

Application Ref.	PA/2026/0099 – C-1965857
Location	82 Chorley Road, SWINTON, MANCHESTER, M27 5XB
Proposal	Erection of 1 additional floor above 3no. commercial units to create 8no. apartments
Consultee	Salford Highways Officer (DM)
Date	17/02/2026

Highway Comments:

The applicant is proposing to create an additional storey above existing commercial units to create residential space.

The proposal would see:

- A new floors with residential usage of eight flats, being four 1-bed, four 2-bed flats,
- A new entrance to the building,
- Car parking for seven vehicles including three disabled bays,
- Cycle parking for eight cycles,

The proposed site is located on Chorley Road close to Swinton Town Centre, where there are multiple amenities. There are bus stops on Chorley Road with regular services between Manchester and Bolton, and further stops located on Partington Lane and Station Road, with services to the Trafford Centre, Eccles, Agecroft and Prestwich. Swinton railway station is located 700m from the site with services running between Wigan, Leeds and Manchester city centre. Therefore the site can be considered to be located within a sustainable location.

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The new floor would be accessed from a new entrance located on Chorley Road. The footway fronting the site is unadopted for 4m fronting the site with a further 5m of adopted footway between the unadopted footway and carriageway. The ground floor is split into three units with a larger convenience store and post office, with a café and pizza restaurant located adjacent to the convenience store. There are no changes to the ground floor layout except the new entrance and stairway.

Technical Note

The applicant has submitted a Technical Note (TN) dated 3rd December 2025. The TN gives he background to the site and confirms the accessibility of the site. The TN also confirms that there will be no parking for residents, with the existing car park serving the existing commercial units. The TN confirms that the existing parking spaces and can be full at peak times of the day.

The TN provides justification for the lack of parking:

- The proximity of the site to Swinton town centre and public transport links,
- National Planning Policy encouraging a reduction in car trips and promotion of active travel trips associated with new developments,
- The provision of secure cycle parking,
- The reduction in young people driving,
- The lack of on street parking in close proximity to the site,

The TN notes that the development will not have a noticeable effect on the surrounding highway due to the development being car free.

Car Parking

There is parking to the rear of the development which is accessed from Chorley Road via a separate access road to the south of the site. The car park also provides access to a separate GPO telegraph building. The car park is currently advertised for use of the convenience store and is currently well used, being full at peak times of the day.

It is noted that the site is located within Swinton Town Centre in accordance with Salford's local Plan and therefore a reduced car parking provision of a maximum 0.5 spaces per dwelling would be permissible in accordance with Annex C Parking Standards of Salford's Local Plan.

The streets surrounding the site, including Chorley Road are subject to a residents' parking permit scheme. The site is not located within the current residential area of the scheme and therefore it is unlikely residents will be permitted to use the surrounding streets for parking with a residents' parking permit.

A review of 2021 car ownership Census data by tenure for this area have been undertaken. The Census data suggest properties that are either owned or shared ownership may have a car ownership of approx. 85.4%, whilst private rented properties may attract approx. 65.9% car ownership. It is likely that the properties would be privately rented and therefore we would envisage the development could attract around 6/7 vehicles.

The applicant previously submitted a planning application ref: PA/2025/0753 in 2025 which proposed the creation of a two storey extension with 14no apartments, being a mixture of 1, 2 and 3 bedroom apartments. This new application will reduce the number of apartments and the traffic demand created by the development. While the applicant has proposed advertising the development as being car free, it is reasonable to expect that it may generate a certain level of car use. The surrounding roads have resident parking permits the nearest car parking is over 200m away from the site.

As the proposed development is located close to Swinton town centre, with numerous public transport links, while there may be some additional on street parking on the surrounding streets, but due to the low number of vehicles it is unlikely to have a noticeable effect on the surrounding highway network.

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Cycle Parking

The applicant is proposing to provide 8no cycle parking spaces to the rear of the car park within an enclosed area. This would provide 100% cycle parking and is in accordance with Annex C of Salford's Local Plan.

