



Mr Andrew Williams
Salford City Council
Salford Civic Centre
Chorley Road
Swinton
Salford
M27 5AW

Our Ref: 1111 RJB/RJB

19 Jun 2023

Dear Sirs

1111 - Hallsworth Road, Eccles

Full planning permission is sought for the temporary retention of site cabins and associated contractor parking until December 2023, on the site of Salford Roosters Rugby Club car park for the purposes associated only with the construction of the adjacent residential development under reference 22/80193/FUL. The planning reference relates to the S73 application which superseded the original permission 20/76662/FUL.

The contractor has provided the following narrative to accompany the application.

This letter provides an explanation for the decision to utilize a private carpark as a site compound and to outline the mitigation measures, we have implemented to minimize any potential impact on the surrounding neighbours.

As you are aware, our company (Bridgestone Construction) has undertaken the construction of 18 houses and 30 apartments, a significant construction project in Hallsworth Road, Eccles. Whilst we initially planned to establish the site compound at the original intended location, after closer examination, it became evident that the intended location was not suitable for numerous reasons, which are explained below:

- 1. Insufficient Space: The original intended location lacked adequate space to accommodate all the necessary facilities and equipment required for the project. This included storage areas, temporary offices, welfare facilities, and vehicle parking. The limited space would have hindered the efficient execution of the project, extending the construction time period and potentially compromising safety. The newly positioned cabins and parking will be utilized until November/December 2023.*
- 2. Proximity to Residential Areas: The original intended location was within 10 metres of several residential properties. It was determined that operating the site compound in such a location would significantly disrupt the daily lives of the neighbouring residents.*
- 3. Given these limitations, we made the decision to use a private carpark located at Roosters Rugby Club on Hallsworth Road. This alternative location offers numerous advantages that drastically reduce the impact on the surrounding neighbours and community.*
 - a) Increasing the distance from cabins to the nearest residential building to 25 metres (was 10m) reducing potential noise impact.*
 - b) Elimination of on street parking by employees, sub-contractors and trades to streets that are already congested, including but not limited to Hallsworth Road, Schofield Road and Barton Hall Road which we are sure would cause increased frustrations by local residents. The*

private carpark provides ample space to accommodate all the necessary facilities and required for the project. This ensures that the construction activities can proceed smoothly and efficiently, minimizing the risk of delays.

- c) Our newly located cabins do not impact on weekday operations and / or parking at Roosters Rugby Club, in fact the opposite is true, where our site operatives use Roosters for food and drink adding to local economy. Whilst we are permitted to work Saturdays we have only done so once during the last 6 months (from 8-30 through to 13:00), we do not work Sundays.*
- d) Whilst the site cabins do take up a portion of the Roosters car park (circa 9 / 10 car spaces) we have completed works to the bottom end of the existing car park which has increased the number of available spaces by some 20 plus spaces. Therefore, we have added to the net overall available parking spaces.*
- e) Taking on board your comment of “anticipating that this issue will be raised by local residents who, in the past, have been particularly vocal about on-street car parking and the lack of provision on these grounds” we assume this would be one day a week (match days), should we not have the cabins and parking within the private car park, we will be essentially causing the same on street parking issues with Employees, sub-contractors and trades but for a minimum of 5 days a week.*

Mitigation Measures:

1. Traffic Management: We have developed a comprehensive traffic management plan to ensure minimal disruption to local traffic flow. This includes designated routes for construction vehicles, clear signage, and coordination to avoid peak traffic hours.

2. Noise Control: We have implemented noise control reduction measures, including the use of sound barriers, and scheduling noisy activities during the least disruptive hours. Additionally, we have ensured that all equipment and machinery meet the necessary noise emission standards.

3. Dust Suppression: suppression measures are employed where possible at source, during dry weather watering of site roads takes place in addition to, covering materials, and using dust control agents, are being employed to minimize airborne dust particles.

We understand the importance of maintaining a harmonious relationship with the neighbouring community throughout the duration of the project. Our team is committed to adhering to all applicable regulations, employing best practices, and continually monitoring and improving our mitigation measures to address any concerns raised by the neighbours.

We trust that the above is acceptable and allows you to progress the application, however, should you require any further information, please do not hesitate to contact me.

Yours faithfully

Rebecca Barwise

For and on behalf of Jennings Design Associates