the development hereby permitted shall take place until a verification report demonstrating completion of all approved remediation works and gas protection measures to specific plots 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 prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

10. Any soil or soil forming materials to be brought to site for use in garden areas or soft landscaping shall be tested for contamination and suitability for use prior to importation to site. Prior to occupation, evidence and verification information (for example, laboratory certificates) shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.
11. If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate action agreed with the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

12. The following noise standards shall be attained with respect to the proposed residential accommodation as stipulated in BS8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings:
   (i) internal noise levels of less than 30 dB LAeq,8 hour within bedrooms between 23.00 hours and 07.00 hours
   (ii) internal noise levels of less than 35 dB LAeq,16hour within living areas between 07.00 and 23.00 hours
   (iii) external noise levels of less than 55 dB LAeq,16hour in the private gardens 07.00 and 23.00 hours
   (iv) typical individual noise events from road vehicle should not be in excess of 45 dB LAmx in bedrooms between 23.00 and 07.00 hours.

The use of ventilation measures which removes the need for future residents to open windows for general ventilation as identified in the submitted Environmental Noise Study, (October 2017), Ref R1329-REP01A-PC, Red Acoustics shall be implemented in full and retained as such thereafter.

Reason: To safeguard the amenity of future occupants of the development hereby approved in accordance with policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

13. Prior to the commencement of development a Landscape and Habitat Creation/Enhancement Scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved Scheme shall identify the opportunities for biodiversity enhancement on site including, but not limited to;
   - Bat bricks/boxes
   - Bird boxes
   - Native tree and shrub planting
   - Consideration of species rich grassland within the park area.

The development shall be implemented in accordance with the approved details.

Reason: To secure opportunities for the enhancement of the nature conservation value of the site in accordance with the National Planning Policy Framework.

14. If ground works for the development hereby permitted have not commenced within one year of the date of the last ecological survey of the site (conducted in June 2017) then new surveys of the site for the possible presence of Badgers shall be undertaken and if Badgers are found by new survey then a Method Statement must be prepared giving details of the measures to be taken to avoid any possible harm to badgers during the course of works. The method statement must be submitted and approved in writing by the Local Planning Authority prior to the commencement of any ground works on site and the development must be carried out in accordance with the approved details.

Reason: To safeguard protected species in accordance with the Nature Conservation and Biodiversity Supplementary Planning Document and the National Planning Policy Framework.

15. No development shall take place until a scheme for surface water drainage for the site using sustainable drainage methods and which includes details of how water quality will be improved, and how existing surface water discharge rates reduced, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation or use of the development hereby approved unless alternative timescales have been agreed in writing as part of the strategy.

Reason: To ensure a satisfactory method of surface water disposal to reduce the risk of flooding elsewhere in accordance with policy EN19 of the City of Salford Unitary Development Plan and seeks to
provide betterment in terms of water quality and surface water discharge rates and meets requirements set out in the following documents;
- NPPF,
- Water Framework Directive and the NW River Basin Management Plan
- The national Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015)
- Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA) (2011) and associated technical guidance
- Environment Agency Pollution Prevention Guidelines (now withdrawn)
- Flood Risk Assessment/SuDS Requirements for new developments (Salford's SuDS Checklist)

16. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with policy EN19 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

17. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with policy EN19 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

18. Prior to any works above slab level, details of the finished floor levels of the dwellings hereby approved shall be submitted for the written approval of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenity of the area in accordance with policy DES1 of the City of Salford Unitary Development Plan and to reduce the risk of flooding from overland flows in accordance with policy EN19 of the City of Salford Unitary Development Plan and the Flood Risk and Development Supplementary Planning Guidance and the National Planning Policy Framework.

