

## Preface

This document can be provided in large print, audio, electronic and Braille formats. Please contact Spatial Planning on 0161 793 3782.

إذا احتجت للمساعدة في فهم هذه النشرة , برجاء الاتصال بفريق المساواة في مجلس سالفورد,  
هاتف رقم 0161 793 3536

এই পুস্তিকাটি বোঝার জন্য যদি আপনার সাহায্যের প্রয়োজন হয় তাহলে সেলফোর্টে কাউন্সিলের ইকুয়ালিটি টিমের সঙ্গে যোগাযোগ করুন টেলিফোন নম্বর 0161 793 3536

如果您有關於本宣傳頁的任何問題，請聯繫 Salford 理事會的 Equalities 團隊，電話號碼為 0161 793 3536

જો આ લીફલેટ સમજવા માટે તમને મદદની જરૂરત હોય, કૃપો કરી ઇકવાલિટીજ ટીમ સર્કોર્ડ કાઉન્સિલનો ટેલિફોન નમ્બર 0161 793 3536 પર સંપર્ક કરો.

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਲੀਫਲੈਟ ਨੂੰ ਸਮਝਣ ਵਿਚ ਸਹਾਇਤਾ ਦੀ ਜ਼ਰੂਰਤ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਸਾਲਫੋਰਡ ਕੌਂਸਲ (Salford council) ਵਿਚ ਇਕੁਅਲਿਟੀ ਟੀਮ (Equalities Team) ਨਾਲ ਫੋਨ ਨੰਬਰ 0161 793 3536 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

اگر آپ کو اس لیف لیٹ کے سمجھنے میں مدد کی ضرورت ہو تو براہ کرم اکویلیٹی ٹیم کو سالفورد کونسل سے اس ٹیلی فون نمبر 0161 793 3536 پر رابطہ قائم کر سکتے ہیں۔

Preface

1	Introduction	1
2	Spatial Portrait	9
3	Spatial Vision	19
4	Strategic Objectives	23
5	Supporting the Sustainable Community Strategy	31
6	Spatial Framework	43
7	Employment	61
8	Housing	73
9	Town Centres and Retailing	103
10	Education Facilities	117
11	Health Facilities	123
12	Transport	125
13	Energy	147
14	Water	155
15	Design	163
16	Heritage	167
17	Green Infrastructure	177
18	Green Belt	181
19	Tourism and Recreation	193
20	Biodiversity	203
21	Waste	205
22	Minerals	207
23	Development Management	209
24	Monitoring and Review	213
25	Risk Management	215
26	Replacement of UDP Policies	225

# Contents

---

■ Policies	
Policy E 1 New Employment Development	61
Policy E 2 Existing Employment Areas	68
Policy H 1 Scale and Distribution of Housing Development	73
Policy H 2 Greenfield Housing	78
Policy H 3 Mix and Design of Dwellings	80
Policy H 4 Affordable Housing	89
Policy H 5 Delivering Successful Housing Areas	94
Policy H 6 Conversion and Redevelopment of Existing Dwellings and Gardens	96
Policy H 7 Sites for Gypsies, Travellers and Travelling Showpeople	98
Policy H 8 Student Housing	99
Policy TC 1 Hierarchy of Centres	103
Policy TC 2 Improving Centres	107
Policy TC 3 Providing New Centres	112
Policy TC 4 Provision of Town Centre Uses and Community Facilities Outside Existing and Proposed Centres	115
Policy ED 1 Schools	117
Policy ED 2 Further and Higher Education	119
Policy HL 1 Health Facilities	123
Policy T 1 Rail	125
Policy T 2 Metrolink	129
Policy T 3 Buses	130
Policy T 4 Cycling	133
Policy T 5 Walking	134
Policy T 6 Highways and Vehicular Traffic	136
Policy T 7 Manchester Ship Canal	141
Policy T 8 City Airport Manchester	142
Policy EG 1 Renewable and Decentralised Energy	147
Policy EG 2 Electricity Supply	151
Policy WA 1 Water Supply	155
Policy WA 2 Water Quality	156
Policy WA 3 Flood Risk	158
Policy D 1 Design Principles	163
Policy D 2 Key Public Realm Projects	164
Policy HE 1 A Positive Approach to Heritage	167
Policy HE 2 Crescent, Salford Central and Greengate	169
Policy HE 3 Worsley Village and the Bridgewater Canal	170
Policy HE 4 Ordsall Hall	172
Policy HE 5 Manchester, Bolton and Bury Canal	173
Policy GI 1 Delivering a Green Infrastructure Network	177
Policy GB 1 Local Changes in Green Belt Boundaries	181
Policy GB 2 Development Within the Green Belt	184
Policy GB 3 Chat Moss	186
Policy TO 1 Tourism Activity	193
Policy TO 2 Strategic Recreation Facilities	194
Policy TO 3 Local Recreation Facilities	199
Policy B 1 Biodiversity	203
Policy WM 1 Waste Management	205
Policy MN 1 Minerals	207

Policy DM 1 Development Management

209

Contents

## 1 Introduction

### ***What is the Core Strategy?***

- 1.1** Salford will face enormous challenges over the next 15-20 years. It will be important to ensure that new homes are built to meet the ever-increasing demand and new employment opportunities are provided to support the city's continuing economic prosperity, whilst also ensuring that there is sufficient investment in infrastructure and facilities to support this new development. Regeneration will continue to be a major priority, and it will be essential that local residents benefit from the changes that are seen in the city. If Salford is to compete on an international stage, especially in terms of attracting new residents, businesses and tourists, then continuing improvements in quality of life will need to be secured. It will also be vital that the continued evolution of Salford is not at the expense of environmental objectives, and in particular that the city plays its part in reducing contributions to climate change and mitigates its potential impacts.
- 1.2** This will not all happen by accident. It is vital that Salford actively plans for future success rather than simply responds to circumstances as they arise. It needs to take advantage of the opportunities available and face the various challenges that could inhibit its success. The Core Strategy will be the main mechanism for doing this through the planning system. It will be the most important planning document that the city produces, and will provide the spatial strategy for Salford's evolution over the period up to 2027. This includes identifying:
- the overall scale of development that should take place within the city
  - where that development should be focused
  - the key infrastructure required to support that development
  - the main policies that will be used to determine planning applications (with other documents providing more detailed planning policies)
- 1.3** As a result, the Core Strategy will consider a very wide range of issues, for example:
- how the city's economy should develop
  - how its housing needs should be met
  - how accessibility can be improved
  - how the city's environment and heritage can be protected and enhanced
  - how the use of land can help to promote a healthier and safer city
  - how greenhouse gas emissions can be minimised and the city can adapt to the impacts of climate change
- 1.4** The Core Strategy will replace large parts of the City of Salford Unitary Development Plan (UDP), although some policies in the UDP together with its Proposals Map will remain in force. The Core Strategy will not make any amendments to the Proposals Map, with all proposals being shown diagrammatically. Where precise boundaries need to be identified then this will be done through the production of Salford's Allocations Development Plan Document, which is due to be adopted in 2013.
- 1.5** This is a draft version of the Core Strategy. It is anticipated that the final version will be adopted by the city council in September 2011.

### ***How does the Core Strategy relate to other plans, policies and strategies?***

- 1.6** Given the broad scope of the Core Strategy, it is essential that it is fully integrated with the other plans and strategies produced by the city council and its partners. Chapter 5 of this document explains in detail how the Core Strategy will help to deliver Salford's Sustainable

Community Strategy 2009-2024, 'Connecting People to Opportunities'. A broad range of other documents have influenced the production of the Core Strategy, including the Salford Agreement 2008-2011 (the city's local area agreement), the regeneration frameworks for Central Salford and Salford West, area and topic based documents such as Salford's Housing Strategy and the Central Salford Integrated Transport Strategy, and the various investment strategies of infrastructure providers.

- 1.7** It is a legal requirement that the Core Strategy is generally consistent with the Regional Spatial Strategy for the North West (RSS), which provides planning guidance at the regional level. A partial review of the RSS is currently taking place, covering the issues of gypsies and travellers, travelling showpeople, and parking standards. The interpretation of the RSS's regional spatial framework as it applies to Salford is set out in Chapter 6.
- 1.8** The Government advises that Core Strategies should not duplicate national and/or regional policies. Consequently, there may be some issues that are only given relatively brief consideration in Salford's Core Strategy, despite being of major importance to the city, because they are already adequately covered in national guidance or the RSS.

### ***How will the Core Strategy be used?***

- 1.9** The Core Strategy includes a series of policies organised by topic. The policies generally have two elements to them:
- A table containing key proposals together with the timescales and main mechanisms for delivering them
  - Text that sets out the main requirements that proposed developments will need to comply with (development management criteria)
- 1.10** Each policy is also accompanied by a reasoned justification, which provides a summary of the thinking behind the policy.
- 1.11** Schemes that require any sort of approval under the planning system will be assessed against all aspects of the Core Strategy. This will include not only measuring compliance with the development management criteria, but also whether the schemes are consistent with the overall spatial strategy and whether they would support the delivery of the Spatial Vision, the Strategic Objectives, and the proposals in the policy tables.
- 1.12** Delivering the various aspects of the Core Strategy will not just be the responsibility of the city council. Landowners and developers will have a vital role in bringing forward sites for development. Organisations such as Network Rail, Salford Primary Care Trust, the University of Salford, United Utilities, and Salford URC will also be essential to implementing individual proposals included in the document. It is therefore hoped that the Core Strategy will influence the work of many different organisations and individuals. The Core Strategy will also help to support bids for funding from Government and other agencies, which will be essential to delivering some of the key proposals.
- 1.13** Other documents will be produced to help implement the Core Strategy. An Allocations Development Plan Document will designate sites for particular uses and provide other site-specific policy guidance. Joint development plan documents covering the whole of Greater Manchester will provide comprehensive guidance on waste and minerals issues. A range of supplementary planning documents will provide more detailed advice on other issues such as house extensions, design and crime, telecommunications, and green infrastructure. All of these documents will form part of the city's Local Development Framework (LDF), and will be produced under the various Planning Acts.



- 1.14** However, it may also be appropriate to produce other types of document, such as masterplans, regeneration strategies, action plans, and development briefs, for example where the work is being led by other organisations or where planning is not the primary issue. Such documents will have an important role and may be a material consideration in determining planning applications, but they will not have the same weight in decision-making as documents that form part of the Local Development Framework.
- 1.15** In addition to these various documents, a separate Infrastructure Plan is also being produced. The main infrastructure proposals are included within the Core Strategy, but the Infrastructure Plan will provide more detailed information on the city's infrastructure needs and how they will be met. This will cover a broad range of infrastructure, including physical, green, social and community infrastructure.

### ***Can the Core Strategy be used at the moment?***

- 1.16** The Core Strategy is still being developed and people are being invited to suggest alternative ways of doing things. It will also be subject to an independent examination. Therefore, although this document represents the city council's proposed approach given the evidence currently available, there is still the possibility that elements of it could change before the Core Strategy is adopted.
- 1.17** Consequently, it is considered that the Draft Core Strategy does not have any weight when making decisions on planning applications.

### ***What is the process and timetable for producing the Core Strategy?***

- 1.18** The process for producing core strategies is largely defined by the Government.<sup>(1)</sup> The key stages are set out below, together with the relevant dates for Salford's Core Strategy. The consultation stages are being carried out in accordance with Salford's Statement of Community Involvement<sup>(2)</sup> and Salford Strategic Partnership's Gold Standards.

#### *Initial consultation*

*October 2008-May 2009*

The publication of an Issues and Options Report was the main focus for this initial consultation period. The emphasis was on ensuring that all of the main issues that the Core Strategy needs to tackle were identified, all of the realistic and reasonable options for addressing those issues had been considered, and initial views on those emerging options had been gained. This involved discussions with a wide range of stakeholders, as well as receiving written comments on the Issues and Options Report. Significant new alternative options proposed by stakeholders in response to the Issues and Options Report were themselves publicised in Spring 2009. The publication of these alternative options did not necessarily mean that the city council considered them appropriate or realistic, but provided an opportunity for others to comment on them.

#### *Draft Core Strategy*

*November 2009-January 2010*

This Draft Core Strategy identifies the approach that the city council intends to take, having had regard to all of the comments made during the initial consultation period and the additional information and research that has been assembled. It sets out the intended wording of the policies and proposals. At this stage, this is an initial draft for consultation and all comments are welcomed, including suggested alternative approaches. It is accompanied by a sustainability appraisal update,

1 See 'Planning Policy Statement 12: Local Spatial Planning', The Town and Country Planning (Local Development) (England) Regulations 2004, and the associated amendment regulations (2008 and 2009) (Statutory Instruments 2004/2204, 2008/1371, and 2009/401)

2 <http://www.salford.gov.uk/living/planning/planning-policy/salfordldf/salfordsci.htm>

which provides a commentary on the sustainability implications of the Draft Core Strategy and compares its performance with that of the four strategic options identified in the Issues and Options Report.

*Publication of the Core Strategy*

*August-October 2010*

All of the views expressed during the initial consultation period and on the Draft Core Strategy, together with any new technical information, will be taken into account when developing an updated version of the Core Strategy. This will be the version that the city council intends to adopt. Comments will be invited on this published Core Strategy for a period of at least six weeks.

*Submission of the Core Strategy*

*November 2010*

The Core Strategy will then be submitted to the Secretary of State for an independent public examination, together with the following:

- A sustainability appraisal report
- The city council's statement of community involvement
- A statement setting out details of the initial consultation and Draft Core Strategy consultation, including who was invited to make representations and how, a summary of the main issues raised, and how those representations have been taken into account
- All of the representations received at the Publication stage, along with a summary of the number of representations received and the main issues raised in them
- Supporting documents relevant to the production of the Core Strategy

*Public examination*

*February-March 2011*

An independent inspector will be appointed to oversee a public examination into the Submitted Core Strategy. This will involve a thorough assessment of the content of the document and the way it has been produced, and will establish whether the Submitted Core Strategy should be amended before it is adopted. The inspector may invite some of those who have made representations on the document, together with other stakeholders, to consider these issues. The city council is legally required to accept the recommendations of the inspector.

*Adoption*

*September 2011*

Following receipt of the inspector's report, the city council will amend the Core Strategy as required and then adopt it as soon as possible. It is only once it has been adopted that the Core Strategy will formally form part of the development plan and therefore have maximum weight in decision-making.

***How has the Core Strategy been developed so far?***

**Evidence base**

**1.19** A very wide range of evidence has been used to produce the Draft Core Strategy in addition to the various existing plans, policies and strategies. The following are some of the key studies that have informed it:

- Salford Local Development Framework Annual Monitoring Report (Salford City Council, December 2008)
- Salford Core Strategy – Issues and Options: Sustainability Appraisal Report (Salford City Council, October 2008)
- Salford Strategic Housing Land Availability Assessment (Salford City Council, October 2009)
- North West Regional Strategic Housing Market Assessment (Nevin Leather Associates, September 2008)

- Greater Manchester Strategic Housing Market Assessment (Deloitte and GVA Grimley, September 2008)
- Salford Housing Needs Assessment (Fordham Research, October 2007)
- Core Strategy Viability Assessments (Urban Vision, July 2009)
- Manchester Independent Economic Review (Manchester Independent Economic Review Commission, April 2009)
- Salford Employment Land Study (DTZ, July 2009)
- Salford Retail Study (White Young Green, to be published)
- Transport Modelling for Salford (Highways Agency/JMP Consulting, May 2009)
- Greater Manchester Decentralised Energy Study (URBED, to be published)
- Salford Draft Landscape Character Assessment (Salford City Council, September 2007)
- Salford Playing Pitch Assessment (Knight Kavanagh and Page, December 2007)
- Salford Indoor Recreation Facilities Audit (Salford City Council, February 2008)
- Towards a Green Infrastructure Framework for Greater Manchester (TEP, September 2008)
- Greater Manchester Level 1 Strategic Flood Risk Assessment (Scott Wilson, August 2008)

**1.20** The evidence base will continue to be updated throughout the production of the Core Strategy.

### Sustainability

**1.21** It is a legal requirement that the Core Strategy contributes to the achievement of sustainable development.<sup>(3)</sup> Sustainable development is defined as development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.<sup>(4)</sup>

**1.22** The sustainability of the Core Strategy will be appraised at each stage of its production. A series of sustainability objectives have been identified accordingly, and these reflect the objectives in many of the other plans, policies and strategies published at the national, regional and local levels. Maximising the extent to which the Core Strategy supports those objectives will therefore help to ensure that it relates well to other key documents. The sustainability appraisal objectives are as follows:

1. To secure a self-sustaining and balanced population sufficient to support a full range of local services
2. To improve physical and mental health
3. To protect, enhance and restore biodiversity resources
4. To protect and improve soil and land resources
5. To protect, enhance and restore geological resources
6. To protect and enhance water resources
7. To minimise the risk and impacts of flooding
8. To improve air quality
9. To minimise contributions to climate change
10. To minimise the use of non-renewable resources
11. To protect, enhance and enable the appreciation of the city’s heritage
12. To maintain and enhance the quality and character of landscape and townscape
13. To protect and enhance amenity

<sup>3</sup> See Section 39 of the Planning and Compulsory Purchase Act 2004

<sup>4</sup> “Report of the World Commission on Environment and Development” – United Nations (1987) (the Brundtland Commission report)

14. To reduce crime and the fear of crime
15. To maximise economic growth that can be sustained in the long-term
16. To enhance economic inclusion
17. To improve the city's knowledge base
18. To ensure that everyone has access to a good home that meets their needs
19. To improve the accessibility of facilities and opportunities
20. To improve community cohesion
21. To increase involvement in decision-making
22. To improve perceptions of the city

**1.23** A separate report appraises the sustainability of the Draft Core Strategy and how it compares to the four strategic options set out in the Core Strategy Issues and Options Report. A community impact assessment will be published at the next stage (Publication), providing more details of the potential impact of the Core Strategy on different parts of the community.

### **Narrowing down the options**

**1.24** The Core Strategy process began by identifying the different ways in which the draft Spatial Vision for the city could potentially be achieved. This was informed by an analysis of the emerging evidence base, and also took account of previous consultation work on a broad range of documents which were considered to give a reasonable indication of what stakeholders might be seeking. Following advice from Government Office for the North West, the options for the wide variety of individual issues were brought together to produce four strategic options for the city. The differences between the options were limited to a significant degree by the need for consistency with the draft Spatial Vision, the Regional Spatial Strategy and national policy, although this still left some major choices to be made such as the extent to which greenfield and/or Green Belt land should be released for housing and employment development.

**1.25** Each of the strategic options was assessed through a sustainability appraisal. This indicated that none of the options was significantly more 'sustainable' than any of the others. Different options performed better in relation to different sustainability objectives, and choices between them in terms of sustainability therefore come down to the priority that is given to individual sustainability objectives and how they are balanced. The representations received on the Issues and Options Report have also been carefully analysed, but there was no consensus on which strategic option (or combination of options) should be taken forward and only limited agreement on some of the choices that needed to be made on individual issues. The consultation and sustainability appraisal processes have not therefore in themselves identified a clear way forward, although they have provided very useful information that has informed the development of the Draft Core Strategy.

**1.26** All of the evidence available has been reassessed and a preferred way forward identified for individual issues, having regard to the results of the public consultation, sustainability appraisal, and the need to support other plans and strategies where appropriate (including the emerging Core Strategies of neighbouring districts). Throughout this process the impact of decisions made on one issue have informed the analysis of other issues, to ensure that the Draft Core Strategy is internally consistent and overall supports the draft Spatial Vision.

### ***How do I comment on the Draft Core Strategy?***

**1.27** Any comments on this Draft Core Strategy would be welcomed.

- 1.28** Although the city council is setting out in this document the option it proposes should be taken forward, there is still an opportunity for people to suggest alternative options. This could include any of the strategic options or parts thereof set out in the Issues and Options Report, the alternative options that were publicised in April 2009, or completely new options. If you wish to propose alternative options then it is strongly recommended that you provide as much evidence as possible to support them, as this will help the city council to give them full and proper consideration.
- 1.29** All comments should be received by the city council no later than **4.30pm on Friday 15 January 2010**.
- 1.30** Comments may be made by any of the following means:
- Via the council's website at [www.salford.gov.uk/core-strategy](http://www.salford.gov.uk/core-strategy) (where this document and associated reports may also be viewed)
  - By e-mail, to [plans.consultation@salford.gov.uk](mailto:plans.consultation@salford.gov.uk)
  - By fax, on 0161 793 3782
  - By post, to:  
  
Core Strategy Consultation  
Spatial Planning  
Salford Civic Centre  
Chorley Road  
Swinton  
M27 5BY
- 1.31** If you have any questions about this report, or wish to discuss aspects of it in detail, then please phone 0161 793 2664.



## 2 Spatial Portrait

### Location and context

- 2.1** The city of Salford is located at the heart of the major metropolitan area that runs across the southern part of the North West region of England. It lies on the western side of the Manchester City Region,<sup>(1)</sup> sharing boundaries with five other Greater Manchester authorities (Bolton, Bury, Manchester, Trafford, and Wigan), as well as the borough of Warrington.

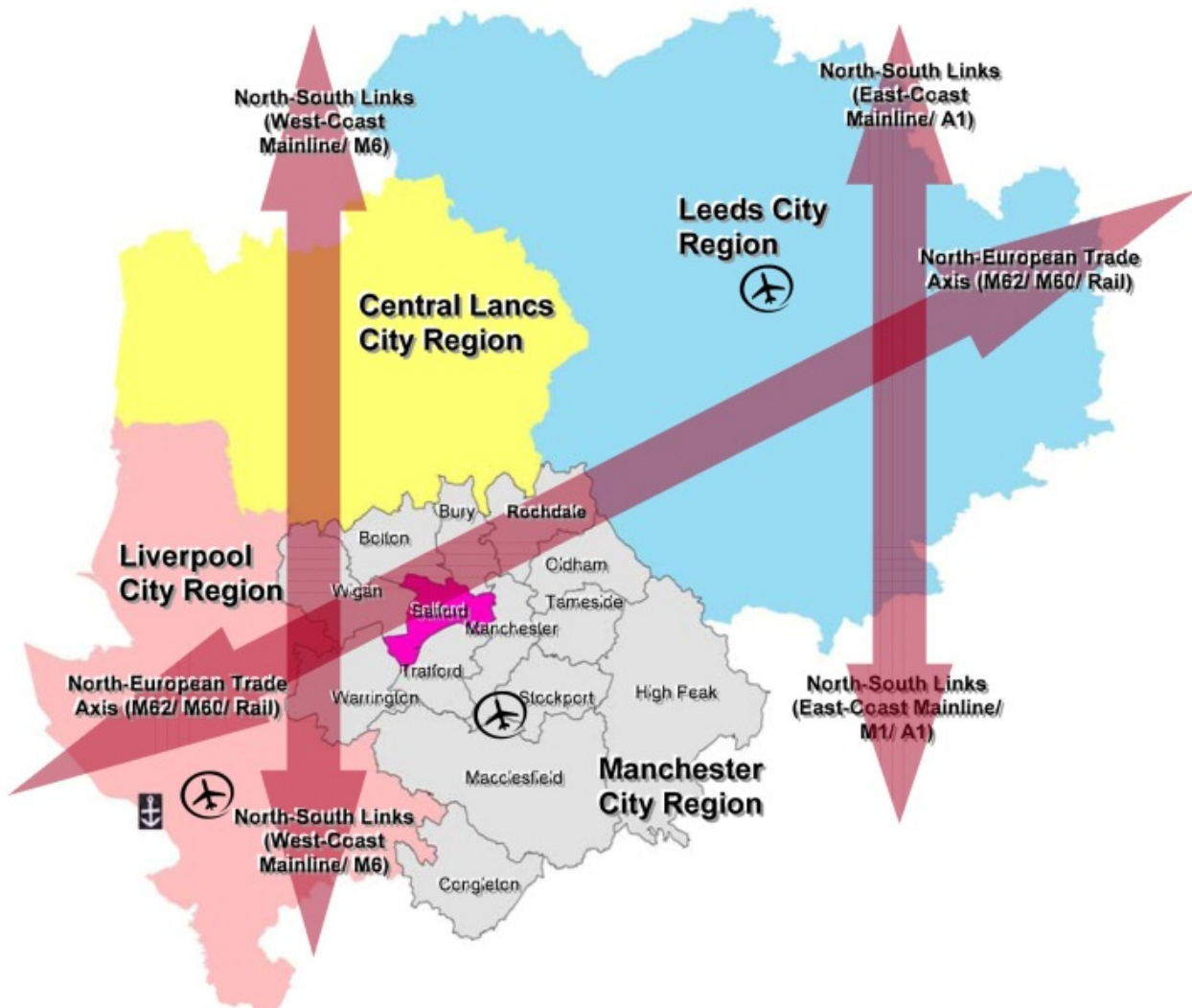


Figure 2.1 Salford's Location within the North of England

- 2.2** The Manchester City Region is the largest and economically strongest city region in the North of the country, with a population of just over 3 million.<sup>(2)</sup> It accounts for slightly more than half of the North West's total productivity<sup>(3)</sup> and, together with Leeds, has the greatest

1 The Manchester City Region consists of the ten Greater Manchester local authority areas (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan), the unitary borough of Warrington, two districts within Cheshire (Congleton, Macclesfield), and the district of High Peak in Derbyshire (in the East Midlands region)

2 2001 Census

3 £48 billion GVA output in 2003, 51% of the North West's total ("The Manchester City Region Development Programme 2006" - Manchester City Region Development Programme Steering Group [2006], p.7)



momentum, capacity and economic diversity to offer a realistic alternative to London.<sup>(4)</sup> However, economic performance overall is still behind the UK average,<sup>(5)</sup> and there are very significant social and economic disparities within the city region itself. There is a diverse mix of high value and high performing economic centres close to some of the most deprived communities in the country,<sup>(6)</sup> with the northern parts of the city region being generally less connected to the rest of the sub-regional economy.<sup>(7)</sup> Salford makes a major contribution to the city region's overall economic success, and it delivered a 13% increase in jobs over the period 1998-2006, exceeding the national and regional employment growth rates.<sup>(8)</sup>

**2.3** Salford is in a strategically important location not just within the Manchester City Region, but the North of the country as a whole. It includes the confluence of the M60, M61, M62 and M602 motorways, one of the busiest stretches in the UK, as well as key parts of the Manchester Rail Hub. This transport infrastructure provides direct links to the next two strongest city regions in the North of England, Leeds and Liverpool, and forms part of the wider North West European Trade Axis that links Ireland to Europe and through to the Baltic Sea Ports. Manchester Airport, the primary international gateway into the North of England, lies approximately 10 miles (15 minutes by road) to the south of the city boundary. However, high levels of congestion in places potentially threaten some of these locational advantages. The excellent road infrastructure also impacts on the city's tranquillity, results in major parts being designated an Air Quality Management Area, and leads to the level of Salford's carbon dioxide emissions deriving from road transport being significantly above the national average (and fourth highest of any local authority in the region, compared to it being twelfth highest in terms of total carbon dioxide emissions).<sup>(9)</sup>

**2.4** The location and evolution of Salford has resulted in it being a very outward-looking city. It is a net importer of labour,<sup>(10)</sup> with significant cross-boundary flows of commuters, and there are particularly strong relationships with Manchester, Trafford and Bolton. However, many travel to work journeys are over short distances within individual neighbourhoods. Therefore, there is both a significant degree of functional integration with surrounding areas, but also a series of relatively localised employment markets, resulting in a complex network of spatial relationships. This in turn impacts on how the city's housing markets work.

### **History and overview of Salford**

**2.5** Salford was one of the UK's first major industrial towns, and was at the forefront of the world's industrial revolution. With the opening of the Manchester Ship Canal in 1894, it became a major maritime centre shipping goods across the world. Salford was granted city status by Royal Charter in 1926. However, the city as it is known today, and which is covered by this Core Strategy, was formed in 1974 when the townships of Eccles, Swinton and Pendlebury, Worsley and Irlam were brought together with the County Borough of the City of Salford.

4 "Moving Forward: The Northern Way - First Growth Strategy Report" – Northern Way Steering Group (September 2004), paragraph 1.26

5 Annual average GVA growth over the period 1998-2003 of 2.3%, compared to UK average of 2.6% ("The Manchester City Region Development Programme 2006", p.7)

6 Ibid, p.41

7 "Submitted Draft Regional Spatial Strategy for the North West of England" – North West Regional Assembly (January 2006), paragraph 12.11

8 ONS ABI 2006

9 Department for Energy and Climate Change (2009) Summary local carbon dioxide estimates (data for 2007)

10 NOMIS



**2.6** Today, the city is home to more than 221,000 people <sup>(11)</sup> and covers approximately 9,700 hectares, extending from the centre of the Manchester City Region, through the main urban area and into the surrounding countryside. It is an extremely varied city, and as a result does not have any single distinctive character. There are very significant disparities between different parts of the city, and between the city as a whole and the rest of the country, affecting the opportunities and quality of life of residents.

### ***City Centre and Regional Centre***

**2.7** Unlike most other cities, Salford does not have its own dedicated 'city centre', instead effectively sharing part of Manchester City Centre. The primary shopping area is wholly within Manchester, with Salford's part of the city centre limited to mainly employment and residential uses in the area within the Inner Relief Road.

**2.8** The Manchester/Salford City Centre forms part of a much larger Regional Centre, which also incorporates part of north-east Trafford. Within Salford, the Regional Centre extends along Chapel Street and the Crescent, and also includes the regeneration exemplar of Salford Quays.

**2.9** The Regional Centre is characterised by a broad mix of uses, and forms the largest concentration of employment, retail, leisure, tourism and cultural opportunities in the North West. Salford's share of the Regional Centre has become an increasingly important source of employment opportunities, especially in the financial services sector. Salford Quays in particular has exhibited a strong and growing office market of strategic importance, helping to offset the steady decline across the city in traditional manufacturing and other industries dominated by manual labour, and work has recently commenced on the buildings that will be home to several BBC departments, forming the first stage in the establishment of an internationally important 'media city' which will extend into neighbouring Trafford. Also of international significance is the University of Salford, which is located in the western part of the Regional Centre (at the western end of an 'Arc of Opportunity' extending through the main city centre to Piccadilly Station and the University of Manchester), and it has a vital role supporting business and economic activity as well as educational attainment.

**2.10** In recent years, a very strong apartment market has developed, driven partly by the demands of investors as well as potential residents, accounting for a significant proportion of the city's new dwellings. This has enhanced the vibrancy of the Regional Centre, but has raised concerns both that it could limit future major employment-generating development opportunities and that significant numbers of apartments may be remaining vacant. Current challenging economic and housing market conditions at the national level have increased such concerns, and it is unclear how the apartment market will emerge from the credit crunch.

**2.11** The management and coordination of growth across the whole Regional Centre, ensuring that the mix of uses within it continues to support its vital overall function as the region's primary economic driver, is therefore a key challenge. It will also be important to ensure that the quality of development and public realm reflects the area's extremely high profile.

**2.12** The size and function of the Regional Centre means that large parts of Salford and the wider Manchester City Region look towards it for employment, shopping and other needs, resulting in very high numbers of journeys to and from it. As a consequence, major radial roads and railways running into the Regional Centre dominate the form and structure of Salford. Although they provide excellent access, the large traffic flows have significant impacts in

11 ONS mid-year population estimate for 2008

terms of congestion and local environmental quality across large parts of the city. Maintaining excellent access to the Regional Centre, whilst minimising the impacts of such journeys, is therefore an important issue.

### **Central Salford**

- 2.13** The Regional Centre and the ‘inner city’ areas that surround it are known as Central Salford, forming the eastern part of the city. These inner neighbourhoods are generally characterized by high levels of deprivation, and form part of a much larger concentration of deprivation at the heart of the conurbation that extends into Manchester and, to a lesser extent, Trafford. Within Salford, significant parts of these areas are within the most deprived in the country, resulting in the city as a whole being the 15<sup>th</sup> most deprived local authority area nationally.<sup>(12)</sup>
- 2.14** Poor health is a particularly notable problem, with typical life expectancy several years below the national average in large parts of Central Salford. Although crime has reduced over recent years, it is still a significant concern for local residents and businesses, and adversely affects perceptions of the area. There are also significant concentrations of worklessness, despite the presence of significant local employment areas within Central Salford and the close proximity of major employment opportunities within the Regional Centre and Trafford Park. This partly reflects low average skill levels, which also often result in low-paid work where people are in employment and limit the ability of residents to access the primarily knowledge-based jobs being created nearby. Consequently, average household incomes are significantly below the sub-regional and national averages.
- 2.15** Many neighbourhoods have only a limited variety of residential accommodation, with large concentrations of social rented housing and lower value open market housing, and low levels of owner-occupation. Despite these characteristics, housing affordability has become an increasing concern, which is as much a result of low household incomes as it is the price of housing. Central Salford forms part of the wider Greater Manchester Central Housing Market Area (effectively the Regional Centre and surrounding inner areas), the rest of which shares similar characteristics to those described above,<sup>(13)</sup> and therefore a coordinated approach to diversifying its housing offer will be required.
- 2.16** There are also significant areas of vacant and underused previously-developed land within Central Salford, providing numerous development opportunities. Several development partnerships between the city council and major developers have been established over the past few years, and these are resulting in the first major private sector development activity in the inner city for decades. Most of Central Salford lies within a Housing Market Renewal Pathfinder Area, which extends into Manchester, and the whole of Central Salford is covered by an Urban Regeneration Company that was established in 2005. Collectively, these initiatives are seeking the comprehensive and coordinated regeneration of Central Salford. There are particular housing issues in the Broughton Park and Higher Broughton areas, which are shared with neighbouring parts of Bury and Manchester, where high average household size and substantial household growth results in major demand for large dwellings and associated community facilities in an area where development opportunities are very limited.
- 2.17** The River Irwell is a distinctive landscape feature running through Central Salford, but results in significant parts of the area having a higher than 1 in 100 year risk of flooding, particularly within Lower Kersal, Charlestown and Lower Broughton. The level of flood risk is influenced not just by topography but also by development activity both within and upstream

12 2007 Index of Multiple Deprivation

13 See North West Regional Strategic Housing Market Assessment (Nevin Leather Associates, September 2008) and Greater Manchester Strategic Housing Market Assessment (Deloitte and GVA Grimley, September 2008)

of Salford. Flood defences for this part of the river have recently been improved to a 1 in 75 year standard, and careful design and siting is allowing development to take place in some locations, but flood risk remains a constraint on development opportunities in this part of the city.

- 2.18** Pendleton Town Centre is located at the heart of Central Salford, and is the city's strongest town centre, but its role is inevitably constrained by the close proximity of the Manchester/Salford City Centre. Salford Royal Hospital (formerly Hope Hospital) is located in the south-west of Central Salford, providing regionally important medical facilities, and is currently undergoing a major redevelopment. Large-scale population loss from Central Salford over the last century, mirroring national trends, has affected the viability of various facilities, and this has been exacerbated by more general trends towards the centralisation of services in fewer locations. This has placed significant pressure on local centres, schools, and other services.
- 2.19** The Central Salford area benefits from excellent road and public transport links into the Manchester/Salford City Centre. However, orbital routes to key employment locations such as Salford Quays and Trafford Park are less well developed, limiting the ability of local residents to access jobs.

### ***Salford West***

- 2.20** The rest of the city, known as Salford West, is generally much more suburban in character than Central Salford and includes some of Greater Manchester's most affluent areas such as Worsley, Boothstown and Ellesmere Park. It also has an important economic function, and includes some of the city's best-performing employment areas such as Northbank, Agecroft and Wardley, as well as a designated strategic regional site at Barton. However, there are still significant concentrations of deprivation in some neighbourhoods, such as Little Hulton and parts of Eccles, which share similar problems to large parts of Central Salford in terms of poor health, low educational attainment, worklessness, crime, and a limited variety of housing.
- 2.21** Nevertheless, Salford West is much more diverse than Central Salford in terms of its overall characteristics, offering a broad range of employment, housing and recreation opportunities. The town centres of Eccles, Swinton and Walkden act as an important focus for surrounding communities, but all require further investment to maintain their role and position.
- 2.22** Salford West has been identified as forming part of the Greater Manchester North West Housing Market Area, together with Bolton, Wigan and Warrington, although this wider area effectively consists of a number of much smaller, distinct and localised markets.<sup>(14)</sup> The general popularity of the area as a residential location is reflected in the level of development interest, and the latter has resulted in some pressures on the character of existing neighbourhoods. As with other parts of the city, in the last few years residential development proposals have generally been for apartments rather than houses, although current market conditions suggest that this could change. Despite relatively low house prices in parts of the area, affordability is an increasing problem.
- 2.23** Proximity to the opportunities of the Regional Centre continues to be important within Salford West, but to a significantly lesser degree than Central Salford. The north-western parts of the city around Walkden and Little Hulton generally look more towards Bolton in terms of employment and shopping needs, and the future use of the Cutacre mining site on the boundary of the two local authority areas will have significant implications for both. The

close proximity of the Trafford Centre (a sub-regional out-of-town shopping centre) and Trafford Park (a regionally significant employment area) immediately to the south of Salford has a major influence on the way in which the city functions, particularly on the Eccles area of Salford West. The presence of additional major development opportunities in those parts of Trafford will mean that this continues to be an important issue for Salford. The south-western parts of Salford around Irlam and Cadishead are less integrated with the rest of the city, and have a higher level of self-containment in terms of travel to work than other parts of Salford.

- 2.24** More generally, Salford West benefits from the M60 and M62 motorways running through it, boosting the level of connectivity with surrounding areas, but this is to some extent at the cost of local environmental quality. As with other parts of the city, there are good radial routes into the Regional Centre, but orbital routes, particularly for public transport, are much more limited.
- 2.25** The Manchester Ship Canal marks the southern boundary of the city and remains an important piece of transport and drainage infrastructure. However, it also acts to some extent as a barrier to movements between Salford and Trafford to the south, and its potential for freight movement is currently under-exploited. City Airport Manchester, formerly known as Barton Aerodrome, is located in the south-west of the city and provides an important business and recreational asset, as well as being of heritage interest.
- 2.26** The Bridgewater Canal runs through part of Salford West and, together with the village of Worsley which is already an important tourism destination, has been placed on the UK's tentative list of potential World Heritage Sites because of its key role in the industrial revolution.
- 2.27** Despite being at the heart of a large conurbation, Salford includes significant areas of countryside. Approximately 35% of the city is designated as Green Belt, all of which is in Salford West and is relatively tight around the edge of the urban area, and there are also other strategic open spaces such as along the Irwell Valley and around Worsley.
- 2.28** Chat Moss is the largest area of open land within the city, and forms part of a larger mossland area stretching into Wigan and Warrington. It is relatively isolated from the rest of the city, and significant parts are notable for their tranquillity. The environmental quality of Chat Moss has been degraded over many decades as a result of peat cutting and agricultural activity, and there are active peat, sand and gravel extraction sites towards the western boundary of the city. Commercial farming has found economic conditions challenging in recent years, leading to agricultural decline and a fragmentation of the landscape. 'Hobby' farming and 'horsiculture' have become increasingly prevalent, both of which have their own impacts on landscape quality. Nevertheless, Chat Moss retains significant expanses of high-grade agricultural land, including more than 80% of all Grade 1 land in Greater Manchester, and it remains a very important landscape and biodiversity resource. It includes a proposed Site of Special Scientific Interest at Botany Bay Woods, and there is the potential for parts of it to be restored to lowland raised bog, which is a European priority habitat, complementing the existing Manchester Mosses Special Area of Conservation nearby in Wigan.
- 2.29** Although there are large areas of open land, much of it has limited public access or recreation use. That part of the Irwell Valley within Salford West has been subject to continuing land reclamation over recent years, tackling the problems of past industrial activity and creating new country parks, and this is continuing through the Forestry Commission's Newlands initiative.

### ***Future pressures and Regional Spatial Strategy policies affecting Salford***

- 2.30** The Manchester City Region is committed to delivering accelerated economic growth over the next few decades, so that by 2025 it is a world class city region with economic productivity levels matching those of London and the South East.<sup>(15)</sup> The Greater Manchester Strategy sets a vision that: “By 2020, the Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where the prosperity secured is enjoyed by the many and not the few.”<sup>(16)</sup> This approach is supported by the Regional Spatial Strategy (RSS), which states that interventions should be supported to achieve a significant improvement in the sub-region’s economic performance (Policy MCR1). If these ambitions are to be achieved then all parts of the city region will need to fully realise their economic potential, including Salford.
- 2.31** RSS Policy W3 indicates that Greater Manchester should provide for 2,285 hectares of employment land over the period 2005-2021, which incorporates a 20% flexibility factor. RSS Policy RT6 seeks to support the economic activity generated and sustained by the Manchester Ship Canal, and Policy RT8 says that consideration should be given to the allocation of land for an inter-modal freight terminal in South West Greater Manchester with access to the canal and rail.
- 2.32** Government projections suggest that the number of households in Salford will increase by around 650 per annum over the next 20 years, and that after many decades of decline the resident population will increase by 5,600.<sup>(17)</sup> However, the RSS effectively plans for a much higher level of household growth in the city, requiring the provision of an average of 1,600 dwellings per annum net of clearance replacement over the period 2003-2021, in an attempt to deliver a more sustainable pattern of development (Policy L4). In addition, Salford forms part of the Greater Manchester New Growth Point, which commits the city to providing an extra 20% above the RSS housing figure over the period 2008-2017. RSS Policy L3 highlights the importance of responding to any need to substantially restructure local housing markets, particularly in Housing Market Renewal Pathfinder Areas and other parts of the city region that are in need of housing regeneration. The proportion of the population aged 65 and over is expected to increase, which will also present challenges in terms of housing and service provision.
- 2.33** The scale of economic and housing development proposed for Greater Manchester and Salford is therefore very significant and will put pressures on land resources. Nevertheless, RSS Policy RDF4 states that there is no need for any “exceptional substantial strategic change to Green Belt and its boundaries” in Greater Manchester before 2011, but allows for local detailed boundary changes through the Local Development Framework where the Regional Planning Body (4NW) is supportive. RSS Policy L4 sets a target for Salford that at least 90% of the new housing should utilise previously-developed land or existing buildings.
- 2.34** RSS Policy RDF1 identifies the regional centres of Manchester and Liverpool as the first priority for growth and development in the North West region. RSS Policy MCR2 seeks to ensure that the Regional Centre of the Manchester City Region continues to develop as the primary economic driver, providing the main focus for business, retail, leisure, cultural and tourism development in the City Region. In particular, it prioritises the expansion of the knowledge economy throughout the Regional Centre, especially related to the universities

15 “The Manchester City Region Development Programme 2006: Accelerating the Economic Growth of the North” – Manchester City Region Development Programme Steering Group (2006)

16 “The Greater Manchester Strategy” – Association of Greater Manchester Authorities (August 2009)

17 ONS Revised 2004-based household and population projections

and hospitals, and says that residential proposals in the Regional Centre should be part of mixed use employment schemes and provide a good range of housing sizes, types and affordability.