No details of the cycle parking have been provided, in accordance with Salford's Local Plan Policy A3 point 11, the cycle store should be:

- a) secure;
- b) provided in a location that is visible, has good natural surveillance, and is convenient and attractive to potential users;
- c) Allows sufficient aisle widths, turning spaces and clearance distances from walls; and
- d) Provides multiple locking points;

We would recommend that the cycle store has an electronic or key pad lock to prevent unauthorised access. Furthermore the car park and cycle store entrance should be covered by CCTV to prevent unauthorised access.

The exact details of the cycle parking are secured by way of a condition.

Refuse

The design and access statement confirms that the development would have a dedicated bin store for residents. The Block Plan of the site shows two bin stores one with three bins and one with two bins.

In accordance with Salford's Environmental Standards Policy the proposed development would require minimum of five 1,100l Euro bins, being three general waste and two recycling bins, based on the size and usage of the proposal, being provision of:

80L of bin capacity per household per week for residual waste using 1100L eurobins. 1 x 1100 Litre (blue) for pulvable materials and 1 x 1100 Litre (brown) for co-mingled materials per 10 households.

In accordance with new waste legislation (known as Simpler Recycling) all developments, including businesses must have separate waste bins for general, recycling and food waste. Small businesses with less than 10 employees must comply by 31 March 2027.

This would require three 1,100L Euro bins for the residential element of the building as well as at least three separate bins for the commercial element of the building. Depending on the arrangements for the commercial units, they may require further bins. The applicant will need to agree the exact quantum and size of bins with the council's Environmental Services Team.

We would recommend that the exact size and capacity of the reduce store is secured by way of a condition.

Travel Pack

To help off set the lack of parking associated with the site we would recommend that the developer produce and issue a residents' travel pack to help provide information about public transport. This should include:

- Map of local area including local transport links,
- Timetables for public transport services,
- Local cycle routes,
- Links to further active travel and public transport services,
- Reasons to travel actively,

The exact details can be secured by way of a condition.

A Construction Environment Management Plan

A Construction Environment Management Plan (CEMP) shall be submitted and agreed with the Local Planning Authority prior to commencement of the development to manage any construction traffic associated with the proposed development. It should also include comprehensive Traffic Management strategy where appropriate to ensure no increase in risk to pedestrians and road users during the construction Period.

Recommendations:

The Local Highways Authority has no objections to the proposed development based on the sustainable location and the minimal effect on the surrounding highway network. We would recommend that the following conditions are placed on any decision made by the LPA:

Cycle Parking

Prior to the commencement of the development hereby permitted full details of the cycle parking provision shall be submitted and approved with the Local Highway Authority and the agreed facility implemented prior to first use of the development.

Construction Environmental Method Statement Condition

A Construction Environment Management Plan (CEMP) shall be submitted and agreed with the Local Planning Authority prior to commencement of the development hereby permitted. It should also include comprehensive Traffic Management strategy where appropriate to ensure no increase in risk to pedestrians and road users during the construction Period.

- (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 visitor 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.
- (ix) Measures to minimise disturbance to any neighbouring occupiers from noise and vibration, including from any construction vehicles and construction work.
- (x) Measures to prevent the pollution of watercourses.
- (xi) 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.
- (xii) Prior to ANY works commencing on site the developer shall contact the LHA to arrange a full dilapidation/Condition Survey of all adopted highways surrounding the site. For the full duration of the construction, the developer will be responsible for 'Wear & Tear' /accelerated deterioration' of all existing highways, either adjacent to the site or highways used as access and egress to the site. Any necessary remedial works will be carried out under licence and at the developer's expense.

Travel Pack

Prior to the first occupation of the development hereby permitted, the applicant shall submit to and have approved in writing by the Local Planning Authority, a Travel Information Pack. This pack shall detail all modes of sustainable transport available to the site including cycleways, footways, public transport and any other local options as well as full incentives available to staff/residents. The agreed pack shall be issued to all residents on appointment to occupation of building at the development hereby permitted.

Kind regards,

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