19. 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 which, unless agreed otherwise as part of the approved Statement, shall be limited to between 8am-6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring occupiers;
(ii) the spaces for and management of the parking of site operatives and visitors vehicles;
(iii) the storage and management of plant and materials (including loading and unloading activities);
(iv) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
(v) measures to prevent the deposition of dirt on the public highway;
(vi) measures to control the emission of dust and dirt during demolition/construction;
(vii) a scheme for recycling/disposing of waste resulting from demolition/construction works;
(viii) measures to minimise disturbance to any neighbouring occupiers from noise and vibration, including
from any piling activity;
(ix) measures to prevent the pollution of watercourses; and
(x) a community engagement strategy which explains how local neighbours will be kept updated on the
construction process, key milestones, and how they can report to the site manager or other appropriate
representative of the developer, instances of unneighbourly behaviour from construction operatives. The
statement shall also detail the steps that will be taken when unneighbourly behaviour has been reported.
A log of all reported instances shall be kept on record and made available for inspection by the local a
planning authority upon request.

Reason: In the interests of the amenity of neighbours in accordance with policies DES7 and EN17 of the
Salford Unitary Development Plan and the NPPF.

20. Prior to first occupation of the development hereby permitted a Travel Plan shall be submitted to and
agreed by the Local Planning Authority. The plan shall focus on sustainable transport options (including
walking, cycling, public transport incentives, car share options, electric and ultra-low vehicle incentives).

Following 50% occupation of the residential dwellings (or alternative timeframe which has been agreed in
writing with the Local Planning Authority), an updated Travel Plan shall be submitted to and agreed in
writing with the Local Planning Authority. The agreed Travel Plan shall be implemented and reviewed in
accordance with the timetable embodied therein.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the
effects of the increase in travel movements in accordance with policies ST14 and A8 of the City of Salford
Unitary Development Plan.

21. The vehicle parking and access arrangements shown on the approved plans to serve the development
hereby permitted shall be made available for use prior to the development being brought into use (or in
accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and
shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with policies A2,
A8 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

22. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not
be occupied until full details of both hard and soft landscaping works have been submitted to and
approved in writing by the Local Planning Authority. The details shall include the formation of any banks,
terraces or other earthworks, hard surfaced areas and materials, boundary treatments, external lighting,
planting plans, specifications and schedules (including planting size, species and numbers/densities),
existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing /
phasing of implementation or within 18 months of first occupation of the development hereby permitted,
whichever is the later.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed,
uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of
planting shall be replaced within the next planting season by trees or shrubs of similar size and species to
those originally required to be planted, unless the Local Planning Authority gives its consent in writing to
any variation.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of
the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary
Development Plan and the National Planning Policy Framework.

23. Notwithstanding the details shown on the approved plans no above ground construction works shall
commence on plots 49, 78, 83 and 104 until revised elevation plans which show fenestration in the gable
ends has been submitted and approved in writing by the Local Planning Authority. These plots shall be
constructed in accordance with the approved details and retained as such thereafter.
Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and to ensure the natural surveillance of public areas in accordance with Policies DES1 and DES10 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

24. No gates on driveways shall open onto the existing/proposed adopted highway.

Reason: In the interests of the safe and efficient operation of the highway network and to minimise potential conflicts between pedestrians, cyclists and other road users in accordance with policies DES2, A2 and A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

25. Notwithstanding the provisions of Schedule 2, Part 2 Classes A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order) no gates, walls, fences or other means of enclosure shall be erected forward of the main front elevation of any dwelling hereby permitted without first obtaining planning approval from the Local Planning Authority.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

26. Prior to first occupation of the development hereby permitted the junction improvement works to the Folly Lane/Thorn Road junction as shown on drawing number 42220/5501/020 (Folly Lane/Thorn Road Proposed Junction Improvements) within the submitted Transport Assessment shall be implemented in full and retained as such thereafter.

Reason: In the interests of the safe and efficient operation of the highway network and to minimise potential conflicts between pedestrians, cyclists and other road users in accordance with policies DES2, A2 and A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Notes to Applicant

1. **STANDING ADVICE - DEVELOPMENT LOW RISK AREA**

   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 0345 762 6848.

   Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

   This Standing Advice is valid from 1st January 2017 until 31st December 2018

2. The applicants are advised that the development should be built to Secured by Design standards and accredited prior to first occupation.

3. The applicant’s attention is drawn to the comments made by United Utilities in their response letter of 8th December 2017.