- 2.35** The inner areas surrounding the regional centres of Manchester and Liverpool are identified in RSS Policy RDF1 as the second priority for growth, with particular emphasis placed on areas in need of regeneration and Housing Market Renewal Areas. Policy MCR2 says that residential development should be focused in these areas in order to secure a significant increase in their population, to support major regeneration activity including the Manchester-Salford Housing Market Renewal Pathfinder, and to secure the improvement of community facilities and the creation of housing in terms of size, type, tenure and affordability. However, it is not just about housing, and the policy also says that employment should be provided for as well.
- 2.36** The rest of Salford falls within the northern part of the Manchester City Region as identified in the RSS. Policy MCR5 seeks to secure improvements that enable the area to compete more effectively for economic investment now and in the future, helping to achieve significant improvements in productivity and creating conditions for sustainable growth. It also encourages an expansion in the quality and choice of housing, and the diversification of the rural economy.
- 2.37** Human-induced climate change is now a generally accepted fact, and scenarios for the North West region anticipate an increase in average annual temperatures and maximum summer temperatures, a decrease in summer rainfall but an increase in winter rainfall, and an increase in extreme weather events such as storms.<sup>(18)</sup> This could have significant impacts on the city, for example in terms of increasing flood risk associated with the River Irwell and sewers, a reduction in soil moisture affecting agricultural productivity and increasing the need for irrigation, reductions in summer air quality as a result of increasing ozone concentrations, increased stress on wildlife species and habitats such as the mosslands, and impacts on human health resulting from the higher summer temperatures.
- 2.38** Such issues have major implications for the city's green infrastructure, which RSS Policy EM3 emphasises the importance of protecting and enhancing. Policy EM17 requires that at least 10% of the electricity supplied within the North West region be provided from renewable energy sources, increasing to 15% by 2015 and 20% by 2020. RSS Policy EM18 sets indicative targets for total renewable energy generating capacity to support this (including existing schemes but excluding microrenewables), which for Greater Manchester are 153.2MW in 2010, rising to 276.2MW in 2015 and 288.4MW in 2020.

### **Key challenges**

- 2.39** It can be seen that there is a very broad range of issues that the Core Strategy needs to address. In particular, the following key challenges can be identified:
- How can the economic growth ambitions for the Manchester City Region be fully supported in a way that maximises the benefits for local residents in terms of reducing worklessness and improving average household incomes, whilst minimising potential negative impacts?
  - How can the high dwelling requirement be met in a way that provides a diverse mix of affordable housing in attractive neighbourhoods of choice with accessible, high quality facilities?

18 "Climate Change Scenarios for the United Kingdom: The UKCIP02 Scientific Report" – UK Climate Impacts Programme (2002)

- How can the successful ongoing regeneration of Central Salford be maintained, and extended to other areas of need?
- How can enhancements in the quality of life of residents be supported, particularly in terms of improving health?
- How can the city's environmental assets be protected and enhanced, whilst maximising their benefits for residents?
- How can the city's contributions to climate change be minimised, and the impacts of climate change be adapted to?
- How can the image of the city continue to be enhanced and its tourism potential sustainably exploited?
- How can the distinct roles of different parts of the city be maintained and enhanced to contribute to the overall success of Salford and the wider Manchester City Region?



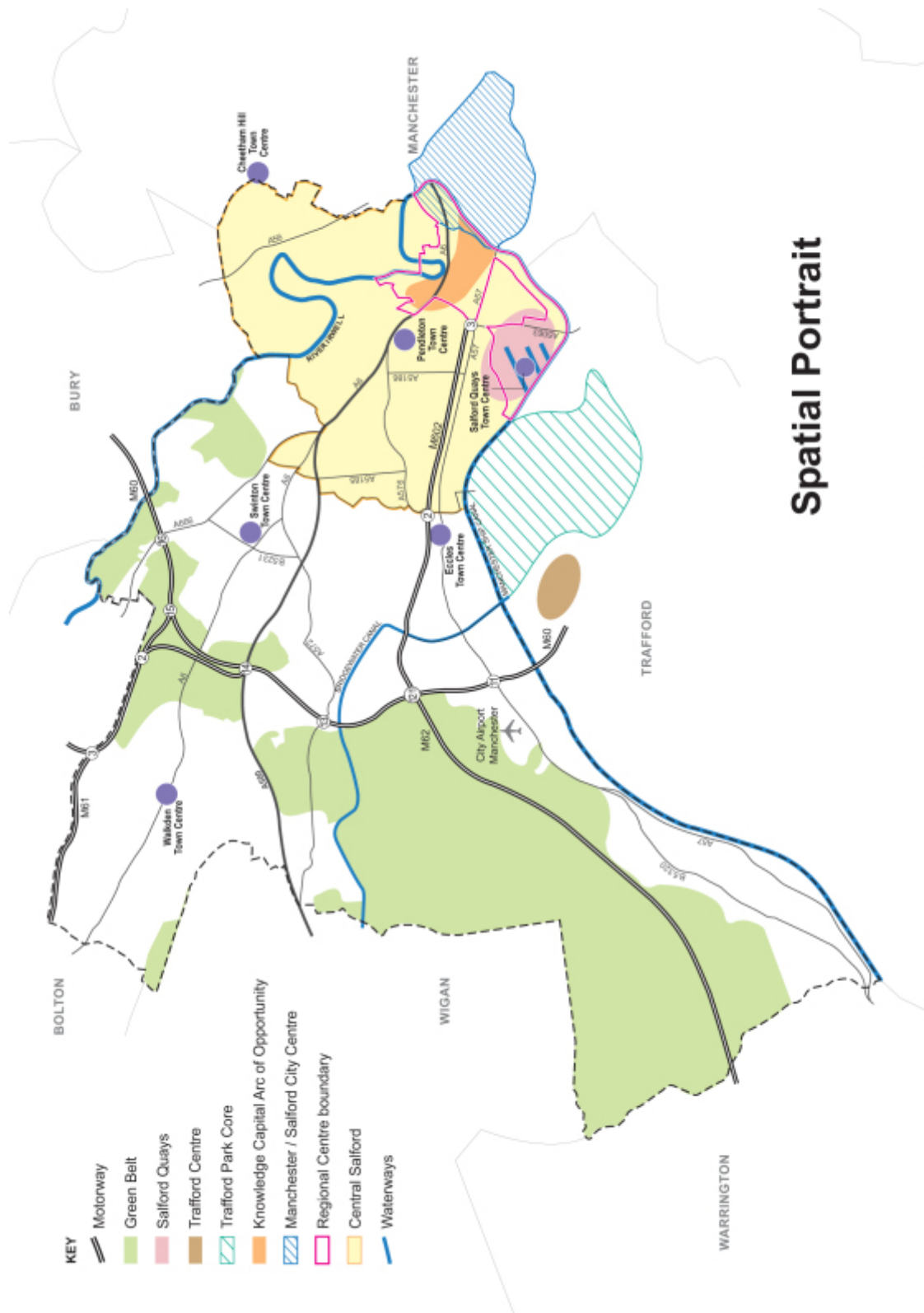


Figure 2.2 Spatial Portrait



### 3 Spatial Vision

- 3.1** In 2027, Salford will be a city of international importance, renowned for its innovation, opportunities, quality of life, and community spirit. It will be a beautiful and welcoming city, driven by energetic and engaged communities of highly skilled, healthy and motivated citizens, who have built a diverse and prosperous culture and economy which encourages and recognises the contribution of everyone, for everyone.
- 3.2** Comprehensive and coordinated regeneration activity will have positively transformed Salford, creating diverse and varied neighbourhoods where people actively choose to live, but in a way that retains existing residents and communities, and protects and enhances the buildings, spaces and other features that make a positive contribution to the character and history of the city. It will be a place where businesses choose to locate, with a wide array of investment opportunities and an emphasis on ensuring that everyone shares in the benefits of economic growth. Targeted public investment, for example through the environmental enhancement of key transport corridors, will have helped to attract major private sector investment into the city. High quality design in new development will help to maximise the attractiveness and successful functioning of the city.
- 3.3** Salford's carbon footprint will have been minimised. There will be an emphasis on a low carbon economy, and all new developments will be 'zero carbon'. This will have been supported by a major increase in the city's renewable and low carbon decentralised energy capacity, which will also enhance energy security for businesses and residents. New development will have been designed to mitigate and adapt to the impacts of climate change.
- 3.4** Salford will be renowned for being a connected city at the forefront of technology. It will become increasingly physically and functionally integrated with its surroundings, not just at the local and sub-regional levels, but also at the regional, national and global levels, with it being seen as a key node within the North West European Trade Axis. It will take advantage of its excellent location in relation to the regional motorway and rail networks, which will be subject to significant improvements to increase capacity and alleviate congestion, and it will exploit the direct connections those networks provide to the nearby thriving city regions of Leeds and Liverpool, other major centres such as Preston, and the international gateways of Manchester Airport, Liverpool John Lennon Airport, and the Port of Liverpool.
- 3.5** Salford will be integral to all aspects of the success of the Manchester City Region and will maximise the benefits of its location at the heart of the UK's most successful city region outside London, helping to drive forward the city's economy and attract new residents and visitors. Its relationships with surrounding locations such as the rest of the Manchester/Salford City Centre, the Trafford Centre and Trafford Park, and Bolton Town Centre will have been further strengthened to maximise the benefits for local residents and businesses.
- 3.6** The city will also have a strong level of internal integration, with excellent connections throughout. An integrated network of multi-functional open spaces and other "green" features will run throughout the city, extending into neighbouring local authority areas, providing a range of easily accessible interconnected recreation opportunities and wildlife habitats, as well as relief from a warming climate and attractive routes to jobs and facilities. This network will have assisted in ensuring that cycling and walking are the preferred modes of everyday transport, followed by much improved public transport services, helping to promote good health and improve the city's air quality. This will be complemented by the careful location of new facilities and services (including shops, health centres, schools, and culture, sports and leisure opportunities) to help maximise their accessibility for local residents.

- 3.7** Salford's part of the Regional Centre will have seen very high levels of investment and development, providing a vibrant mix of uses based around employment, housing, local facilities and visitor attractions. It will make a major contribution to the economic success of the North of the country, and images of the Regional Centre will be recognised across the globe.
- 3.8** The Chapel Street area of the Regional Centre will have been transformed by major projects such as Greengate and Salford Central, and will have become an increasingly important and integral quarter of Manchester/Salford City Centre. Increasing numbers of Salford residents will access higher education, including an improved and expanded University of Salford, which will enable more local people to secure well-paid employment opportunities, particularly the ever-increasing number of knowledge-based jobs. Salford Quays will have expanded its role as a major tourism destination, office location and residential area, with high quality retail and community facilities. It will also act as the focus for MediaCityUK, which will stretch northwards and westwards across over 200 hectares of previously-developed land providing an internationally renowned, major concentration of media-related and other knowledge-based industries. The recreational benefits of the River Irwell will be maximised for those visiting, living or working in the Regional Centre, the rest of the river valley and surrounding areas.
- 3.9** The inner city neighbourhoods in the rest of Central Salford will have been transformed into distinctive areas where people genuinely aspire to live, offering a diverse range of high quality housing in an attractive and safe environment. This will have helped to reverse the population loss that such areas have suffered over recent decades. These neighbourhoods will embody the concept of sustainable communities, with excellent access to employment opportunities and a full range of facilities and services. The very close proximity to the Regional Centre will be a major selling point for the area, and it will be particularly attractive to former residents of the Regional Centre who are seeking a slightly more suburban setting, particularly those with children. The size, quality and diversity of Pendleton Town Centre will have been significantly enhanced, and it will successfully meet the everyday needs of many Central Salford residents. The co-ordinated management of the River Irwell basin at the sub-regional level will have minimised the risk of flooding within Central Salford, as will the sensitive and careful location and design of new development.
- 3.10** The western part of the city will generally be characterised by lower densities of development than in the rest of Salford, with excellent access to the open countryside, characterful and popular residential areas, high quality local centres and jobs, and a plentiful supply of family housing, all within easy reach of the myriad of opportunities of the Regional Centre. The regional motorway network running through the area will be a major benefit for residents and businesses, providing direct routes to the rest of the North of the country and beyond. The potential of the Manchester Ship Canal will be increasingly exploited for more sustainable economic opportunities and freight movements. Eccles Town Centre, Swinton Town Centre and Walkden Town Centre will all have seen significant enhancement, with the first of these increasingly benefiting from functional links to MediaCityUK.
- 3.11** The city's countryside and urban fringe will provide a series of multifunctional, strategically important open spaces. At the heart of Chat Moss will be a major area of degraded lowland raised bog undergoing restoration and providing an important carbon sink. The remainder of the countryside area will provide a thriving agricultural economy and good public access to large areas of open land and associated recreation opportunities, including tranquil areas.

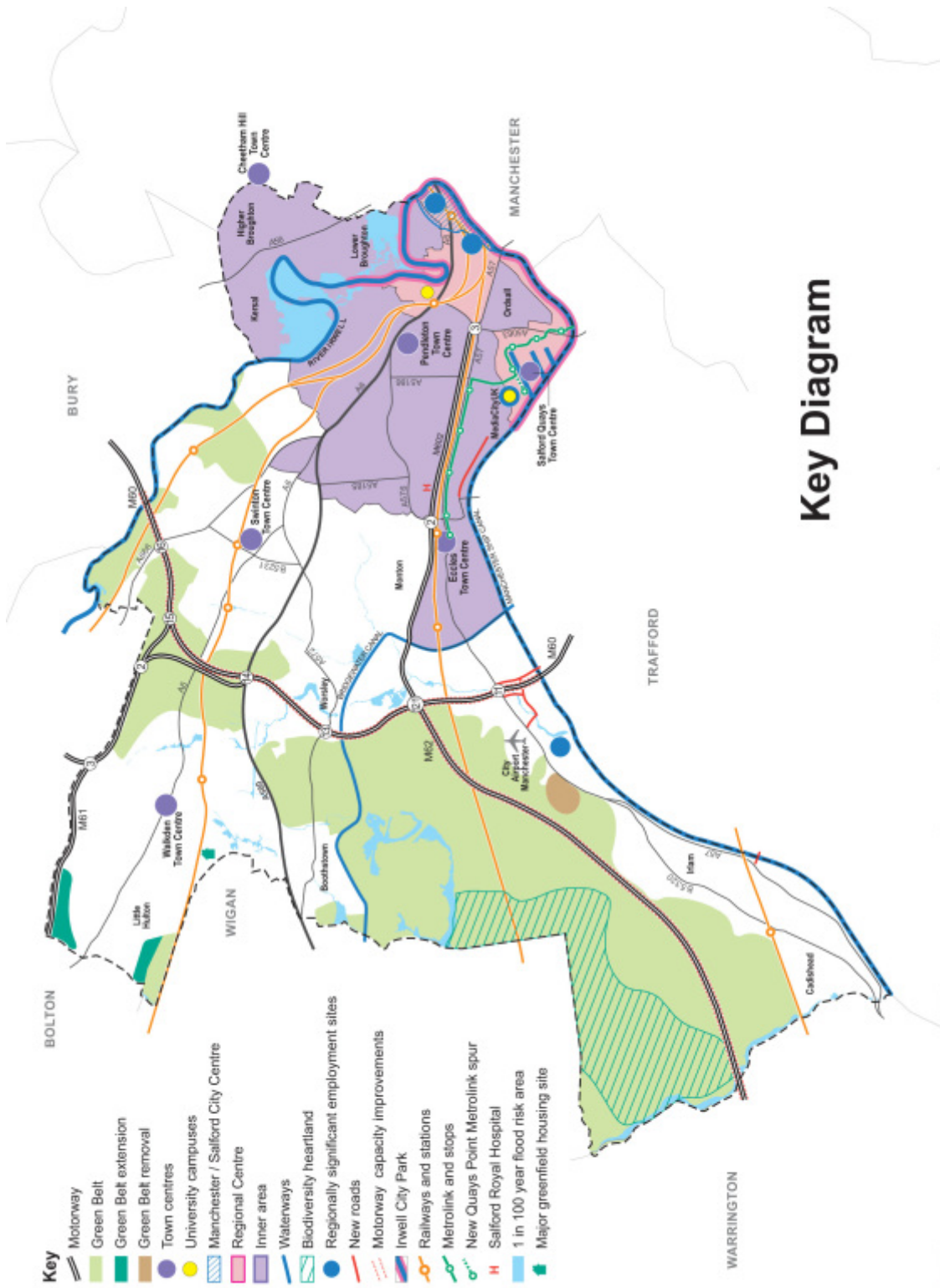


Figure 3.1 Key Diagram



## 4 Strategic Objectives

**4.1** The table below sets out a series of strategic objectives for the Core Strategy that will help to deliver the Spatial Vision set out above, and the reasons why those objectives are important. It also identifies the main policies in the Core Strategy that will help to implement each of the objectives, although in practice many other policies will collectively contribute to their achievement. More specific targets are currently being produced for some of the objectives and will be included in the Publication Core Strategy. All objectives relate to the time period 2007-2027 unless otherwise stated.

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Employment</b>		
i	To deliver 1.11 million square metres of new employment floorspace in Salford	Supports the economic growth of Salford and the wider sub-region, and the accessibility of employment opportunities in the city	Policies E1 and E2

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Employment</b>		
ii	To deliver an internationally important MediaCityUK focused around Salford Quays	Supports a key economic growth sector and the largest economic initiative in the city, helping to enhance Salford's international profile and perceptions of the city	Policy E1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Employment</b>		
iii	To provide 500,000 square metres of new office floorspace in the Regional Centre	Helps to consolidate the Regional Centre's position as the primary economic driver for the Manchester City Region	Policy E1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Employment</b>		
iv	To significantly increase the number of tourism visits to the city	Supports a key economic growth sector, enhances perceptions of the city, and is linked to the positive use of the city's heritage	Policies T01, T02, T03, HE2, HE3, HE4 and HE5

## Strategic Objectives

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Housing</b>		
v	To deliver a net increase of 33,750 dwellings	Helps to meet the housing needs generated by household growth in the Manchester City Region, in accordance with the Regional Spatial Strategy	Policy H1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Housing</b>		
vi	To deliver a net increase of at least 9,500 houses	Assists in ensuring that there is a good mix of new homes being provided, helping to attract more families to live in Salford	Policies H1, H2 and H3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Housing</b>		
vii	To deliver 5,300 new affordable homes	Helps to ensure that households can access the new homes that are being provided, meeting identified housing needs	Policy H4

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Housing</b>		
viii	To secure at least 90% of all new dwellings on previously-developed land	Supports regeneration and the efficient use of land, and implements the target in the Regional Spatial Strategy	Policies H1, H3, and DM1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Housing</b>		
ix	To achieve an average score for new residential developments of at least 16 against the Building for Life questions	Supports a high quality, attractive and functional city, with housing that meets the needs of residents	Policy H3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Local facilities</b>		
x	To deliver a net increase of xx,xxx square metres of retail floorspace (figure to be added once retail study completed)	Ensures that the shopping needs of Salford residents can be met	Policies TC1, TC2 and TC3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Local facilities</b>		
xi	To develop and implement improvement plans for the town centres at Eccles, Pendleton, Swinton and Walkden	Supports the successful functioning of the city's town centres and their ability to meet the needs of residents	Policy TC2

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Local facilities</b>		
xii	To establish a new town centre at Salford Quays	Helps to ensure that the area has a strong focus and the needs of the very large proposed increase in workers, residents and tourists can be satisfactorily met	Policy TC3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Accessibility</b>		
xiii	To significantly increase the number of passengers using Salford Central and Salford Crescent rail stations	Supports the success of the Regional Centre and helps to secure a modal shift from the private car to public transport	Policy T1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Accessibility</b>		
xiv	To increase the proportion of households within easy travel time by public transport and walking to facilities and employment: <ul style="list-style-type: none"> <li>• Employment – 20 minutes</li> <li>• Primary schools – 15 minutes</li> </ul>	Ensures that residents have excellent access to a full range of facilities and opportunities, thereby promoting social inclusion,	Policies E1, E2, H1, ED1, ED2, HL1, T03, and DM1

## Strategic Objectives

	Strategic objective	Reasoning	Key Core Strategy policies
	<ul style="list-style-type: none"> <li>• Secondary schools – 15 minutes</li> <li>• Hospitals – 30 minutes</li> <li>• GPs – 15 minutes</li> <li>• Food shops – 15 minutes</li> <li>• Further education – 30 minutes</li> <li>• MediaCityUK – 30 minutes</li> <li>• Local play areas – 5 minutes (by walking only)</li> <li>• Neighbourhood parks – 15 minutes (by walking only)</li> </ul>	reducing the need to travel, and minimising use of the private car	

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Accessibility</b>		
xv	To improve journey times on the M60 and M62 motorways	Supports the economic success of the Manchester City Region and the functioning of the national transport network	Policies E1, E2, H1, T1, T2, T3, T4, T5, T6 and T7

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Accessibility</b>		
xvi	To significantly increase the amount of freight carried on the Manchester Ship Canal within Salford	Reduces the amount of freight that needs to be moved by road, thereby helping to minimise congestion and air pollution	Policy T7

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Climate change</b>		
xvii	To significantly reduce per capita carbon dioxide emissions in Salford	Supports the achievement of national targets that aim to reduce human-induced climate change	Policies E1, E2, H1, T1, T2, T3, T4, T5, T6, T7, EG1, GB3, and DM1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Climate change</b>		
xviii	To significantly increase the capacity of decentralised renewable and low carbon energy supplies in Salford	Helps to meet the carbon reduction targets and improve energy security	Policy EG1



	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Water</b>		
xix	To meet the Water Framework Directive requirements relating to water quality for all of Salford's watercourses by 2027	Supports the achievement of international obligations that will help to improve biodiversity	Policies WA2 and WA3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Water</b>		
xx	To reduce the number of properties that would suffer significant damage in a 1 in 100 year flood event	Helps to minimise the impact that a major flood event would have on residents and businesses	Policy H1 and WA3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		
xxi	To significantly increase the amount of green infrastructure in Salford that is positively and actively utilised for key functions: <ul style="list-style-type: none"> <li>• Recreation</li> <li>• Biodiversity</li> <li>• Agriculture</li> <li>• Flood risk mitigation</li> </ul>	Supports the provision of a high quality of life for Salford residents, as well as a successfully functioning city	Policy G11 and T02

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		
xxii	To ensure that there is no net loss in Salford's Green Belt	Supports the recycling of previously-developed land and the achievement of Government objectives for no reduction in Green Belt in each region	Policy GB1

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		

## Strategic Objectives

	Strategic objective	Reasoning	Key Core Strategy policies
xxiii	To increase the number of people who are satisfied with their neighbourhood	Ensures that the city is a good place to live, attracting and retaining residents	All policies

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		
xxiv	To have at least 350 hectares of land in the Biodiversity Heartland of Chat Moss undergoing restoration to lowland raised bog or a complementary wetland habitat by 2027	Supports the achievement of national and international objectives relating to the protection and enhancement of biodiversity, as well as providing an important carbon sink	Policy GB3

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		
xxv	To at least maintain the current number of nationally designated heritage assets (listed buildings, scheduled ancient monuments, and historic parks and gardens) and increase the total area of designated conservation areas	Ensures that the city's key heritage assets are protected and enhanced, which in turn supports improvements in neighbourhood quality, character and identity	Policy T8, HE1, HE2, HE3 and HE4

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		
xxvi	To significantly increase the area of high quality and well-used public space within the Regional Centre	Supports the successful functioning of the Regional Centre as the sub-region's primary economic driver and an attractive place to live and visit	Policy D2, G11 and T02

	Strategic objective	Reasoning	Key Core Strategy policies
	<b>Environmental quality</b>		

	Strategic objective	Reasoning	Key Core Strategy policies
xxvii	To significantly decrease the area of Salford that is covered by an Air Quality Management Area	Helps to improve quality of life and minimise negative impacts on human health and biodiversity	Policies E1, E2, H1, T1, T2, T3, T4, T5, T6, T7, EG1 and DM1

**4.2** There is not considered to be any inherent inconsistency between any of these strategic objectives. Some tensions may arise, for example with the scale of development incorporated within objectives i and v potentially putting pressure on greenfield land (objective viii), motorway journey times (objective xv), climate change (objective xvii), water quality (objective xix), green infrastructure (objective xxi), Green Belt land (objective xxii) and air quality (objective xxvii). A key role for the Core Strategy will therefore be to ensure that these tensions are managed and that all of the strategic objectives are delivered rather than some being achieved at the expense of others.



## 5 Supporting the Sustainable Community Strategy

### *The Sustainable Community Strategy*

**5.1** Salford's Sustainable Community Strategy 2009-2024, 'Connecting People to Opportunities', sets out the aspirations and priorities of Partners IN Salford (the city's local strategic partnership). Government guidance strongly emphasises the importance of the relationship between the Core Strategy and the Sustainable Community Strategy, and ensuring that they have shared priorities.<sup>(1)</sup> The Sustainable Community Strategy sets out a vision for Salford in 2024, and this is incorporated within the first paragraph of the Core Strategy's Spatial Vision set out above, which extends it to 2027 and explains in more detail what this means for different parts of the city.

**5.2** The Sustainable Community Strategy identifies seven themes that describe the different elements within which there needs to be partnership working to achieve its vision. These are:

- A healthy city
- A safe city
- A learning and creative city
- A city where children and young people are valued
- An inclusive city
- An economically prosperous city
- A city that's good to live in

### *Compatibility of the Core Strategy Objectives with the Sustainable Community Strategy*

**5.3** The table below identifies the main links between the Core Strategy Strategic Objectives and the seven themes of Salford's Sustainable Community Strategy.

Ref.	Strategic objective	Healthy	Safe	Learning/creative	Young people	Inclusive	Prosperous	Good to live in
	<b>Employment</b>							
i	To deliver 1.11 million square metres of new employment floorspace in Salford			✓		✓	✓	✓
ii	To deliver an internationally important MediaCityUK focused around Salford Quays			✓		✓	✓	✓

1 "Planning Policy Statement 12: Local Spatial Planning" – Department for Communities and Local Government (June 2008)

Ref.	Strategic objective	Healthy	Safe	Learning/creative	Young people	Inclusive	Prosperous	Good to live in
iii	To provide 500,000 square metres of new office floorspace in the Regional Centre			✓		✓	✓	✓
iv	To significantly increase the number of tourism visits to the city			✓		✓	✓	✓
	<b>Housing</b>							
v	To deliver a net increase of 33,750 dwellings	✓				✓	✓	✓
vi	To deliver a net increase of at least 9,500 houses	✓				✓	✓	✓
vii	To deliver 5,300 new affordable homes	✓				✓	✓	✓
viii	To secure at least 90% of all new dwellings on previously-developed land						✓	✓
ix	To achieve an average score for new residential developments of at least 16 against the Building for Life questions	✓				✓	✓	✓
	<b>Local facilities</b>							
x	To deliver a net increase of xx,xxx square metres of retail floorspace (figure to be added once retail study completed)					✓	✓	✓
xi	To develop and implement improvement plans for the town centres at Eccles, Pendleton, Swinton and Walkden					✓	✓	✓

Ref.	Strategic objective	Healthy	Safe	Learning/creative	Young people	Inclusive	Prosperous	Good to live in
xii	To establish a new town centre at Salford Quays					✓	✓	✓
	<b>Accessibility</b>							
xiii	To significantly increase the number of passengers using Salford Central and Salford Crescentrail stations					✓	✓	✓
xiv	To increase the proportion of households within easy travel time by public transport, cycling and walking to facilities and employment: <ul style="list-style-type: none"> <li>• Employment – 20 minutes</li> <li>• Primary schools – 15 minutes</li> <li>• Secondary schools – 15 minutes</li> <li>• Hospitals – 30 minutes</li> <li>• GPs – 15 minutes</li> <li>• Food shops – 15 minutes</li> <li>• Further education – 30 minutes</li> <li>• MediaCityUK – 30 minutes</li> <li>• Local play areas – 5 minutes (by walking only)</li> <li>• Neighbourhood parks – 15 minutes (by walking only)</li> </ul>	✓	✓	✓	✓	✓	✓	✓
xv	To improve journey times on the M60 and M62 motorways						✓	✓
xvi	To significantly increase the amount of freight carried on the ManchesterShip Canal within Salford	✓					✓	✓

Ref.	Strategic objective	Healthy	Safe	Learning/creative	Young people	Inclusive	Prosperous	Good to live in
	<b>Climate change</b>							
xvii	To significantly reduce per capita carbon dioxide emissions in Salford	✓	✓				✓	✓
xviii	To significantly increase the capacity of decentralised renewable and low carbon energy supplies in Salford						✓	✓
	<b>Water</b>							
xix	To meet the Water Framework Directive requirements relating to water quality for all of Salford's watercourses by 2027	✓					✓	✓
xx	To reduce the number of properties that would suffer significant damage in a 1 in 100 year flood event	✓	✓			✓	✓	✓
	<b>Environmental quality</b>							
xxi	To significantly increase the amount of green infrastructure in Salford that is positively and actively utilised for key functions: <ul style="list-style-type: none"> <li>• Recreation</li> <li>• Biodiversity</li> <li>• Agriculture</li> <li>• Flood risk mitigation</li> </ul>	✓	✓	✓	✓	✓	✓	✓
xxii	To ensure that there is no net loss in Salford's Green Belt							✓



Ref.	Strategic objective	Healthy	Safe	Learning/creative	Young people	Inclusive	Prosperous	Good to live in
xxiii	To increase the number of people who are satisfied with their neighbourhood	✓	✓	✓	✓	✓	✓	✓
xxiv	To have at least 350 hectares of land in the Biodiversity Heartland of Chat Moss undergoing restoration to lowland raised bog or a complementary wetland habitat by 2027							✓
xxv	To at least maintain the current number of nationally designated heritage assets (listed buildings, scheduled ancient monuments, and historic parks and gardens) and increase the total area of designated Conservation Areas					✓	✓	✓
xxvi	To significantly increase the area of high quality and well-used public space within the Regional Centre	✓				✓	✓	✓
xxvii	To significantly decrease the area of Salford that is covered by an Air Quality Management Area	✓				✓	✓	✓

### ***How will the Core Strategy help to deliver the Sustainable Community Strategy?***

**5.4** The Sustainable Community Strategy identifies a series of objectives that will help to deliver each of the seven themes, with links being identified across many of the themes. The following sections explain the main ways in which the Core Strategy will help to achieve each of the seven themes of the Sustainable Community Strategy, and the principal objectives of the Sustainable Community Strategy that it will help to deliver.

### A healthy city

- 5.5** The Core Strategy specifically supports the improvement of health facilities, both in terms of improving the quality of primary care and the more strategic facilities at Salford Royal Hospital. This is complemented by a range of measures that promote healthy lifestyles, such as major improvements in the quality and accessibility of recreation opportunities throughout the city, and the improvement of pedestrian and cycling routes.
- 5.6** The Core Strategy seeks to reduce contributors to poor health, for example by minimising the risks and impacts of flooding, controlling the location of hazardous uses, and ensuring new developments minimise the opportunities for crime. Similarly, it promotes improvements in air quality by reducing reliance on vehicular traffic both for the movement of people and freight, and encouraging additional 'green infrastructure' that can help to remove pollutants from the air.
- 5.7** Good mental health is supported by reducing deprivation (see economic prosperity section below), delivering high quality affordable homes of a reasonable size, increasing access to nature, and promoting improvements in overall environmental quality. The Core Strategy also seeks to minimise the impacts of increasing temperatures associated with global warming by ensuring that there are accessible open spaces particularly within higher density areas. A requirement for more wheelchair accessible housing and adaptable homes will help to ensure that those in poor health can remain in their own homes for as long as possible.
- 5.8** Two criteria relating to health are included within the development management policy, requiring all developments to encourage healthy lifestyles and not result in an unacceptable physical risk to the public.
- 5.9** The Core Strategy will particularly help to support the following health-related objectives of the Sustainable Community Strategy:
- We will increase life expectancy by:
    - Increasing levels of physical activity
  - We will improve quality of life, mental health and wellbeing by:
    - Providing good quality open and green spaces which promote healthy lifestyles
    - Improving access to services and housing for older people and people with disabilities
    - Promoting independence and self-care
    - Improving quality of life for older people

### A safe city

- 5.10** The Core Strategy requires all development to minimise crime, the fear of crime, and the threat of terrorism, and to support personal and property security. The mixed-use approach in the Regional Centre and town centres will help to ensure that there is activity throughout the day, as will the increased emphasis on walking and cycling, providing the type of natural surveillance that helps to discourage criminal activity.
- 5.11** The emphasis on regeneration coupled with the scale of development proposed will help to ensure that vacant and underused land and buildings are brought into active use. This should not only reduce the potential for crime, but also help communities to feel safer and improve perceptions of local areas. The Core Strategy as a whole should help to enhance the image of the city and raise aspirations.

- 5.12** The comprehensive recreation standards coupled with strategic recreation proposals and tourism initiatives will help to ensure that there are plenty of activities for people to engage in, which should help to minimise the potential for anti-social behaviour. The enhancement of the city's schools should also assist in providing suitable programmes aimed at reducing anti-social behaviour.
- 5.13** A strong approach is taken to minimising the risk of flooding, and the development management policy specifically supports a safe city by seeking to ensure that development does not result in an unacceptable physical risk to the public. The road user hierarchy set out in the transport section prioritises more vulnerable road users, which should help to enhance safety.
- 5.14** The Core Strategy will particularly help to support the following safety-related objectives of the Sustainable Community Strategy:
- We will reduce crime and disorder by:
    - Creating safe transport networks
  - We will reduce anti-social behaviour by:
    - Providing diversionary activities and educational programmes which promote individual responsibility
  - We will help communities to feel safer and reduce fear of crime by:
    - Improving perceptions of Salford

### **A learning and creative city**

- 5.15** The Core Strategy specifically supports the improvement of education facilities across the city. This applies to all levels, including primary schools, secondary schools, Salford College, and the University of Salford. This should support continued improvements in qualification and skill levels of the city's residents, utilising new technologies and design innovations. The strong emphasis on promoting economic growth, particularly in the Regional Centre, will help to ensure that there are also training opportunities with local employers.
- 5.16** Culture and arts are identified as key components of the strategy for Salford Quays and the Crescent, and both areas are identified as important locations for sporting, artistic and other public events. There is also a proposal for a major new sports stadium for Salford Reds Rugby League Club at Barton. More generally, the Core Strategy promotes a broad range of recreation and leisure opportunities, including play areas that promote the development of children, supporting an active and sporting city
- 5.17** The Core Strategy will particularly help to support the following learning and creativity-related objectives of the Sustainable Community Strategy:
- We will improve educational attainment for all children, including the most vulnerable by:
    - Getting more people into higher education
  - We will improve skill levels by:
    - Improving basic literacy, numeracy and IT skills for all
    - Encouraging life long learning and personal development
    - Maximising the benefits of new technology
  - We will make Salford a cultural, active and sporting city by:
    - Providing cultural, arts and leisure opportunities to meet the diverse needs of all communities and as a means of engagement and bringing people together

- Promoting the city for major sporting, cultural and leisure events
- Providing local facilities for recreational, sporting and cultural experiences, including safe environments for children to play and develop

### **A city where children and young people are valued**

- 5.18** Regeneration is a strong theme throughout the Core Strategy, which will help to reduce child poverty. The proposals to improve the quality of housing, particularly in terms of meeting decent homes standards, will help to ensure that children and young people have an appropriate place to live. The proposals for increasing the supply and quality of affordable housing and private rented dwellings will increase the availability of residential accommodation that young people, who are perhaps more likely to be on lower incomes, are able to access.
- 5.19** The proposals for improved education facilities will support improved skills development, which in turn should enable more Salford residents to access the high quality employment opportunities that the Core Strategy is seeking to further expand through initiatives such as MediaCityUK and the scale of new office floorspace proposed in the Regional Centre. The proposals for improved public transport, expanded cycling networks, and better local facilities should also help to reduce disadvantage.
- 5.20** The Core Strategy includes a comprehensive range of recreation standards, which new residential development will need to support the achievement of where there is a local deficit, as well as a series of strategic recreation proposals. These will help to ensure that there are accessible and safe environments for children to play.
- 5.21** The Core Strategy will particularly help to support the following objectives of the Sustainable Community Strategy related to children and young people:
- We will give children the best start in life by:
    - Providing safe environments where children can play, interact and learn social skills
  - We will reduce child poverty by:
    - Improving educational attainment and attendance
    - Reducing the impact of poverty and disadvantage

### **An inclusive city**

- 5.22** Social inclusion is specifically identified as an objective of the Core Strategy's development management policy, which requires all development to promote community cohesion and equality, including in terms of race, gender, disability, sexual orientation, religion/belief and age. The scale of employment and residential development should help to ensure that everyone is able to benefit from future investment in the city, and the development management policy specifically requires all development to support the regeneration of the local area and maximise the wider benefits of the development for the local community.
- 5.23** The Core Strategy seeks to ensure that new homes are as adaptable as possible, and requires 10% of new dwellings to be fully wheelchair accessible. This should help people to remain in their communities for longer. Housing renewal is promoted, as are residential developments that will help to attract new people to the city, but the Core Strategy specifically seeks to ensure that all proposals retain existing communities.

- 5.24** The Core Strategy aims to ensure that all residents have good access to a full range of facilities, and this is one of the document's strategic objectives. There are specific proposals to support an improved network of town and local centres, and the comprehensive range of recreation standards and the green infrastructure policy should help to ensure there is good access to open spaces. Other policies aimed at supporting improvements to education and health facilities should also support social inclusion.
- 5.25** The Core Strategy as a whole should help to increase aspirations, with it promoting strong economic growth, improvements to the city's housing offer, and enhancements in environmental quality. Development proposals will help to tackle problems that blight individual neighbourhoods, supported for example by the coordinated approach to improving the streetscene set out in the Transport chapter.
- 5.26** The Core Strategy will particularly help to support the following inclusion-related objectives of the Sustainable Community Strategy:
- We will engage, empower and encourage all residents to be active in their community by:
    - Enabling family and community networks to provide support to one another
    - Encouraging individual responsibility, raising aspirations and increasing expectations
  - We will create a welcoming and cohesive city by:
    - Bringing people together from different groups and promoting good relations across diverse communities
    - Supporting the integration of new and emerging communities
  - We will improve neighbourhood working to respond to local need by:
    - Ensuring that residents have access to local facilities
    - Working to increase the sense of belonging and pride in local neighbourhoods

### **An economically prosperous city**

- 5.27** The Core Strategy plans for a high level of economic development, which will benefit not just Salford but also the wider sub-region, and in the case of MediaCityUK the country as a whole. It identifies a series of regionally and sub-regionally significant sites, and protects existing employment areas, and together these measures will help to ensure that a large scale of economic development is delivered and that there are opportunities for business start-ups. The Core Strategy seeks to ensure a diverse and varied economy, and as well as providing for office, warehousing and industrial needs, it also supports the retail sector through new and improved town and local centres, and the rural economy through the promotion of agricultural activity in parts of Chat Moss and farm diversification where appropriate.
- 5.28** The Core Strategy includes a range of proposals to ensure that the infrastructure needs of economic development can be sustained, for example relating to transport, energy, water and wastewater, as well as supporting the economic potential of existing infrastructure such as City Airport Manchester. This includes proposals to reduce congestion as far as possible, which has a negative impact on prosperity. Many of the proposals and policies in the Core Strategy will help to enhance the image of the city, such as the approach to enhancing the green infrastructure network and securing high quality design, which should assist in attracting investment and tourism visits. Parts of the Regional Centre, such as Salford Quays and the Crescent, together with Worsley and the Bridgewater Canal are identified as having particular tourism potential.

**5.29** The Core Strategy seeks to deliver sufficient housing in the right locations and of the right quality and affordability, which will be essential to ensuring that employers have easy access to a suitable labour market. Some greenfield land will be released to ensure that there is a good supply of housing of the very highest quality in areas that can help to attract the skilled workers that will be essential to driving forward the economy of Salford and Greater Manchester. At the same time, the Core Strategy supports the improvement of education facilities across the city to assist in increasing the skills of Salford residents, which will help to ensure that they share in the city's growing economic prosperity as well as providing the labour for businesses to deliver that prosperity.

**5.30** The Core Strategy will particularly help to support the following objectives of the Sustainable Community Strategy related to economic prosperity:

- We will encourage investment to create job opportunities by:
  - Ensuring that we have enough land for business growth
  - Improving infrastructure including transport
  - Promoting regeneration which achieves local benefits
  - Making MediaCityUK a famous success
  - Ensuring there is an adequate pool of suitably skilled labour within the city
- We will encourage business and enterprise development by:
  - Promoting a more enterprising culture
  - Developing key employment sectors
  - Creating an environment that will improve the performance of existing businesses
  - Creating quality environments which will attract investors and businesses to the city
- We will reduce poverty, increase income levels and tackle worklessness by:
  - Improving residents' skills
  - Raising individual aspirations
  - Getting more local people into work

### **A city that's good to live in**

**5.31** Virtually every aspect of the Core Strategy is about ensuring that the city is a good place to live. Housing is clearly vital to this, and the Core Strategy includes a comprehensive range of policies and proposals accordingly. For example, it plans for a very significant increase in new market housing, and looks to secure a good mix of new housing both in terms of type, tenure and affordability. It seeks to ensure that new homes are adaptable, and includes a requirement for 10% of new dwellings to be fully wheelchair accessible, which will enhance the housing available for older people. It also specifically supports the improvement of social rented housing to the Decent Homes standard, and housing renewal more generally.

**5.32** The Core Strategy recognises that it is often the smaller, day to day things that impact on quality of life, and so promotes a coordinated approach to the improvement of the streetscene and emphasises the need to minimise crime, anti-social behaviour and the fear of crime. The importance of neighbourhood identity, diversity and cohesion is also acknowledged, for example through a positive approach to the city's heritage and a requirement for new development to respect and enhance local character. There is also an emphasis on ensuring that all communities have access to a full range of facilities to meet their needs, such as shops, schools, health facilities, parks and play areas.

**5.33** One of the competitive advantages of the city in terms of quality of life is the excellent accessibility to major employment, leisure and recreation opportunities. This will be further enhanced, both through improved provision within the city (such as a series of strategic

employment sites, and a very wide range of major recreation proposals), and better links to key destinations outside the city such as Manchester City Centre and the Trafford Centre. Complementary measures, guided by the Sustainable Community Strategy, will help to ensure that local residents are able to fully access these opportunities for example in terms of skills development.

- 5.34** The overall approach in the Regional Spatial Strategy is to focus development within the heart of the conurbations, particularly in and around the Regional Centres of Manchester/Salford and Liverpool in order to minimise the need to travel and support the use of more sustainable modes of transport. This approach is followed in the Core Strategy, both in terms of the location of housing and economic development and the accessibility of facilities. The Core Strategy also includes a range of measures that seek to increase use of public transport, cycling and walking, and reduce the use of motor vehicles both for the movement of people and freight, thereby helping to minimise greenhouse gas emissions associated with transport. However, improvements in all modes of transport are sought in order to ensure that people can move around the city easily, quickly and safely. Enhancements to the motorway network and increased use of the Manchester Ship Canal will improve connections to other parts of the country and beyond.
- 5.35** The use of renewable and decentralised energy is promoted, and particular opportunities for their use are identified. This should also support reductions in fuel poverty, helping to minimise the impacts of large swings in global energy prices. Reducing the 'carbon footprint' of existing housing, as well as supporting high standards in new development, is also essential.
- 5.36** The Core Strategy seeks to mitigate the impacts associated with climate change. In terms of impacts on the human population, it includes policies to minimise the risk and impact of flooding, and seeks to expand the network of green infrastructure which will help to provide respite from high temperatures. In terms of the impact on other life in the city, it promotes larger and more integrated habitats, which will help flora and fauna survive as the climate changes. It specifically seeks to create a biodiversity heartland in Chat Moss, and the presumption against further peat extraction will help to enhance the area's role as a major carbon sink. The Core Strategy also takes into account the impact of climate change elsewhere in the world, supporting the greater use of high grade agricultural land within Salford for food production.
- 5.37** The strong emphasis on green infrastructure will support a high environmental quality across the city, as will the requirement for high quality design which runs through many different parts of the Core Strategy as well as the Design chapter itself. The development management policy also includes a range of criteria that will ensure that development does not have an unacceptable environmental impact. The major public realm proposals will provide places where people can come together. Issues relating to waste management will be addressed in a separate Greater Manchester Joint Waste Development Plan Document as well as through the Core Strategy waste policy.
- 5.38** The Core Strategy will particularly help to support the following objectives of the Sustainable Community Strategy related to ensuring that the city is a good place to live:
- We will provide popular homes in desirable neighbourhoods by:
    - Increasing the number of decent homes
    - Providing a good choice of new market housing including family and affordable homes
    - Providing housing for older people
    - Ensuring that homes are adapted or built to reduce and adapt to climate change

## Supporting the Sustainable Community Strategy

- Ensuring our communities are mixed and balanced
- Tackling homelessness
- We will create an environmentally sustainable city by:
  - Addressing climate change
  - Minimising the environmental impact of development
  - Reducing carbon emissions, developing a low carbon economy and improving air quality
  - Mitigating against flood risk
  - Developing green spaces across the city
  - Reducing waste and pollution
  - Ending fuel poverty
- We will provide an attractive and well-maintained city by:
  - Maintaining clean and safe public spaces
  - Promoting excellence in design
  - Improving green spaces for people and wildlife
  - Providing public spaces where people can come together
  - Providing green spaces which promote active, healthy lifestyles
- We will improve access to facilities, services, employment and opportunities by:
  - Ensuring that services and transport developments are coordinated
  - Ensuring a clean, green, sustainable transport network
  - Promoting walking and cycling
  - Reducing road deaths and casualties
  - Developing a better range of shopping facilities
  - Ensuring the ability of everyone (including the least mobile) to move around the city safely
  - Providing excellent and affordable public transport
  - Creating national and global connections



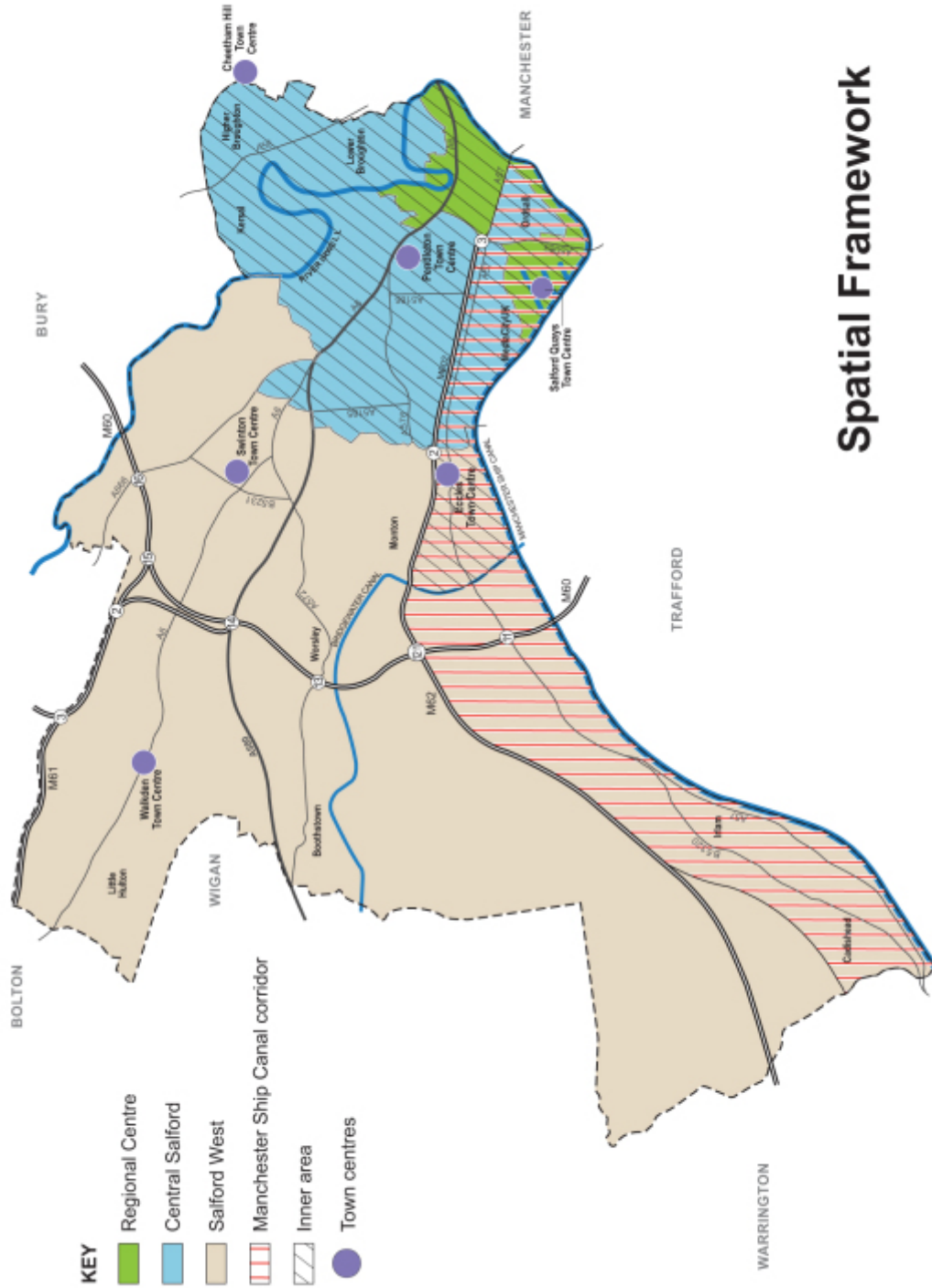
## 6 Spatial Framework

- 6.1** In order to achieve the Spatial Vision for Salford and support the implementation of the Regional Spatial Strategy for the North West (RSS), the Core Strategy adopts the following Spatial Framework which forms the context for its individual proposals and policies:
- i. **Regional Centre**
- 6.2** Within Salford, the Regional Centre includes the areas of Greengate, Salford Central, Crescent, Liverpool Street, Ordsall Waterfront and Salford Quays. It also extends into Manchester and Trafford.
- 6.3** The Regional Centres of Manchester and Liverpool are identified as the first priority for growth and development in RSS Policy RDF1. The Core Strategy focuses a very significant proportion of new development within the Regional Centre, including half of all new dwellings and more than three-quarters of all new office development.
- ii. **Rest of Central Salford**
- 6.4** The rest of Central Salford includes the areas of Broughton Park and Higher Broughton, Lower Broughton, Charlestown and Lower Kersal, Pendleton and Langworthy, Claremont and Weaste, Eccles New Road, Ordsall, and Greengate North and Trinity.
- 6.5** This part of Salford falls within the inner area surrounding the Regional Centre. RSS Policy RDF1 identifies the inner areas surrounding the two Regional Centres of Manchester and Liverpool as being the second priority for growth and development (after the Regional Centres themselves). RSS Policy MCR2 states that residential development should be focused in the inner areas. The Core Strategy follows this approach by directing 30% of the city's new housing to that part of Central Salford outside the Regional Centre, helping to support the area's regeneration. This means that the whole of Central Salford including the Regional Centre will accommodate 80% of all of the city's new housing. RSS Policy MCR2 also emphasises the importance of local employment opportunities, and so the scale of loss of existing employment areas is significantly lower here than elsewhere in the city.
- iii. **Salford West**
- 6.6** Salford West includes the areas of Walkden and Little Hulton, Swinton and Pendlebury, Worsley and Boothstown, Eccles, Irlam and Cadishead, and Chat Moss.
- 6.7** The area of Eccles to the east of the Bridgewater Canal and south of the M602 motorway is also considered to form part of the inner area surrounding the Regional Centre for the purposes of RSS Policy MCR2 (in addition to the rest of Central Salford). This reflects the high level of deprivation within the area which is akin to that in Central Salford, and the inner area boundary used in neighbouring Trafford to the south.
- 6.8** The scale of change envisaged in Salford West is significantly less than in Central Salford, and the area will only accommodate about one-fifth of the city's new housing despite accounting for well over half of its land area. Nevertheless, Salford West will still accommodate a relatively significant amount of housing and employment development. This is consistent with the approach in RSS Policy MCR5, which identifies those parts of Salford outside the Regional Centre and the surrounding inner area as falling within the northern part of the Manchester City Region. The justification to the policy is clear that: "Significant investment will be needed to raise the northern parts of the City Region to the same levels of economic achievement as those in the south. Considerable amounts of economic and residential development will be encouraged, but not at the expense of the regional centre

and inner areas, which attract the highest priority” (paragraph 10.18). For the purposes of RSS Policy RDF1, the town centres of Swinton and Walkden fall within the third highest priority in the North West region for development and growth because they are larger suburban centres.

iv. ***Manchester Ship Canal Corridor***

- 6.9** The Manchester Ship Canal Corridor extends across the above three areas, and also into the borough of Trafford to the south of the city. It incorporates that part of the city to the south of the M62 and M602 motorways, excluding the Green Belt to the west and north of Irlam and Cadishead.
- 6.10** The Manchester Ship Canal Corridor is of strategic importance as it provides one of the largest concentrations of economic activity in the North West region. The presence of the Manchester Ship Canal and the proposed electrification of the Manchester-Eccles-Liverpool railway line offer the potential for new economic development to take advantage of high quality and sustainable transport links, complemented by the presence of City Airport Manchester and the national motorway network in the form of the M62, M60 and M602 motorways. The area contains regionally significant employment-related proposals such as MediaCityUK/Salford Quays and the Barton inter-modal freight terminal, together with successful existing employment areas such as Northbank Industrial Estate.
- 6.11** When coupled with the major employment locations to the south in Trafford, such as Trafford Park and the Trafford Centre, the Manchester Ship Canal Corridor will continue to be one of the most important economic locations in the region and this is reflected in the Core Strategy proposals. Maximising the potential of sustainable transport links such as the Manchester Ship Canal itself will be particularly important, taking advantage of investment not just in Salford but also elsewhere along the canal such as at the Liverpool SuperPort.

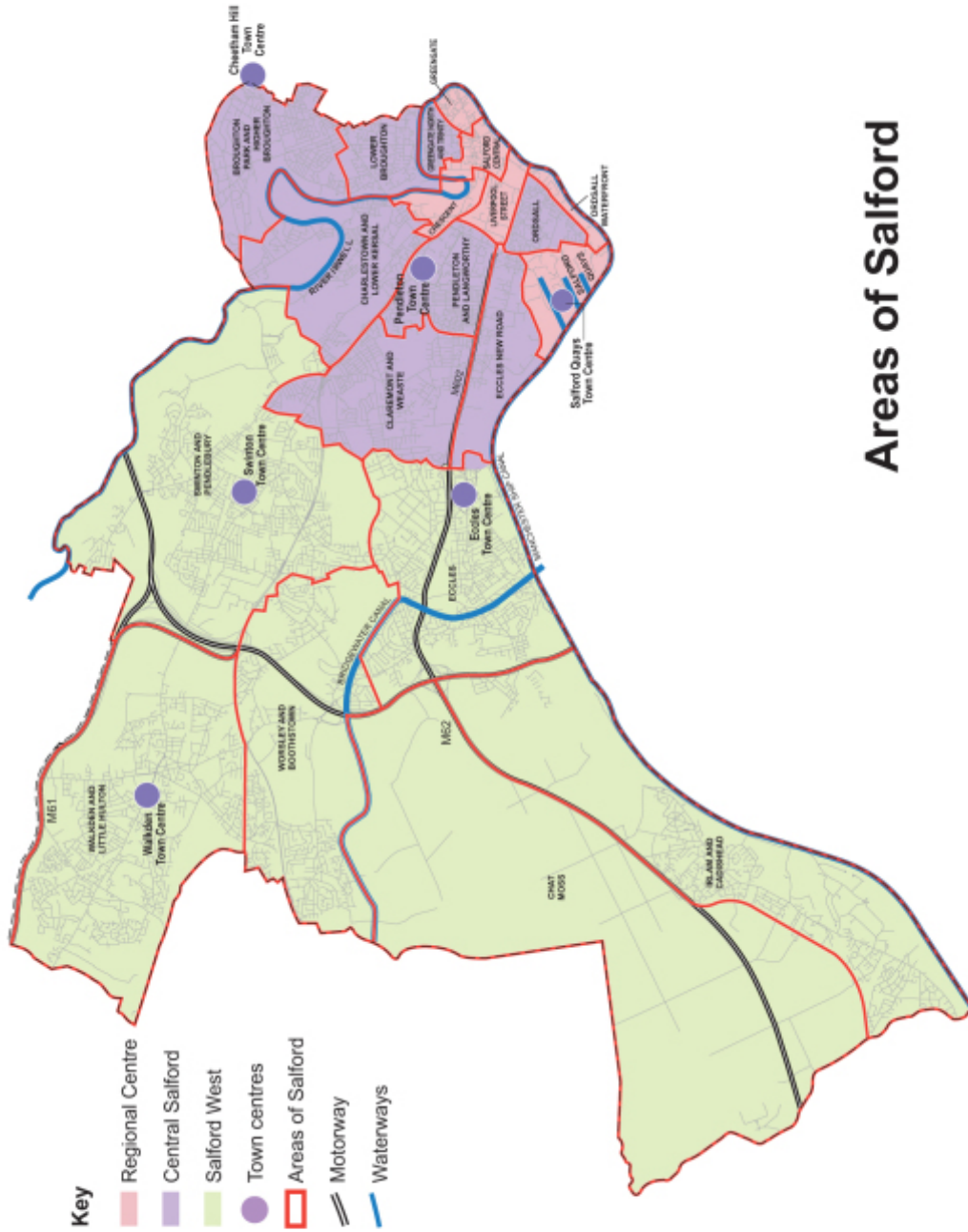


## Spatial Framework

Figure 6.1 Spatial Framework

***Core Strategy approach within individual parts of the city***

- 6.12** The rest of this chapter explains the approach to be taken within individual parts of the Regional Centre, the rest of Central Salford, and Salford West. This divides the city into twenty different sub-areas, as identified on the diagram below.



## Areas of Salford

Figure 6.2 Areas of Salford

## **Regional Centre**

### **Greengate**

- 6.13** The Greengate area will form an integral part of the Manchester/Salford City Centre at the heart of the Greater Manchester conurbation. It will benefit from its very close proximity to the main shopping and leisure area within Manchester.
- 6.14** The scale of development will reflect this important position, with around 100,000 square metres of office floorspace and 4,000 dwellings being built over the period 2007-2027. Major new public realm will provide a focus for this new development, including a new Greengate Square to the north of the viaduct and a new waterside space and footbridge across the river opposite Manchester Cathedral. This will link into the wider Irwell City Park, which will see significant enhancements of the waterside area, providing excellent walking and cycling connections to other parts of the Regional Centre. It will also connect to a transformed Chapel Street, where traffic levels will have been reduced and provision for pedestrians and cyclists enhanced.
- 6.15** The design of the new development will be of the highest quality, reflecting its prominent position as well as responding to the backdrop of the waterside and new/enhanced public realm, and also the important heritage within and around the area including the Flat Iron and Cathedral Conservation Areas and a series of listed buildings including Manchester Cathedral.
- 6.16** An expansion of retail and other facilities will support the existing and new development. A cluster of facilities around the new Greengate Square will provide for the needs of the immediate area as well as fulfilling a niche retail/leisure role within the wider city centre, and other such uses around key public spaces elsewhere within the area will also contribute to Greengate's overall vibrancy.
- 6.17** Continued improvements to the two rail stations immediately outside the area, Salford Central Station to the west and Victoria Station in Manchester to the east, will ensure excellent public transport access. This will be complemented by a new bus routing strategy across the city centre, and enhanced bus interchange facilities at Salford Central Station. The amount of land used for surface car parking will have been dramatically reduced as part of the area's redevelopment.
- 6.18** A new electricity primary substation will be provided at Chapel Wharf to ensure the needs of the area can be met, but demand growth will have been limited by maximising the connections of developments into a new low carbon decentralised energy network.

### **Salford Central**

- 6.19** Salford Central will be an amazingly diverse area by 2027. The eastern portion within the Inner Relief Road will form an integral part of the Manchester/Salford City Centre, with large-scale office development around Salford Central Station forming a natural extension to the Spinningfields office quarter in Manchester with improved pedestrian links via a new footbridge across the river. This will be complemented by additional office floorspace of a smaller scale in other parts of the area, such as south Middlewood and along Chapel Street, providing an overall increase of office floorspace in the Salford Central area of 150,000 square metres over the period 2007-2027. The area will also continue to develop as a centre for creative industries.

- 6.20** Residential uses will be more prominent in other parts of the area. An additional 2,800 dwellings will be provided overall, including some family housing as well as high density apartments, whilst existing communities such as at Islington will be retained within the area. In addition, a small amount of student accommodation will be provided to support the nearby university to the west.
- 6.21** A small new local centre around the Chapel Street/Islington Way junction will provide for the needs of the immediate area to the west of the Inner Relief Road, whilst a small cluster of retail and other facilities around Salford Central Station will provide for workers and commuters in that locality. Active uses will surround other key public spaces, contributing to the area's vibrancy.
- 6.22** Salford Central Station will provide one of the key public transport gateways into the City Centre, and will see further enhancements including better bus interchange facilities and more pedestrian access points. The Leigh-Salford-Manchester Busway along Chapel Street will ensure that the area has excellent public transport connections.
- 6.23** Chapel Street itself will be transformed into a grand boulevard, with a greener and more attractive pedestrian realm and significantly reduced traffic levels. The latter will be achieved in part by redirecting some traffic along Liverpool Street/Middlewood Street and Regent Road, the capacity of which will be enhanced, and this will significantly increase the prominence of this southern part of the Salford Central area.
- 6.24** The area will be very well served by strategic recreation opportunities. A restored Manchester, Bolton and Bury Canal will provide a focus for the Middlewood area, providing new walking and cycling routes as well as an attractive waterside setting. Irwell City Park will deliver improvements to the riverside, including enhanced pedestrian and cycling connections to the rest of the Regional Centre, as well as acting as the gateway to the much larger Lower Irwell Valley that extends north-westwards into Bolton and Bury. A much improved Peel Park and Crescent Meadows just to the west of the Salford Central area will provide a beautiful and diverse open space, functioning as the main park for the whole of the Regional Centre and accessed from the Salford Central area via new footbridges across the river.
- 6.25** The scale of development will vary significantly across the area, responding to the backdrop provided by the river, restored canal and other key public spaces, as well as being sensitive to the area's rich heritage including Salford Cathedral, St. Philip's Church, and the Adelphi and Bexley Square Conservation Area. The redevelopment of much of the area's surface car parking will also have helped to enhance its appearance.
- 6.26** Development will have been located and designed to satisfactorily accommodate essential infrastructure, including significant structures around the Ordsall Lane Junction to help address major rail issues of sub-regional significance. A new electricity primary substation will also be accommodated to serve the large scale of new development, whilst also maximising opportunities to utilise renewable and low carbon decentralised energy.

### **Crescent**

- 6.27** The Crescent area will be characterised by leisure and learning opportunities, attracting a large number of visitors. It will see only a relatively modest scale of additional built development compared to other parts of the Regional Centre, with approximately 600 additional dwellings and up to around 30,000 square metres of extra office floorspace, taking advantage of the presence of the University of Salford to attract additional knowledge-based



employment to the area. New development will have responded to the sensitive design context both in terms of the prominence of the area and its important heritage assets such as the Crescent Conservation Area and numerous listed buildings.

- 6.28** The redirection of some traffic via Albion Way onto Liverpool Street/Middlewood Street and Regent Road will allow the Crescent itself to be transformed into a grand boulevard with larger pedestrian areas, improved crossings, additional tree planting, enhanced cycling facilities, and a significant reduction in traffic levels. This will help to provide more of a focus for the area, and enable the integration of its northern and southern parts.
- 6.29** Salford Crescent Station will be retained in its current location, and will be expanded and significantly enhanced, including improved bus interchange facilities and better pedestrian connections to surrounding areas. This will help to enhance both the locally and regionally important roles of the station. There will be a detailed investigation of the potential to convert the Wigan rail line to use by trams as well as trains, which would further enhance the station's interchange role.
- 6.30** Crescent Meadows and Peel Park will be comprehensively enhanced to act as the main park for the whole of the Regional Centre, providing a wide range of recreation opportunities and space for outdoor events. A series of new pedestrian footbridges will massively increase its accessibility and more effectively integrate the park's different spaces. This large park area will form a key component of the Irwell City Park which will provide a series of public spaces and improved walking and cycling routes stretching all the way along the waterside through the rest of the Regional Centre to Salford Quays. It will also act as a key gateway into the much larger Lower Irwell Valley which connects directly into the countryside, extending into Bolton and Bury.
- 6.31** Along the southern part of the area, the Manchester, Bolton and Bury Canal will be restored as part of the redevelopment of adjoining sites. This will provide attractive waterside spaces as well as a new pedestrian and cycling route.
- 6.32** The University of Salford's Peel Park and Frederick Road campus will be comprehensively enhanced, with improved facilities, additional teaching and student accommodation, and activity focused to the north of the A6. High quality public transport connections to Salford Quays will ensure the new campus at Quays Point is integrated into the wider university.
- 6.33** The combination of the major expansion of recreation/leisure opportunities, the enhanced university facilities, the increase in students and others living and working in the area, the enhancement of the A6 and existing attractions such as Salford Museum and Art Gallery will help to significantly enhance the Crescent area as a visitor destination. This will enable an increased provision of local retail and other facilities, further enhancing the area's attractiveness.

### **Liverpool Street**

- 6.34** There will be a gradual expansion of Regional Centre activity across the Liverpool Street area, reflecting the growing strength of the core of the Greater Manchester conurbation. The eastern part of the area will link directly into the Irwell City Park, providing excellent pedestrian and cycling connections to other parts of the Regional Centre.



- 6.35** There will be a strong emphasis on employment uses, with only a limited amount of housing development in the eastern parts of the area totalling around 400 dwellings. In terms of employment and business growth, there will be a particular focus on knowledge-based industries, taking advantage of enhanced physical and functional links to the University of Salford immediately to the north of the area.
- 6.36** The Regent Road Local Centre will continue to provide retail facilities within the area, also serving some of the needs of the Ordsall area to the south, with some modest increase in floorspace.
- 6.37** The prominence of the area will be increased significantly as some traffic is redirected from the Crescent/Chapel Street along Liverpool Street and Regent Road, and the capacity of those highways will be increased accordingly whilst ensuring that the barrier they present to pedestrian movement is minimised.
- 6.38** Major improvements in rail infrastructure will be delivered around the Ordsall Lane Junction, helping to address rail congestion problems of regional significance. This will involve some significant new structures, but these will be designed to respect the setting of the nearby Grade I listed railway bridge.

### **Ordsall Waterfront**

- 6.39** Ordsall Waterfront will form an integral part of the Regional Centre, connecting the two more prominent locations of the Manchester/Salford City Centre and Salford Quays. Improved pedestrian and cycling crossings over the water will also integrate it with the rest of the Regional Centre in Manchester and Trafford, including to the Cornbrook Metrolink station and the proposed developments at Pomona Docks.
- 6.40** Over the period 2007-2027, many of the older industrial uses will gradually be redeveloped in a coordinated manner guided by a masterplan for the whole area, avoiding isolated new developments. This will deliver an additional 50,000 square metres of office development, focused primarily at the southern end adjacent to the existing office centre of Exchange Quay and taking advantage of proximity to the Metrolink stop, with further potential beyond 2027. Around 1,450 dwellings would be provided, including a significant number of family houses. New retail and other facilities would be limited to a few small clusters around key routes and public spaces, with the Regent Road and new Trafford Road Local Centres providing accessible local facilities for residents and workers in the area.
- 6.41** New development will provide significant integrated areas of public space along the waterside, forming part of the Irwell City Park which will offer excellent walking and cycling routes through to the rest of the Regional Centre. Buildings will be designed to take advantage of this attractive waterside setting, whilst also ensuring that they present high quality frontages to Ordsall Lane. The height of development will be greatest at either end of the corridor, with a much more modest scale in the central parts. Developments will significantly enhance the setting of the Grade I listed Ordsall Hall, including through the provision of a new open space extending from the hall to the waterside. This will form one of a series of public spaces and pedestrian routes that will ensure that the rest of the Ordsall area is well-connected to the waterside.

### **Salford Quays**

- 6.42** Salford Quays will continue to develop as one of the most popular and attractive places in the region, providing an amazingly diverse mix of uses, including employment, housing, tourism, shopping and education. Its role as a major visitor destination will be significantly

enhanced, providing a venue for an ever increasing range of sporting, artistic and other public events. This will be complemented by an expansion of tourism and cultural facilities, and a further increase in watersports activity supported by ongoing improvements to water quality in the Manchester Ship Canal and the adjoining basins.

- 6.43** There will be a strong emphasis on delivering additional high quality employment opportunities within Salford Quays, and around 170,000 square metres of extra office floorspace will be developed over the period 2007-2027. The area will provide the focus for the much larger MediaCityUK, acting as the main home of the BBC outside London as well as accommodating a broad range of other media-related and knowledge-based businesses.
- 6.44** Around 7,600 dwellings will be constructed in the area over the same period, predominantly in the form of high density apartments of varying sizes and design. A new campus for the University of Salford will also be developed, complementing the main campus at Peel Park and Frederick Road.
- 6.45** A new town centre will be established at the ends of Piers 8 and 9, providing a strong focus for the growing resident, business and visitor communities. As well as incorporating existing facilities such as the Lowry and Outlet Mall, it will offer a much-expanded range of shopping, food and drink, banking, and community uses, allowing people to meet the vast majority of their needs within the local area.
- 6.46** Additional high quality public spaces will be provided throughout the area, including an enormous new plaza at Quays Point. Together with the large expanses of water, these spaces will provide a fantastic backdrop for the highest quality of modern architecture which will continue the standards set by the Lowry, Imperial War Museum North (in Trafford), and the footbridge that connects them. Development will generally be of a high density, but will be carefully designed to provide a human scale and minimise the impacts of wind at ground level.
- 6.47** Major improvements to the public transport accessibility of the area will be delivered. A new spur will be constructed from the Eccles Metrolink line, bringing tram services into the heart of the new Quays Point plaza. Enhanced bus services will ensure that Salford Crescent Station can function more effectively as the train gateway to Salford Quays, as well as helping to ensure the new university campus is well connected to the main Peel Park and Frederick Road campus.
- 6.48** The area will mark one end of the new Irwell City Park, providing excellent walking and cycling routes along the waterside through to the rest of the Regional Centre. A new footbridge will further enhance the integration of the north bank of Trafford into the Salford Quays area, providing an even larger visitor destination, and other pedestrian improvements will ensure neighbouring communities in Salford are well connected to the area. Increased use of the Manchester Ship Canal by water taxis will further enhance accessibility.
- 6.49** A new electricity primary substation provided as part of the Quays Point development will ensure that the area's energy needs can be fully met, whilst the utilisation of renewables and low carbon decentralised energy networks will ensure that those needs can be met as sustainably as possible. Improvements to the nearby wastewater treatment works at Weaste and a new mains connection to the Thirlmere Aqueduct will also help to ensure that there is sufficient infrastructure to support the scale of development proposed.

### **Rest of Central Salford**

#### **Broughton Park and Higher Broughton**

- 6.50** The area will meet the challenges of providing additional housing and community facilities for a rapidly expanding population by using innovative and imaginative design solutions. At least 500 additional dwellings will be provided over the period 2007-2027, but it may be possible to provide significantly more new houses if all opportunities are taken.
- 6.51** Unlike other suburban parts of the city, a significant change in the area's existing character will be permitted through the redevelopment of existing houses and infill developments within large private gardens provided that this increases the overall number of large family houses in the area and ensures a high quality of residential amenity for all. The exception to this will be in the Cliff Conservation Area where the preservation and enhancement of the area's character will be paramount. Consequently, the appearance of some parts of the Broughton Park and Higher Broughton area could change significantly, although the overall amount of public open space and the level of tree cover will be maintained to ensure a high level of environmental quality is secured.
- 6.52** Some of these redevelopments will also accommodate additional community facilities such as schools and places of worship. The main focus for shops and other facilities will continue to be the existing local centres at Broughton Village and Leicester Road and the town centre at Cheetham Hill which is predominantly in Manchester.

### Lower Broughton

- 6.53** The comprehensive regeneration of Lower Broughton will be secured, retaining the existing community and attracting many new people to the area. The area will increasingly take advantage of its excellent location on the River Irwell close to the Regional Centre, providing a high quality of inner city living. It will benefit significantly from excellent access to major recreation opportunities, with Irwell City Park running along the southern edge of the area and providing high quality walking and cycling routes along the waterside into the Regional Centre. Just to the south-west of the area, major improvements to Crescent Meadows and Peel Park will provide a new city park with a wide variety of recreation facilities and space for outdoor events. This will act as a gateway to the much larger Lower Irwell Valley extending northwards along the river.
- 6.54** Lower Broughton will see a very significant increase in the number of dwellings, equating to around 3,550 extra homes over the period 2007-2027. This will help to provide a good mix of dwelling types and tenures across the area, meeting the needs of a wide range of households. It will also assist in reversing decades of population loss, which in turn will help to sustain a better range of local facilities. As part of this, the Mocha Parade Local Centre will be significantly enhanced and expanded, with some office development also provided around it.
- 6.55** The redevelopment of some existing buildings will enable improved pedestrian and cycling routes to be provided through the area, and the overall quality of the public realm to be enhanced. It will also help to reduce the number of properties that are at a significant risk of flooding, and all new buildings will be designed to minimise the risk and impact of flooding. Uses that are very sensitive to flooding, such as the travelling showpeople site at Clarence Street, will be relocated to lower risk locations wherever possible. New public open spaces will be created around Grosvenor Square and within the Cambridge Industrial Estate which will help to increase the flood storage capacity of the area, enabling new development to proceed. This will complement other flood defence works outside the area upstream, such as an additional flood storage basin in Lower Kersal and major schemes in other local authority areas such as Bolton, Bury and Rossendale as part of an integrated approach to the management of flood risk in the River Irwell catchment.

### Charlestown and Lower Kersal

- 6.56** The ongoing regeneration of Charlestown and Lower Kersal will continue, with the area taking advantage of its unique combination of large green open spaces just a short distance from the Regional Centre at the heart of the conurbation.
- 6.57** Approximately 1,950 additional dwellings will be provided over the period 2007-2027, predominantly in the form of family housing. Major development sites at Whit Lane and Castle Irwell will provide a significant proportion of these new homes. The continued development of Salford Innovation Park, with strong links to the adjacent University of Salford, will provide high quality knowledge-based employment opportunities in the southern part of the area, complementing the other jobs in the area and the excellent access to major employment centres such as the Manchester/Salford City Centre.
- 6.58** A new local centre at Cromwell Road will be developed to help meet the needs of this increasing number of households, expanding on existing provision in that location and providing a stronger focus for the community within the area. Pendleton Town Centre to the south of the area will continue to play an important role in meeting the area's main shopping needs, and major improvements to pedestrian routes to the centre will be secured as part of a comprehensive improvement of the Pendleton Gateway at the A6 roundabout.
- 6.59** New development will be located and designed to ensure that the strong feeling of openness created by the large green spaces is protected and enhanced, and to minimise the risk of flooding. The provision of a new flood storage basin at the northern end of Castle Irwell will help to minimise the overall risk of flooding both within the area and downstream, and this will be complemented by other schemes upstream in Bolton, Bury and Rossendale as part of a coordinated approach to flood management.
- 6.60** The Lower Irwell Valley runs through the area, extending northwards into Bolton and Bury, and connecting southwards to the Irwell City Park. This will provide a very wide range of accessible outdoor recreation opportunities, complemented by the further enhancement of the Salford Sports Village at Littleton Road. The line of the Manchester, Bolton and Bury Canal will be protected, and opportunities taken to provide walking and cycling connections along its route.
- 6.61** The Leigh-Salford-Manchester Busway will be provided along the southern edge of the area. There will be further investigation of the potential to convert the Wigan rail line for use by trams as well as trains, which would allow the provision of new stations within the area. The electricity bulk supply point at Frederick Road will be upgraded, helping to ensure the robustness of energy supply across the city.

### Pendleton and Langworthy

- 6.62** The area will see major housing-led regeneration, retaining the existing community and attracting some new residents to the area. This will result in some significant changes to the built environment, including the redevelopment of some existing dwellings particularly in the eastern part of the area where housing improvement will be driven forward by a private finance initiative (PFI). Overall, around 950 additional dwellings will be provided over the period 2007-2027, predominantly in the form of family houses, helping to diversify the type and tenure of housing in the area.

- 6.63** New development will help to overcome major design issues within the area, providing a more consistent and human scale of development, a clearer distinction between public and private spaces, and improved pedestrian connections into and through the area and to key facilities nearby such as Salford Crescent Station.
- 6.64** Major improvements will be delivered within Pendleton Town Centre, expanding the amount of retail floorspace and the range of uses such as community facilities, bars, cafes, restaurants, leisure and offices. The visibility of the centre will be enhanced, and the barriers presented by the major road infrastructure around and within the centre will be reduced. Facilities within the town centre will be complemented by the continued protection and enhancement of the Langworthy Local Centre on Langworthy Road.
- 6.65** The role of Pendleton Town Centre as a major bus interchange will be enhanced, with improved services to locations such as Salford Quays. The Leigh-Salford-Manchester Busway will be provided along the northern edge of the area.

### **Claremont and Weaste**

- 6.66** Claremont and Weaste will continue to be a high quality residential neighbourhood, seeing comparatively little change over the Core Strategy period. Approximately 650 additional dwellings will be constructed between 2007 and 2027, predominantly in the form of family housing. These homes will generally be located on relatively small infill sites vacated by other uses that have moved to new locations, such as The Willows once Salford City Reds transfer to their proposed new stadium at Barton, as well as the major redevelopment site of the former children's hospital.
- 6.67** The distinct character of the area will be protected, with tree-lined streets providing green links to the excellent parks in the area such as Buile Hill, Oakwood and Lightoaks. New development will respect the existing scale and density of development in the area.
- 6.68** The small local centres at Hope on Eccles Old Road and Irlams o' th' Height will continue to provide a range of local shops, with the nearby town centres of Eccles and Pendleton being significantly enhanced to ensure easy access to a wide range of facilities. The area will continue to play an important educational role within the city, as a location for both high schools and college buildings.
- 6.69** The ongoing improvement of facilities at Salford Royal Hospital will enhance its role as a valued local resource as well as a regional centre of excellence. All development at the site will be carefully managed as part of a coordinated masterplan to ensure that the impacts on surrounding communities are minimised, particularly in terms of traffic and off-site parking.

### **Eccles New Road**

- 6.70** The Eccles New Road area will be one of the primary sources of economic development opportunities in Salford, with the eastern half of the area forming an integral part of MediaCityUK. The higher density, higher profile activities such as the BBC will generally be located within Salford Quays, but the Eccles New Road area will play a vital supporting role offering space for related activities that require larger sites and other knowledge-based uses. A broader mix of employment uses will be seen in the western half of the area, making a major contribution to the city's employment land supply.
- 6.71** The residential role of the area will be complementary to rather than competing or replacing its vital economic function, with housing focused primarily to the north of Eccles New Road. Significant improvements in housing quality will be secured, both through the refurbishment

and replacement of existing housing. Approximately 650 additional dwellings will be delivered over the period 2007-2027, primarily in the form of apartments and on sites that consolidate rather than significantly expand the residential area. The Eccles New Road area will continue to benefit from the easy access to the town centres of Eccles and Pendleton, both of which will see major improvements, and the proposed new town centre at Salford Quays.

- 6.72** Eccles New Road itself will provide a greener and more pedestrian friendly route through the heart of the area, helping to enhance its image. The area will take advantage of its excellent transport connections, with the Eccles Metrolink line and easy access to the motorway network. This will be further enhanced through the completion of the 1.2km Broadway Link road connecting Broadway/Daniel Adamson Road to Centenary Way, improving journey times to Trafford Park and Junction 2 of the M602 motorway.
- 6.73** The increased use of the Manchester Ship Canal for freight transport will be supported. At the same time, improvements to the water quality of the canal will be achieved through a variety of measures, including the upgrading of the Weaste wastewater treatment works.

### Ordsall

- 6.74** Ordsall will provide a mixed residential area immediately adjacent to the Regional Centre. It will increasingly take advantage of its excellent location, with significant improvements to its connections to the broad range of employment, leisure and retail opportunities in the surrounding Regional Centre, through enhancements to public transport, cycling and walking routes. In particular, pedestrian links will be improved through the area to Salford Quays to the west, the waterfront and Irwell City Park to the east, and Regent Road Local Centre to the north.
- 6.75** The housing-led regeneration of the area will be completed, and around 800 additional dwellings will be provided over the period 2007-2027 with a mix of houses and apartments, and a diversification of tenures. A new local centre will be provided at Trafford Road, complementing the existing provision at Regent Road and the significant expansion of facilities within Salford Quays.
- 6.76** New development will respect and enhance the setting of the area's important heritage assets, particularly the Grade I listed Ordsall Hall which will undergo restoration and will continue to be a key tourism destination, and the Salford Lads Club.

### Greengate North and Trinity

- 6.77** Greengate North and Trinity will continue to provide a good mix of housing on the edge of the Regional Centre where residents have excellent access to a broad range of employment, leisure and shopping opportunities. Around 1,100 additional dwellings will be provided within the area over the period 2007-2027, predominantly in the form of apartments given the highly accessible and central location. The main development opportunities will be around Springfield Lane, where the scale of buildings and mix of uses will reflect the transition from the Regional Centre to the surrounding inner areas of Central Salford.
- 6.78** Greengate North and Trinity will benefit from the redevelopment and expansion of shopping and other facilities at Mocha Parade to the north of the area, as well as the provision of a new local centre at the Chapel Street/Islington Way junction, and clusters of facilities at Greengate and Salford Central to the south.
- 6.79** Irwell City Park will run along the northern edges of the area, providing a range of recreation opportunities as well as excellent walking and cycling routes into the Regional Centre. Major improvements to the Crescent Meadows and Peel Park to offer a range of integrated



recreation opportunities and space for outdoor events will provide a major leisure facility on the area's doorstep, acting as a gateway to the even more varied facilities within the Lower Irwell Valley.

## **Salford West**

### **Walkden and Little Hulton**

- 6.80** The Walkden and Little Hulton area will see relatively large amounts of development over the period 2007-2027, although many parts of the area will change very little.
- 6.81** Approximately 2,650 dwellings will be constructed, predominantly in the form of family housing. These new homes will be provided on a range of sites, including the Growth Point site of the Linnyslaw Industrial Estate, around 21 hectares of greenfield land at Burgess Farm off Hilton Lane, and a series of infill sites in Little Hulton where new development will help to diversify the type and tenure of housing available within the area as well as securing the positive reuse of vacant sites. The development at Burgess Farm is seen as being important to providing a good mix of new housing within the city.
- 6.82** The release of 10 hectares of greenfield land at Wharton Lane as part of the much larger 100+ hectare Cutacre site in Bolton will provide high quality sites for new employment development. This will ensure that the area can attract and retain modern businesses, increasing the accessibility of employment opportunities for Little Hulton in particular, thereby helping to reduce the relatively high levels of unemployment. This will be complemented by public transport improvements to other key employment locations such as the Regional Centre, Bolton, and Trafford Park, further enhancing access to job opportunities which in turn will assist in addressing localised problems of deprivation.
- 6.83** As part of the Cutacre development, a major new country park will be provided to the south of the employment sites, and 40 hectares of this open space will be in Salford. When coupled with the existing Blackleach Country Park, this will ensure that the whole of the area has good access to large-scale recreation opportunities. In addition, 40 hectares of land around the western edges of Little Hulton, including part of the new Cutacre Country Park, will be designated as Green Belt, helping to secure its openness in the long-term.
- 6.84** Walkden Town Centre and Little Hulton Local Centre will continue to provide a strong focus for local communities, providing a range of shopping, community and other facilities, and both centres will see further enhancements.
- 6.85** The southern part of the area will benefit from the new Leigh-Salford-Manchester Busway running along the East Lancashire Road, and there will be a detailed investigation of the potential to convert the Wigan railway line for use by trams as well as trains, whilst ensuring that fast commuter access by train to the Manchester/Salford City Centre from Walkden Station is retained. Opportunities will be taken at Linnyslaw to provide large-scale wind turbines, with nearby developments utilising this renewable energy so as to minimise their environmental impacts.

### **Swinton and Pendlebury**

- 6.86** Compared with other parts of the city, Swinton and Pendlebury will see relatively little change over the period 2007-2027. Approximately 1,000 additional dwellings will be constructed, the lowest level of residential development in Salford West, mainly in the form of family housing.

- 6.87** The area will benefit from excellent access to a range of strategic recreation opportunities. The Lower Irwell Valley stretches through the eastern and northern parts of the area, extending into Bolton and Bury, and incorporates locations such as Slack Brook and Clifton Country Parks. The line of the Manchester, Bolton and Bury Canal will be protected, with opportunities sought for its restoration or where this is not possible the provision of walking and cycling links along its former route. In the south of the area, the former Swinton Sewage Treatment Works and adjoining open spaces will be significantly enhanced as a strategic natural greenspace providing varied recreation facilities.
- 6.88** Swinton Town Centre will continue to act as the main focus of shopping and other facilities at the heart of the area, as well as functioning as the civic centre for the whole city. Additional retail floorspace and an expansion of the 'night time' economy will be provided. Improvements to car parking facilities and the visibility of the centre will be secured to help maximise its attractiveness and accessibility, whilst also addressing other local traffic issues. The small local centre at Bolton Road will continue to be protected.
- 6.89** The new Leigh-Salford-Manchester Busway will help to improve public transport accessibility for the southern parts of the area in particular. There will be a detailed investigation of the potential to convert the Wigan rail line to use by trams as well as trains, which would allow additional stops to be provided within the area.

### **Worsley and Boothstown**

- 6.90** Worsley and Boothstown will continue to provide one of the most sought after residential areas in the whole of Greater Manchester, with easy access to both the Regional Centre and the motorway network. There will be only a limited amount of new development in the area, with a very strong emphasis on protecting and enhancing its unique historic character and high environmental quality, whilst enabling more people to share and appreciate it. Approximately 250 additional dwellings will be provided over the period 2007-2027, mainly in the form of family houses on relatively small sites across the area.
- 6.91** The tourism role of Worsley Village and the Bridgewater Canal will be developed further. Pedestrian and cycling routes to and along the canal will be improved as part of the wider Bridgewater Way project. Worsley Delph will be restored, with good public access provided to it by both foot and boat. This will be complemented by the restoration and enhancement of Old Warke Dam. Access to recreation opportunities within the area will be further improved by increasing formal recreation and leisure uses in the northern parts of Chat Moss adjacent to the urban area.
- 6.92** The local centres at Boothstown and Ellenbrook will provide the main clusters of local facilities within the area, and will be protected and enhanced accordingly, with Walkden Town Centre providing a more comprehensive range of shops and services. The new housing developments and increased tourism activity may support a small number of additional shops and related uses within Worsley, clustered on Worsley Road and/or Barton Road. The new Leigh-Manchester-Salford Busway will run through the northern part of the area, and other improvements to bus services will be sought, helping to increase public transport accessibility.

### **Eccles**

- 6.93** Eccles will increasingly exploit its fantastic location, with the combination of motorway junctions, train stations, Metrolink stops and two canals making it one of the most well-connected places in the conurbation.