4. The applicant’s attention is drawn to the comments made by the Environment Agency in relation to waste on site, waste to be taken off site and flood risk in their response letter of 21st December 2017.

5. The applicants are advised than any works to Folly Brook will require consent from the Environment Agency.

6. The applicant is advised that they have a duty to adhere to the regulations of Part 2A of the Environmental Protection Act 1990, the National Planning Policy Framework 2012 and the current Building Control Regulations with regards to contaminated land. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.
7. With respect to gas protection measures (condition 8) the applicant’s attention is drawn to BRE 414, Protection Measures for Housing on Gas-Contaminated Sites. In addition the verification requirements of BS8845:2015 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings. Verification of gas protection systems needs to be undertaken during the construction process, possibly on a plot by plot basis, to ensure there is no difficulty with the final discharge of the conditions.

8. Demolition works, together with works to trees, hedgerows and scrub, including site clearance, should not be undertaken in the main bird breeding season (1st March to 31st August), unless nesting birds are found to be absent by a suitably qualified person immediately prior to clearance.

9. The applicants are advised that in relation to condition 19 finished floor levels should be a minimum of 150mm above adjacent highway level.

10. Highway works, remedial measures and supporting Traffic Regulation Orders to be introduced in vicinity of the development shall include the following:
   - Full construction details of The new site access points on Campbell Road, internal road layout and access points to properties 73, 75 & 84 Campbell Road; and the modification of Thorn Road / Folly Lane junction and any other off-site highway works.
   - The adoptable highway drainage system must either connect into a proposed adoptable surface water system, or an existing United Utilities adopted surface water sewer or a watercourse where a Consent to Discharge from the Environmental Agency is required.
   - Regarding to adopted carriageway and footways, any amendments to the carriageway need to be re-instated using similar materials.
   - Must protect adopted street lighting and existing services within the footway and carriageway.
   - Areas to be submitted for adoption will require an agreement;
   - All proposed adoptable highways to be drained to an adopted S.W. sewer;
   - The developer should undertake Road Safety Audits at the relevant stages to provide an opportunity to monitor Thorn Road / Folly Lane junction, Campbell Road and Thorn Road to ensure no increase in risk to pedestrians and road users or to enhance the safety of the site entrance, junction and neighbouring roads should it need to.
   - As part of the Road Safety Audit at the relevant stages should ensure opportunity to monitor the site entrance and the internal operation of the development and to ensure risk are kept to a minimum for pedestrians and road users or to enhance the safety of the internal roads should it need to.
   - Dilapidation Survey should be undertaken after the completion of the development to ensure the adopted footway and carriageway is not damaged by construction vehicles;
   - To provide a Traffic Management scheme to prevent/ assist in the safe use of the proposed access point at the Thorn Road / Folly Lane junction, to prohibit on-street parking and to provide a traffic calming scheme within the development and to amend the speed limit/traffic regulation order on neighbouring roads which includes Campbell Road and Thorn Road.

The applicants are advised that they will be required to enter into an agreement under Section 38/278 of the 1980 Highways Act with the Local Authority to cover works to the adopted highway within and outside the application, including but not limited to:
   - For the creation of new vehicular site entrance with pedestrian footways that is approved by the Highway Authority.
   - For the creation of the internal carriageways, footways, highway drainage, street lighting to SCC’s current adoptable standards.
   - Vehicle crossover area with continuous footway with designed dropped section designed to appropriate standards shall be submitted to and agreed in writing by the Local Highway Authority
   - Adopted carriageway and footways, any amendments to the carriageway need to be re-instated and using similar materials.
   - Street lighting, signage, drainage and other utility services within the footway and carriageway that is affected by the development must be relocated and agreed by various utility providers and Highway Authority.

11. The applicants are advised that in relation to condition 21 the Travel Plan should include information about the budget set aside for the travel plan implementation and monitoring, full details of the TPC and information regarding travel surveys. Welcome Pack / Travel Packs should be presented during the
marketing phase and provided on the first day of occupation. Travel surveys should be done at 50% occupation and new targets set. The Travel plan should be reviewed every year for a period of 5 years. The TPC should work with Salford City Council's Sustainable Transport Planner to successfully execute the targets.