- 6.94** The area will continue to provide a very varied range of residential accommodation, ranging from the dense terraces of Patricroft to the large villas of Ellesmere Park. Approximately 1,600 additional dwellings will be provided across the area over the period 2007-2027, with a good mix of houses and apartments.
- 6.95** Eccles will benefit from the major economic investment in immediately surrounding areas, such as MediaCityUK to the east, a new inter-modal freight terminal and other large-scale employment development to the west of the M60 motorway, and additional development within Trafford Park to the south of the city, with improvements in transport connections to each of these locations being secured. This will ensure that the area has excellent access to a very broad range of employment opportunities, benefiting local residents.
- 6.96** The area will also continue to have very good access to retail, leisure and tourism opportunities, with the Trafford Centre immediately to the south and direct public transport connections to the Regional Centre. Major enhancements to Eccles Town Centre will be secured, including through the redevelopment of part/all of the existing mall, the provision of additional shops and office accommodation, and the more effective integration of the nearby West One development into the town centre. There will be enhancements in pedestrian circulation within the centre, and improvements to the interchange between rail, Metrolink and bus facilities will promote the town centre's public transport role. The role of Eccles Town Centre will continue to be complemented by the local centres at Monton, Patricroft and Peel Green. There will be coordinated improvements to the Liverpool Road corridor, helping to enhance the image and function of this part of the area.
- 6.97** The tourism role of the Bridgewater Canal will be expanded, and pedestrian and cycling facilities along it improved, linking into the main tourism hub at Worsley Village to the north of the area. Opportunities will be taken to enhance the surroundings of the Barton Swing Aqueduct as part of this, with the tourism potential extending onto the Trafford side of the Manchester Ship Canal. The enhancement of the former Swinton Sewage Treatment Works as a natural greenspace just to the north of the area will help to ensure that Eccles has good access to large green spaces with a range of recreation opportunities in addition to the existing local parks and play facilities within the area.
- 6.98** Major new highway infrastructure will be constructed between Junction 11 (Peel Green) and Junction 10 (in Trafford) of the M60 motorway to increase its capacity, supporting nearby economic development and job creation. This will result in modifications to Junction 11, but local access will be maintained. Significant investment in utilities infrastructure will also be secured with the upgrading of the Eccles wastewater treatment works, contributing to improvements in the water quality of the Manchester Ship Canal.

### **Irlam and Cadishead**

- 6.99** A significant amount of development will take place in the area over the period 2007-2027, but the overall semi-rural character of Irlam and Cadishead will be maintained. Around 1,250 additional dwellings will be constructed, many in the western part of Cadishead, predominantly in the form of family houses. The local centres at Cadishead, Lower Irlam and Higher Irlam will form a central component of the coordinated enhancement of Liverpool Road.
- 6.100** The area will have a major role in providing for the employment needs of the city, expanding on the high quality economic development already found at Northbank. A new inter-modal freight interchange will be constructed to the south of Liverpool Road at Barton, served by a new rail spur from the Manchester-Liverpool rail line running along the eastern edge of City Airport Manchester. New wharves will be provided on the Manchester Ship Canal as

part of the scheme, and other opportunities will be sought within Irlam and Cadishead to increase the freight use of the canal thereby helping to minimise road traffic and carbon emissions. In addition, around 40 hectares of the Green Belt immediately to the west of City Airport Manchester will be released for employment development, with replacement Green Belt being designated in Little Hulton to ensure no net loss of Green Belt across the city as a whole.

**6.101** A major new sports stadium for Salford City Reds rugby league club will be built immediately to the west of the M60 motorway south of Liverpool Road, together with leisure/retail-based development needed to cross-fund its construction.

**6.102** There will be major investment in highway infrastructure to help support economic development in the local area and in neighbouring Trafford. New highway structures between Junction 11 (Peel Green) and Junction 10 (in Trafford) of the M60 motorway will be constructed to increase capacity across the Manchester Ship Canal, with a road link through the stadium site to the A57. A further new highway link across the canal will be provided later in the plan period, between Irlam Wharf Road at Northbank and Carrington in Trafford. Measures will also be taken that seek to reduce reliance on the private car, including a new park and ride facility at Irlam Station and further investment in the speed and frequency of public transport services to the Regional Centre and Trafford Park.

**6.103** The economic and recreational benefits of City Airport Manchester will be exploited, whilst protecting its heritage interest. This will include the provision of a new hard runway and the expansion of business, recreation and general aviation activity in a manner consistent with the protection of residential amenity and the designation of the site as a conservation area.

**6.104** There will be an increase in formal recreation and leisure uses in Chat Moss immediately adjacent to the urban area, so that the rest of the mosslands can be utilised primarily for agriculture and biodiversity. Opportunities will also be taken to enable the natural development of the Glaze Brook to enhance its nature conservation value and minimise flood risk.

### Chat Moss

**6.105** The positive contribution of Chat Moss to the future of Salford will be maximised. The different roles of the area will be balanced by focusing on particular functions in those places where they have the most potential and can make the most difference.

**6.106** A 'Biodiversity Heartland' will be created in the western part of Chat Moss, focused around the existing priority habitats and peat extraction sites, with a particular emphasis on the restoration of lowland raised bog (a European priority) and the provision of complementary wetland habitats. This will help to enhance the area's role as a major 'carbon sink' as well as having significant nature conservation benefits. The Glaze Brook will be encouraged to develop more naturally, helping to establish additional wetland habitats and reduce flood risk.

**6.107** Agricultural activity, particularly food production, will be increased on the rest of the high grade agricultural land across Chat Moss, helping to improve the city's food self-sufficiency and reduce the carbon emissions associated with food distribution. Recreation and leisure activity within Chat Moss will also be increased, but this will be focused immediately adjacent to the urban area around Irlam and Cadishead, and on low grade agricultural land in the northern parts of Chat Moss and around the Glaze Brook, so that this does not compromise the important nature conservation and agricultural roles of the Chat Moss.

## 7 Employment

### 7.1 What are we trying to achieve?

- High levels of economic growth in Salford that can be sustained in the long-term, contributing to the success of the wider Manchester City Region
- Increase in the number and range of employment opportunities

### 7.2 How will that be delivered?

- Identify the overall scale and distribution of employment floorspace to be provided by 2027
- Identify the key locations for employment development
- Improve the quality of employment floorspace to meet the needs of modern businesses
- Ensure that employment development is across a broad range of sectors, helping to ensure that the city's economy is as robust as possible
- Resist the loss of employment areas for which there remains a demand, helping to protect the supply of local jobs

### Policy E 1

#### New Employment Development

What and where	When	How
<b>Scale and distribution of development</b>		
Gross completion of employment floorspace to be delivered within Salford: <ul style="list-style-type: none"> <li>• 650,000 square metres of offices (use class B1a/b)</li> <li>• 210,000 square metres of industry (use class B1c/B2)</li> <li>• 250,000 square metres of warehousing (use class B8) (excludes the proposed inter-modal freight terminal at Barton, see below)</li> </ul>	2007-2027	See regionally and sub-regionally significant sites below.
Of the 650,000 square metres of office development: <ul style="list-style-type: none"> <li>• 500,000 square metres will be within the Regional Centre, located on regionally and sub-regionally significant sites</li> <li>• 150,000 square metres will be distributed across the rest of the city, focused particularly within the town centres and main employment areas</li> </ul>	2007-2027	See regionally and sub-regionally significant sites below. The city council will identify sites in other locations where appropriate, including through the Allocations Development Plan Document and masterplans for the town centres

What and where	When	How
<p>Approximately 125 hectares of land will be provided to accommodate the 210,000 square metres of industry and 250,000 square metres of warehousing, through a combination of the following:</p> <ul style="list-style-type: none"> <li>• Sites with planning permission and/or allocated in the Unitary Development Plan = 51 hectares</li> <li>• Other infill development and extensions within existing employment areas = 24 hectares</li> <li>• Release of greenfield land at Wharton Lane, Little Hulton (Cutacre) = 10 hectares</li> <li>• Release of Green Belt land at Barton = 40 hectares (with replacement Green Belt designated at Little Hulton, so no net loss)</li> </ul>	2007-2027	See regionally and sub-regionally significant sites, and existing employment areas, below
<b><i>Regionally significant sites</i></b>		
<p>Develop one of a handful of 'media cities' in the world, known as MediaCityUK, providing an internationally important employment area. This will cover approximately 200 hectares of land, focused on Salford Quays and extending westwards and northwards within the former Enterprise Zone south of Eccles New Road, and across the Manchester Ship Canal to Trafford Wharfside in the neighbouring borough of Trafford. The range and quality of premises available to media-related industries will be enhanced across the area. The broader office role of Salford Quays will also be expanded, providing an additional 170,000 square metres of office floorspace. All development proposals within the area should support the success of MediaCityUK.</p>	2007-2027	<p>MediaCityUK is being delivered through a partnership of Salford City Council, Central Salford URC, the NWDA, the BBC, and Peel Media. Development at Quays Point in the heart of MediaCityUK has already commenced, with the BBC due to move in in 2010. The partnership will work with other landowners and media organisations to ensure a high concentration of media-related activity. A mix of public and private sector investment will be used to improve premises outside Quays Point</p>
<p>Deliver 150,000 square metres of office development within the Salford Central sub-area of the Regional Centre. This will be focused around Salford Central Station and the southern end of Middlewood.</p>	2010-2027	<p>Salford City Council has entered into a development partnership with English Cities Fund to drive forward the project, and a development framework has been produced to guide and coordinate development.</p>

What and where	When	How
Deliver 100,000 square metres of office development within the Greengate sub-area of the Regional Centre. This will be focused within the Exchange Greengate area to the east of Blackfriars Street, and around the Deva Centre.	2010-2027	The city council is working with key developers and landowners such as Ask and Network Rail to bring sites forward, and some planning permissions have already been granted.
Deliver a new inter-modal freight terminal on land at Barton (south of the A57 Liverpool Road, west of the M60 motorway, and north of the Manchester Ship Canal), utilising access via water, rail and road. As part of the development provide a new rail spur from the Manchester-Liverpool railway line, and improved highway links across the canal.	2010-2020	Peel Holdings as the major landowner and operator of the canal will deliver the scheme, which has planning permission, working with the Highways Agency to agree appropriate highway improvement measures and Network Rail to deliver the rail spur.
<b><i>Sub-regionally significant sites</i></b>		
Deliver 50,000 square metres of office development within the Ordsall Waterfront sub-areas of the Regional Centre, focused primarily at the southern end of the corridor adjacent to Exchange Quay.	2010-2027	Work with landowners to ensure a coordinated approach to the development of this part of the Regional Centre.
Deliver 30,000 square metres of office development within the Crescent and Liverpool Street sub-areas of the Regional Centre, with additional employment-led redevelopment along Liverpool Street.	2010-2027	Work with landowners to ensure a coordinated approach to the development of this part of the Regional Centre.
Continue the development, enhancement and expansion of the Salford Innovation Park as a location for knowledge-based uses, maximising links to the University of Salford and the local community	2007-2027	Salford City Council and the University of Salford will continue to collaborate to deliver improvements to the Innovation Park.
Develop 10 hectares of land at Wharton Lane in Little Hulton for employment purposes (primarily industry and warehousing), as part of the much larger Cutacre proposal extending into Bolton. Ensure that: <ul style="list-style-type: none"> <li>• The site is accessible by public transport, cycling and walking to the residents of Little Hulton and Walkden in particular</li> <li>• The main vehicular access to the site from the A6 is via the rest of the Cutacre</li> </ul>	2013-2027	Work with UK Coal, Bolton MBC and Wigan MBC to develop and implement a masterplan for the whole Cutacre site following completion of the current coal working operation.

What and where	When	How
<p>site in Bolton, and there is no increased pressure on the Wharton Lane or Lester Road junctions</p> <ul style="list-style-type: none"> <li>• A secondary access is provided through the site from Lester Road, helping to relieve pressure on its junction with the A6</li> <li>• Signing and management measures direct HGV traffic away from Little Hulton and Walkden as far as possible</li> <li>• Improvements are secured to the local water supply, so that there is no negative impact on existing users</li> <li>• A large country park is provided as part of the development of the whole site, including around 40 hectares within Salford</li> </ul>		
<p>Develop 40 hectares of Green Belt land to the west of City Airport Manchester for employment purposes (primarily industry and warehousing). Ensure that this is located so as to:</p> <ul style="list-style-type: none"> <li>• Minimise the loss of Grade 1 agricultural land and existing arable uses</li> <li>• Minimise the fragmentation of agricultural landholdings, with any active agricultural uses relocated onto appropriate land elsewhere within Chat Moss</li> <li>• Retain the ability to provide a road link between the A57 and M62</li> <li>• Minimise the impact on the function and openness of the remaining Green Belt</li> </ul> <p>Designate at least 40 hectares of new Green Belt on the western side of Little Hulton, ensuring that there is no net loss of Green Belt in Salford overall</p>	2015-2027	<p>Work with landowners to define the precise boundary of the site in the Allocations Development Plan Document. It is envisaged that the site would be reliant on infrastructure to be provided as part of the inter-modal freight interchange (see below), and therefore would be phased after that scheme has been delivered.</p>
<p>The boundaries of the regionally and sub-regionally significant sites will be identified, where appropriate, in the Allocations Development Plan Document</p>		

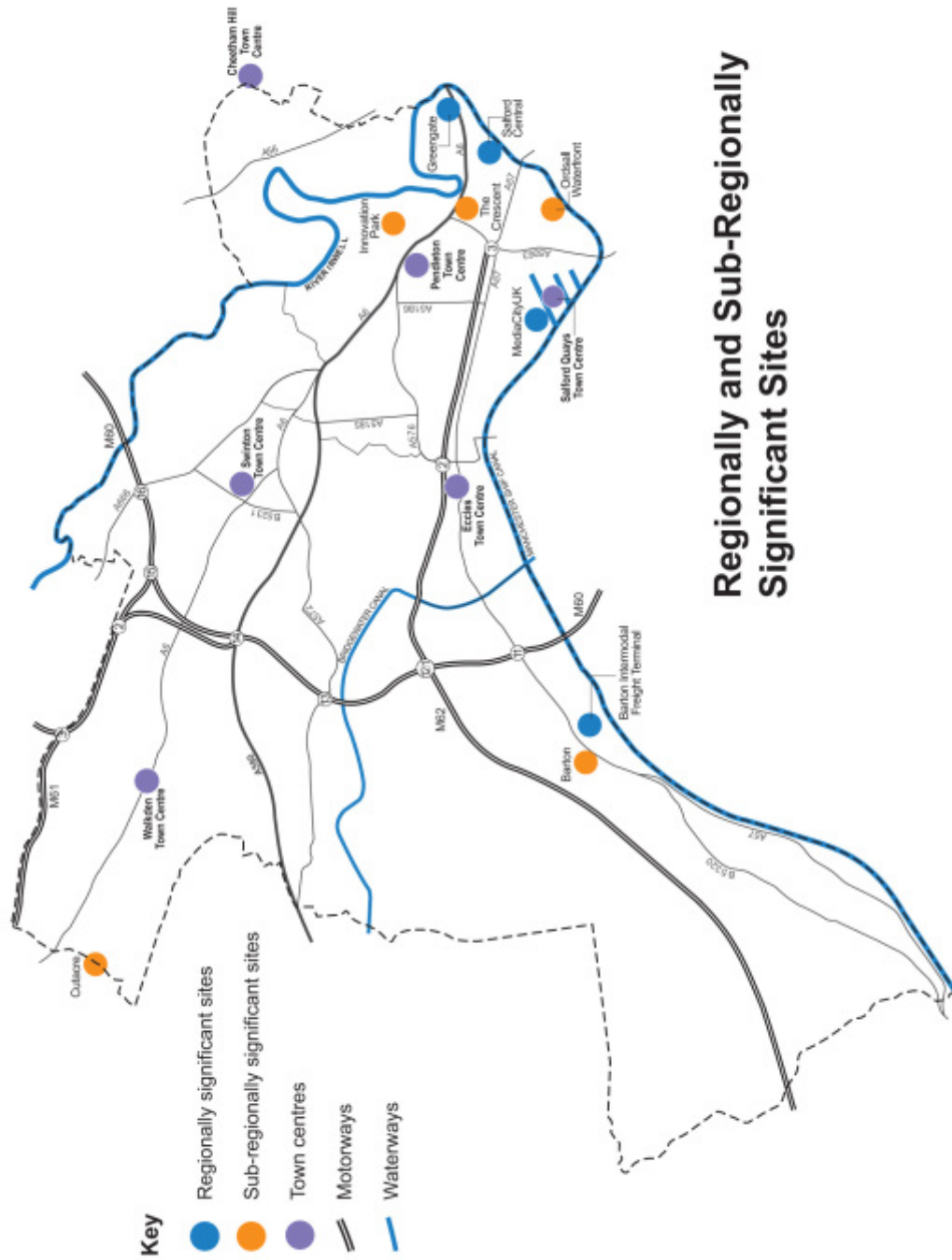


Figure 7.1 Regionally and Sub-Regionally Significant Sites



**Reasoned justification**

- 7.3** A significant increase in the scale of office development is proposed within the Regional Centre. This reflects the area's role as the major economic driver for the North West, the availability of vacant and underused sites, adopted development frameworks, the various schemes that have planning permission or are under development, and an estimate of the overall capacity of the Regional Centre to support additional office floorspace. Policy MCR2 of the Regional Spatial Strategy specifically identifies the Regional Centre as the main focus for business development, and states that the expansion of the knowledge economy throughout the Regional Centre is a particular priority. It requires that plans and strategies ensure that the Regional Centre continues to develop as the primary economic driver, and Policy W2 identifies the Regional Centre as an appropriate location for regionally significant office development. Large parts of the Regional Centre have also been identified as strategic regional sites for knowledge-based uses by the Northwest Regional Development Agency (NWDA). It is envisaged that there will still be capacity for additional office development within Salford's part of the Regional Centre after 2027. It may be possible to bring forward some of that development to within the plan period if economic conditions are favourable, and this will be encouraged given the area's excellent transport connections and the benefits additional growth could have for the Manchester City Region.
- 7.4** The rest of the city has an important complementary role to play in providing new offices, providing generally lower cost accommodation that would not be financially viable within the Regional Centre. Much of this will be within or on the edge of the town centres, helping to support their viability and important economic role. However, the size and role of the town centres, and the availability of land within them, means that they will not be able to accommodate all of the anticipated demand for offices outside the Regional Centre. Consequently, some of the new office floorspace will be located within the city's key employment areas, helping to secure a positive future for them, providing opportunities for local business start-ups, maintaining the supply of local jobs, and reflecting the evolving nature of the economy towards more office-based businesses. An important example of this will be that part of MediaCityUK outside the Regional Centre, which is a nationally important employment initiative with good accessibility via Metrolink. This approach will help to ensure a robust and diverse economy for Salford by providing a good mix of office floorspace in terms of type, quality and cost, in a broad range of locations. This should maximise the attractiveness of the city, whilst ensuring that the vast majority of office development is within the Regional Centre and town centres in accordance with national and regional planning policy. In this regard, it is important to note that the scale of office development being planned for outside the Regional Centre is lower than past trends, so as not to compete with the primary office location of the Regional Centre.
- 7.5** The inter-modal freight interchange at Barton has been identified as a strategic regional site by the Northwest Regional Development Agency (NWDA), and will have an important role in exploiting the economic potential of the Manchester Ship Canal and moving freight traffic off the highway network and onto water and rail. A scheme called Port Salford was granted planning permission in September 2009, and also includes major transport infrastructure improvements including a rail spur and works between junctions 10 and 11 of the M60 motorway (see Transport section).
- 7.6** The scale of industrial and warehousing development proposed matches that achieved over the last decade on a per annum basis. This scale of development can be achieved in part through the implementation of existing planning permissions and employment allocations in the Unitary Development Plan (UDP), along with additional opportunities for infill developments and extensions within existing employment areas.



- 7.7** However, it is not feasible to accommodate all of this new industrial and warehousing floorspace within existing employment areas. In addition, although existing employment areas have a vital role to play in providing jobs for local residents throughout the lifetime of the Core Strategy, an over-reliance on those areas is likely to result in a gradual decline in the strength of the city's economy as they will not always be able to compete with new sites coming forward elsewhere in the country. Consequently, it is essential that new, high quality sites are provided to ensure that the city is able to attract and retain a good range of businesses. The current supply of such sites is limited, particularly as locations such as Northbank and Agecroft come close to being fully developed.
- 7.8** As a result, it is vital that major new sites for economic development are identified. The two locations west of City Airport Manchester and Wharton Lane have been selected as they present the best opportunity to secure new employment in an environmentally acceptable way and in locations that are easily accessible by some of the city's most deprived communities where unemployment levels are above average.
- 7.9** The Green Belt west of City Airport Manchester offers a unique opportunity to provide the highest quality employment site, with excellent transport accessibility and benefiting from infrastructure investment associated with the proposed inter-modal freight terminal immediately to the south. There are no reasonable alternative sites within the city for this type of development. Some additional infrastructure investment may be required, for example relating to a new junction on the A57 and possibly a new bulk main from the Thirlmere Aqueduct. The loss of the Green Belt in this location will not affect the strategic function of this part of the Greater Manchester Green Belt, and the designation of new Green Belt in Little Hulton will ensure that there is no net loss of Green Belt within the city (see Green Belt section for more details).
- 7.10** The location at Wharton Lane forms part of a much larger employment site (Cutacre) in the neighbouring district of Bolton that extends to more than 100 hectares, although the land in Salford could be developed in conjunction just with the existing and much smaller Bolton UDP employment allocation if the rest of the site in Bolton were not to be brought forward. It is likely that the development of the Salford part of the site will be in the later phases, although earlier development would be encouraged where this is compatible with infrastructure issues such as the need to improve water supply connections and provide a secondary access from Lester Road.
- 7.11** There would be some significant benefits in seeking to deliver a higher level of industrial and warehousing development that has happened in recent years, as the availability of high quality sites has limited investment in the city in these economic sectors in the past. This would help to ensure that Salford has a diverse and robust economy, a good supply of accessible job opportunities for local residents, and can make a full contribution to the sub-region's sustainable economic growth. However, this would require further consideration of Green Belt release, which is not considered appropriate at this time. In the absence of any additional new sites other than those identified above, the emphasis therefore needs to be on supporting improvements to existing employment areas within the city to ensure that they can meet future needs as far as possible, as set out in the next policy. This would not increase the total amount of employment floorspace, but would help to improve the quality of premises and their ability to attract and retain modern businesses.
- 7.12** Overall, the scale of economic development proposed will make a major contribution to delivering the employment land requirement for Greater Manchester that is identified in the Regional Spatial Strategy (RSS). It equates to a total of 169 hectares or an average of 8.45 hectares per annum, assuming an average plot ratio for new office development of 200% within the Regional Centre and 80% elsewhere. This is about 7.1% of the total Greater

Manchester average annual RSS requirement of 119 hectares. This is lower than the proportion of Greater Manchester's new housing that will be located in Salford (around 16.6%), because of the high job densities that will be achieved in the very large supply of office floorspace proposed, particularly within the Regional Centre.

**7.13** The regional and sub-regional sites have been identified having regard to the criteria in paragraph 6.2 and Policy W2 of the RSS.

### **Summary of other options considered**

Option considered	Reasons rejected
Lower overall scale of economic development	Would compromise the ability of the city to support sub-regional economic growth
Higher overall scale of economic development	Would require consideration of further Green Belt release
Different distribution of office development within the Regional Centre	Updated to better reflect potential of different parts of the Regional Centre and the schemes that are under construction or being developed
No specific allowance for office development outside the Regional Centre	Underplays the important complementary economic role of existing employment areas and town centres across the city
Resist greenfield development at Cutacre and Green Belt development at Barton	Would result in a significant shortfall in employment land within the city that could compromise economic growth and reduce job opportunities for residents, with insufficient 'spare' employment land in neighbouring districts

## **Policy E 2**

### **Existing Employment Areas**

What and where	When	How
<b><i>Existing industrial and warehousing land and premises</i></b>		
Improve and redevelop existing industrial and warehousing premises and land within employment areas for similar uses, to ensure that they are attractive to the market in the medium to long term	2007-2027	Work with landowners, and seek funding for land acquisition and site preparation from organisation such as the NWDA. Resist losses of employment land beyond that identified below in order to encourage development for industrial and warehousing uses.
Release 130 hectares of existing industrial and warehousing land/premises for redevelopment to	2007-2027	Some sites already benefit from planning permission for other uses, particularly housing, or have been

What and where	When	How
<p>other uses such as offices, housing and open space, reflecting the provision of improved buildings within the city and continuing changes in the city's economic structure. The release would be broadly distributed as follows:</p> <ul style="list-style-type: none"> <li>• Regional Centre = 45 hectares</li> <li>• Rest of Central Salford = 30 hectares</li> <li>• Salford West = 55 hectares</li> </ul>		<p>identified as being suitable for redevelopment in approved masterplans, Growth Point proposals, etc. Within the Regional Centre, mixed use schemes involving significant amounts of office development will ensure that employment opportunities increase rather than reduce.</p>

Within the existing employment areas outside the Regional Centre, as identified in Salford's Employment Land Review, the following measures will be supported:

- The improvement and development of sites and premises for:
  - Industrial and warehousing uses;
  - Employment-generating uses of a similar nature; and
  - Offices of a modest scale
- The provision of training facilities and similar uses directly connected to employment provision

The following measures will be supported where they do not have any significant adverse impact on the overall function of the employment area:

- Waste management development
- The provision of sites for travelling people where they involve a significant employment function as well as residential accommodation
- The provision of community facilities where they cannot be adequately located elsewhere within the local area that they would serve

Uses other than those identified above will only be permitted where both of the following two criteria apply:

- a. They would not have any significant adverse impact on the employment uses remaining in the employment area; and
  - b. They would be consistent with the overall scale and distribution of the loss of industrial and warehousing land identified above
- And either of the following two criteria apply:
- c. The area is specifically identified as being appropriate for other uses in a document that:
    - i. Has been adopted by Salford City Council; and
    - ii. Takes full account of the overall need for employment land within the city and individual parts of it; or
  - d. The premises have been subject to a detailed market appraisal that clearly demonstrates that there is no current or likely future demand for them, including evidence of comprehensive marketing over a prolonged period (typically at least 12 months, and

longer where market conditions are more challenging) and consideration of a full range of employment and related uses (including open storage and waste management)

### ***Reasoned justification***

- 7.14** Salford's existing employment areas have an important role to play in the city's future economic success, providing a broad range of job opportunities that are accessible to local communities. Within the Regional Centre, most of the existing employment areas, with the exception of part of Liverpool Street, are likely to be redeveloped for high-density mixed-use developments that provide much higher numbers of jobs as well as other uses.
- 7.15** If the city's employment growth prospects are to be fully realised, then it will be necessary to secure major investment in some of the existing employment areas outside the Regional Centre, particularly those that are best located. This may require some site assembly, as well as the refurbishment and/or redevelopment of existing buildings to provide a higher quality of accommodation. Area regeneration strategies and masterplans will be used to identify opportunities, and to provide a basis for funding bids to regional and partner agencies. These redevelopments would not result in any overall change in the total amount of industrial and warehousing floorspace in the city, but would instead help to improve the overall quality of premises to better attract and retain businesses. This supply of land is not therefore interchangeable with any of the other sources of employment land identified in the previous policy, such as the sites at Barton and Cutacre as they would provide net additional floorspace.
- 7.16** However, there will be some existing employment areas, and parts thereof, that find it increasingly difficult to attract and retain businesses due to their location and the quality of premises available. The Greater Manchester Forecasting Model has been used to identify the amount of industrial and warehousing land that could be lost within the city, having regard to the scale of new industrial and warehousing floorspace proposed. The broad distribution of that loss is based on sites that already have planning permission for other uses, New Growth Point proposals, planning guidance, development frameworks, the city's Strategic Housing Land Availability Assessment, the Employment Land Review, and the need to provide a good distribution of employment opportunities across the city.
- 7.17** The release of existing employment areas will be controlled and monitored to ensure that the total scale and distribution of loss does not result in a shortfall of employment land within the city. The figures in the policy relate specifically to industrial and warehousing land, and the loss of other employment-generating uses will also need to be carefully managed. A significant proportion of the acceptable scale of loss is already accounted for by existing planning permissions and emerging proposals such as those related to the New Growth Point, and therefore there will only be limited circumstances where the redevelopment of existing employment areas for non-employment uses will be appropriate.
- 7.18** A detailed market appraisal will be fundamental to determining whether a site is appropriate for redevelopment or not. This should take a long term view of the economic prospects of the site, and not focus solely on what may only be relatively short-term difficulties for example in terms of finding a new occupier or delivering a financially viable employment-related redevelopment. If a site or building is currently occupied then the market appraisal will need to clearly explain why it is not possible to retain or replace that occupier, as this will otherwise be seen to constitute a proven demand for the premises.

**Summary of other options considered**

Option considered	Reasons rejected
Less reliance on redevelopment of existing employment areas for land for new economic development	If the overall scale of economic development is not to be reduced then this would require more 'new' employment land to be identified. Given the scale of housing development proposed, this would require further release of greenfield and/or Green Belt land which would be difficult to justify and would have significant environmental implications
Permit more existing employment areas to be redeveloped for other uses	Would result in a shortfall in employment land to meet the city's economic needs, or require the release of additional greenfield and/or Green Belt land in compensation
Specifically name the employment areas that could be redeveloped	All areas have active businesses within them, and there is the risk that specifically naming employment areas to be redeveloped could force those businesses out of existence. Considered more appropriate to respond to opportunities as they arise, thereby maximising business retention and minimising relocation costs as far as possible
Require relocation of existing businesses where employment areas are redeveloped	This was only likely to be a significant issue where specific employment areas were identified as being suitable for redevelopment (see above). The policy approach now will mean that there is no realistic prospect of retaining businesses in the existing units if they are to be redeveloped and therefore forced relocations should be very rare
Require incorporation of live/work units where employment areas are redeveloped	A more flexible approach to the provision of live/work units is considered appropriate, as redeveloped employment areas may not necessarily be the best location for them



## 8 Housing

### 8.1 What are we trying to achieve?

- Ensure that Salford plays its part in meeting the housing needs of the growing number of households in Greater Manchester and the North West region
- Meet the needs of all types of household, including those with specialist requirements
- Increase the quality, adaptability and affordability of housing
- Support economic growth by increasing the supply of housing that will attract high income households and entrepreneurs to the city

### 8.2 How will that be delivered?

- Identify the overall scale, distribution and phasing of new housing provision, in accordance with the Regional Spatial Strategy and Growth Point proposals
- Control the mix and size of dwellings
- Enable the delivery of affordable housing
- Promote the improvement of existing housing
- Plan for all types of housing need including those of gypsies and travellers, travelling showpeople and students

### Policy H 1

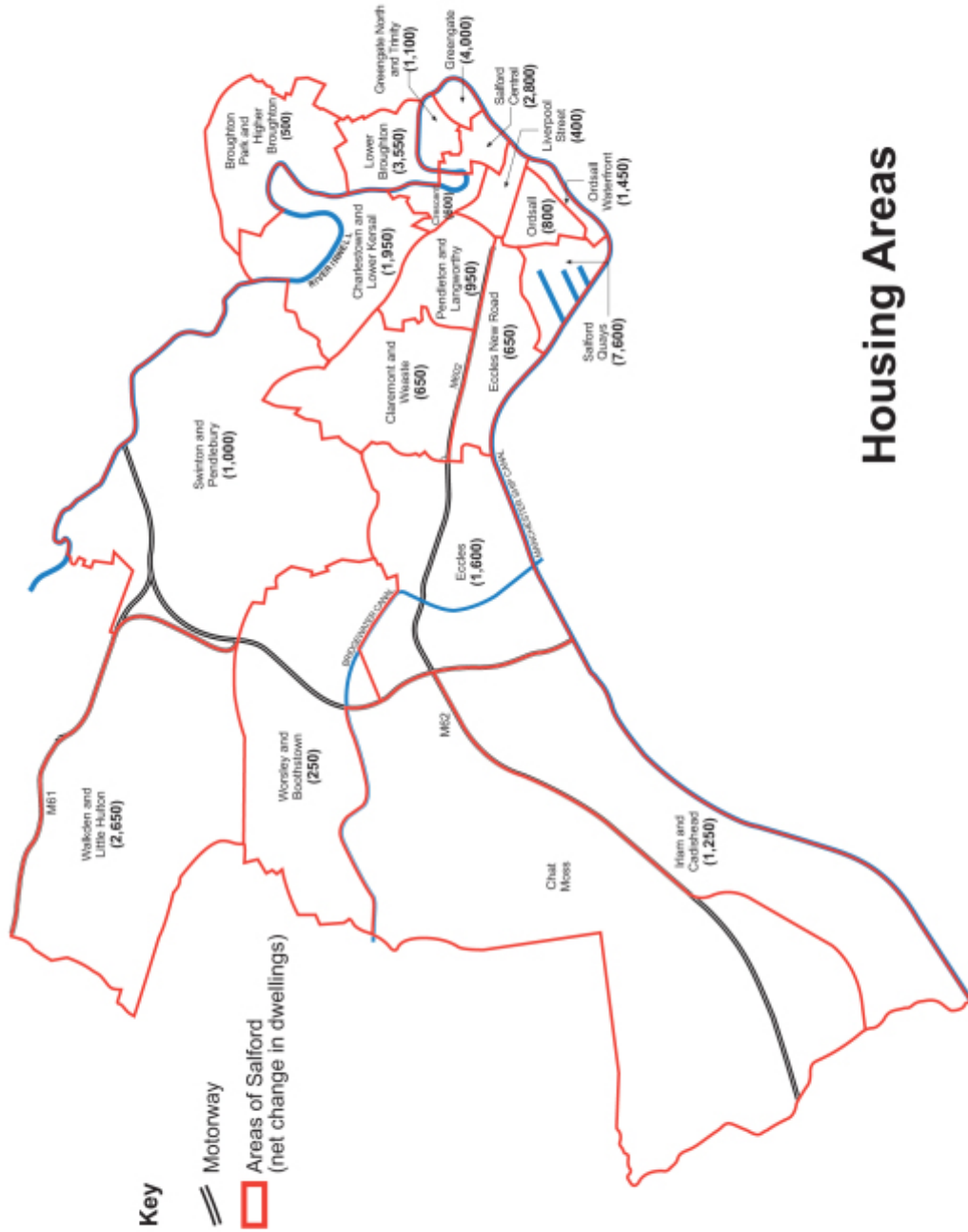
#### Scale and Distribution of Housing Development

What and where	When	How
<b>Overview</b>		
Deliver a net increase of 33,750 dwellings within Salford.	2007-2027	Identify sites through the Allocations Development Plan Document and the Strategic Housing Land Availability Assessment.
<p>Indicative phasing of the delivery of new housing (net increase):</p> <ul style="list-style-type: none"> <li>• 2007-2012 = 6,000 dwellings (1,200 per annum)</li> <li>• 2012-2017 = 13,500 dwellings (2,700 per annum)</li> <li>• 2017-2022 = 8,500 dwellings (1,700 per annum)</li> <li>• 2022-2027 = 5,750 dwellings (1,150 per annum)</li> </ul> <p>Any under- or over-provision of housing in relation to this indicative phasing will be rectified over the remaining period of the Core Strategy on a pro rata basis. The city's supply of housing land will be calculated accordingly. Normal policy restrictions will not be reduced because of an under-provision in relation to the indicative phasing, with this instead needing to be considered as part of a review of the Core Strategy.</p>		Phasing will be largely dependent on market conditions and the capacity of the construction industry, but is estimated here in order to assist infrastructure planning and the calculation of the 5-year land supply.

What and where			When	How
<b><i>Distribution of new dwellings</i></b>				
Distribute the net increase of dwellings on the following basis:			2007-2027	The city council will work with landowners and developers to identify sufficient, suitable sites as far as practicable/appropriate. The distribution figures are based on the Strategic Housing Land Availability Assessment and reflect what is considered to be achievable within the spatial framework provided by the Core Strategy. Limited deviation from the figures may be appropriate depending on the availability of sites.
Area	Net dwelling provision	% of city total		
Crescent	600	1.78		
Greengate	4,000	11.85		
Liverpool Street	400	1.19		
Ordsall Waterfront	1,450	4.30		
Salford Central	2,800	8.30		
Salford Quays	7,600	22.52		
<i>Regional Centre sub-total</i>	<i>16,850</i>	<i>49.93</i>		
Broughton Park and Higher Broughton	500	1.48		
Charlestown and Lower Kersal	1,950	5.78		
Claremont and Weaste	650	1.93		
Eccles New Road	650	1.93		



What and where			When	How
Area	Net dwelling provision	% of city total		
Greengate North and Trinity	1,100	3.26		
Lower Broughton	3,550	10.52		
Ordsall	800	2.37		
Pendleton	950	2.81		
<i>Rest of Central Salford sub-total</i>	<i>10,150</i>	<i>30.07</i>		
Eccles	1,600	4.74		
Irlam and Cadishead	1,250	3.70		
Swinton and Pendlebury	1,000	2.96		
Walkden and Little Hulton	2,650	7.85		
Worsley and Boothstown	250	0.74		
<i>Salford West sub-total</i>	<i>6,750</i>	<i>20.00</i>		
<b>City total</b>	<b>33,750</b>	<b>100.00</b>		



# Housing Areas

Figure 8.1 Housing Areas

### ***Reasoned justification***

- 8.3** The total net housing requirement of 33,750 is based on the figure of 1,600 dwellings net of clearance replacement set for Salford by the Regional Spatial Strategy (RSS), taking into account the agreed New Growth Point proposal which adds an extra 20% for the period 2008-2017. The RSS figure applies to the period 2003-2021, but has effectively been extended for a short period to 2023 in accordance with RSS Policy L4. For the period 2023-2027, the household projections for Salford from the Greater Manchester Forecasting Model have been used, which indicate a net increase of just under 1,000 households per annum. An extra allowance has been made for vacancies in new dwellings (3%) and their use as second homes (2%), and for the fact that there was a relative under-provision of housing in Salford in relation to the RSS requirement over the period 2003-2007 (i.e. before the start of the Core Strategy period). The overall housing requirement has then been reduced to reflect the potential for the reuse of existing vacant dwellings, which would lower the vacancy rate to 3%.
- 8.4** The proposed phasing is based primarily on the aforementioned factors, for example in terms of the need to deliver 20% above the RSS figure over the period 2008-2017 in accordance with the New Growth Point proposals. However, the balance between the first and second five-year periods has been modified to reflect the lower levels of completions that are anticipated in the early years of the Core Strategy as a result of the major economic recession and credit crunch. This leaves a relatively high completion rate for the period 2012-2017, but this is considered to be realistic given the scale of completions in Salford before the recession and the range of development opportunities available. The Strategic Housing Land Availability Assessment (SHLAA) indicates that it may be possible to deliver even higher levels of development over the period 2012-2022, effectively bringing forward the phasing slightly, and this would be permitted provided that all infrastructure requirements could be met.
- 8.5** The proposed distribution of housing across the city is primarily based on the SHLAA, having regard to existing planning permissions, regeneration strategies, other emerging proposals, and the overall vision and policy framework set out in the Core Strategy. This distribution also reflects the spatial framework in Policy RDF1 of the RSS, which gives the Regional Centre the highest priority for development in the North West region, followed by the surrounding inner areas such as the rest of Central Salford.

### ***Summary of other options considered***

Option considered	Reasons rejected
Higher housing provision figure of 38,600	Overestimated future household growth in Salford and the likely number of second homes
Much lower housing provision figure	Would be inconsistent with the Regional Spatial Strategy and the Government-backed Growth Point proposals
Phasing skewed more towards the later years	Would be inconsistent with the Government-backed Growth Point proposals
More new housing in the Regional Centre	Economic downturn considered likely to reduce the number of dwellings previously expected on some Regional Centre sites. It would also make it more difficult to deliver a good range of new housing across the city

Option considered	Reasons rejected
More new housing in Central Salford outside the Regional Centre	Would result in more employment land being lost, which would reduce local job opportunities that will be essential to delivering successful regeneration and tackling worklessness and deprivation
More new housing in Salford West	Would require more employment land, greenfield land, and/or Green Belt land to be released, which would be difficult to justify given the availability of land elsewhere in the city

## Policy H 2

### Greenfield Housing

What and where	When	How
To assist in delivering a broad mix of dwellings within Salford, 21 hectares of greenfield land will be released at Burgess Farm, south of Hilton Lane and the Wigan-Manchester railway line, Walkden (size relates to total site area rather than the developable area)	2013-2027	Salford City Council and Peel as the main two landowners will work together to bring the site forward, the boundary of which will be identified in the Allocations Development Plan Document. This may be different to that shown in the Strategic Housing Land Availability Assessment.

Development within this location should:

- Be of a very high quality of design and construction, helping to address the shortage of 'aspirational' housing within Greater Manchester;
- Minimise the impact on the landscape through careful design, siting and landscaping;
- Protect and enhance the existing Site of Biological Importance and associated protected species;
- Protect the Thirlmere Aqueduct and not interfere with its maintenance;
- Have separate sewer systems, and not discharge surface water to the foul/combined sewer;
- Be phased to ensure delivery of required infrastructure;
- Be phased to ensure that the site provides a steady supply of dwellings throughout the remaining plan period rather than a significant peak in any one part of the period;
- Provide 25% of the total dwellings as affordable housing; and
- Set aside sufficient land to accommodate a one form entry primary school (i.e. capacity for 210 children), or contribute to required off-site improvements to primary schools in the local area proportionate to the additional demand generated by the development

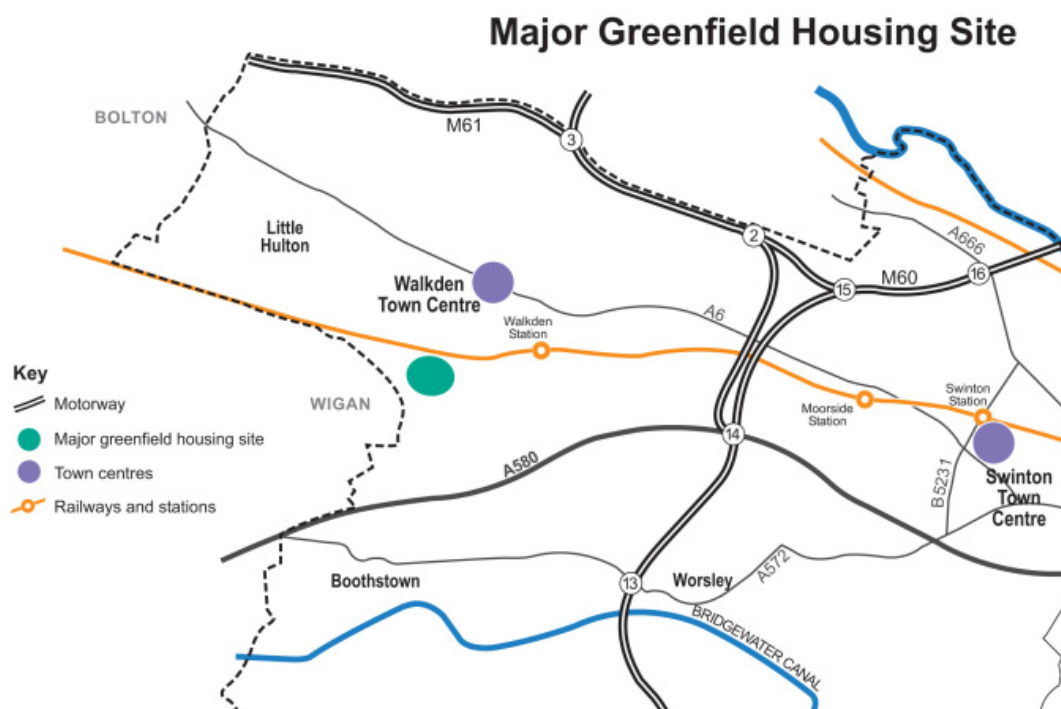


Figure 8.2 Major Greenfield Housing Site

### **Reasoned justification**

- 8.6** One of the ten recommendations of the Manchester Independent Economic Review (MIER) is that there needs to be “a review of housing strategy with an emphasis of demand conditions and the easing of planning restrictions which restrict availability and increase housing costs for skilled workers”. In particular, the MIER highlights the need to provide more of the type of housing that can help to attract the high-skilled and professional workers that will drive forward the sub-regional economy. One possible way of achieving this would be to release greenfield or even Green Belt land in relatively high value locations. However, this approach of using housing to attract more skilled workers to the city has to be balanced against other important objectives such as the promotion of urban regeneration and the re-use of previously-developed land, and the protection of environmental assets such as landscape character, agricultural land and biodiversity.
- 8.7** The whole of Salford’s housing requirement over the Core Strategy period could theoretically be provided within the urban area, almost totally on previously-developed land. However, given the above MIER recommendation, the desirability of providing a broad mix of dwellings and development opportunities within the city, and the relatively high proportion of apartments in the future housing supply, it is considered that there is a strong argument for a very limited release of greenfield land where the impacts would be lowest. An assessment of the possible locations that have been put forward by the development sector has indicated that Burgess Farm would provide the most sustainable option, with other locations either being in the Green Belt, having poorer access to services, and/or adversely affecting valued local landscapes. It is estimated that this would result in around 91.8% of new residential development over the period 2007-2027 being on previously-developed land. It is not envisaged

that there will be a need to release any other large greenfield sites for residential development during the Core Strategy period, and any such release would be likely to result in the indicative target of 90% in the Regional Spatial Strategy not being met. Phasing the Burgess Farm site over a prolonged period will minimise the potential for its development to impact on the delivery of priority housing sites in Central Salford and other regeneration areas, and will help to ensure that the 90% target is consistently exceeded.

- 8.8** The detailed site boundaries and requirements will be set out in the Allocations Development Plan Document, and development will be expected to come forward in a coordinated manner guided by a masterplan to ensure that it functions successfully as a whole, is appropriately integrated into surrounding communities, and any necessary supporting infrastructure is provided. The additional children that it is anticipated the development would bring into the area would be expected to result in the need for a new one form entry school, which would need to be accommodated within the site requiring around one hectare of land. The Site of Biological Importance to the west and south (Ponds near New Manchester (East)) is an area of important amphibian breeding habitat supporting a number of water features. Great crested newts, a UK Biodiversity Priority Species, have been recorded in six of the ponds, and both they and the wider habitat would therefore need to be protected as part of any development.

### **Summary of other options considered**

Option considered	Reasons rejected
Release less greenfield land	Would result in less family housing coming forward, and fewer dwellings that will help to attract skilled workers to the city, thereby reducing the ability to meet both economic and social objectives
Release more greenfield land and/or Green Belt	Difficult to justify releasing Green Belt land, given the ability to meet the overall housing figure on other sites in the city. Other greenfield locations considered less sustainable and less likely to meet economic objectives, and therefore balance of considerations is against their development

## **Policy H 3**

### **Mix and Design of Dwellings**

What and where		When	How
<b>Mix of dwellings</b>			
Deliver the following mix of dwellings:		2007-2027	The mix of dwellings will be partly dependent on the size, location and context of sites available within the city. It will also be controlled using the policy below, to help maximise the number of houses and the diversity of provision.
Area	% of area total in italics		
	Houses      Apartments		
Regional Centre	650 <i>3.86%</i>	16,200 <i>96.14%</i>	

What and where			When	How
Rest of Central Salford	4,000 <i>39.41%</i>	6,150 <i>60.59%</i>		
Salford West	4,850 <i>71.85%</i>	1,900 <i>28.15%</i>		
City total	9,500 <i>28.15%</i>	24,250 <i>71.85%</i>		
<p>Ensure that all communities across the city are able to meet their full range of housing needs as far as practicable, including through:</p> <ul style="list-style-type: none"> <li>• Achieving a good mix of accommodation across new housing developments in terms of type, size and tenure</li> <li>• Ensuring that new dwellings are adaptable, and people are enabled to live independently</li> <li>• Providing hostels and other specialist residential accommodation</li> </ul>			2007-2027	New development will be controlled to ensure diverse and adaptable dwellings are provided (see rest of policy below), and the Supporting People programme will assist independent living. The city council will work with a broad range of housing providers to identify and bring forward suitable sites to ensure that more vulnerable residents can meet their housing needs, including through the Supporting People programme. See also separate policy on conversion of dwellings below

### ***Type of housing***

All residential developments should be designed to maximise their attractiveness to a broad range of household types, particularly those containing children. This should be reflected in the form of development, unit sizes, and the provision of outside amenity space.

Individual residential developments should normally provide the following minimum proportions of houses:

- 90% within Salford West, Broughton Park/Higher Broughton, Claremont, and the northern part of Weaste and Seedley
- 60% within the rest of Central Salford outside the Regional Centre
- 20% within Ordsall Waterfront, the Crescent, and Liverpool Street
- 10% within the western part of the Salford Central area
- No minimum requirement in the rest of the Regional Centre or the town centres

Dwellings other than houses may be counted towards these percentages where they contain at least 3 bedrooms and have at least 20 square metres of private outdoor space.

A lower proportion of houses may be acceptable where it can be clearly demonstrated that the site has distinct characteristics or design context that makes a higher proportion inappropriate or impracticable to provide.

### ***Density***

The following density targets should be achieved where this is consistent with the specific design context of the site:

- 80 dwellings per hectare or above within the Regional Centre, town centres, and locations with very high levels of public transport accessibility compared to other parts of the city
- 40-80 dwellings per hectare within the rest of Central Salford excluding Claremont and the northern part of Weaste and Seedley
- 30-50 dwellings per hectare within the rest of the city

Higher or lower densities may be appropriate depending on site-specific circumstances such as:

- The design context
- The existing and proposed accessibility of the site
- Site constraints such as land instability or contamination
- The need to provide additional green infrastructure
- The availability of other infrastructure
- The desirability of providing additional housing to meet a specific and demonstrable need

### ***Size of dwellings***

Individual residential developments should achieve the following standards in terms of the size of dwellings:

- No more than 10% of apartments should have a net internal floor area less than 45 square metres
- At least 50% of apartments should have a net internal floor area of 57 square metres or more
- At least 20% of apartments should have a net internal floor area of 65 square metres or more
- At least 75% of houses should have a net internal floor area of 82 square metres or more and provide at least 3 bedrooms
- Within Broughton Park and Higher Broughton, at least 25% of new dwellings should have 5 or more bedrooms wherever practicable

### ***Amenity space***

Each residential development should ensure that sufficient outdoor amenity space is provided to meet the needs of all of its residents and offer a high quality living environment. In the case of apartments, this may be within or immediately adjacent to the development, and may be private, communal, or a combination thereof. Garden sizes of houses should reflect the scale, design and function of the dwelling, and the character of the neighbourhood, and should have a sufficient depth of topsoil to enable vegetables to be grown.



**Design**

New residential development should score at least 16 (which is defined as being 'very good') when assessed against the Building for Life questions. Where it can be clearly demonstrated that the location of the site makes it impracticable to achieve this then a score of 14 or 15 may be considered acceptable.

All dwellings should be designed to be as adaptable as possible, in terms of being capable of:

- Meeting a wide variety of different needs (such as the needs of different types of household, and enabling working from home);
- Adapting to changing needs over time (thereby enabling people to remain in their homes as their circumstances change); and
- Being retrofitted with new technologies (such as renewable/ decentralised low carbon energy systems and water efficiency systems, where these are not practicable or viable to be incorporated at the time of construction).

At least 10% of dwellings in each new development should be wheelchair accessible, or easily adaptable to meet the needs of residents who are wheelchair users.

The design of apartments should ensure that they encourage and enable high standards of management and maintenance, for example in terms of the common areas and the management of refuse.

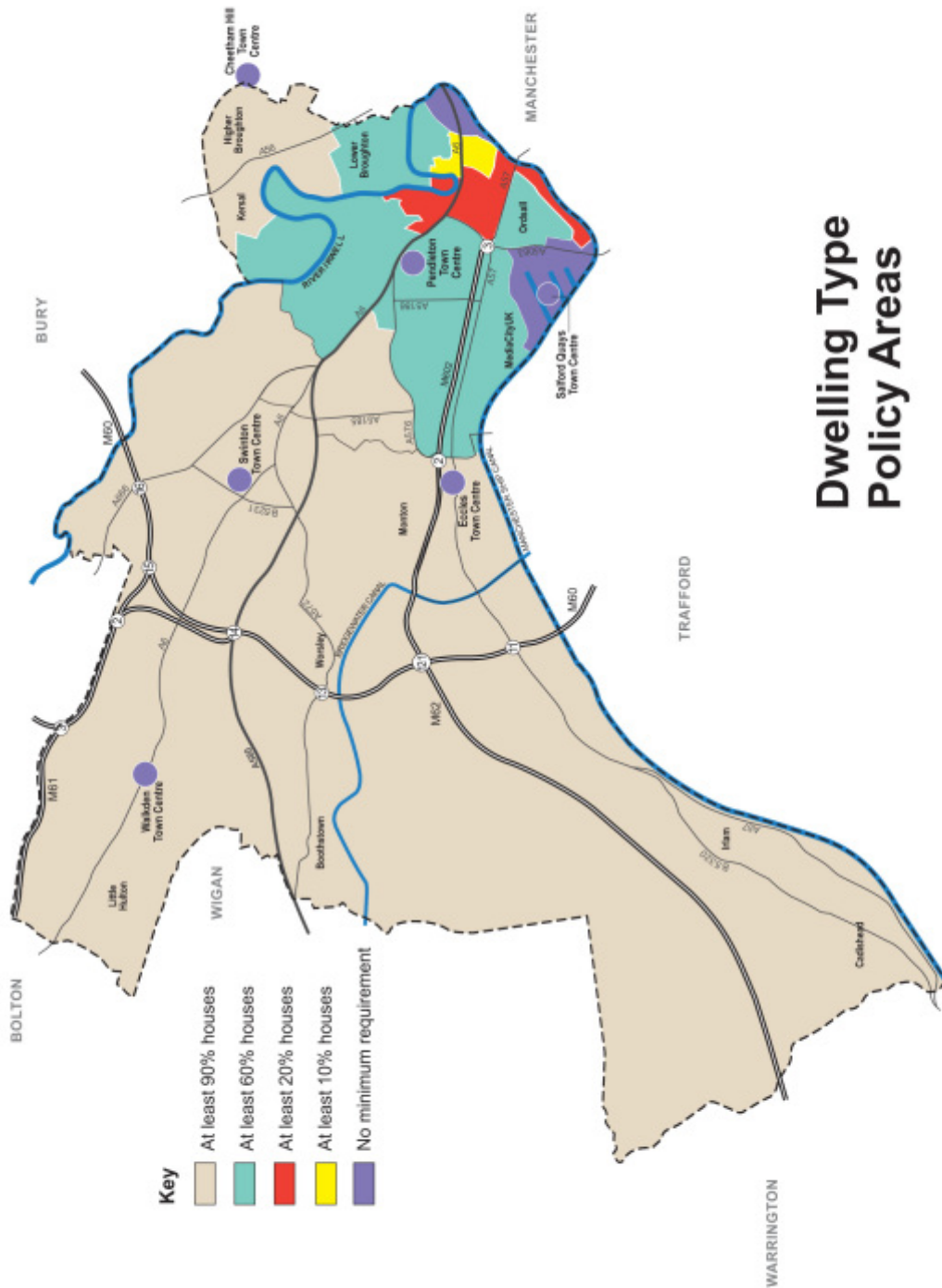
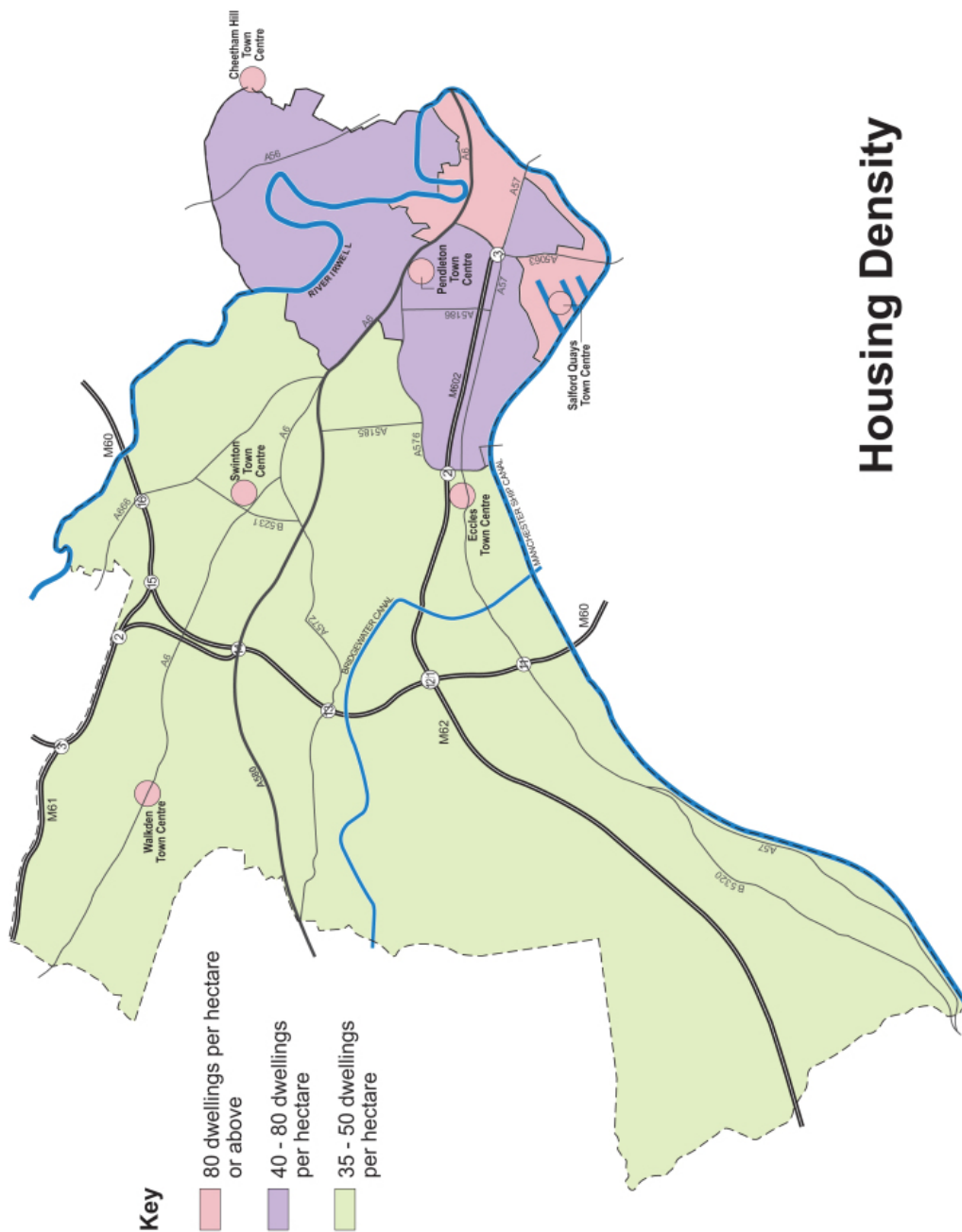


Figure 8.3 Dwelling Type Policy Areas



# Housing Density

Figure 8.4 Housing Density

***Reasoned justification***

- 8.9** The indicative mix of dwellings is based on the city's Strategic Housing Land Availability Study. The high proportion of apartments reflects the significant number of existing planning permissions, the increasing number of single person households, and the fact that many of Salford's potential housing sites are in highly accessible locations where high density developments will be appropriate. This is particularly the case within the Regional Centre, where small sites can provide very large numbers of apartments.
- 8.10** Given the high proportion of apartments and the city council's aim of attracting more families to live in Salford, it will be important to maximise the provision of houses in new residential developments wherever possible. Densities generally reduce further away from the core of the conurbation, reflecting the character of existing neighbourhoods and their levels of public transport accessibility, and so the potential to provide houses rather than apartments will be greatest within Salford West. This is reflected in the policy requirements regarding the minimum proportions of houses on individual sites. Some parts of Central Salford have been grouped with Salford West because they are very similar in character in terms of relatively low density suburban housing. Although generally characterised by very high densities, there are parts of the Regional Centre where there is scope for some provision of houses, particularly outside the Manchester/Salford City Centre and Salford Quays.
- 8.11** The particular context of a site, for example in terms of a very high level of accessibility or the scale of surrounding buildings, may mean that a lower proportion of houses is acceptable in a limited number of circumstances. In addition, a significant proportion of the dwellings that already have planning permission are apartments rather than houses. As a result, even with these minimum proportions of houses there will be a very significant supply of new apartments within the city, which reinforces the need to comply with the standards wherever possible.
- 8.12** The split between houses and apartments is relatively simplistic, and it will be important to ensure that apartment developments are carefully designed to maximise their attractiveness to a wide variety of households including families with children. Equally, high densities can be achieved through developments of houses as well as apartments, and this should be reflected in the design of new residential schemes. It will be important to ensure that land is used as efficiently as possible to reduce the need to develop greenfield land, in accordance with national and regional planning policy. However, this must not come at the expense of the design quality of the local area, the provision of a high quality living environment, or the development of an integrated green infrastructure network throughout the city. The densities in the policy are indicative and provide a guide as to what is likely to be most appropriate in different parts of the city, but site-specific circumstances may justify a deviation from them.
- 8.13** The emphasis must be on ensuring that Salford's housing stock can meet a broad range of needs, and can adapt as the needs of individual households changes over time. This will be vital for delivering mixed and stable communities where people actively want to live. A key part of this is to ensure that the supply of smaller sized dwellings does not dominate, as these will be less adaptable and will only be able to meet the needs of a relatively small proportion of households, restricting the type of households that can live in Salford and the ability of people to remain in their home or community as their needs evolve. In addition, providing sufficient space for people to work from home can both contribute to the economy and minimise the need to travel. However, adaptability also relates to the need for dwellings to be able to evolve as environmental standards increase and opportunities arise, for example in terms of the retrofitting of new technologies. Given the high proportion of apartments being provided, it will be essential for those dwellings to be of a high quality.

- 8.14** The size thresholds referred to in the policy are derived from the Housing Corporation's Housing Quality Indicators (HQIs), as used by the Homes and Communities Agency. The 45 square metre standard is the HQI minimum for a 2 bedspace dwelling, 57 square metres is the HQI minimum for a 3 bedspace dwelling, and 65 square metres is the HQI minimum for a 4 bed space dwelling. The policy therefore allows for a good mix of apartment sizes to be provided, including some studio apartments, whilst ensuring that small dwellings do not dominate. In terms of houses, 82 square metres is the HQI minimum for a 2 storey 5 bedspace dwelling, which equates to two double bedrooms and a single bedroom (or one double, and three singles). The Broughton Park and Higher Broughton area has a high proportion of large households, and it is important that the mix of new dwellings in the area reflects this, particularly given the level of population growth anticipated as a result of the current age profile.
- 8.15** CABE has developed the Building for Life criteria to support the creation of high quality homes and places. The criteria relate to a broad range of issues such as character, highways and pedestrians, design and construction, environment and community. It therefore encapsulates some of the principles discussed above. The application of the criteria to all residential developments will help to ensure that Salford's new homes are successful in the long-term, and reflects the fact that the Government now uses the criteria as a way of measuring the design quality of new housing developments across the country through Local Development Framework Annual Monitoring Reports. A score of 16 is classed as 'very good', and is therefore considered to be the minimum that should be expected for Salford's residents. This should be realistic on the vast majority of sites. However, there may be a small number of locations where the principle of housing is considered acceptable but it is not possible to score well in relation to the questions on access to public transport and/or community facilities. In these circumstances a lower score of 14 or 15 may be acceptable, but would need to be clearly justified.
- 8.16** Dwellings will also be more adaptable if they are able to accommodate wheelchair users, which again reduces the need for expensive adaptations or for people to move home as their circumstances change. The Lifetime Homes standard is gradually being incorporated into the Code for Sustainable Homes, but this will not ensure that all of the additional needs of wheelchair users are addressed for example in terms of extra space in kitchens and bathrooms, space for storage and recharging of electric wheelchairs, and the height of windows. However, it is not considered reasonable to require all new dwellings to meet wheelchair accessibility standards as many households will not require such provision, and therefore 10% of new dwellings is considered to be a balanced approach reflecting the likely scale of need.
- 8.17** Amenity space of good size and quality will be important not only for the success of new housing developments, but also as a key part of the city's 'green infrastructure'. In those parts of the city where densities are higher, innovative approaches to the provision of amenity space are encouraged such as accessible green roofs. It will be important to ensure that a good depth of topsoil is provided across new gardens so that occupants are able to grow vegetables, thereby promoting increased self-sufficiency and reducing the carbon emissions associated with food production and distribution.
- 8.18** Regard should also be had to national requirements for the design of new development, including the Code for Sustainable Homes, and the Design chapter of the Core Strategy.

**Summary of other options considered**

Option considered	Reasons rejected
A lower proportion of houses overall	Would lead to a skewed housing profile within the city, reducing the ability to meet the needs of all households
A higher proportion of houses overall	Would require the release of more employment land, greenfield land, or Green Belt, which would compromise economic and environmental objectives
Different proportion of houses on individual sites	Given the relatively high proportion of apartments overall, it is considered important to maximise the proportion of houses on individual sites as far as possible whilst being realistic about what can be achieved in terms of design and economic viability
No specific density requirements	National planning policy (PPS3) states that local planning authorities should develop housing density policies
No specific size standards in the Core Strategy	Securing a good mix of adaptable dwellings is considered essential, and a key issue such as this should be dealt with through the development plan rather than a supplementary planning document
Different minimum size of apartments on individual sites	Lower space standards were considered to risk provision being too skewed towards very small units that lack adaptability and only attract certain types of household to the city, whereas higher standards could affect viability and therefore the ability to deliver the required number of dwellings
Specific standard for amenity space	Considered more appropriate for a supplementary planning document
A lower requirement in relation to the Building for Life questions	The quality of new development will be essential to the future success of the city, and therefore high standards need to be met at all times
Lower proportion of wheelchair housing	Would reduce the adaptability of the city's dwelling stock, and therefore its ability to meet the differing and changing needs of households
Include a specific retirement village proposal	Provision of a retirement village would be supported in principle but further work is required to identify the likely scale of need, the most appropriate location, and delivery mechanisms

## Policy H 4

### Affordable Housing

What and where	When	How																																	
Deliver the following scale, type and distribution of affordable housing:	2007-2027	The affordable dwellings will be provided through a mixture of planning obligations (see policy below), direct funding from the Homes and Communities Agency, development partnerships involving the city council, major developers, Salix Homes and/or City West Housing Trust, and investment by Registered Social Landlords.																																	
<table border="1"> <thead> <tr> <th>Affordable housing</th> <th>Number</th> <th>% of total</th> </tr> </thead> <tbody> <tr> <td>Total number of affordable homes</td> <td>5,300</td> <td></td> </tr> <tr> <td><i>Tenure</i></td> <td></td> <td></td> </tr> <tr> <td>- Social rented</td> <td>2,800</td> <td>53%</td> </tr> <tr> <td>- Intermediate</td> <td>2,500</td> <td>47%</td> </tr> <tr> <td><i>Distribution</i></td> <td></td> <td></td> </tr> <tr> <td>- Central Salford</td> <td>4,400</td> <td>83%</td> </tr> <tr> <td>- Salford West</td> <td>900</td> <td>17%</td> </tr> <tr> <td><i>Source of funding</i></td> <td></td> <td></td> </tr> <tr> <td>- Grant funding</td> <td>3,650</td> <td>69%</td> </tr> <tr> <td>- Planning obligations</td> <td>1,650</td> <td>31%</td> </tr> </tbody> </table>	Affordable housing	Number	% of total	Total number of affordable homes	5,300		<i>Tenure</i>			- Social rented	2,800	53%	- Intermediate	2,500	47%	<i>Distribution</i>			- Central Salford	4,400	83%	- Salford West	900	17%	<i>Source of funding</i>			- Grant funding	3,650	69%	- Planning obligations	1,650	31%		
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#### **Affordable housing provision within new residential developments**

All developments incorporating open market housing and involving the provision of 15 or more dwellings should ensure that at least the amount of affordable housing shown in the following table is provided as part of the development. This will apply to each phase of a site where the total number of dwellings across all phases exceeds that threshold, even if individual phases are below it.

Area (see diagram below)	% of social rented affordable housing	% of intermediate affordable housing	% of affordable housing in total
Land at Burgess Farm, Walkden (as identified in Policy H2)	18.75%	6.25%	25%
Manchester/Salford City Centre, Salford Quays and areas with a low level of social rented housing	15%	5%	20%
Those parts of Salford West with a broad mix of tenures	7.5%	7.5%	15%
Rest of the Regional Centre and those parts of Central Salford with a broad mix of tenures	5%	5%	10%
Areas with a high concentration of social rented housing	2.5%	7.5%	10%

A lower proportion and/or different tenure mix of affordable housing may be permitted where it can be clearly demonstrated that the development would otherwise not be financially viable and the provision of affordable housing is being maximised as far as practicable. Where development viability proves to be greater than assumed when justifying a lower level of affordable housing provision, then an additional commuted sum may be sought on a proportionate basis. Commuted sums may be directed towards sites that would otherwise not be able to meet the affordable housing levels in the table above, and the development of those sites should allow for this.

The affordable housing should normally be provided on site. The payment of a commuted sum for off site provision may be appropriate as an alternative, in whole or part, in the following limited circumstances:

- The site is located within Salford Quays or Salford's part of Manchester/Salford City Centre, where the practicalities of on-site provision may be difficult;
- It is not possible to secure the interest of a registered social landlord or other suitable organisation to manage the on-site provision; or
- The commuted sum could help to ensure that a priority affordable housing scheme elsewhere in the city is delivered



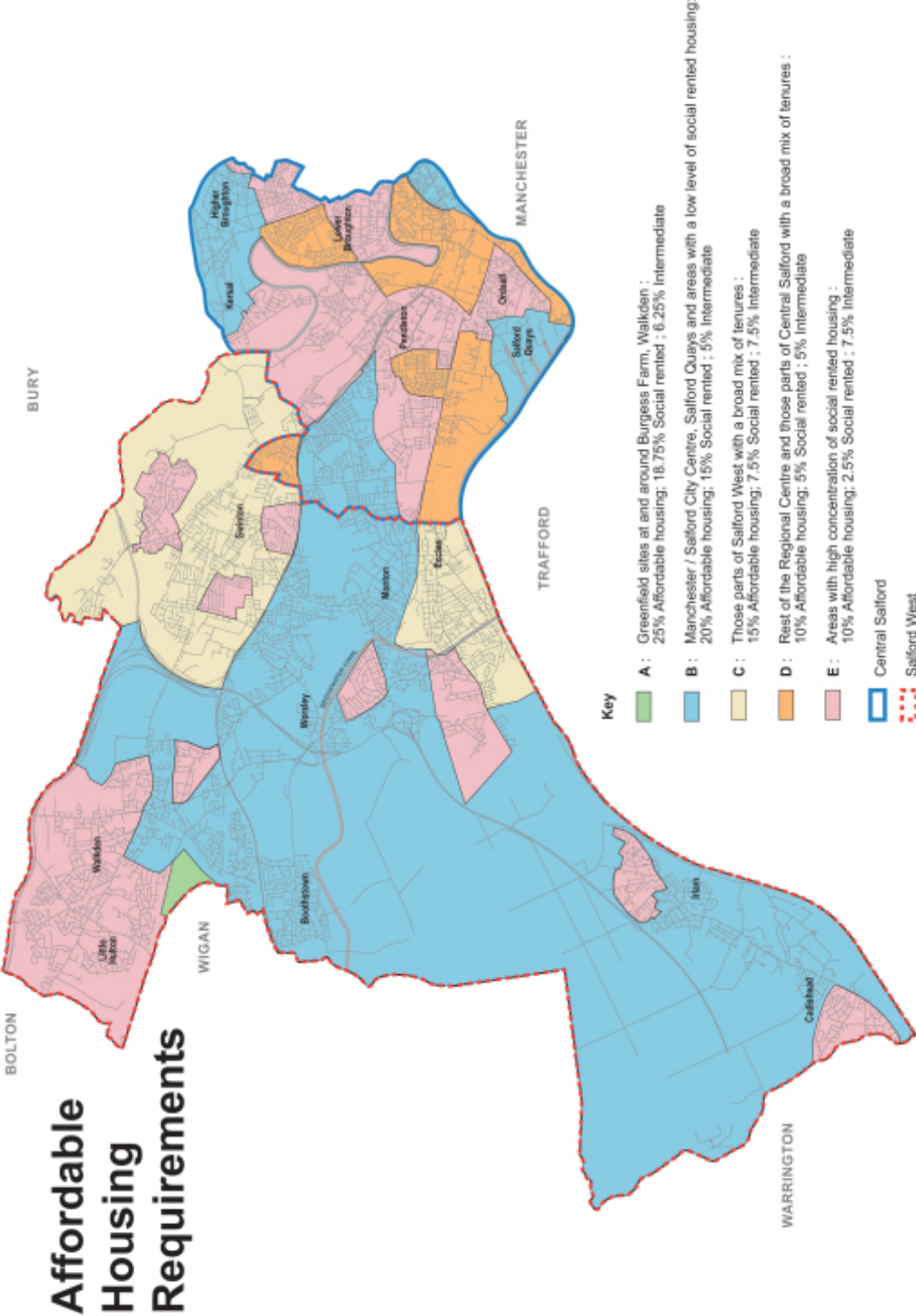


Figure 8.5 Affordable Housing

**Reasoned justification**

- 8.19** In simple terms, 'affordable housing' includes homes that are rented from organisations such as Salix Homes, City West Housing Trust, and other registered social landlords at a controlled rent, and 'intermediate' schemes such as shared ownership and shared equity where the occupier owns part but not all of the property. It does not include open market housing that is relatively cheap.
- 8.20** However, for the avoidance of doubt, this policy uses the definition of affordable housing set out in national planning policy guidance. Affordable housing is defined as "social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:
- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices
  - Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provisions"<sup>(1)</sup>
- 8.21** Social rented housing is defined as "rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime". Intermediate housing is "housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above".<sup>(2)</sup>
- 8.22** In addition to the 'affordable housing' covered by this policy, a range of other types of housing and financial products will help to improve housing affordability and meet the need for low cost housing within Salford. For example, the private rented sector will have an important role to play in filling the gap between affordable housing and owner occupation, and low cost market housing will provide an important entry point for some households in the owner-occupied market. Government schemes aimed at promoting home ownership will support this. Furthermore, the relatively high level of housing being provided within Salford and the sub-region more generally should help to modify house price rises in accordance with the guidance provided by the National Housing and Planning Advice Unit (NHPAU).
- 8.23** Salford's Housing Needs Assessment identifies an annual need for affordable housing of 674 dwellings per annum, with 90% of this being for social rented dwellings. It will be impossible to provide this number of new affordable homes throughout the Core Strategy period, given the limited availability of grant funding, the financial viability of sites within the city and the number of existing residential planning permissions without any affordable housing requirement. Nevertheless, the Core Strategy seeks to maximise the provision of affordable housing as far as is practicable.
- 8.24** It is estimated that grant-based provision through the National Affordable Housing Programme, the recycling of grants by registered social landlords, and the various HomeBuy schemes funded by the Government will enable a significant amount of affordable housing to be delivered. Taking into account past levels of provision and increased pressures on Government funding, it is estimated that around 3,650 new affordable homes can be delivered through these sources, focused primarily (about 92%) within Central Salford which reflects

1 "Planning Policy Statement 3 (PPS3): Housing" – Department for Communities and Local Government (November 2006, Annex B, p.25)

2 (ibid)

the city council's strategic priorities for affordable housing provision. However, the city council will continue to press for even higher levels of funding so as to better meet Salford's affordable housing needs.

- 8.25** A viability assessment of a selection of possible housing sites, considering different locations and types of development, has informed the proposed affordable housing requirements for private sector housing developments. This has led to the identification of a higher affordable housing requirement on the major greenfield site at Burgess Farm in West Salford (25%), and a lower requirement (10%) in large parts of Central Salford and other areas that have a high proportion of social rented housing. The tenure mix (social rented and intermediate) reflects the existing tenure profile of each part of the city, seeking to deliver mixed communities with a good range of housing options. The tenure mix also influences the overall proportion of housing that should be affordable, as the subsidy required from a developer for social rented housing is approximately twice that for intermediate housing. This overall approach results in a lower proportion of affordable homes being in the social rented sector than is suggested by the Housing Needs Assessment, but this helps to increase the overall number of affordable dwellings that can be provided given the relatively limited resources available and takes into account the relatively high proportion of social rented housing already within the city.
- 8.26** Although the various affordable housing requirements take account of the likely financial viability levels in different parts of the city, there will be some sites where financial viability is significantly more constrained because of issues such as the need for demolitions, site remediation or other extraordinary costs. In addition, there is already a high supply of planning permissions within the city that would deliver only a very limited amount of affordable housing. As a result, it is estimated that around 1,650 new affordable homes could be provided through planning obligations over the period 2007-2027. In most cases this will be through on-site provision in order to secure a good mix of housing within the local area, but the payment of commuted sums for off-site provision may be appropriate in some cases. Directing commuted sums to sites that would otherwise not be able to provide the level of affordable housing normally required will also help to deliver mixed neighbourhoods.
- 8.27** In implementing this policy, the city council will be sensitive to the impact of affordable housing requirements on the financial viability of development, reducing those requirements where appropriate. However, viability assessments can only ever be an estimate, and may sometimes underplay the potential profit in a scheme. This may result in a development providing less affordable housing than would have been possible and appropriate. Consequently, where lower levels of affordable housing are permitted on the basis of viability considerations, the city council may require the inclusion of a 'clawback' clause in any agreement so that if viability proves to be better than originally forecast then this results in an additional contribution to affordable housing in line with this policy.

### ***Summary of other options considered***

Option considered	Reasons rejected
Higher proportion of affordable housing on all new sites	Financial viability and the availability of grant funding mean that a higher proportion would be unrealistic
Lower threshold of 10 dwellings	Not considered to be any Salford-specific issues that would justify a lower threshold than the national minimum

## Policy H 5

### Delivering Successful Housing Areas

What and where	When	How
<p>Support regeneration schemes that deliver improvements in housing quality, with a strong emphasis on:</p> <ul style="list-style-type: none"> <li>• Retaining existing communities;</li> <li>• Diversifying the type and tenure of accommodation within areas currently dominated by social rented housing;</li> <li>• Enhancing the resilience of the existing housing stock to climate change and reducing its carbon footprint;</li> <li>• Enhancing the security of existing housing areas, including through 'allegating' schemes; and</li> <li>• Attracting new residents to the city</li> </ul>	2007-2027	The city council will utilise its own land assets, and its compulsory purchase powers where necessary, to enable housing regeneration. Key partners will include the Manchester Salford Housing Market Renewal Partnership, Central Salford URC, Salix Homes, and City West Housing Trust, as well as private sector developers. This will involve redevelopment, as well as the refurbishment and remodelling, of existing properties. Government funding will have an important role, for example in supporting climate change initiatives
<p>Deliver major improvements to social rented housing in Salford to achieve the decent homes standard, through a mixture of refurbishment, remodelling and demolition</p>	2007-2016	Improvements are being delivered through Salix Homes (managing the city council's remaining stock), City West Housing Trust (to which most city council housing in Salford West has been transferred), and a Private Finance Initiative in Pendleton
<p>Manage the private rented sector to ensure a high quality of provision, utilising selective landlord licensing where appropriate</p>	2007-2027	The city council has already implemented landlord licensing schemes in parts of the city, and additional areas will be included as required. It will be self-funding through charges for licences
<p>Take measures to bring empty housing back into permanent residential use, including through:</p> <ul style="list-style-type: none"> <li>• Area-based housing renewal schemes</li> <li>• The use of empty dwelling management orders</li> <li>• Investing in improvements to social rented housing (see above)</li> <li>• Ensuring new homes are of a high design quality (see Policy H3)</li> </ul>	2007-2027	The city council will work with owners to bring dwellings back into use, but will also declare housing renewal areas and serve empty dwelling management orders as required (supported by the Housing Market Renewal Fund and other grant funding)

What and where	When	How
<ul style="list-style-type: none"> <li>Working with private landlords (see above)</li> <li>Controlling short-term lets (see below)</li> </ul>		

### ***Short-term lets***

Planning permissions for apartments, except for those specifically designed and designated to be serviced apartments, will be conditioned to ensure that the dwellings are not let out for periods of less than one month.

### ***Reasoned justification***

- 8.28** Housing-led regeneration projects will continue to be vital to the future success of the city. The lack of quality and diversity in the housing stock of some areas will require major investment to address, particularly if Salford is to attract new residents including the skilled workers that will help to drive forward the sub-regional economy. However, it is equally important that existing communities are retained and do not feel excluded from regeneration activity.
- 8.29** The design of some existing housing presents challenges in terms of its energy efficiency, flood risk, or potential for crime associated with a lack of natural surveillance and defensible space. A range of measures may be required to address such issues, including refurbishment programmes, remodelling and in some cases demolition and redevelopment.
- 8.30** There is ongoing major investment in the city's social rented housing stock, required to achieve the Government's decent homes standard. The Manchester Independent Economic Review, the Hills Report and other research have suggested that high concentrations of social rented housing can be problematic, as the levels of deprivation can be self-reinforcing. Several parts of Salford are characterised by such concentrations, and therefore providing opportunities for new private sector development that will help to diversify the type and tenure of properties is a high priority. This is reflected in the proposed distribution of new housing across the city, with areas such as Lower Broughton, Pendleton, Ordsall and Little Hulton having the potential to accommodate a significant amount of new housing that would help that diversification process as well as providing a wider variety of housing options for local residents.
- 8.31** The private rented sector has an important role to play in providing affordable housing options for Salford residents. However, in the past there have been some problems regarding the quality of management of private sector properties which has resulted in neighbourhood decline. It is therefore essential that the private rented sector is controlled accordingly. The city council has a successful landlord accreditation scheme, and has already introduced selective landlord licensing in some parts of the city, which will be extended as required.
- 8.32** One particular aspect of the private rented sector that has raised concerns in recent years is the proliferation of apartments that are being let on a very short-term basis so that they effectively function as hotel rooms, particularly in the Regional Centre. This can create significant disturbance for permanent residents, which in turn can reduce the attractiveness of apartment developments as long-term places to live. However, there is clearly a demand for these short-term lets that it would be appropriate to seek to meet. It is therefore

considered that there should be a clear differentiation between developments (or parts thereof) that are intended to be for permanent residents and those that are for short-term lettings to avoid the conflicts between the two types of user which can result in both functions being compromised.

- 8.33** Empty dwellings can detract from the surrounding area and are an efficient use of resources. Some vacancies, such as many of those in the Regional Centre, are likely to be the result of short-term anomalies in the housing market and should gradually work themselves out of the system. However, other vacancies may require specific interventions to bring them back into active use, and the city council will utilise the full range of tools at its disposal as required.

#### ***Summary of other options considered***

Option considered	Reasons rejected
No controls over short-term lets	Would not address an important problem that affects the success of apartment developments as permanent residences
Longer minimum letting time of 3 months	Considered excessive to address the problem, which is only likely to result from lettings of less than one month
Submission of sales strategy for apartment developments	Problem of high vacancy rates in new apartment developments likely to reduce without such interventions as the market matures and recovers from the credit crunch

### **Policy H 6**

#### **Conversion and Redevelopment of Existing Dwellings and Gardens**

Within areas characterised by houses with gardens, planning permission will only be granted for the redevelopment of a house and/or its garden where:

- The scheme would retain the plot size and scale of dwellings typical in the locality; and
- The existing house would be retained or a new house provided as part of the development of at least equal size

The first criterion will not be applied within the Broughton Park and Higher Broughton area.

The conversion of a house into apartments will only be permitted where it can be demonstrated that there is no realistic prospect of the house being occupied by a single household. Evidence must be provided that the dwelling has been widely marketed over a period of at least 18 months for both sale and rent at a realistic price, and that any reasonable offers have not been rejected.

The conversion of a house into a residential institution, a hotel/guest house, a house in multiple occupation, or a non-residential use will only be permitted where it would not adversely impact on the character of the local area, either in itself or cumulatively with other such uses.

**Reasoned justification**

- 8.34** The high proportion of apartments in the future supply of dwellings for Salford means that it will be important to retain existing houses as single dwellings wherever possible, with there being no need for their conversion to, or redevelopment for, apartments.
- 8.35** It will also be important to protect the existing character of suburban areas, which is valued by local communities, and the role of gardens as significant parts of the city's green infrastructure having an important biodiversity function. The need to maintain plot sizes (the total area occupied by a house and its curtilage) will therefore mean that 'infill' developments will normally only be permitted on disproportionately large or oddly shaped plots.
- 8.36** The exception to this approach will be in the Broughton Park and Higher Broughton area, where the need to help meet the housing requirements of the rapidly growing population is considered to outweigh the protection of some aspects of the area's suburban character. The high and increasing number of large households in the area means that there will be a particular emphasis on delivering an increase in the number of large houses. However, maintaining a high quality of residential amenity, for example in terms of overlooking and overshadowing, will also remain a high priority as in the rest of the city.
- 8.37** There are some uses, such as nursing homes, children's homes and other residential institutions, that are generally quite reliant on the conversion of existing dwellings given the absence of other suitable and affordable property. A more positive approach to such conversions compared to those for apartments is therefore appropriate. However, it will still be important to ensure that such schemes do not detract from the character of the area that local communities value, a significant part of which is the use of properties as primary residences for single households. Consequently, it will be important to ensure that these conversions are not over-concentrated in particular parts of the city, and this will also help to ensure a good distribution of the facilities that they provide. A more relaxed approach will be taken on main roads near town and local centres, where a broader mix of uses can generally be expected. It is important to note that some uses that are effectively residential institutions, such as small children's homes, do not always require planning permission to utilise existing houses, and therefore may not fall under the control of this policy.

**Summary of other options considered**

Option considered	Reasons rejected
Specific maximum number of non-residential uses	Quite a blunt approach that does not necessarily address the main issue of the impact on residential character
No restriction on garden infill and redevelopment of single family houses	Would not address the problems of the loss of character and a reduction in the supply of houses when new supply is dominated by apartments



## Policy H 7

### Sites for Gypsies, Travellers and Travelling Showpeople

What and where	When	How
<p>Deliver the requirements in the Regional Spatial Strategy, once they have been agreed through the Partial Review of the document, for:</p> <ul style="list-style-type: none"> <li>• Additional pitches for gypsies and travellers, both permanent and transit</li> <li>• Additional plots for travelling showpeople</li> </ul>	2010-2027	<p>The city council will work with the Gypsy Council, the Showmen's Guild and existing site managers to identify sites for new and replacement provision, primarily through the Allocations Development Plan Document. The city council will also work with other Greater Manchester local authorities to secure a more even distribution of sites across the city region and North West region. Government funding may be required to secure the delivery of some sites</p>
<p>Relocate the existing Fairways site for travelling showpeople at Clarence Street in Lower Broughton to a site outside the 1 in 100 year flood risk area</p>		

New and extended sites for gypsies, travellers and travelling showpeople should meet the following criteria:

- Be capable of meeting the needs of the travelling group concerned in terms of providing for any required combination of residential, storage and maintenance uses;
- Be designed and laid out in accordance with best practice, making adequate provision for on-site parking, servicing and turning;
- Have safe and convenient access to the road network, and in the case of transit sites for gypsies and travellers have easy access to the strategic highway network; and
- Not be subject to greater than a 1 in 100 year risk of flooding

### ***Reasoned justification***

**8.38** The Regional Spatial Strategy (RSS) does not currently include specific requirements for additional provision for gypsies, travellers and travelling showpeople. However, it is subject to an ongoing Partial Review that is due to be completed by December 2010, which will set out requirements for each district. The figures for Salford will inform the production of the Allocations Development Plan Document. In addition to meeting the RSS requirement, it will also be important to identify a replacement for the Fairways site which is located in the 1 in 100 year flood risk area.

**8.39** The criteria for new and extended sites reflect the issues that are most significant within Salford. Regard should also be had to national and regional planning policies, which also identify considerations to be taken into account in determining applications for new/extended sites. The policy on existing employment areas (E2) identifies such areas as potentially being suitable locations for sites for travelling showpeople where those sites would involve a significant employment function as well as residential accommodation.



**Summary of other options considered**

Option considered	Reasons rejected
Specific pitch and plot requirements, such as those identified in the Issues and Options Report	The Partial Review of the Regional Spatial Strategy is ongoing and the draft pitch and plot requirements are subject to objections. Consequently, there is insufficient certainty for them to be included in the Core Strategy as they could change, and doing so would duplicate another part of the development plan

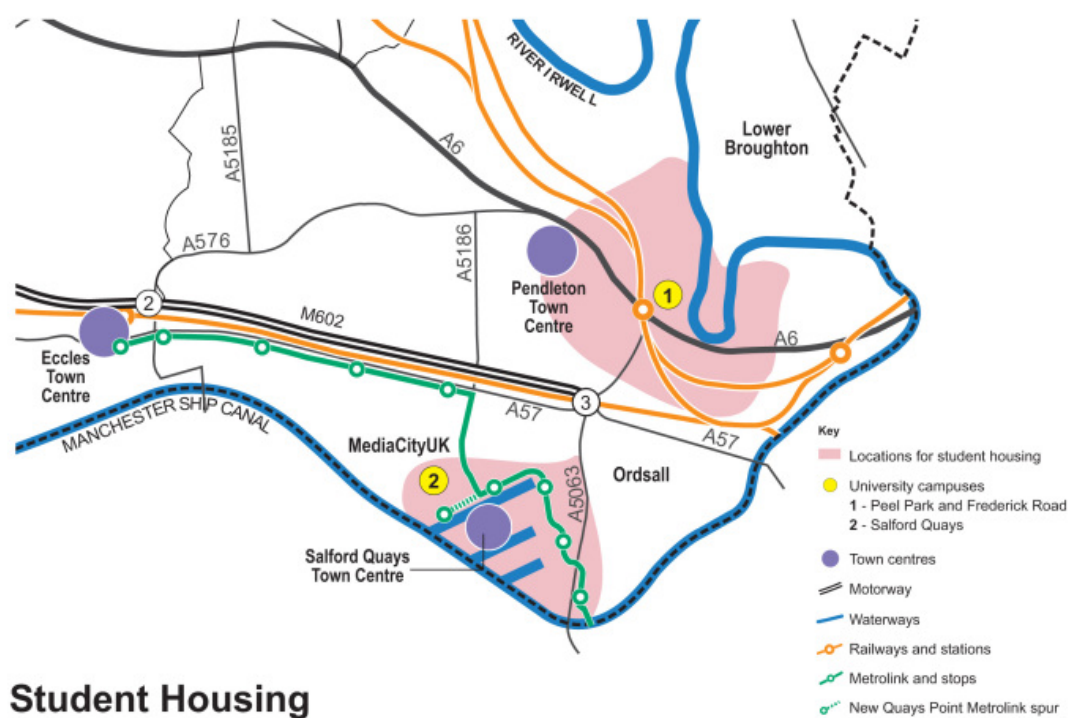
**Policy H 8****Student Housing**

New student housing should be located within very easy walking distance to the University of Salford's Peel Park and Frederick Road campus or its proposed Salford Quays campus, as indicated on the diagram below.

Where this is not possible due to site availability and/or financial viability, new student housing may be permitted in very close proximity to public transport stops that have frequent and direct services to the aforementioned campuses.

All new student housing must:

- Be designed so that it can be easily converted to mainstream housing compliant with other Local Development Framework policies in the event that there is insufficient demand for continued use as student housing; and
- Not have an unacceptable impact, either in itself or cumulatively on:
  - The character of the area; and
  - The amenity of the occupiers of neighbouring developments



## Student Housing

Figure 8.6 Student Housing

### Reasoned justification

- 8.40** It is very important that new student housing is carefully located. A high concentration within existing low-density housing areas can negatively impact on neighbourhood character, and so large numbers of new student dwellings are most likely to be appropriate within more mixed and vibrant areas. It is also important to minimise private car use and encourage walking and cycling as far as possible, particularly given the existing high levels of traffic in the areas around the university campuses and their good public transport accessibility. This would also help to minimise the demand for car parking at the campuses, where land needs to be used as efficiently as possible, as well as promoting healthy lifestyles.
- 8.41** This all points towards focusing new student accommodation in the areas immediately around the campuses, and this would also have the benefit of supporting student-oriented facilities and services within those locations thereby adding to the overall success of the university. Some sites in these areas have a very high profile, and it will be essential that the design of student housing meets the same high quality standards that would be expected of any other type of development.
- 8.42** The future scale of demand for student accommodation is difficult to determine and constantly evolving as it is influenced by a broad range of factors including tuition fees, private sector rental levels, and graduate employment prospects. It is therefore important that any new student accommodation is designed to be easily converted to apartments or other uses in a way that would meet policy requirements on size and mix of dwellings, so that any potential oversupply due to changing patterns of demand does not result in redundant, unusable buildings.

***Summary of other options considered***

Option considered	Reasons rejected
Permit student accommodation within a wider area	Reduces the ability to minimise the need to travel, and to create a 'campus' atmosphere around the university's two main locations



## 9 Town Centres and Retailing

### 9.1 What are we trying to achieve?

- Enhance consumer choice by making provision for a range of shopping, leisure and local services that meet the needs of the whole community
- Ensure that all residents have good access to shops and other town centre facilities
- Promote successful centres as a focus for local communities and economic contributors

### 9.2 How will that be delivered?

- Identify a network/hierarchy of centres, each performing a role appropriate to meeting the needs of its catchment
- Protect and enhance existing centres, actively promoting growth and managing change
- Develop new centres where there are gaps in provision and/or a significant planned increase in local population
- Direct town centre uses towards existing and proposed centres
- Where town centre uses cannot be accommodated within centres, co-locate them where possible to maximise their accessibility

### Policy TC 1

#### Hierarchy of Centres

What and where	When	How
<p>The following hierarchy of centres will be established and protected within Salford:</p> <p><b>City centres</b></p> <ul style="list-style-type: none"> <li>• Manchester/Salford (partly in Manchester)</li> </ul> <p><b>Town centres</b></p> <ul style="list-style-type: none"> <li>• Cheetham Hill (partly in Manchester)</li> <li>• Eccles</li> <li>• Pendleton</li> <li>• Salford Quays</li> <li>• Swinton</li> <li>• Walkden</li> </ul> <p><b>Localcentres</b></p> <ul style="list-style-type: none"> <li>• Bolton Road (Swinton North)</li> <li>• Boothstown (Boothstown and Ellenbrook)</li> <li>• Broughton Village (Broughton)</li> <li>• Cadishead (Cadishead)</li> <li>• Chapel Street (Ordsall)</li> <li>• Charlestown (Irwell Riverside)</li> </ul>	2011-2027	The boundaries of each centre will be identified in the Allocations Development Plan Document. Further details are given below regarding the establishment of the new centres identified in the hierarchy, as well as the improvement of existing centres to ensure that they continue to function effectively and appropriately. The overall hierarchy would be protected through the development management process and the 'sequential approach' to site selection for new developments involving retail and other town centre uses

What and where	When	How
<ul style="list-style-type: none"> <li>• Ellenbrook (Ellenbrook and Boothstown)</li> <li>• Higher Irlam (Irlam)</li> <li>• Hope (Weaste and Seedley)</li> <li>• Irlams o' th' Height (Claremont)</li> <li>• Langworthy Road (Langworthy)</li> <li>• Leicester Road (Broughton)</li> <li>• Little Hulton (Little Hulton)</li> <li>• Lower Irlam (Cadishead)</li> <li>• Mocha Parade (Broughton)</li> <li>• Monton (Eccles)</li> <li>• Patricroft (Barton)</li> <li>• Peel Green (Winton/Barton)</li> <li>• Regent Road (Ordsall)</li> <li>• Trafford Road (Ordsall)</li> </ul>		

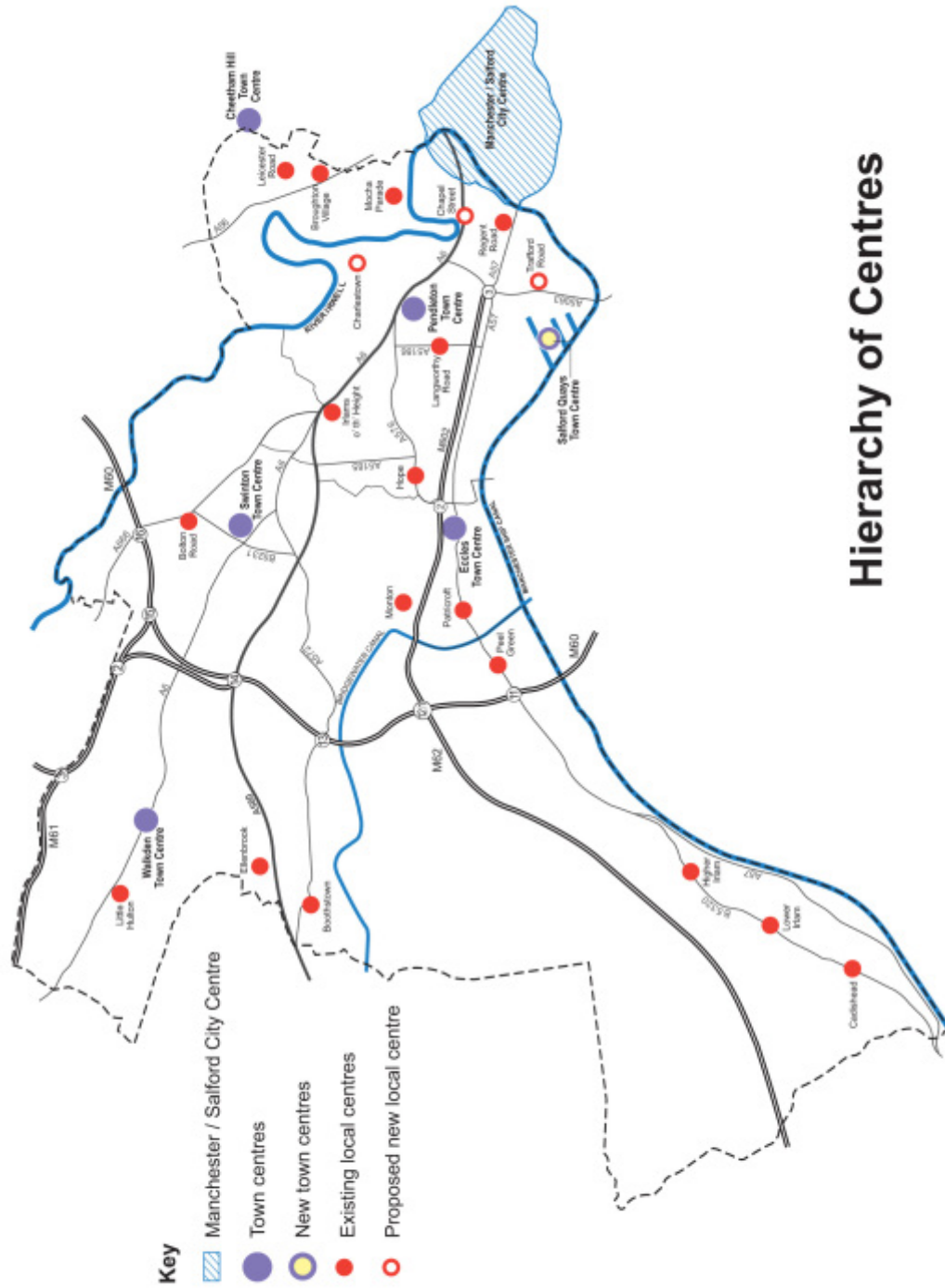


Figure 9.1 Hierarchy of Centres

**Reasoned justification**

- 9.3** The hierarchy of centres seeks to ensure that all residents and workers within Salford have good access to a full range of local services such as shops and community facilities. The Manchester/Salford City Centre is the largest centre in the conurbation and its catchment extends across the city and beyond. Although part of the centre falls within Salford (that part of the city within the inner relief road), the primary shopping area currently lies wholly within Manchester. The City Centre forms part of the much larger Regional Centre, which has a more diverse role including important business, cultural and tourism functions. It is also important to recognise the important role of other large centres outside the city, for example with Bolton Town Centre serving the north-west of Salford, as well as that of the out-of-centre Trafford Centre which is a major shopping and leisure destination for the city's residents.
- 9.4** The proximity of major centres such as the City Centre and Bolton Town Centre, which operate at a regional and sub-regional level, results in Salford's town centres operating at a lower, more local level within the wider network of centres. However, they still have an important function and act as a major focus for local communities across the city.
- 9.5** Cheetham Hill is located mainly in Manchester, but has a similar function to centres within the city such as Pendleton and Swinton, serving the north-east part of Salford.
- 9.6** The other centres are spread reasonably evenly across the city, largely reflecting the historic pattern of development and concentrations of population. There are very few gaps in the existing network of centres, and therefore opportunities to provide new centres are relatively limited. Consequently, new shops and other facilities will generally be directed towards existing centres to ensure their continued survival and success. However, a small number of new centres are identified (see Policy TC3), reflecting major locations of new development and deficiencies in the existing network.
- 9.7** National planning policy sets out clear tests for proposals involving town centre uses such as retailing, and so these are not repeated within the Core Strategy.

**Summary of other options considered**

Option considered	Reasons rejected
Elevating Pendleton above the other town centres in the hierarchy	The overall function of the centre is broadly similar to the other town centres, and so it is not appropriate to distinguish it from them
Designating part of Salford Quays as a local centre	The scale of demand is more akin to that of a town centre, and a local centre would not provide the necessary focus for the area
Not providing new local centres where they are proposed	Some parts of the city would be relatively poorly served by local shopping and other facilities, adversely affecting social inclusion and increasing the need to travel
Providing new local centres at Newbury Place, Eccles New Road, Linnyslaw, Patricroft Bridge and West Cadishead	At present there is insufficient evidence in terms of increased demand to support the designation of new centres in these locations, and therefore it is considered more appropriate to focus activity within existing centres nearby



## Policy TC 2

### Improving Centres

What and where	When	How
<b>General issues</b>		
Manage changes of use within centres	2007-2027	The Allocations Development Plan Document will identify the boundaries, primary shopping areas, and primary and secondary frontages of the centres, and the policy approach to be taken within each. UDP Policy S3 will be used until this document is adopted
Support the provision of residential and office development within centres, where this complements rather than displaces active town centre uses such as retail, leisure and other facilities	2007-2027	The city council will work with landowners to identify appropriate opportunities
<b>Existing city centre</b>		
<p>Enhance the role of the area within the Inner Relief Road as part of an integrated Manchester/Salford City Centre, including:</p> <ul style="list-style-type: none"> <li>• At Greengate, provide a cluster of town centre uses focused around key public realm to meet needs generated within the Greengate area and to satisfy niche roles as part of the wider Regional Centre</li> <li>• Around Salford Central Station, provide a small cluster of town centre uses to meet needs generated within the immediate area and by those using the station</li> <li>• Provide other active town centre uses at ground floor level along key pedestrian routes and public spaces to meet needs within the immediate area and niche roles within the Regional Centre</li> </ul>	2010-2027	Extant planning permissions within Greengate already include some active town centre uses at ground floor level. Demand for such uses is likely to increase as residential and office development within the area is delivered, particularly around Greengate Square and the Urban Cove, and the city council will work with key landowners and developers such as Network Rail and Ask to bring forward town centres of an appropriate scale. The city council will work with English Cities Fund and other landowners through the ongoing development framework process to provide town centre uses of an appropriate scale around Salford Central, complementing provision at Spinningfields in Manchester. Mixed-use developments elsewhere within the area may also help to deliver such uses

What and where	When	How
<b><i>Existing town centres</i></b>		
Manage development within Salford's part of Cheetham Hill Town Centre in a way that complements activity in the larger part of the centre that is located within Manchester, recognising its broader function beyond Salford	2007-2027	Through the development management process, and coordinated working with Manchester City Council where appropriate
Secure improvements to Eccles Town Centre, including by: <ul style="list-style-type: none"> <li>• Increasing the amount of convenience and comparison retail floorspace to meet current and future needs (including the potential development of an additional food superstore to enhance local choice)</li> <li>• Redeveloping part or all of the existing mall to provide a higher quality shopping environment and units that are able to attract a broader range of retailers</li> <li>• Improving the integration of the out-of-centre West One development with the town centre, ensuring that it complements rather than competes with the town centre</li> <li>• Taking greater advantage, and improving the integration, of the centre's excellent public transport facilities, including the town centre being seen as a gateway to Salford Quays and MediaCityUK</li> <li>• Improving pedestrian circulation within the town centre</li> <li>• Further increasing the provision of office accommodation within and immediately around the town centre, and improving the quality and marketability of existing offices</li> <li>• Developing a small-scale visitor economy</li> <li>• Enhancing the identity, visibility and image of the centre</li> </ul>	2007-2027	The city council will lead on the production of a masterplan to guide the future evolution of the town centre, working with the owners of the shopping mall, West One, office developments, and other key organisations. This will be supported by the city council's capital programme through the Salford West Regeneration Framework, and will provide a basis for other funding bids. The Allocations Development Plan Document will allocate sites for new development and/or redevelopment where appropriate.
Secure improvements to Pendleton Town Centre, including by:	2007-2027	The city council will lead on the production of a masterplan for the town centre, working with the mall

What and where	When	How
<ul style="list-style-type: none"> <li>• Delivering an increase in both convenience and comparison retailing, through the provision of a major new food superstore and the extension and/or redevelopment of the existing shopping mall to meet current and future needs and secure the regeneration of the centre</li> <li>• Significantly diversifying the uses outside the town centre's primary shopping area, for example through the provision of additional community facilities, bars, cafes, restaurants, leisure and offices</li> <li>• Reducing the barriers presented by the significant road infrastructure within and around the town centre, significantly enhancing the ease of pedestrian movement</li> <li>• Enhancing the town centre's role as a major bus interchange</li> <li>• Enhancing the identity, image and visibility of the centre, particularly from the A6 (Broad Street) to the north</li> </ul>		<p>owner and other key organisations. The city council has assembled a site for a major food superstore in the western part of the centre. The mall owner will have a major role in delivering other new retailing. The proposed improvements to surrounding housing areas through a Private Finance Initiative offer opportunities to secure improvements and diversify uses around the edges of the town centre. The Allocations Development Plan Document will allocate sites for new development and/or redevelopment where appropriate.</p>
<p>Secure improvements to Swinton Town Centre, including by:</p> <ul style="list-style-type: none"> <li>• Delivering an increase in convenience and comparison retailing to enhance consumer choice, meet identified needs and secure the future health of the retail core</li> <li>• Further consolidating the role of the town centre as the city's 'civic centre'</li> <li>• Expanding the centre's 'night time' economy</li> <li>• Enhance public transport accessibility, including by improving the integration of Swinton train station into the centre</li> <li>• Improving car parking facilities to maximise the centre's accessibility and attractiveness, and addressing other local traffic issues</li> <li>• Enhancing the identity, image and visibility of the centre, particularly</li> </ul>	2007-2027	<p>The city council will lead on the production of a masterplan for the town centre, working with the mall owner and other key organisations. Some traffic restrictions have already been introduced by the city council on residential streets around the town centre, and further measures may be considered. The Allocations Development Plan Document will allocate sites for new development and/or redevelopment where appropriate.</p>

What and where	When	How
from the A6 (Chorley Road) to the south		
Secure improvements to Walkden Town Centre, including by: <ul style="list-style-type: none"> <li>Increasing the amount of convenience and comparison retailing, including through the extension and redevelopment of parts of the existing mall and other units to help attract a broader range of shops</li> <li>Improving the integration of the various parts of the town centre, particularly through enhanced pedestrian connections across the major roads within the centre, and enhancing links to the train station</li> </ul>	2007-2027	The city council will lead on the production of a masterplan for the town centre, working with the mall owner and other key organisations. The mall owner will have the lead role in delivering improvements in the town centre's retail offer. The Allocations Development Plan Document will allocate sites for new development and/or redevelopment where appropriate.
<b><i>Existing local centres</i></b>		
Secure improvements to all existing local centres, focusing particularly on ensuring that they provide good local retail facilities whilst also reducing the number of vacancies including through a diversification of uses where appropriate	2007-2027	The Allocations Development Plan Document will provide a more detailed policy approach to managing changes of use within existing centres, and where appropriate identify sites for development.
Carefully manage development along key linear road corridors such as Liverpool Road in Eccles, Irlam and Cadishead, consolidating town centre uses in small local centres that encourage linked trips, enabling improvements within those centres, and supporting changes of use outside those centres	2007-2027	The city council is currently providing shopfront improvement grants along Liverpool Road to assist in this process. The determination of planning applications will be a key delivery mechanism, and the city council will also use its compulsory purchase powers where appropriate
Secure major improvements to the Mocha Parade Local Centre, including by: <ul style="list-style-type: none"> <li>Redeveloping the existing parade</li> <li>Increasing the overall amount of retail provision and other town centre uses including offices</li> </ul>	2007-2027	The city council will work with its lead development partner in the area, Countryside Properties, and existing occupiers to bring forward a redevelopment scheme

What and where	When	How
<ul style="list-style-type: none"> <li>Improving the visibility, identity and image of the centre</li> <li>Modifying the boundaries of the local centre to enable the above</li> </ul>		

### ***Reasoned justification***

- 9.8** Some of Salford's existing centres will need to secure major investment if they are to continue to function effectively for the benefit of the city's residents. Within many parts of the city, the scale of development proposed should help to increase the population and therefore assist in supporting a better range of local shops and other facilities. The development of housing and offices within centres can help to sustain their viability by increasing the immediate catchment population, but this should not be at the expense of their function in terms of providing space for shops, leisure, bars, restaurants, community facilities, etc.
- 9.9** A very large scale of growth is proposed within the Manchester/Salford City Centre. Although the primary shopping facilities will continue to be centred within Manchester, it will be important to provide complementary clusters of facilities within Salford to act as a focus for new developments and to ensure that residents and employees have easy access to shops, services, etc. They need to be located within the most prominent and accessible locations, where their benefit for the local area can be maximised. However, there is also a role for active ground floor uses elsewhere within the city centre, helping to contribute to the overall vibrancy of the area, and over time individual parts may develop particular niche roles.
- 9.10** All of Salford's existing town centres will need to be carefully managed to ensure that they can continue to compete effectively with other centres and out-of-centre developments. The approach will need to be specific to each centre, reflecting their slightly different roles and the nature of the challenges that they face. However, in all cases, it will be important to ensure that activity within and around the centres is effectively coordinated, and town centre masterplans will be produced for each to help deliver this.
- 9.11** The approach to managing changes of use and reducing vacancies within both town and local centres will be set out in the forthcoming Allocations Development Plan Document. Several of Salford's linear road corridors, particularly Liverpool Road from Eccles to Cadishead, reflect former patterns of shopping development and activity where large numbers of small retail units are spread along them. There is no longer the same level of demand to sustain all of these units in retail and related uses, and so it will be important to consolidate activity into a small number of local centres where investment can be focused. This will help to support their long-term success, as well as promoting linked trips. Within Lower Broughton, the large scale of residential development proposed coupled with the poor condition of the existing centre mean that the provision of a new, larger centre on the same site would be appropriate.

**Summary of other options considered**

Option considered	Reasons rejected
Designate local centres at Greengate Square and Salford Central Station	The area within the inner relief road is identified as part of the Manchester/Salford City Centre, so they are better dealt with as clusters within the city centre rather than as separate local centres

**Policy TC 3****Providing New Centres**

What and where	When	How
<b>New town centres</b>		
Develop a new Salford Quays Town Centre: <ul style="list-style-type: none"> <li>• Focused around the major public spaces at the end of Piers 8 and 9, incorporating the existing Lowry arts centre and outlet mall and including part of the Quays Point site</li> <li>• Providing a strong focus for the Salford Quays area, serving the growing residential, business and visitor communities</li> <li>• Significantly increasing the amount of convenience retailing, to satisfy the needs of those growing communities</li> <li>• Significantly increasing the number and range of non-retail town centre uses, such as community facilities, banks and building societies, bars and restaurants, leisure and tourism facilities, reflecting the broad range of residential, business and tourism needs that the centre needs to cater for within the Salford Quays area</li> </ul>	2010-2027	This part of Salford Quays already includes a range of town centre uses, particularly comparison retailing and leisure uses within the outlet mall, and theatre and arts provision within the Lowry. There is also planning permission for additional town centre uses such as retailing and food and drink as part of the Quays Point development. However, further provision is likely to be required given the scale of development proposed within the area, and the city council will work with key landowners and developers such as Peel and Orbit to bring this forward at a scale and in a location that meets the needs of Salford Quays without compromising the future of centres elsewhere
<b>New local centres</b>		
Develop a new Chapel Street Local Centre: <ul style="list-style-type: none"> <li>• Focused around the junction of Chapel Street with Islington Way</li> <li>• Providing a small local centre to serve needs within the immediate area and passing trade,</li> </ul>	2014-2020	The city council has assembled some of the land in this location to facilitate delivery of a local centre and the area's wider redevelopment, and has identified English Cities Fund as its key

What and where	When	How
<p>complementing existing centres (such as Regent Road and Mocha Parade Local Centres) and the proposed provision of town centre uses within the Manchester/Salford City Centre to the east</p> <ul style="list-style-type: none"> <li>Ensuring a very high quality of design that reflects the historic setting provided by Salford Cathedral, St. Philip's Church, the Adelphi and Bexley Square Conservation Area, and other heritage assets in the local area</li> </ul>		<p>development partner in the area to help bring forward sites for development. A development framework has been produced, and will be updated, to help guide this development activity</p>
<p>Develop a new Trafford Road Local Centre:</p> <ul style="list-style-type: none"> <li>Focused around Trafford Road to the south of Phoebe Street</li> <li>Providing a local centre to serve needs primarily within the Ordsall estate and passing trade, complementing existing centres (such as Pendleton Town Centre and Regent Road Local Centre) and the proposed Salford Quays Town Centre</li> <li>Integrating existing town centre uses nearby on the east side of Trafford Road where practicable, to encourage linked trips</li> </ul>	2012-2017	<p>The city council will work with its development partner in the area, Legendary Properties, to bring forward a local centre of an appropriate scale, as part of a larger mixed-use development, and the necessary land is within the ownership of this partnership</p>
<p>Develop a new Charlestown Local Centre:</p> <ul style="list-style-type: none"> <li>Focused around the Charlestown roundabout, primarily along Cromwell Road incorporating existing town centre uses</li> <li>Providing additional town centre uses, including as part of the redevelopment of the Castle Irwell student village site, to serve the needs of the Charlestown and Lower Kersal area, complementing the role of the nearby Pendleton Town Centre</li> <li>Enhance pedestrian facilities to improve the integration of the different parts of the centre</li> </ul>	2014-2019	<p>There are already retail and other facilities along the south-east side of Cromwell Road, with other important community facilities around the Charlestown roundabout. These form the basis of a good local centre, and the city council will work with the University of Salford (as owner of the Castle Irwell site) to bring forward additional facilities</p>

***Reasoned justification***

- 9.12** Although Salford's existing network of centres is largely sufficient to meet current and future needs, the scale of additional development in some parts of the city, coupled with existing levels of under-provision, mean that a small number of new centres will need to be developed to ensure that all local communities have access to a good range of facilities.
- 9.13** More housing and employment development is proposed within Salford Quays than anywhere else in the city. The area is also one of the region's foremost visitor destinations, and its profile will continue to increase with the arrival of the BBC and the development of MediaCityUK. However, this area does not currently benefit from a designated centre, which could detract from its future success. If Salford Quays is to continue to attract new businesses and visitors, and the needs of the rapidly growing number of residents are to be supported, then it will be essential that it has a strong town centre at its heart.
- 9.14** That part of the Chapel Street area to the west of the inner relief road is currently reliant on the Mocha Parade local centre to the north and the Regent Road local centre to the south. However, the scale of development proposed within the area, together with the proposals for enhancing Chapel Street, the Crescent and the areas around the Cathedral and St. Philip's Church, means that there should be sufficient demand to provide a small local centre at the junction with Islington Way.
- 9.15** A 'district centre' was provided at the centre of the Ordsall area as part of its redevelopment in the 1970s, but it has never traded well and some of it has since been demolished. The development of a new centre on Trafford Road will provide a replacement facility benefiting from a higher profile location, helping to improve access for local residents to shops and other services. This new local centre will provide for the needs of residents in the Ordsall area, and will complement rather than compete with the proposed town centre at Salford Quays.
- 9.16** There are already a couple of terraces of shops on the south side of Cromwell Road, with other facilities such as the Albion High School and the New Deal for Communities office located around the Charlestown roundabout. This provides the largest concentration of facilities within the Charlestown and Lower Kersal area, which does not have any designated centres. The withdrawal of the university from the Castle Irwell student village offers a major residential redevelopment opportunity, with the potential to provide additional town centres uses on the north side of Cromwell Road as part of any scheme, complementing the aforementioned existing facilities. This would provide a local centre better able to meet the needs of the area.
- 9.17** The provision of new local centres will need to be carefully phased with the forecast increase in demand that they are intended to meet, in order to ensure that there is no negative impact on the vitality and viability of existing centres.
- 9.18** The boundaries of all new centres will be identified in the Allocations Development Plan Document.

***Summary of other options considered***

- 9.19** See section above in relation to the hierarchy of centres.



## Policy TC 4

### Provision of Town Centre Uses and Community Facilities Outside Existing and Proposed Centres

Where town centre uses and community facilities are to be provided outside existing or proposed centres, they should be clustered wherever possible in locations that maximise accessibility by public transport so as to promote linked trips and the use of more sustainable forms of transport.

Within the Regional Centre, active ground floor uses should be provided around key public spaces in order to contribute to the vibrancy and vitality of the area where this does not have an unacceptable impact on existing centres or their proposed enhancement, or on the development of proposed new centres.

### *Reasoned justification*

- 9.20** National planning policy is clear that town centre uses should be directed towards existing centres, and ideally a similar approach should be taken to community facilities. However, this may not always be possible because of the availability of sites, or may not be appropriate because the development is intended to serve a very local catchment that does not extend to existing centres. Where they cannot be accommodated within or on the edge of existing or proposed centres, clustering these out-of-centre shops and facilities together wherever possible will help to reduce the need to travel by allowing people to meet more of their needs in a single trip. Over time, such clusters could potentially develop into new local centres. Service providers are also encouraged to work together and co-locate facilities within individual buildings/developments rather than simply cluster them, as has successfully occurred with the city's Gateway Centres, and this applies to developments within as well as outside town and local centres.
- 9.21** The Regional Centre is very different to any other part of Greater Manchester. This is recognised in Policy MCR2 of the Regional Spatial Strategy (RSS) which says that it will provide the main focus for town centre uses such as business, retail, leisure, culture and tourism development, and paragraph 10.7 prioritises these functions over that of housing. The very high density of development within the Regional Centre can support more town centre uses, and part of its role is to provide a mix of uses that create vitality and vibrancy. This will be important if it is to successfully compete with similar locations in other city regions. The provision of these town centre uses will be particularly important at ground floor level around key public spaces, such as the proposed squares at Greengate and Quays Point, existing squares such as the Lowry Plaza and Bexley Square, and major pedestrian routes such as Chapel Street and the Crescent.

### *Summary of other options considered*

Option considered	Reasons rejected
Not clustering such uses when they need to be located outside existing or proposed centres	Would lead to a dispersed pattern of provision that would increase the need to travel and reduce the potential for linked trips



## 10 Education Facilities

### 10.1 *What are we trying to achieve?*

- Improve the quality of education facilities within the city, thereby helping to promote enhanced learning
- Ensure that the scale and distribution of education facilities evolves to reflect the changing pattern of demand

### 10.2 *How will that be delivered?*

- Secure major investment in the school estate to ensure that it is of the highest possible quality
- Create new school places where required and remove them where there is a surplus, having regard to changes in demand that may result from the Core Strategy housing proposals
- Redevelop redundant school sites for other uses to help fund education improvements
- Continue improvement of further and higher education facilities

### Policy ED 1

#### Schools

What and where	When	How
<p>Deliver a major programme of improvements to primary and secondary schools, providing high quality learning environments in accessible locations, through a combination of:</p> <ul style="list-style-type: none"> <li>• Building new schools</li> <li>• Refurbishing existing schools</li> <li>• Amalgamating/closing some existing schools</li> </ul> <p>Dual use of school playing fields will be secured wherever possible, and the incorporation of other child-related services within school buildings is encouraged</p>	2007-2022	<p>The city council as the local education authority has secured funding through the Primary Capital Programme and wave three of Building Schools for the Future, and will work with other school providers such as the Roman Catholic diocese and the Church of England to deliver these improvements. Where required, the Allocations Development Plan Document will identify sites for new schools, and if necessary the city council will use its compulsory purchase powers to assemble sites. A flexible approach to site identification will be taken to ensure delivery of high quality facilities in accessible locations</p>

A positive and flexible approach will be taken to the identification of sites for new schools. Such sites should:

- Be highly accessible to their intended catchments by public transport, cycling and walking;
- Enable the appropriate management of traffic associated with the facility;
- Enable the highest quality indoor and outdoor facilities to be provided;

- Protect the amenity of neighbouring occupiers; and
- Reflect any specialist requirements of the school, for example in terms of academy links to businesses or other organisations

Very large residential developments (300 houses or more) that would result in or exacerbate a shortfall in primary school places within the local area should set aside part of the site for the provision of a new school.

### ***Reasoned justification***

- 10.3** The Building Schools for the Future initiative seeks to rebuild or renew every secondary school in England over a 15 year period, and the Primary Capital Programme aims to rebuild, remodel or refurbish at least half of the country's primary schools. This presents a unique opportunity to improve the quality of school facilities within Salford.
- 10.4** It is anticipated that together this will involve seven new primary schools and six new secondary schools being built. In a relatively densely built up area such as Salford it can be difficult to identify new sites for schools, particularly given the high demand for land for housing and employment uses. Consequently, the city council will take a positive and flexible approach to identifying new school sites as part of these programmes, with the emphasis on providing the types of facility that can support improvements in educational attainment. This may require the use of greenfield sites or locations where redevelopment to other uses would not normally be permitted (such as existing employment areas) in some instances, depending on the availability of suitable alternatives.
- 10.5** For the same reason, where very large housing developments are being provided then they may need to set aside part of the site for a new school. If they do not then proposals may be refused as a result of insufficient education infrastructure to support them, which could lead to significant increases in car journeys to access schools. The threshold of 300 houses has been identified as this represents more than half of the demand required to support a new primary school, based on an average of 0.4 primary school pupils per dwellings (as informed by survey data from new developments) and a single form entry school of 210 places.
- 10.6** Where new schools are provided, the dual use of playing fields for residents as well as pupils will be secured wherever possible. This can help to enhance community ownership of education facilities. It also represents a more efficient use of land, can reduce the need to travel to access playing fields, and assists in meeting the city's need for sports pitches in accordance with its Playing Pitch Assessment. This community role of schools can be further enhanced by including other services related to children, such as nurseries, although this may not always be possible because of site size constraints.
- 10.7** The changing pattern of demand for school places within Salford will also mean that some other schools may be amalgamated or closed, otherwise there will be a significant surplus of places in some parts of the city that would represent an inefficient use of resources. The city council will regularly update its pupil forecast projections, factoring in proposals in the Core Strategy and other parts of the Local Development Framework, to ensure that the supply of school places satisfactorily represents the scale and distribution of demand within Salford. The amalgamation and closure of schools will result in some sites becoming vacant and available for redevelopment.

**Summary of other options considered**

Option considered	Reasons rejected
Greater focus on retaining the existing pattern of schools within the city	Would not address the changing pattern of demand across Salford nor the problems of surplus places in some areas
More restrictive approach to redevelopment of former school playing fields	Would reduce the ability to secure improvements to school provision overall, and would not take into account the fact that new school playing fields are being created in other locations
Dual use of school buildings for other community uses	Instead making a more specific reference to child-related services, because space requirements, funding issues and the need to control access to school buildings mean that general community uses may not be possible or appropriate

**Policy ED 2****Further and Higher Education**

What and where	When	How
<b>Higher education</b>		
<p>Comprehensively improve the University of Salford's Peel Park and Frederick Road campus, including through:</p> <ul style="list-style-type: none"> <li>• The provision of new and improved teaching facilities</li> <li>• The development of additional student housing on site</li> <li>• The provision of support facilities to meet the needs of students, such as sports facilities and shops</li> <li>• The development of a hotel and conference facility to facilitate the spread of knowledge to a wider audience</li> <li>• Significant enhancements to the public realm across the site</li> <li>• Improved integration of the campus with its surroundings, including to the Salford Innovation Park, Peel Park and Salford Crescent Station</li> <li>• Major improvements to pedestrian and cycling connections to and through the campus</li> </ul>	2010-2025	The University has produced a masterplan to support its development, which it costs at £575 million to be funded through a combination of university investment (partly funded through disposals of other sites such as Castle Irwell), borrowing, and private sector investment. The city council will seek to ensure that all development at the Peel Park and Frederick Road campus is delivered in a coordinated manner, as part of an agreed vision for the site's improvement, which may require an updated masterplan to be approved by the city council

What and where	When	How
<ul style="list-style-type: none"> <li>• The implementation of a Travel Plan to significantly reduce car use</li> <li>• The incorporation of renewable and decentralised energy systems</li> <li>• Encouraging links with surrounding communities</li> <li>• Integrating the university into the city's wider economy, particularly through spin-off businesses</li> <li>• Supporting the improvement of Salford Crescent Station (see Transport section) and the restoration of the Manchester, Bolton and Bury Canal (see Heritage section)</li> </ul>		
Develop a new University of Salford campus on the Quays Point site at Salford Quays, ensuring that there are high quality public transport, cycling and pedestrian links to the main Peel Park and Frederick Road campus	2009-2011	The building that will house the university is currently under construction. The university will need to work with the GMITA to ensure good public transport between its campuses
<b>Further education</b>		
<p>Enhance the city's further education provision, focusing particularly on:</p> <ul style="list-style-type: none"> <li>• Improving the integration of the various elements of the new single Salford City College</li> <li>• Enhancing the quality and accessibility of teaching facilities</li> <li>• Expanding choice, including through the introduction of sixth forms within some of the city's high schools</li> <li>• Improving links to businesses</li> <li>• Supporting the redevelopment of existing college sites for other uses where this would support the above</li> </ul>	2009-2027	Salford City College with support from the Learning and Skills Council will have a key role in terms of college facilities. The Building Schools for the Future programme will enable the city council and other school providers to incorporate sixth forms in some high schools

### **Reasoned justification**

**10.8** The University of Salford's 2007 Academic Plan projects significant growth in student numbers from 18,972 in 2007/8 to 23,018 in 2016/17. The university is seeking to improve the quality of its offer in order to remain competitive and prosper in the future. This will be important for supporting Salford's knowledge-based economy, and the city council will therefore seek

both to enable the associated enhancement of university facilities and to maximise the university's external benefits, for example in terms of spin-off businesses within the Salford Innovation Park and other nearby sites.

- 10.9** A key aspect of this is to reduce the fragmentation of university facilities by consolidating activity on the Peel Park and Frederick Road campus to the north of the Crescent, with a new satellite facility at Salford Quays. This is likely to involve significant building activity at the Peel Park and Frederick Road campus, including demolition of existing buildings, new structures, refurbishments, and major public realm works. It will be important to take opportunities to make the university's activities more sustainable, for example in terms of rationalising car use and introducing renewable and decentralised energy. The construction of the Salford Quays campus commenced in 2009, adjacent to the BBC and facing the major new square at Quays Point. Excellent public transport connections to the main Peel Park and Frederick Road campus will be important both for ensuring the full integration of the university and minimising car use. In addition to this new development activity, the university will be vacating some sites, such as the buildings around Adelphi Street and the Castle Irwell student village. These will provide important reuse/redevelopment opportunities. Salford City College was established on 1 January 2009, following the merger of Eccles, Pendleton and Salford Colleges. It will be important to develop a good central profile for the new college, whilst also ensuring it is accessible to students from across the whole city. This may require the provision of new buildings if funding is available, and the reuse of existing sites for other uses to facilitate it.
- 10.10** At present, activity is focused in five main centres which variously provide sixth form, general further education, and/or business centres (the Eccles Centre at Chatsworth Road; the Pendleton Centre at Dronfield Road; the De La Salle Centre at Weaste Lane; the City Campus at Lissadel Street; and the Worsley Centre at Walkden Road). In addition, there are two local skills centres at Little Hulton and Winton. This further education provision will be increasingly complemented by the introduction of sixth forms in some of Salford's schools, helping to diversify provision and enhance the continuity of education.
- 10.11** In addition to these further and higher education facilities, Salford also benefits from excellent access to Greater Manchester's other universities (University of Manchester, Manchester Metropolitan University, and University of Bolton) and some of its colleges (with a new campus for the Manchester College of Art and Technology proposed immediately to the east of the city, north of Victoria Station).

### ***Summary of other options considered***

- 10.12** The continued improvement of further and higher education facilities in Salford is essential to the city's success and tackling problems of low overall skill levels, and consequently no other significantly different options to the proposed approach set out above have been considered.

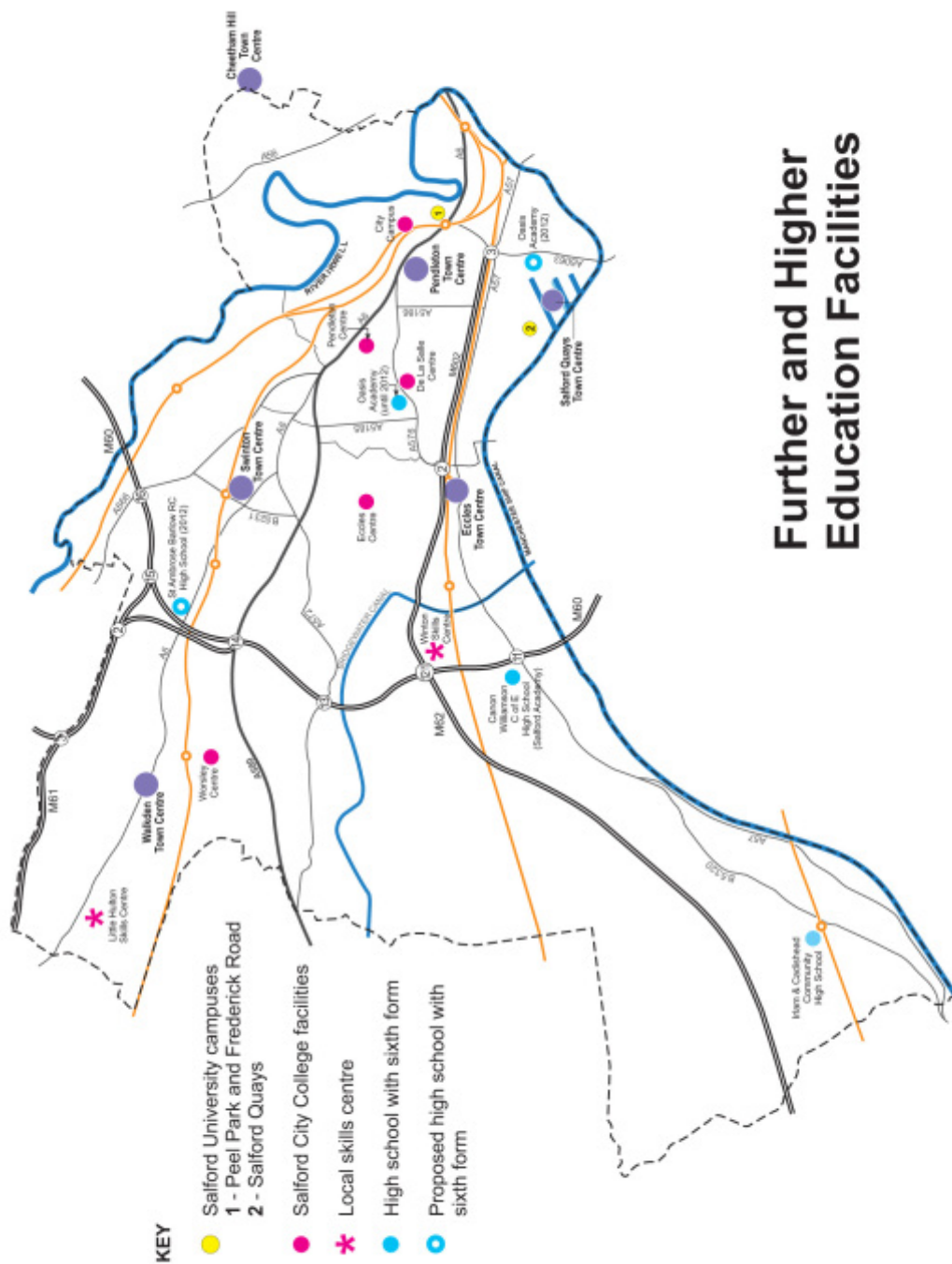


Figure 10.1 Further and Higher Education Facilities



## 11 Health Facilities

### 11.1 *What are we trying to achieve?*

- Improve the quality of health facilities within the city, thereby helping to reduce poor health and health inequalities
- Ensure that the scale and distribution of health facilities evolves to reflect the changing pattern of demand

### 11.2 *How will that be delivered?*

- Secure continued investment in primary and secondary health care facilities within Salford
- Review the existing primary health care estate to enhance its quality and improve the efficiency of service delivery

### Policy HL 1

#### Health Facilities

What and where	When	How
Deliver major improvements to Salford Royal Hospital, further enhancing its roles as a local facility and a regional centre of excellence, ensuring that all development proposals form part of a coordinated programme guided by a masterplan that seeks to maximise access by sustainable modes of transport and manages the impact of traffic and off-site car parking	2009-2014	The Salford Royal NHS Foundation Trust, working in partnership with the Salford Primary Care Trust and the local community, will lead on the delivery of improvements investing a total of £200 million. The city council will have a key role in ensuring the masterplan maximises positive benefits whilst minimising negative impacts on the surrounding community
Deliver further improvements to primary care facilities, particularly through the co-location of GP practices, taking a positive approach to the identification of sites for new facilities and to the redevelopment/reuse of redundant sites and buildings for other uses	2007-2027	The Primary Care Trust in partnership with individual GP practices will lead on the improvements, delivered through Salford's Local Improvement Finance Trust (LIFT). The city council will seek to co-locate other facilities wherever possible, to provide a community focus

New primary health care facilities should:

- Be located so as to maximise their accessibility to the communities they are intended to serve, particularly by public transport, cycling and walking;
- Be directed towards town and local centres, or where this is not possible clustered with shops and other local facilities to encourage linked trips; and
- Incorporate other community facilities wherever practicable

**Reasoned justification**

- 11.3** Salford Royal Hospital is a large and busy teaching hospital, caring for an average of 320,000 people per year. It provides a range of medical, surgical, maternity and emergency services to Salford's residents. It also offers specialist care to people from all over the United Kingdom who need expert help with brain, neuroscience, kidney, bone, intestine or skin conditions. The hospital is currently undergoing major redevelopment, much of it funded through a Private Finance Initiative (PFI), which includes refurbishment of some existing buildings together with some significant demolition and the provision of new buildings.
- 11.4** These works are due to be completed by 2012, but it is likely that there will be further significant investment in the site over the Core Strategy period. It will be essential that this ongoing process is supported so as to ensure that the city's residents have access to high quality healthcare facilities. Masterplanning will be an important aspect of this, to ensure that the site functions as efficiently as possible, high design standards are achieved, and the impacts on neighbouring communities are minimised, particularly in terms of traffic generation and car parking. The implementation of an ambitious travel plan will also be vital, so as to maximise the use of more sustainable transport modes and minimise the land needed for visitor and staff car parking.
- 11.5** Salford Primary Care Trust's estates strategy indicates that around 40% of its estate is less than satisfactory in terms of its physical condition and/or compliance with statutory standards such as those relating to the Disability Discrimination Act. Salford has fewer per capita general practitioners (GPs) than the national average. It also has a high proportion of single-handed practitioners, which limits the ability to commission and provide the full range of services that could be expected by patients as well as raising governance issues.
- 11.6** There is therefore a significant need for major investment in the primary healthcare estate to ensure that residents have access to high quality facilities and to expand the range of services available, particularly given the poor average health levels within the city. This is likely to involve the provision of new, larger GP and dental surgeries, through changes of use of existing buildings but particularly the construction of new purpose-built facilities, as well as the closure of some existing surgeries. This is already being seen through the delivery of several new Gateway Centres across the city. These centres include other facilities such as a library and community rooms, which both helps to share management costs and assists in a feeling of community ownership of the facilities that encourages their use. The scale of the changes involved will require a positive and flexible approach both to site selection for new facilities and the reuse of redundant facilities. However, it is important that site selection recognises that health facilities are a vital aspect of community life, and they need to be accessible as possible to their intended catchment population. Sites within and on the edge of town centres and local centres are therefore generally likely to be most appropriate, although there will be a need for provision in other locations as well.

**Summary of other options considered**

Option considered	Reasons rejected
Provide specific guidance on the reuse of the former Royal Manchester Children's Hospital	This is effectively now an issue about a development site rather than a major health facility, and is therefore too detailed for the Core Strategy
Take a neutral approach to co-location of GP practices	Would not address the problem Salford has of a large number of single practitioners in poor quality accommodation

## 12 Transport

### 12.1 What are we trying to achieve?

- Minimise the need to travel
- Increase accessibility levels, particularly to major employment and leisure destinations
- Encourage the use of more sustainable modes of transport
- Reduce congestion on roads and public transport
- Improve the quality of the travel experience
- Ensure the successful functioning and improvement of sub-regional and regional transport networks

### 12.2 How will that be delivered?

- Focus development within the urban area, and locate major travel generators in the most accessible locations (for example see Employment, Housing, and Town Centres and Retailing chapters)
- Support investment in new and improved transport infrastructure, focusing on more sustainable modes of transport
- Require new developments to be linked into the pedestrian, cycling and public transport networks
- Work with developers and occupiers to produce and implement travel plans

### Policy T 1

#### Rail

What and where	When	How
<b>Station improvements</b>		
Enhance the role of Salford Central Station as the main western rail gateway to the Manchester/Salford City Centre, including through: <ul style="list-style-type: none"> <li>• An increase in the number and length of platforms to accommodate additional services</li> <li>• Construction of additional entrances and pedestrian links to improve access from the west, north and south</li> <li>• Improved passenger waiting facilities</li> <li>• Improved bus interchange facilities</li> <li>• Improved facilities for cyclists</li> </ul>	2007-2027	Salford City Council, Central Salford URC, Network Rail, GMPTC and Northern Rail have produced a 20 year masterplan for the station. Funding has yet to be identified, but it is envisaged that investment should be available via Network Rail and it may be possible to augment this through the Greater Manchester Transport Fund
Secure the expansion and major enhancement of Salford Crescent Station in its current location, including through: <ul style="list-style-type: none"> <li>• Additional and extended platforms</li> <li>• Improved passenger waiting facilities</li> </ul>	2010-2015	The project is identified in Network Rail's CP4 Delivery Programme, and funding is partially committed through this and the Greater Manchester Transport Fund. Detailed

What and where	When	How
<ul style="list-style-type: none"> <li>• Improved bus interchange facilities</li> <li>• Improved facilities for cyclists</li> <li>• Improved pedestrian links to surrounding areas</li> <li>• Improved disabled access to platforms</li> </ul> <p>Improvement activity should take into account the long-term aspiration to restore the Manchester, Bolton and Bury Canal, and the potential for the use of the Wigan rail line for trams as well as trains</p>		proposals will be developed by Network Rail in partnership with the Salford City Council, GMPTE and the Central Salford URC
Implement a programme of improvements for the city's other train stations, particularly in terms of disabled access	2008-2027	These improvements will be delivered through a combination of Network Rail, Northern Rail and GMPTE
Improve interchange facilities between Eccles Station, the Eccles Metrolink stop, and Eccles Bus Station	2010-2015	These improvements will be led by GMPTE, working in partnership with the city council, Network Rail and public transport operators. Funding is to be identified, but may be available through Network Rail, the Greater Manchester Transport Fund and/or the Local Transport Plan
Provide a park and ride facility at Irlam Station, initially utilising land to the north of the station but potentially extending into the Irlam Industrial Estate to the south, and improve interchange facilities between Irlam Station, the park and ride, and bus services along Liverpool Road	2010-2015	
<b>Line improvements</b>		
<p>Deliver improvements around the Ordsall Lane junction to reduce congestion within the Manchester Rail Hub, and control the siting and design of development nearby accordingly, involving the provision of:</p> <ul style="list-style-type: none"> <li>• The Ordsall Curve, running north-south across the River Irwell and Inner Relief Road to the east of the Ordsall Lane junction; and</li> <li>• The Ordsall Flyover, extending over the existing Ordsall Lane junction</li> </ul> <p>New structures will need to respect the setting of the nearby Grade 1 listed railway bridge.</p>	2015-2027	The city council will work with Network Rail, GMPTE and the city council to ensure that the design of any new infrastructure minimises its impact on existing and proposed developments. The improvements will be funded through Network Rail and its bids to the regulator

What and where	When	How
Electrify the Manchester-Eccles-Liverpool line and improve the rolling stock on the line	2009-2013	This will be funded by Network Rail and supported by the Government
Construct an electrified rail spur from the Manchester-Eccles-Liverpool line to serve the proposed inter-modal freight terminal at Barton, running along the eastern edge of City Airport Manchester	2010-2015	The project will be led by Peel as part of their development of the proposed freight terminal, in conjunction with Network Rail, and has planning permission
Enhance the Manchester-Eccles-Liverpool line to W10 gauge to improve freight capacity, ensuring that this is achieved in a way that is compatible with local regeneration objectives, environmental quality, heritage protection and residential amenity	2015-2027	This will be delivered by Network Rail, but the design and implementation of works will need to be carefully coordinated with the city council to minimise local impacts

### ***Reasoned justification***

- 12.3** Salford Central Station has a vital role as the main rail gateway to the western part of the Manchester/Salford City Centre, serving key office locations such as Spinningfields in Manchester. It also lies at the heart of part of the city that will undergo enormous change over the Core Strategy period, with very significant levels of office development and new housing. Some recent improvements have been secured at the station, such as a new ticket office, but further works will be required if it is to realise its full potential for the benefit of the city centre.
- 12.4** Salford Crescent Station not only has an important local role serving the university and surrounding communities, but also has a significant regional function. However, passenger circulation space is currently very constrained, and it only has two short platforms on a single island which limits the number and size of trains that can stop there putting pressure on other stations. It will be important to balance the station's local and sub-regional roles, and it is considered that this can be best achieved at the current location of the station. Moving the station northwards would reduce the potential for bus interchange, as well as moving it away from the main sources of local passenger demand, and is not therefore considered appropriate given that the necessary improvements can be delivered in its present location.
- 12.5** A general programme of train station improvements is being developed and implemented, which will be important for improving the function and accessibility of stations such as Swinton Station. The enhancement of disabled access will be a particular priority as several stations are currently only accessible via steps.
- 12.6** Relatively minor works, focusing on improved pedestrian routes and signage, could help to support the increased use of the Eccles and Irlam Stations and interchange with other modes of transport. The provision of a park and ride facility at Irlam could help to significantly reduce car journeys from the surrounding area into the Regional Centre. Consequently, the redevelopment of Irlam Industrial Estate for other non-employment uses would not be permitted unless it was clear that the site would not be needed for park and ride provision.

- 12.7** Network Rail is continuing to work on proposals to address congestion in the Manchester Rail Hub, but previous research has indicated that improvements around the Ordsall Lane junction potentially offer the most effective solution. It is therefore important that the location and design of development on adjacent sites recognises this, and retains the ability to implement the necessary improvements. Such works could include the construction of some significant infrastructure, which will need to be carefully designed so as to minimise the impact on views within the surrounding area and heritage assets such as the Grade 1 listed Stephenson rail bridge over the River Irwell.
- 12.8** The electrification of the Manchester-Eccles-Liverpool line will enable the maximum line speed to be increased from 75mph to 90mph, helping to reduce journey times between Manchester and Liverpool from 44 minutes to 30 minutes. This will provide a diversionary route for electric trains on the West Coast Main Line to and from Liverpool and Manchester, thereby reducing disruption and increasing service resilience. It should also offer improved reliability and comfort, reduced carbon emissions, and increased capacity. Network Rail envisages that the scheme will be self-financing in the medium term, paying for itself through lower train maintenance, leasing and operation costs. Electrification will also have benefits for freight as well as passenger traffic.
- 12.9** The Barton rail spur is an essential component of the proposed inter-modal freight interchange at Barton, helping to ensure that it reduces the movement of freight by road. The spur was granted planning permission in July 2009 as part of the interchange proposal. If the benefits of the electrification of the Manchester-Eccles-Liverpool line are to be fully realised then it will be important for the Barton rail spur to be electrified as well.
- 12.10** If the freight potential of the sub-region's rail network is to be maximised, particularly with the implementation of the Barton inter-modal freight interchange, then gauge improvements to key routes such as the Manchester-Eccles-Liverpool line are likely to be required. Increasing the gauge to W10 would accommodate the largest deep sea containers measuring 9ft 6in high and 2.5m wide on a standard height wagon, and Network Rail's Freight Route Utilisation Strategy indicates that all works to the aforementioned line should be to the W10 standard. However, it may be necessary for further enhancements to the W12 gauge, which would provide a 2.6m width, in order to accommodate other types of container including some refrigerated units and commonly used short sea containers.

### ***Summary of other options considered***

Option considered	Reasons rejected
Moving Salford Crescent Station northwards	Would significantly reduce its local role (e.g. in terms of serving the university) and the opportunities for interchange with the excellent bus services along the A6
Not supporting the improvement of the Ordsall Lane junction	Although this would help to maximise land available for development, it would not address the problems of the Manchester Rail Hub which have been identified as potentially compromising the future economic success of Greater Manchester

## Policy T 2

### Metrolink

What and where	When	How
Construct a spur from the Eccles line (between the Harbour City and Broadway stops) into the new plaza at Quays Point in Salford Quays to provide a new MediaCityUK stop	2009-2010	The spur has planning permission and is currently under construction, funded by the city council, NWDA and private sector
Undertake a detailed investigation of the potential for converting the Manchester-Wigan rail line for use by trams as well as trains	2010-2027	GMPTe and Network Rail will lead this work, and if considered feasible the city council will have an important role in advising on the location of stops

### Reasoned justification

- 12.11** The south-eastern part of Salford benefits from a Metrolink light rail line that runs from Manchester City Centre via G-Mex and Pomona through Salford Quays and along Eccles New Road to Eccles Town Centre. There are currently eight stops within Salford, and the new spur which is being provided as part of the Quays Point development will provide an additional MediaCityUK stop. This will bring high quality public transport into the heart of the new town centre proposed at Salford Quays. In addition to the spur and new stop, service frequency from Manchester City Centre to Salford Quays will be doubled from every 12 minutes to every 6 minutes.
- 12.12** The Greater Manchester Passenger Transport Executive (GMPTe) is overseeing a major expansion and improvement of the Metrolink network. Three new lines will be constructed from the city centre to Oldham and Rochdale, Droylesden and Ashton-under-Lyne, and Chorlton and East Didsbury (and potentially also to Manchester Airport). In addition, the tracks are being replaced on the existing Bury and Altrincham lines.
- 12.13** In the longer term there may be the potential for the Metrolink system to be expanded into other parts of Salford. The broad potential of the Wigan line for use by trams as well as trains has been identified in the Greater Manchester Integrated Transport Strategy and work on the Manchester Rail Hub. Further detailed work is required to assess the merits of the scheme, but it would help to significantly enhance public transport accessibility for the northern part of the city. However, any such proposals will need to recognise the role of existing train stations, with Walkden Station in particular being relatively well used. The city council will also work with partner organisations such as GMPTe to identify and assess other possible opportunities for network expansion in Salford.

**Summary of other options considered**

Option considered	Reasons rejected
Extension of Eccles Metrolink to Barton, linking to the proposed Trafford Centre line	This proposal requires further investigation before it can be included in the Core Strategy, particularly given the potential impact on existing buildings, the likely cost, and the availability of transport funding
Conversion of Manchester-Bolton rail line for use by trams as well as trains	It would appear that the Wigan line has the greater potential, with the Bolton line being more important for longer distance services and therefore less suitable for conversion

**Policy T 3****Buses**

What and where	When	How
<p>Enhance the bus network in Salford as part of a wider coordinated Greater Manchester bus strategy, focusing particularly on:</p> <ul style="list-style-type: none"> <li>• Implementing a range of bus priority measures to improve journey times, especially on high demand routes</li> <li>• Enhancing connections between deprived neighbourhoods and key employment areas and leisure destinations such as Salford Quays/MediaCityUK, the rest of the Regional Centre, and, to the south of the city, Trafford Park</li> <li>• Ensuring all neighbourhoods are connected to high frequency routes, including by feeder services where required</li> <li>• Improving connections between different bus services to encourage interchange activity</li> <li>• Enhancing waiting facilities for passengers</li> </ul>	2007-2027	The city council will work with GMPTE, the other Greater Manchester local authorities, bus operators, and developers to identify opportunities for new and improved bus facilities, with this work being informed by up-to-date transport modelling that reflects changing patterns of development and travel demand, and utilising planning obligations and/or Community Infrastructure Levy where appropriate. 'Kickstart' funding from the Government may also be available
<p>Develop and implement a bus routing strategy for the Manchester/Salford City Centre, ensuring that:</p> <ul style="list-style-type: none"> <li>• Good accessibility is maintained to all parts of the City Centre;</li> </ul>	2010-2015	The city council will work with GMPTE, Central Salford URC and Manchester City Council to identify and implement a suitable strategy



What and where	When	How
<ul style="list-style-type: none"> <li>• There is good integration across and between different public transport modes; and</li> <li>• A high quality environment is secured for those parts of the City Centre within Salford</li> </ul>		
Extend the free Metroshuttle service to other areas within Salford's part of the Regional Centre, particularly Greengate	2010-2027	The scheme is reliant on private sector funding, and the city council will work with GMPTE and Central Salford URC to identify opportunities to expand it
Improve bus connections between Salford Crescent Station and MediaCityUK	2010-2015	The city council will work with GMPTE, Peel, the BBC, the University of Salford, and bus operators to deliver improvements
Deliver the Leigh-Salford-Manchester Busway (within Salford running along the Ellenbrook loopleftine, B5232 (Newearth Road), A580 (East Lancashire Road), and A6 (Broad Street/Crescent/Chapel Street))	2010-2015	The scheme has been identified by the Association of Greater Manchester Authorities (AGMA) as part of the accelerated package for the Greater Manchester Transport Fund, and will be led by GMPTE

### ***Reasoned justification***

**12.14** Work will be ongoing throughout the Core Strategy period to improve bus accessibility across Greater Manchester. The routes and frequencies of existing services will be constantly reassessed to ensure that they offer the best possible network. This work will be led by the Greater Manchester Passenger Transport Executive (GMPTE), and will take into account changing patterns of demand which itself be influenced by a wide range of factors such as new developments, the changing roles of different neighbourhoods, and the evolution of travel to work areas. The financial model for delivering bus services means that the introduction of new routes and the improvement of existing routes will often need to be demand responsive, although the city council will seek to secure improvements prior to major new developments being completed wherever possible.

**12.15** One of the key priorities will be to enhance bus connections between the most deprived areas of Salford and the main concentrations of employment and leisure opportunities in and around the city. This will help to address problems of social exclusion, and will contribute to ensuring that all of Salford's residents can share in the city's increasing wealth by improving access to jobs. It will also be important for bus services to collectively form a genuine integrated network that enables people to move freely across the city in any direction, even if this involves changing services, rather than just focusing on one or two key routes.

**12.16** The Manchester/Salford City Centre is the destination for many of the bus services within the city. This creates pressure on some key routes within Salford's part of the city centre, but some of those routes will have an increasingly critical function as pedestrian and cycling routes and high quality public spaces. It will be important to ensure that the need to

accommodate the number of buses going into and out of the city centre is not at the expense of the success of the areas they travel through, and in particular that certain parts of the city centre are not effectively severed by a large number of vehicle movements.

- 12.17** The Metroshuttle is a free bus service that travels around three circular routes within the Manchester/Salford City Centre. The service links all of the city centre's railway stations, including Salford Central Station, as well as some of the main car parks, bus stops and Metrolink tram stops. The expansion of the service to other parts of the city centre and Regional Centre within Salford would help to more effectively integrate the different areas of the Regional Centre, helping to support its economic, leisure and tourism functions as well as reducing the demand for car travel. Initially, Greengate would appear to have the greatest potential to be included on a Metroshuttle route, given its location within the city centre, the proposed public spaces, and the scale of development envisaged within the area. However, if funding can be identified, then other locations such as the rest of Chapel Street/Crescent may also be suitable.
- 12.18** Salford Crescent Station is the nearest rail station to Salford Quays, but links between the two, both in terms of pedestrian routes and public transport connections it is less than ideal and there is no direct bus service between the two. The improvement of bus connections between Salford Crescent and Salford Quays will become increasingly important with the provision of the new University of Salford campus at Quays Point and the location of the main PeelPark and Frederick Road campus immediately adjacent to Salford Crescent Station.
- 12.19** The city already benefits from two existing Quality Bus Corridors, Bury New Road (Bury-Manchester) and Liverpool Road/Eccles New Road (Brookhouse/Eccles/Manchester), and opportunities will be sought to introduce further ones where possible. The Leigh-Salford-Manchester Busway will provide a rapid bus transit route, offering a high quality, fast and frequent service along a key radial corridor into the Manchester/Salford City Centre. In total seventeen stops will be provided along the route, each providing high quality waiting facilities, lighting and passenger information. Bus priority measures will be important along the whole route, reinforced by street design wherever possible, and complemented by improvements for pedestrians.
- 12.20** In addition to the measures referred to in this policy, regard should also be had to the policy on rail (T1) which includes proposals for improved interchange facilities with buses at Salford Central, Salford Crescent, Eccles and Irlam stations.

### ***Summary of other options considered***

Option considered	Reasons rejected
Identify the Bolton Streetcar (A666/A6) as a key priority	The status of this project is being reconsidered following the vote against congestion charging
Identify use of 'looptines' (disused rail lines) for rapid bus transit	Insufficient evidence at present to justify cost of schemes compared to benefits, so preferable to focus on improving existing services/routes

## Policy T 4

### Cycling

What and where	When	How
Develop an integrated network of safe, convenient and attractive cycle routes, both on and off street, with an emphasis on: <ul style="list-style-type: none"> <li>• Routes connecting to major travel destinations</li> <li>• Routes from new developments connecting into the rest of the cycle network</li> <li>• Routes within the Regional Centre</li> </ul>	2007-2027	The city council is currently implementing a Cycling Strategy, and will utilise its own Block 3 funding and planning obligations to augment this further, working with Sustrans where appropriate to link routes into the wider national network
Develop a series of 'cycle hubs' at key destinations across the city, providing wherever possible: <ul style="list-style-type: none"> <li>• Secure cycle parking;</li> <li>• Changing facilities;</li> <li>• Bicycle maintenance facilities; and</li> <li>• Cycle hire</li> </ul>	2010-2027	The city council will work with GMPT, Manchester City Council and private sector partners to bring forward a scheme, utilising planning obligations and/or the Community Infrastructure Levy where appropriate

All new developments should:

- Be connected by safe, convenient and attractive cycling routes to the main cycle route network; and
- Provide secure bike storage facilities that are located so as to maximise their use and security

Large-scale new developments should incorporate segregated cycling routes through the development wherever possible.

Developments that would provide a major travel destination should incorporate a cycle hub, which should include:

- Sufficient secure cycle parking to cater for the maximum likely demand;
- Changing facilities; and
- Where demand is not already catered for in the immediate surrounding area:
  - Bicycle maintenance facilities; and
  - Cycle hire where it can be linked into the wider cycle hire network

### **Reasoned justification**

**12.21** Cycling has significant potential within Salford to reduce demand for car travel, as well as offering physical activity that can help to promote improvements in the poor average health of the city's residents.

**12.22** It will be important to ensure that investment focuses on improving key routes as part of an integrated network, rather than taking a fragmented, piecemeal approach where incomplete routes may discourage cycle use. The Regional Centre has particular potential for increased cycle use given its relatively flat topography, the high concentration of trip-generating uses, and the short journey times between destinations, and the Irwell City Park project will help to enhance cycle routes in the area.

**12.23** A key part of promoting a significant increase in cycle use will be the provision of a series of cycle hubs across the cycle route network. By providing a range of facilities such as secure parking and changing rooms, then they can help to ensure that cycling is a realistic alternative to car travel. The incorporation of cycle hire within many of the hubs will also help to encourage cycle use, particularly for tourists, those who cycle less regularly, and those who are completing part of their journey by public transport. In this regard, locations such as Salford Central Station, Salford Crescent Station, and Salford Quays potentially have a particularly important role.

**12.24** The scale of development proposed within Salford could potentially lead to a significant increase in car travel unless appropriate measures are introduced, and it is therefore vital that new developments are located and designed to maximise cycling as a mode of transport. Providing high quality connections to the main cycle route network is one aspect of this, which may need to be funded by developers. Cycle parking standards will be set out in the Regional Spatial Strategy or its replacement, but providing sufficient cycle storage is not sufficient on its own to encourage cycle use and those storage facilities will need to be carefully located and designed so that they are convenient and secure to use. Large new developments also offer perhaps the greatest potential to bring forward these cycle hubs. Whether they are considered to be a major travel destination for the purposes of this policy will depend on the results of any Transport Assessment accompanying the relevant planning application.

### ***Summary of other options considered***

**12.25** No other significantly different options were considered because of the importance of cycling to minimising congestion and carbon emissions, and supporting healthy lifestyles.

## **Policy T 5**

### **Walking**

What and where	When	How
Develop an integrated network of safe, convenient and attractive pedestrian routes, particularly to and around major destinations, including by: <ul style="list-style-type: none"> <li>• Creating new pedestrian routes that help to minimise walking distances</li> <li>• Creating pedestrian priority spaces as part of new developments</li> <li>• Widening footways</li> <li>• Minimising clutter created by street furniture</li> </ul>	2007-2027	A broad range of implementation mechanisms will be required to deliver pedestrian improvements, ranging from the implementation of specific projects to improve the pedestrian realm led for example by the city council and Central Salford URC and supported by organisations such as the NWDA and the Homes and Communities

What and where	When	How
<ul style="list-style-type: none"> <li>Improving the number, quality and responsiveness of signalised pedestrian crossings</li> <li>Increasing the number of pedestrian bridges over the city's waterways</li> <li>Implementing 20mph zones</li> <li>Improving pedestrian signage</li> <li>Utilising tactile surfaces to aid navigation</li> </ul>		Agency, to ensuring that new developments are located and designed appropriately (see below)

All new developments should be connected by safe, convenient and attractive pedestrian routes to local facilities and public transport stops. Where routes are not currently in place, or such routes are not safe, convenient and/or attractive, developers may need to contribute to their improvement if development is to proceed. Where family housing is being provided, particular regard will be had to the pedestrian routes available to local schools.

### ***Reasoned justification***

**12.26** Walking has the potential to replace a significant number of short car journeys, and it can also help to promote healthy lifestyles and vibrant places. Equally importantly, it is a method of travel open to everyone, irrespective of age or wealth, and therefore ensuring that Salford is a pedestrian friendly city is fundamental to achieving the Sustainable Community Strategy objective of 'an inclusive city'. In order to maximise this social inclusion, it will be important to integrate the needs of all potential users, including the disabled, at all stages of the pedestrian realm design process.

**12.27** The city council and other organisations will undertake a range of projects designed to improve the pedestrian route network across the city and encourage its use, such as Irwell City Park. New developments also have an important role to play, both in terms of their location and design. If walking is to be facilitated as the transport mode of choice for short journey then there will need to be high quality pedestrian routes between new developments and the types of places that people travel to regularly, such as shops and bus stops. In the case of family housing, it will also be important to encourage children to walk to school, helping to reduce local problems of congestion associated with the 'school run' and to tackle the rise in childhood obesity. Planning obligations may be required to tackle problems on individual routes, complemented by major investment by the city council through its Block 3 local transport programme in measures such as safe routes to school.

**12.28** The emphasis will normally be on providing new and improved pedestrian routes, but there may be some circumstances where it is appropriate to close or extinguish existing pedestrian routes, for example where an area is undergoing major redevelopment or there is an intractable local security issue, provided that overall pedestrian accessibility levels are maintained within the local area. An example of this is this is the 'alleygating' that is supported by the highways policy of the Core Strategy (T6).

### ***Summary of other options considered***

**12.29** No other significantly different options were considered because of the importance of cycling to minimising congestion and carbon emissions, and supporting healthy lifestyles.

## Policy T 6

### Highways and Vehicular Traffic

What and where	When	How
<b>Positive management of highways</b>		
<p>Implement the following road user hierarchy where practicable (highest priority function first), and take opportunities to enhance the function of streets for those higher up the hierarchy, having regard to the function of the highway:</p> <ul style="list-style-type: none"> <li>• Pedestrians</li> <li>• Cyclists</li> <li>• Public transport</li> <li>• Commercial access and other specialist services</li> <li>• Other motor traffic</li> </ul>	2007-2027	The city council will seek to influence the design and implementation of developments and traffic management schemes accordingly, and will bring forward its own schemes funded for example through its Block 3 programme
<p>Take a coordinated approach to securing a high quality streetscene wherever practicable, including:</p> <ul style="list-style-type: none"> <li>• The design of streets, e.g. the use of materials, and the location and design of signage and other street furniture</li> <li>• Greening, e.g. the planting and replacement of street trees</li> <li>• Maintenance, e.g. the approach to repairing potholes and the restoration of surfaces after work by utility companies</li> <li>• Management, e.g. in terms of road safety and other traffic management schemes</li> </ul>	2007-2027	The city council has produced a 'streetscene charter', working with organisations such as the Environment Agency, Network Rail, United Utilities, Urban Vision, Salix Homes, and Central Salford URC. Additional guidance will be produced through development frameworks, masterplans, supplementary planning documents and design guides as required. Specific projects will be brought forward, such as the Chapel Street Green Streets Programme led by the Central Salford URC
<b>New highways</b>		
<p>Provide a new 1.2km long 'Broadway Link' connecting Broadway/Daniel Adamson Road (just north of Pacific Way) to Centenary Way</p>	2008-2010	The scheme has planning permission and is currently under construction, being implemented by Peel as part of the development of their Quays Point site

What and where	When	How
<p>Provide new highway infrastructure between Junction 11 (Peel Green) and Junction 10 (in Trafford) of the M60 motorway, with highway connections through to the A57 (Liverpool Road) at Barton and a new low level bridge crossing the Manchester Ship Canal, to increase highway capacity, ensuring that:</p> <ul style="list-style-type: none"> <li>• All new highways and bridges constructed provide sufficient space for segregated rapid public transport to be incorporated at a later date; and</li> <li>• High levels of local accessibility to the motorway network and other main highways is maintained</li> </ul>	2010-2020	The new highway infrastructure will be funded and delivered by Peel as part of the development of the inter-modal freight interchange at Barton, with works carefully coordinated with the Highways Agency, Salford City Council, and Trafford MBC. A scheme has planning permission
Provide a new highway link across the Manchester Ship Canal from Irlam Wharf Road at Northbank to Carrington in Trafford	2016-2027	The scheme will be delivered via the private sector as part of the ongoing redevelopment of the Carrington area in Trafford
<b>Major improvements to existing highways</b>		
Provide an extra lane southbound on the M60 motorway from Junction 15 (M61 junction) to Junction 12 (M62/M602 junction), within the existing highway boundary	2010-2015	These schemes will be delivered by the Highways Agency, with funding from the Department for Transport
Implement a hard shoulder running scheme on the M60 motorway between Junction 8 (Carrington Spur, in Trafford) and Junction 12 (M62/M602 junction)	2010-2015	
<p>Implement hard shoulder running schemes:</p> <ul style="list-style-type: none"> <li>• On the M60 motorway between Junction 12 (M62/M602 junction) and Junction 18 (M62/M66 junction in Bury)</li> <li>• On the M62 motorway between Junction 10 (M6 junction, in Warrington) and Junction 12 (M60/M602 junction)</li> </ul>	2019-2024	

What and where	When	How
<p>Transform the Crescent and Chapel Street into a 'grand boulevard' to provide a much more attractive pedestrian realm and focus for the local area, by:</p> <ul style="list-style-type: none"> <li>• Reducing levels of through traffic</li> <li>• Significantly improving routes and facilities for walking, cycling and public transport</li> <li>• Tree planting and other 'greening' schemes</li> </ul>	2011-2018	The city council will work with Central Salford URC and Urban Vision to redesign these highways. Works will be funded through a combination of Block 3 funding, external contributors such as the NWDA and the Homes and Communities Agency, and planning obligations
Increase the capacity of Regent Road and Liverpool Street/Middlewood Street west of Albion Way to accommodate traffic redirected from the Crescent and Chapel Street	2011-2018	
<b>Taxis</b>		
Ensure that town centres, main rail stations and major visitor destinations make adequate provision for taxi ranks	2007-2027	The city council will seek to influence proposals in these locations to ensure appropriate provision is made
<b>Car parking</b>		
<p>Take a coordinated approach to the provision of surface and public car parking within and around the Manchester/Salford City Centre, which:</p> <ul style="list-style-type: none"> <li>• Maximises the accessibility of the car parks from the Inner Relief Road;</li> <li>• Significantly reduces the total amount of land used for car parking, by focusing provision within multi-storey rather than surface level car parks;</li> <li>• Meets short stay car parking needs to ensure the continued attraction of the area as a tourism, retail and leisure destination; and</li> <li>• Supports the overall objectives of minimising congestion on the highway network and increasing the use of sustainable transport modes</li> </ul>	2007-2027	The city council will work with Manchester City Council to develop an integrated strategy for car parking across the Manchester/Salford City Centre, and these principles will be reflected in development management decisions



What and where	When	How
Implement the car parking standards set out in the Regional Spatial Strategy, applying the associated 'Area Accessibility Categories' as follows: <ul style="list-style-type: none"> <li>• Area A = Regional Centre</li> <li>• Area B = Town centres and local centres outside the Regional Centre</li> <li>• Area C = Rest of the city</li> </ul>	2010-2027	Through the development management process

### ***Reasoned justification***

**12.30** The road user hierarchy will support moves towards more sustainable modes of transport, helping to promote walking and cycling, and making the city more 'liveable'. It should influence all development proposals and highway improvement schemes. However, in implementing the hierarchy it will be necessary to take into account the function of different highways, for example the need to protect the primary traffic-related role of the Strategic Route Network and Abnormal Route Network.

**12.31** Salford's highways fulfil a number of different roles, and many different organisations have an influence on their appearance. The highways are a key contributor to the city's image and its successful functioning, and these roles can be undermined by incremental changes. Taking a coordinated approach to activities that may affect the streetscene will therefore be important.

**12.32** The Broadway Link is a requirement of the Quays Point planning permission, and will be essential for improving vehicular access to Salford Quays from the western side of the city.

**12.33** A scheme for the provision of new highway infrastructure between Junctions 10 and 11 of the M60 motorway was granted planning permission as part of the inter-modal freight terminal application. It is known as the Western Gateway Infrastructure Scheme (WGIS), and is important for delivering the scale of development proposed in this quadrant of the sub-region which includes not just the freight terminal but also the proposed 40 hectare employment site west of City Airport Manchester and, to the south of the city, land around the Trafford Centre. If any amendments are made to the scheme then it will be important to ensure that it continues to balance the need to improve the strategic functioning of the motorway network in this location with the need to maintain and enhance local accessibility and environmental quality.

**12.34** Trafford MBC has identified part of the Carrington area as a strategic site for employment, and the provision of a new road crossing the Manchester Ship Canal through to Cadishead Way in Salford may be required to enable its development. This would also provide more general accessibility benefits for the Carrington/Partington area of Trafford.

**12.35** Salford's motorways are amongst the most congested in the country, although this is a problem affecting many parts of the national network. The Government has indicated that there is a need to be more innovative when considering ways to increase the capacity of existing motorways, and new road building or physical widening will often not be appropriate both in terms of cost and environmental impact. As a result, the concept of 'managed motorways' has developed as a way of improving capacity and reliability, informed by a pilot scheme on the M42 motorway, and the Government has announced that this approach will

gradually be applied to the M60 and M62 motorways within Salford. This will involve the use of the hard shoulder, the reduction of the speed limit to 60mph, the provision of emergency refuge areas, and the installation of traffic lights on motorway entry slip roads (known as ramp-metering), without any need for the physical widening of the motorway. The pilot scheme suggested that there should be no negative impacts on safety. In addition, the narrowing of existing lanes will allow an additional lane to be provided southbound on the M60 between Junctions 15 and 12.

- 12.36** The reduction in traffic on the Crescent and Chapel Street (A6) is a key element of the Central Salford Urban Regeneration Company's proposals to transform Central Salford. This will enable major improvements in the quality of the pedestrian environment, helping the Crescent and Chapel Street to be a destination in their own right rather than simply a thoroughfare to the city centre. This will help to support the scale of development proposed in this part of the Regional Centre, providing a high quality backdrop for investment and adding to the vibrancy and attractiveness of the area. However, the A6 currently carries heavy traffic flows into the Regional Centre, and improvements to Liverpool Street/Middlewood Street and Regent Road will be required in order to ensure that traffic flows efficiently around this part of Salford.
- 12.37** In addition to the schemes identified in the policy, the city council will also continue to investigate whether there is a need for other new highways. In particular, it will keep under review whether the provision of a new road link between the M62 and A57 at Barton, including a new junction on the M62 motorway, is required to improve the effective functioning of the highway network in this part of the conurbation. However, it may be necessary to evaluate the effectiveness of an implemented WGIS before this can be done. It will also consider whether the provision of a new road across the River Irwell between Adelphi Street and Spike Island in Lower Broughton would help the area's regeneration.
- 12.38** Taxis have a role to play in the city's transport options, and for example they can be important in helping to support the use of train stations and town centres. As a result, it will be important to ensure that any proposals at major destinations such as these make adequate provision for taxi ranks and pick-up/drop-off areas.
- 12.39** Large parts of Salford's share of the Manchester/Salford City Centre are currently taken up by surface car parking. This is an inefficient use of land and also results in significant amounts of commuter traffic passing through the city. In order to fully support the role of the Regional Centre set out in the Regional Spatial Strategy, and to deliver the high levels of development proposed for the city, it will be necessary to secure the redevelopment of the vast majority of this car parking. Any new car parking should be in multi-storey facilities in order to maximise the efficiency with which land is used, with it being carefully located to minimise the impact on the attractiveness of the area.
- 12.40** A comprehensive set of car parking standards will be set out in the Regional Spatial Strategy (RSS), and therefore it is unnecessary to include any standards within the Core Strategy. Any site specific car parking issues will be addressed through the Allocations Development Plan Document or Supplementary Planning Documents where required. The draft RSS proposals provide standards for three different area accessibility categories, which in turn may be altered depending on site-specific accessibility considerations. The standards are strictest in the most accessible locations such as the Regional Centre.
- 12.41** Ongoing transport modelling at the Greater Manchester level will be used to determine whether any further measures are required to address increasing congestion on the sub-region's highways.

**Summary of other options considered**

Option considered	Reasons rejected
An above ground level bypass of Junction 12 of the M62/M60 on the western side of the M60	It is unclear whether the Highways Agency will pursue this proposal until the results of the proposed hard shoulder running schemes have been assessed, and therefore there is insufficient certainty to include it in the Core Strategy at present
Specifically identify the M62-A57 link road and the River Irwell road crossing at Adelphi Street as firm proposals	There is insufficient certainty over need, impact and funding for them to be included in the Core Strategy at present
Requirement for personal travel planning as part of major new developments	These issues can be satisfactorily addressed through transport assessments and travel plans, for which there is already clear guidance at the national level. Narrowing down the most appropriate approach within the Core Strategy is not therefore considered appropriate, and is best judged on a scheme by scheme basis
Require new dwellings without car parking spaces to contribute to a car club	
Strategic park and ride facilities at Linnyslaw and Barton	Initial indications suggest that the schemes may not offer value for money, and therefore further investigation as part of a Greater Manchester approach to strategic park and ride facilities is required before they can be included in the Core Strategy
Reference to congestion charging	The Greater Manchester referendum rejected the proposed congestion charging scheme, and no other such proposals are currently under consideration

**Policy T 7****Manchester Ship Canal**

What and where	When	How
Support increased use of the Manchester Ship Canal for the movement of freight, including through the delivery of a new inter-modal freight terminal on land at Barton (see Employment section)	2007-2027	A positive approach will be taken to such proposals through the development management process
Support the development of sites adjacent to the Manchester Ship Canal that would utilise the canal for freight movements	2007-2027	
Increase the use of the canal for water taxis connecting major visitor destinations such as Salford Quays, the Bridgewater Canal, and, outside Salford, the Trafford Centre	2011-2027	The city council will work with the Manchester Ship Canal Company, Trafford MBC and

What and where	When	How
		tourist attractions to identify opportunities for water-taxi provision

The loss of existing wharves on the Manchester Ship Canal outside the Regional Centre will only be permitted where they would be replaced elsewhere along the canal within Salford, and the overall freight potential of the canal would be maintained.

### ***Reasoned justification***

**12.42** The Manchester Ship Canal is a major port, extending from the Wirral to Salford Quays, and handled just over 6 million tonnes of freight in 2003. There is the potential to considerably increase freight traffic along its length, helping to reduce HGV movements on the region's roads and support climate change objectives. The construction of the inter-modal freight interchange at Barton, which will take advantage of rail access as well as providing new wharves on the canal, will be an important part of this. The utilisation of the canal by developments on other sites will also be encouraged.

**12.43** The canal offers the only opportunity for significant water-based freight movement in the sub-region, and therefore it is important that its freight potential is protected and enhanced wherever possible. The protection/replacement of existing wharves is an essential component of this.

**12.44** The canal also has a potentially important role as a leisure asset. Regular boat trips already run along its length, but there is the opportunity for more frequent water taxis connecting some of the sub-region's key tourism destinations such as Salford Quays and the Trafford Centre. This will help to support the city's visitor economy.

### ***Summary of other options considered***

Option considered	Reasons rejected
Protect sites adjacent to the canal for uses that utilise the canal for freight movements	This would unduly restrict the city's economic development when there is no clear evidence that there would be sufficient demand for all such sites to utilise the canal

## **Policy T 8**

### **City Airport Manchester**

What and where	When	How
Develop the role of City Airport Manchester in a way that is consistent with its future designation as a conservation area, including:	2007-2027	The provision of a hard runway and other improvements to the airport will be led by the operator Peel Airports. The city council will work

What and where	When	How
<ul style="list-style-type: none"> <li>• The protection of its role for recreation flights and use by emergency services;</li> <li>• The expansion of business and general aviation activity; and</li> <li>• The provision of a hard runway</li> </ul>		with them on designating the site as a conservation area, and managing it accordingly

The provision of a hard surface runway within the existing boundaries of City Airport Manchester, and the expansion of business and general aviation activity, will be permitted provided that:

- The Civil Aviation Authority is satisfied that the implications for airspace can be appropriately managed
- Any change in the site's safeguarding requirements would not adversely impact on existing uses or Core Strategy proposals (e.g. new Salford Reds stadium or the development of a multi-modal freight interchange at Barton)
- It is located so as to minimise the impact on the site's heritage and to allow the retention of as much of the existing grass runways in a useable form as practicable, which is likely to mean siting it along the northern boundary
- The negative impact on the site's heritage value through loss of part of the existing grass runways and the introduction of larger/jet aircraft is mitigated through significant investment in:
  - The protection and enhancement of the site's remaining heritage assets; and
  - On-site interpretative material relating to the site's history and heritage features that is accessible to the general public
- It maintains the openness of the Green Belt and does not conflict with the purposes of including land within it
- Aircraft are routed so as to minimise the noise impact on nearby residents and other sensitive uses, and ensure that there is no significant net increase in that impact (including through funding noise insulation to individual dwellings if required)
- It would not result either individually or cumulatively with other developments in air quality standards not being achieved
- The site is subject to a management plan that ensures that its heritage features and recreation role continue to be protected and enhanced, and that the airport is a positive feature in the local community including through the monitoring, management and mitigation of air and noise pollution and the development of community projects
- Light pollution and its impact on the Green Belt are minimised
- There is a net increase in the biodiversity value of the site and/or the surrounding area
- The site is subject to a surface access plan which seeks to maximise access by walking, cycling and public transport and reduce car dependency

### ***Reasoned justification***

**12.45** Barton Aerodrome (since renamed City Airport Manchester) officially opened in January 1930 and was the first municipal airport in England. The original grass runways survive, three of the buildings on the site are listed, and together these features form part of a unique aviation landscape that is considered worthy of conservation area designation.

- 12.46** However, this heritage value needs to be balanced against the important role that small airports play in serving business, recreational, training and emergency service needs, and their contribution to local economies. There are currently around 60,000 aircraft movements each year, which equate to approximately 25,000 actual flights, and the airport is home to the Greater Manchester Police helicopter and the North West Air Ambulance's second helicopter. The airport operator has signalled its desire to further promote the airfield for business and general aviation use, taking advantage of the easy access it provides for the Regional Centre.
- 12.47** It is considered that it is possible to protect the majority of the heritage value of City Airport Manchester, including its role as a functional airport, whilst allowing the provision of a hard surface runway to enable the expansion of business and general aviation activity that would support economic growth, a competitive aviation sector and local business development. This would involve some limited loss of heritage interest, and some limited restrictions on the commercial exploitation of the airport's economic potential, but it is considered that overall this approach would make a significant contribution to achieving both heritage and economic objectives. Prioritising one objective over the other would be considered to deliver only limited additional benefits in terms of the prioritised objective, but significant adverse impacts in terms of the de-prioritised objective.
- 12.48** The length required for a hard surface runway may mean that it needs to extend into that part of the site that lies within the Green Belt. However, this is not considered to constitute 'inappropriate development' provided that it is carefully sited and designed so as to maintain the openness of this part of the Green Belt. The policy only relates to development within the boundaries of the existing site.

#### ***Summary of other options considered***

Option considered	Reasons rejected
Retain all grass runways and little change in activity levels	The airport is an important local and sub-regional resource, and it is important that its potential to contribute to economic growth and recreation opportunities is supported
Do not designate the site as a conservation area	The potential of the airport can be realised whilst still retaining the vast majority of its heritage interest, which would be most effectively managed through designation as a conservation area

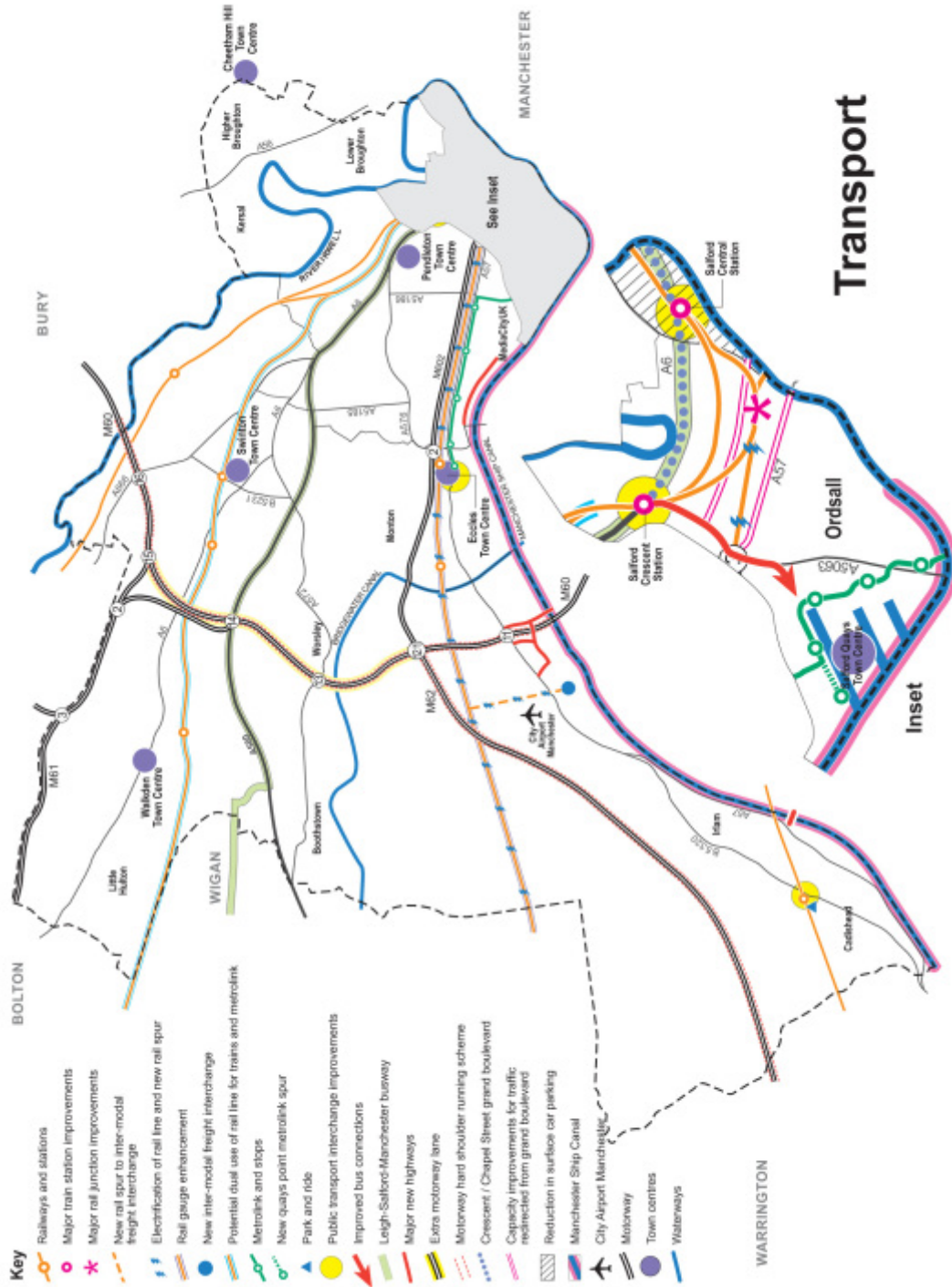


Figure 12.1 Transport





## 13 Energy

### 13.1 What are we trying to achieve?

- Ensure that there is sufficient energy available to meet the needs of all users within the city
- Minimise the environmental impacts of energy production and use

### 13.2 How will that be delivered?

- Identify and enable the implementation of opportunities for renewable and decentralised energy production
- Upgrade and provide additional electricity transmission infrastructure where required

### Policy EG 1

#### Renewable and Decentralised Energy

What and where	When	How
<b>Targets</b>		
Achieve and where possible exceed national targets relating to new development: <ul style="list-style-type: none"> <li>• Code for Sustainable Homes Level 4</li> <li>• Code for Sustainable Homes Level 6 (zero carbon homes)</li> <li>• Zero carbon non-residential development</li> </ul>	2013 2016 2019	Through a combination of determining planning applications and bringing forward proposals for renewable and low-carbon energy schemes to facilitate developers in meeting these requirements
<b>Key projects</b>		
Take a positive approach to bringing forward renewable energy schemes, with a particular focus on those technologies and areas of Salford with the greatest potential for reducing carbon emissions and other negative impacts of energy generation, such as: <ul style="list-style-type: none"> <li>• Large wind turbines, for example at Linnyslaw</li> <li>• Ground source heat pumps</li> <li>• Deep geothermal aquifers</li> <li>• Minewater heat extraction</li> </ul>	2007-2027	The city council will seek to enable the delivery of such schemes through its application of national and regional planning policy, identifying suitable sites through the Allocations Development Plan Document, and the utilisation of its own land where appropriate

What and where	When	How
<p>Develop a series of combined heat and power schemes linked to district heating networks, with particular focus on:</p> <ul style="list-style-type: none"> <li>• The Regional Centre</li> <li>• The town centres</li> <li>• Other large-scale developments that would result in a suitable density and mix of uses</li> </ul> <p>Wherever practicable, opportunities will be taken to integrate existing developments into these networks</p>	2010-2027	The city council will work with the other nine Greater Manchester authorities, developers, landowners and Energy Service Companies to identify the most appropriate delivery mechanisms, which could include up-front public investment repaid at least in part by planning obligations (also see below). Public sector schemes will be used to 'anchor' networks where possible, in order to provide certainty and demonstrate commitment
<p>Develop a heat pipeline along the Manchester Ship Canal from the proposed natural gas-fired power station at Carrington in Trafford through to the Regional Centre, serving development in Salford as well as Trafford</p>	2012-2017	The use of the power station as a combined heat and power plant is a condition of the Secretary of State's consent, and therefore the developer/operator would be expected to lead on the delivery of the pipeline, liaising with the two local authorities
<b><i>Supporting delivery</i></b>		
<p>Establish an infrastructure fund that developers may pay into where it is not practicable to achieve national, regional and/or local targets through on-site or related measures, which will be used to fund the delivery and expansion of renewable and low-carbon decentralised energy systems within and/or serving Salford</p>	2010-2027	This fund will be managed by the city council, potentially as part of a wider Greater Manchester partnership, and may be augmented by the Community Infrastructure Levy and/or planning obligations

### ***Sustainable energy use in developments***

Developments should take all practicable opportunities to move as far up the following energy hierarchy as practicable:

- Minimise energy demand
- Use energy as efficiently as possible
- Utilise renewable energy
- Utilise decentralised, low-carbon energy sources providing combined heat and power

Where it is not practicable to incorporate or connect to a decentralised energy system, the heating, cooling and power systems of new developments should be designed to enable easy connection to a decentralised energy system at the earliest opportunity.

New developments should achieve a Direct CO<sub>2</sub> Emission Rate at least 15% below the Target CO<sub>2</sub> Emission Rate identified in accordance with Part L1A of The Building Regulations 2000.

### ***Renewable energy proposals***

Renewable energy developments will be assessed against the detailed criteria already set out in national and regional policies.

Biomass plants serving single developments or very small areas are unlikely to be acceptable, particularly within the air quality management area, and proposals should be designed to serve a wider district heating scheme. Proposals for biomass schemes will only be permitted where it can be clearly demonstrated that:

- A robust supply chain has been identified for the biomass that would not result in significant carbon emissions from transport, or the displacement of food production or important habitats;
- Vehicles delivering the biomass to the plant would not have any significant adverse impact on local amenity or highway safety;
- The biomass fuel would be safely stored on the site;
- The biomass would be burnt with a high level of efficiency; and
- Within the air quality management area there would be no adverse impact on local air quality, and elsewhere any air quality impacts would be minimised as far as practicable

### ***Reasoned justification***

**13.3** The Climate Change Act legislates for a 34% reduction in greenhouse gas emissions against 1990 levels by 2020, and an 80% reduction by 2050. The Government also has a target of 20% of electricity to come from renewables by 2020, all new homes to be zero carbon by 2016, and all new non-residential buildings to be zero carbon by 2019. These are very challenging targets, and if Salford is to make an appropriate contribution to achieving them then there will need to be a massive increase in the use of renewable and decentralised energy. A Manchester City Region carbon budget will set local targets for reducing emissions in line with the national targets.

**13.4** If these various targets are to be met then it will be vital that developments maximise their potential contribution wherever possible. The implementation of the energy hierarchy will be a central aspect of this, helping to minimise reliance on energy derived from carbon-based fuels. This includes a consideration of energy demand and efficiency, which are just as important as the source of any energy used. Emerging research at the Greater Manchester level indicates that it should be possible for all developments to achieve at least a 15% reduction in regulated energy performance compared with the building regulations. This reduction could be achieved through a variety of means such as the design and orientation of buildings, energy efficiency measures, the incorporation of microrenewables, and/or connections to district heating networks. Over time, the Government's proposed requirements relating to the Code for Sustainable Homes and zero carbon non-residential development are likely to require much greater energy savings.

**13.5** Some developments may come forward ahead of proposed decentralised energy schemes in the local area. It will be important that those developments are designed so that they can be connected into the decentralised schemes once they have been provided, minimising the

costs associated with retrofitting such technologies. This will help to ensure that the city can meet its climate change targets, as well as ensuring that the benefits of decentralised energy systems are maximised. Those decentralised energy systems may relate to electricity supply, heat networks, or a combination of the two.

- 13.6** Emerging research is identifying the potential of the conurbation in relation to the various renewable and low-carbon sources. Salford is considered to have particular potential for large wind turbines, together with heat pumps utilising the temperature of the ground, deep geothermal aquifers and minewater to feed systems for heating and cooling. The most appropriate locations for such technologies will require further investigation, but wind speeds suggest that sites in the north west of the city such as around Linnyshaw may have the greatest potential.
- 13.7** Combined heat and power helps to overcome the inefficiencies inherent in traditional electricity production, where much of the heat generated is lost rather than positively utilised. It has the greatest potential in locations where there is a high density of development and mix of uses, which creates a diverse and relatively even heat profile throughout the day. It is therefore well-suited to parts of Salford such as the Regional Centre, town centres and major mixed-use sites. The large scale of new development proposed in those areas offers the opportunity to design combined heat and power facilities in from the start, avoiding the sometimes expensive retrofitting that may be necessary in other locations. It is therefore important that new developments support its implementation.
- 13.8** A new natural gas-fired power station at Carrington in Trafford has been granted planning permission, and it is a requirement of the permission that part of its heat output is utilised off-site. There is the potential as part of this for the provision of a new heat pipeline along the Manchester Ship Canal which would serve nearby developments in both Salford and Trafford. This would be considered to be a low carbon energy source for the purposes of this policy, and should therefore be utilised wherever possible by developments close to the canal in Salford.
- 13.9** The forthcoming Greater Manchester Decentralised Energy Study will identify a series of character areas, where different types of technology may be most appropriate. These are intended as guidance to assist developers rather than being a policy requirement. This will help to ensure that a flexible approach is taken that can respond to evolving technologies and site-specific opportunities or constraints.
- 13.10** The increasingly challenging nature of Government targets relating to low and zero carbon development means that it may not be possible for individual developments to achieve them solely through on-site measures such as micro-renewables. It may also be necessary for developments to contribute to off-site measures within the city, such as the establishment and expansion of district heating networks into which they can connect. Such contributions may also be the most effective way of delivering such networks where many developments will plug into them, rather than them being seen as the responsibility of a single developer. In order to support this process, the city council will establish an infrastructure fund that developers may pay into, and it is anticipated that this will be an 'allowable solution' for meeting Government requirements relating to zero carbon development. Where appropriate, the city council may combine funds with those from adjoining local authorities to deliver sub-regional significant renewable and low-carbon energy infrastructure.
- 13.11** Government planning policy statements and the Regional Spatial Strategy provide clear guidance on the criteria that need to be taken into account when determining proposals for renewable energy development, and it would be duplicative and potentially confusing to repeat them in this Core Strategy. However, there are considered to be additional specific

issues affecting Salford in relation to proposals for biomass plants. The Government has indicated that the uptake of biomass is likely to be significantly lower in urban areas, and particularly within air quality management areas. It has also emphasised that larger plants should be encouraged, as this allows emissions to be more easily controlled than with a large number of smaller plants. This is particularly important given that significant parts of Salford are within an air quality management area, and the issue of emissions raises concerns amongst local communities. Biomass plants, particularly if there is to be a focus on large plants, require a significant amount of fuel to power them and this can create problems with regard to delivery and storage that needs to be carefully managed. It is also important that growing of biomass crops does not displace food production or notable habitats, either locally or elsewhere in the world, particularly given increasing concerns over food security and the impacts of climate change.

### **Summary of other options considered**

Option considered	Reasons rejected
Identify Chat Moss as an appropriate location for large wind turbines	The impacts on the landscape, habitats and agricultural production are considered to outweigh the potential benefits in broad terms. This would not preclude individual schemes being proposed and assessed on their merits

## **Policy EG 2**

### **Electricity Supply**

What and where	When	How
Upgrade the Frederick Road bulk supply point, including improved connections to the National Grid 400/275kV substation at Kearsley in Bolton	2007-2015	The upgrade has commenced and is being implemented by Electricity North West and United Utilities
Construct four new 33kV primary substations in the following locations, with development proposals setting aside sufficient land in an appropriate location: <ul style="list-style-type: none"> <li>• Quays Point</li> <li>• Chapel Wharf</li> <li>• Salford Central</li> <li>• Agecroft/Pendlebury</li> </ul>		The substations will be delivered either through Electricity North West, with funding from charges for those connecting to the substations, and/or through an independent distribution network operator funded by new development. The city council and Central Salford URC, with support from organisations such as the NWDA, may front-fund substations where necessary to attract development. Sites will be identified as required through the Allocations Development Plan Document or masterplans

What and where	When	How
Positively utilise coal-bed methane, particularly in the south-west of the city, whilst directing any above ground activity to the least environmentally-sensitive locations	2010-2027	Petroleum Exploration Development Licences have been awarded. Any proposals would be brought forward by private sector energy companies

### ***Reasoned justification***

**13.12** Salford is generally well-served by electricity infrastructure, with three major substations just outside the city at Kearsley, Carrington and south Manchester providing connections to the national grid. The issue is not one of the availability of electricity, but rather ensuring that it can be safely and efficiently transmitted to developments. The Frederick Road bulk supply point serves a large proportion of Salford, and is fed from the 400/275kV substation at Kearsley in Bolton. Upgrades are needed to ensure that it can continue to support the city's requirements.

**13.13** The need for new primary substations in Salford has been identified in conjunction with Electricity North West, having regard to the scale and distribution of development proposed in the city. It is very difficult to accurately forecast future electricity needs because of the constantly changing patterns of demand and the lack of clarity over the likely impacts of the move towards zero carbon development, renewable energy generation, and decentralised energy networks. The number of new primary substations in the policy is therefore considered to represent the maximum provision that is likely, and it may be possible that fewer will be required. However, it is important to identify sites for primary substations early in the development process given their specific requirements and design issues. This will help to ensure that development is not held back because of a potential lack of electricity infrastructure, and if it is later found that not all of the substations are required then the sites will be made available for other uses.

**13.14** Large parts of Salford are covered by Petroleum Exploration Development Licences, which provide support for the principle of exploiting methane that is held in the coal beds beneath the city. However, planning permission will still be required for individual schemes. The extraction of coal bed methane requires deep drilling, often to depths of 1-2km, with lateral pipes branching off the main borehole. The scale and appearance of the drilling rig, coupled with the noise associated with drilling and extraction, mean that any proposals will need to be very carefully sited and designed to ensure that the impacts on the Green Belt, landscape, biodiversity, heritage, residential amenity, etc, are acceptable. The electricity generated could potentially be used locally via decentralised networks, or exported to the national grid, and would help to diversify energy supplies.

### ***Summary of other options considered***

Option considered	Reasons rejected
Plan for a smaller number of electricity substations	Would be based on an assumption about the use of renewables and decentralised systems that cannot currently be guaranteed, and therefore could risk a shortfall in electricity infrastructure

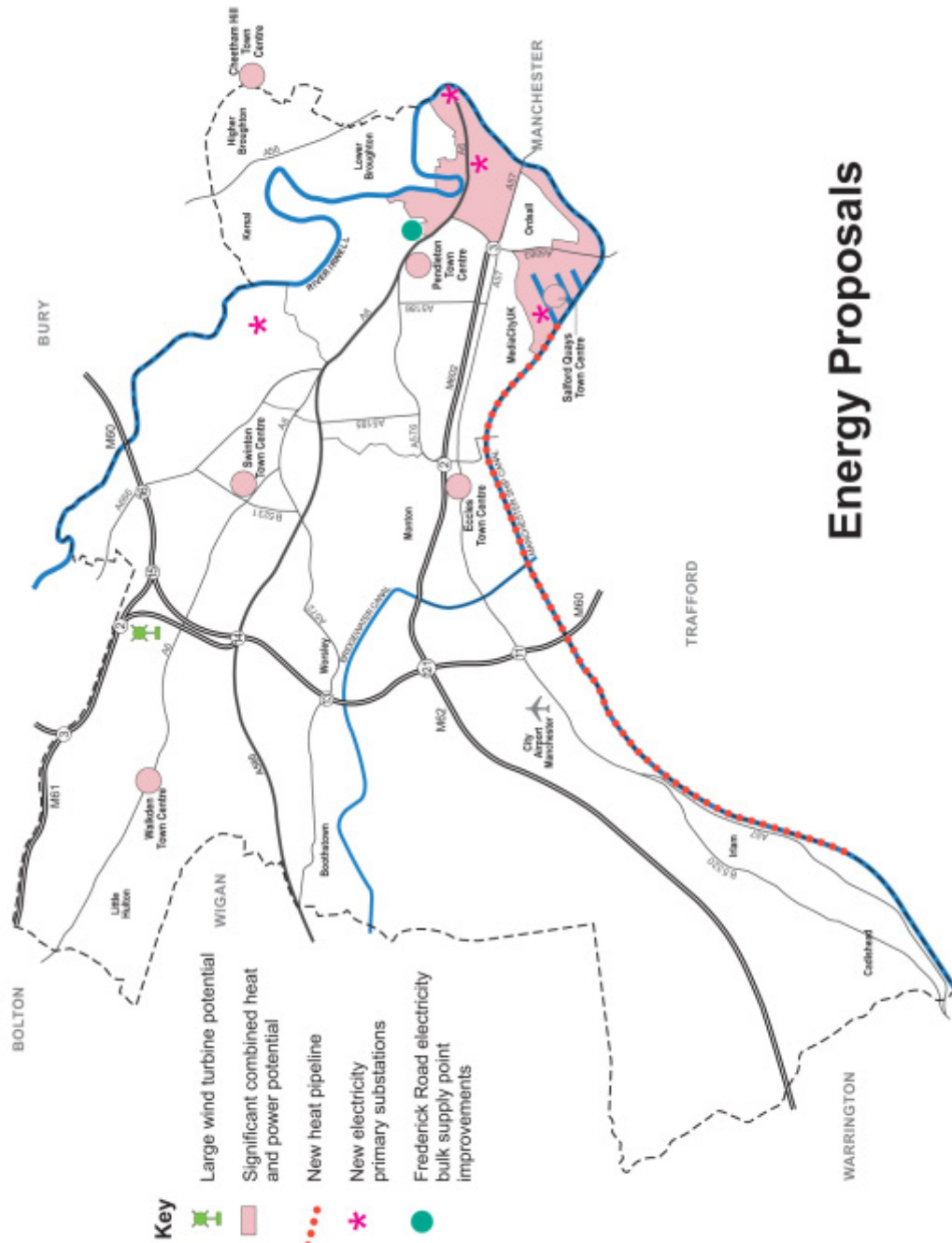


Figure 13.1 Energy Proposals





## 14 Water

### 14.1 What are we trying to achieve?

- Ensure that there is sufficient water available to meet the needs of all users within the city
- Minimise the environmental impacts of water use and treatment
- Minimise the risks and impact of flooding

### 14.2 How will that be delivered?

- Protect and augment the city's water supply infrastructure
- Upgrade the city's water treatment infrastructure
- Continue schemes aimed at enhancing water quality in the Manchester Ship Canal
- Enhance the city's flood defence infrastructure and management procedures
- Locate and design development to minimise flood risk and impact

### Policy WA 1

#### Water Supply

What and where	When	How
Protect the Thirlmere Aqueduct from inappropriate development that could compromise its integrity or maintenance	2007-2027	Through the development management process (see also the separate development management policy (DM1))
Develop a new water pipeline through Salford from the western edge of the city south of Boothstown through to the northern edge of the city at Linnyslaw, forming part of a 54km long 'West East Link Main' connecting the water systems serving the Manchester and Liverpool city regions	2009-2011	The West East Link Main is being delivered by United Utilities, with construction having commenced in February 2009
Develop a new 24 inch water main from the Thirlmere Aqueduct in Swinton to Liverpool Street/Albion Way to improve the robustness of Salford's water supply system	2015-2020	The project will be led and delivered by United Utilities. The need for the pipeline has been raised with the regulator, and will form part of the AMP06 bid for investment

#### Reasoned justification

- 14.3** United Utilities has indicated that there should be no problems with ensuring an adequate quantity and quality of potable water in Greater Manchester over the Core Strategy period. There may, however, be some local issues relating to moving water from key infrastructure such as the Thirlmere Aqueduct to particular parts of the conurbation, including locations in Salford.

- 14.4** The Thirlmere Aqueduct is the most important piece of water supply infrastructure in the city, and forms part of the Greater Manchester ring main serving the majority of the conurbation. It is therefore essential that it is protected from inappropriate development that could affect its role. The aqueduct will be undergoing a programme of refurbishment by United Utilities in the early years of the Core Strategy, which is due to be completed in 2013.
- 14.5** The new West East Link Main will connect the water supply systems that serve the Manchester and Liverpool City Regions. This is required to respond to a likely reduction in source waters that will result from climate change and the need to comply with the EU Habitats Directive and Water Framework Directive. The link main will enable water to be moved around more easily to help meet these challenges and in the event of any problems with one of the key supply aqueducts, as well as enabling improved maintenance of those aqueducts.
- 14.6** The provision of a new 24 inch main from the Thirlmere Aqueduct in Swinton will similarly help to improve the security of the city's water supply by providing an additional way of transferring water to one of the main concentrations of demand. This will be particularly important given the scale of additional development proposed within the Regional Centre, reducing reliance on connections via east and south Manchester.

#### **Summary of other options considered**

Option considered	Reasons rejected
New direct mains water connection between Salford Quays/MediaCityUK and Thirlmere Aqueduct	United Utilities has indicated that the proposed 24 inch main from Swinton to Liverpool Street/Albion Way is a more effective way of providing sufficient supply flexibility to meet all anticipated needs at Salford Quays/MediaCity UK

### **Policy WA 2**

#### **Water Quality**

What and where	When	How
Upgrade the Weaste wastewater treatment works	2010-2015	These improvements would be delivered by United Utilities and form part of the AMP05 bid to the regulator
Upgrade the Eccles wastewater treatment works	2010-2015	
Minimise the discharge of surface water to the foul sewer		See flood risk policy below (WA3)
Continue the improvement of water quality at Salford Quays, protecting and enhancing the required infrastructure to maximise the positive impact of any scheme, and extend improvements to the whole of the Manchester Ship Canal and River Irwell within Salford	2007-2027	United Utilities will work with Salford City Council, Trafford MBC and the Manchester Ship Canal Company to identify and bring forward an appropriate scheme, building on the success of the ongoing oxygenation

What and where	When	How
		project. This may initially involve testing different approaches through a series of pilot projects

All developments should minimise surface water pollution as far as practicable so as to assist in achieving the relevant River Basin Management Plan targets.

### ***Reasoned justification***

- 14.7** It is not anticipated that there will be any problems dealing with the overall quantity of foul sewage generated within the city during the Core Strategy period. However, some upgrading of the existing wastewater treatment works will be required to comply with the EU Water Framework Directive and the associated River Basin Management Plan targets, particularly in terms of improving water quality in the Manchester Ship Canal. This will require tackling unsatisfactory intermittent discharges at both Eccles and Weaste wastewater treatment works, as well as ammonia removal at the former and hydraulic function at the latter. It will also be important to minimise the amount of surface water runoff within the city as this can overload the wastewater treatment works and result in the unsatisfactory intermittent discharges of pollution into the canal (see Policy WA3 for more details).
- 14.8** Even with the improvements to the two wastewater treatment works, other measures will be required to ensure that the water quality within the Manchester Ship Canal is improved to the necessary standard. A scheme to pump liquid oxygen into the bays at Salford Quays commenced in 2000, and has been successful at improving the dissolved oxygen levels in this location. This is essential to providing an attractive backdrop for development in this very high profile area of the city, as well as to meeting more general water quality targets. However, the future of the scheme beyond 2010 is uncertain and similar improvements are required in the dissolved oxygen levels elsewhere along the Manchester Ship Canal. A long-term approach therefore needs to be identified and implemented, and pilot projects are proposed to determine the best scheme, for example whether liquid oxygen is required or if aeration would be sufficient. Until this long-term approach has been agreed, it will be important to protect the existing infrastructure for improving water quality such as the pontoons that supply the liquid oxygen at Salford Quays.
- 14.9** Individual sites have an important role to play in supporting water quality improvements to help comply with the EU Water Framework Directive through the minimisation of surface water pollution. The most appropriate measures will vary depending on the characteristics of the site and the most likely types of pollution, and could for example include filters, membranes and reed beds.
- 14.10** In addition to these measures within Salford, improvements to wastewater treatment works outside the city such as at Bolton and Davyhulme will also be important in improving water quality.

**Summary of other options considered**

Option considered	Reasons rejected
Specific reference to litter control in the Issues and Options Report	This issue is considered to be too detailed for the Core Strategy, and there is a lack of clarity regarding implementation mechanisms

**Policy WA 3****Flood Risk**

What and where	When	How
Take an integrated approach to the management of the River Irwell catchment in order to minimise flood risk within Salford and further downstream	2007-2027	Work with other local authorities such as Bolton and Bury, and with the Environment Agency, encouraging measures that reduce the speed and quantity of surface water runoff and flood waters, and increase flood water storage, upstream of Salford
Provide a new flood storage basin at Castle Irwell, complementing the existing facility at Littleton Road	2020	The city council owns land in a suitable location and will work with the Environment Agency to bid for the necessary funding
Redevelop part of the Cambridge Industrial Estate and land around Grosvenor Square for public open space that is able to provide temporary flood water storage, helping to reduce the impacts of a flood event and enabling additional development to take place within the wider Lower Broughton area	2010-2027	Planning permission has been secured for the open space around Grosvenor Square, and this will be implemented by Countryside Developments in partnership with the city council. The city council will work with landowners and developers, using its compulsory purchase powers where necessary, to assemble a suitable site within the Cambridge area
Identify additional sites for further flood water storage and/or management of surface water run-off to reduce flood risk downstream	2010-2027	The Allocations Development Plan Document and the Catchment Flood Management Plan will be used to identify additional sites to help reduce flood risk
Identify, protect and secure improvements to the functionality of a series of flood flow routes that will enable the safe movement of water in the event of a flood	2013	The new Level 2 strategic flood risk assessment will be used to identify such routes in the Allocations Development Plan Document, and they will be protected through the development management process

What and where	When	How
Support the redevelopment of existing housing that is at risk of flooding where this would enable replacement/new homes to be provided that have a significantly lower risk and impact of flooding due to careful design and 'flood proofing'	2007-2027	This approach is already being seen in parts of Lower Broughton and Lower Kersal, through the city council working in partnership with developers such as Countryside and Miller Homes
Improve the flood resilience of existing homes within areas that have a significant risk of flooding	2009-2027	Work with the Environment Agency and other organisations to identify opportunities to continue the good work being achieved through the Climate Change Action Plan projects in Lower Broughton and Spike Island
Seek opportunities to relocate critical infrastructure and highly vulnerable uses from areas that have a significant risk of flooding	2007-2027	The Allocations Development Plan Document will seek to identify new sites for such uses wherever possible
Ensure that emergency planning procedures are updated to take account of new developments in flood risk areas, securing a coordinated approach to flood warning and evacuation	2007-2027	The city council will continue to work with the Environment Agency and other key organisations such as the police and fire service to ensure appropriate procedures are in place

Development will not be permitted where it would:

- Be subject to an unacceptable risk of flooding;
- Materially increase the risk of flooding elsewhere; or
- Result in an unacceptable maintenance liability in terms of dealing with flood-related issues

All development should minimise the amount of surface water runoff from the site, reducing overall levels wherever practicable. Within the following locations, development should ensure that it does not result in any net increase in the amount of surface water that is discharged to the foul sewer:

- Salford Central
- Greengate
- Greengate North and Trinity
- Lower Broughton
- Broughton Park and Higher Broughton
- Claremont, Weaste and Seedley
- Eccles (including Barton, Winton, Monton and Ellesmere Park)
- Swinton
- Walkden
- Ellenbrook and Boothstown
- Worsley

In locations at risk of flooding, new development should:

- Be designed to minimise the impact on it of any flooding that may occur;
- At least maintain, and wherever possible increase, the area's total flood storage capacity; and
- Have safe and clearly identified access and egress routes to be used in the event of a flood

### ***Reasoned justification***

**14.11** Approximately 3.57% of Salford's land area, and almost 1,800 homes, would be adversely affected by a 1 in 100 year flood event. The main source of this flood risk is the River Irwell, affecting areas such as Lower Kersal, Charlestown, and Lower Broughton, although there is some limited flood risk associated with several of the city's other watercourses.

**14.12** Government planning policy sets clear requirements for managing flood risk. The 'Sequential Test' seeks to steer development to areas with the lowest probability of flooding, with this being particularly important for the uses that are most vulnerable in the event of a flood such as essential infrastructure, police and fire stations, permanently occupied mobile homes and caravans, and installations making or storing hazardous substances. Where certain types of new development would have a certain risk of flooding associated with them, such as houses within the 1 in 100 year flood risk area, then there is a need to pass the 'Exception Test' which essentially requires it to be demonstrated that there are no suitable alternative sites, the sustainability benefits to the community outweigh the flood risk, and the development would not increase the risk of flooding elsewhere.

**14.13** The Core Strategy proposes a relatively large amount of residential development within Lower Kersal, Charlestown and Lower Broughton, where the city's flood risk is concentrated. This is to support the regeneration of these neighbourhoods, where securing major investment and diversifying the type and tenure of the housing will be essential to their future success and sustainability. This scale of development offers the opportunity to replace some of the housing that is currently at risk of flooding with new housing that has been located and/or designed to mitigate the impacts of flooding. Consequently, the overall number of people who would be severely affected by a major flood event should decrease over time.

**14.14** It should be possible to locate the majority of this new development outside the flood risk areas. However, it may be necessary for a limited amount of development to take place within the 1 in 100 year flood risk area in order to accommodate the scale of development necessary to secure regeneration, to use land efficiently, and to tackle problems blighting these neighbourhoods. The policy sets out clear requirements for such developments, ensuring that they are designed to mitigate the impacts of flooding, to allow safe movement in the event of a flood, and would not increase the risk of flooding elsewhere. Methods for mitigating flood risk within a development could include for example raising finished floor levels, concentrating living accommodation above the ground floor, raising electric circuits above expected flood levels, and using materials that are resistant to flood waters.

**14.15** If flood risk is to be minimised within Salford then it will be essential that an integrated approach is taken across the whole of the River Irwell's catchment, and the Catchment Flood Risk Management Plan will be a key vehicle for this. It would seem likely that significant interventions will therefore be necessary upstream of Salford, both in terms of additional flood storage and the reduction of surface water runoff.

- 14.16** In addition to these measures upstream, there will also be a need for major flood mitigation works within Salford. The River Irwell Flood Control Scheme currently protects Lower Kersal, Charlestown and Lower Broughton from river flooding to a 1 in 75 year standard (making some allowance for climate change). The scheme consists of floodwalls, embankments, and a flood storage basin operated and maintained by the Environment Agency (which consists of Littleton Road playing fields and has a capacity of 65,000m<sup>3</sup>). The principle of a second flood storage basin continues to be supported in the catchment flood management plan, and land at the northern end of Castle Irwell is considered to be the most appropriate location for it.
- 14.17** New open space is to be created to the south of Clarence Street in Lower Broughton that will provide some water storage in the event of a flood, although it is not a formal flood basin. There is the potential to provide a similar but even larger open space to the east of Great Clowes Street in the Cambridge Industrial Estate, and it is in this location that flood waters are predicted to be deepest. This new open space would further reduce flood risk in Lower Broughton, as well as enabling additional development to take place in the area through changes in land levels. It would also have a broader green infrastructure role, further enhancing the recreation opportunities within the area.
- 14.18** The River Irwell Catchment Flood Management Plan also refers to the potential for the provision of additional flood storage areas within the Kearsley to Kersal area. This is to the north of the major flood risk areas in Salford, and could help to reduce risk within them. This could potentially include flood storage works within Salford adjacent to the river in the area north of Agecroft Road, in addition to those identified in the policy further south.
- 14.19** In the event of a flood, it will be important to ensure that flood waters can move freely and do not put people or property at risk either due to the speed or depth of water. The most effective way of achieving this will be to specifically identify 'flood flow routes' which will be protected from inappropriate development. This will be done through the Allocations Development Plan Document, informed by the Strategic Flood Risk Assessment. It will also be vital that people can move safely through the area in the event of a flood, both in terms of residents being evacuated and emergency services fulfilling their roles. Access and egress routes will therefore need to be identified for new developments, and may need to be signposted.
- 14.20** A significant proportion of the housing in the areas most at risk of flooding is social rented accommodation. Partnership working with local residents and the Environment Agency on the Lower Kersal and Spike Island Climate Change Action Plan will pilot the improvement of some of the housing stock to improve their flood resilience. The lessons learnt will inform funding bids to improve flood protection to all homes at risk, where possible integrated with the process for improving dwellings to the Decent Homes standard.
- 14.21** In addition to controlling the location and design of new development, it will be important to relocate highly vulnerable uses from the flood risk areas wherever possible. The need to relocate the city's largest travelling showpeople site from Clarence Street in Lower Broughton is referred to elsewhere in the Core Strategy. The city council will undertake an audit to identify what other uses may need to be relocated.
- 14.22** The careful management of surface water is essential to minimising flood risk in Salford. It can also help to secure improvements in water quality, because the need to manage large quantities of surface water can overwhelm the hydrological capabilities of wastewater treatment works resulting in the discharge of pollutants into the Manchester Ship Canal. United Utilities has identified those parts of the city where controls over surface water need to be strictest, and these are listed in the policy. However, it will be important to limit surface

water runoff everywhere in the city if flood risk is to be minimised. This could be done for example through the use of porous materials to allow surface water to infiltrate the ground, trenches and soakaways, rainwater harvesting, green roofs, and oversized sewers that allow water to be stored temporarily before entering the main sewer system.

***Summary of other options considered***

Option considered	Reasons rejected
Identify specific flood flow routes for protection in the Core Strategy	Further work is being undertaken on flood flow routes, and any specific routes would be more appropriately identified through the Allocations Development Plan Document or a supplementary planning document
Take a standard approach across the city to surface water	Identifying those areas of the city where discharge to the foul sewer is most problematic should help to more effectively minimise flood risk and contribute to water quality improvements



## 15 Design

### 15.1 *What are we trying to achieve?*

- An attractive, safe and functional city that responds well to the needs of its various users

### 15.2 *How will that be delivered?*

- Ensuring high design standards in new development

#### Policy D 1

##### Design Principles

All development should make a positive contribution to the design quality of the local area, in particular by:

- i. Enhancing local character and distinctiveness;
- ii. Responding to and incorporating existing landscape features where they make a positive contribution to the local area;
- iii. Being fully integrated with its surroundings;
- iv. Providing inclusive access throughout both indoor and outdoor environments regardless of disability, age and gender;
- v. Being of a scale and density appropriate to the location;
- vi. Exhibiting architectural and landscape quality;
- vii. Making adequate provision for amenity and open space, and additional public realm;
- viii. Not having an unacceptable impact on visual amenity;
- ix. Respecting and taking advantage of public views;
- x. Minimising its environmental impact;
- xi. Functioning effectively and efficiently;
- xii. Being durable and adaptable;
- xiii. Not having an unacceptable impact on the quality and maintenance of existing public areas; and
- xiv. Minimising crime, anti-social behaviour, the fear of crime, and the threat of terrorism, and supporting personal and property security

##### *Reasoned justification*

**15.3** There is a considerable amount of generic design guidance provided at the national level, particularly by the Commission for Architecture and the Built Environment (CABE), and therefore this policy focuses on identifying the key design principles that are most important in Salford. Other policies of the Core Strategy also have design-related elements to them, such as Policy H3 (Mix and design of dwellings). The city's Design Supplementary Planning Document provides more detailed guidance both on specific design themes and individual parts of the city, supported by other supplementary planning documents on issues such as house extensions and designing out crime. The Allocations Development Plan Document will provide design advice for individual sites where appropriate.

- 15.4** A very large amount of development is proposed for Salford in the Core Strategy, which could potentially significantly alter the character of the city and some of its neighbourhoods. It is vital to Salford's success that new development has a positive impact, respecting and where appropriate evolving local distinctiveness rather than introducing generic designs that could be anywhere in the country. This will mean that architects will need to identify and respond to key elements of neighbourhood character, as well as take advantage of opportunities such as waterside locations and local heritage assets. This will involve considering all aspects of design, not just the visual appearance of the development but also the way it functions both internally and with its surroundings, and the ease with which it can be maintained to ensure that it makes a positive contribution to the city throughout its lifetime. Helping to minimise opportunities for crime will be particularly important in supporting the aim of enhancing the image of the city.
- 15.5** Applicants for planning permission should use their Design and Access Statements to demonstrate how each of the design-related requirements of the Core Strategy has been addressed in their proposal, and that a robust design process has been followed. This will help to ensure that applications can be dealt with expeditiously.

#### **Summary of other options considered**

Option considered	Reasons rejected
Carry forward the detailed approach to design set out in the Unitary Development Plan	This would repeat guidance available at the national level and in Salford's Design Supplementary Planning Document

### **Policy D 2**

#### **Key Public Realm Projects**

What and where	When	How
Provide a major new plaza at Quays Point, at the end of Dock 9 facing The Lowry in Salford Quays	2010	The new plaza is being delivered by Peel as part of the wider development, with support from the NWDA
Provide a series of new interconnected public realm in Greengate, including: <ul style="list-style-type: none"> <li>• A new Greengate Square to the north of the viaduct;</li> <li>• A new waterside space facing Manchester Cathedral; and</li> <li>• A new footbridge over the River Irwell facing the cathedral</li> </ul>	2015	Funding is from surrounding developments and the Homes and Communities Agency

#### **Reasoned justification**

- 15.6** A high quality public realm can make a major contribution to the attractiveness of the area, providing a focal point for people to meet and spend time. There will be major investment in the public realm throughout the Core Strategy period, both by the city council and by other

organisations including developers as part of new developments. Many of these areas of public realm will also have an important green infrastructure function (see Green Infrastructure section).

- 15.7** However, there are two major public realm projects that are of strategic significance. The new plaza at Quays Point will be twice the size of Trafalgar Square, incorporate the new MediaCityUK Metrolink stop, and be fronted by very high profile developments such as the BBC and the new University of Salford's campus. It will complement the existing high quality public realm within Salford Quays, such as the Lowry Plaza and quayside walkways, supporting the area's tourism function. New public realm is also at the heart of the ongoing redevelopment of the Greengate area, helping to integrate it more effectively into the rest of the Manchester/Salford City Centre and providing the type of quality environment and public spaces that is vital for modern city centres to be competitive and successful.

***Summary of other options considered***

- 15.8** No other significantly different options to the proposed approach set out above have been considered.

Design

## 16 Heritage

### 16.1 What are we trying to achieve?

- The preservation and enhancement of the city's heritage assets
- An increase in the appreciation and knowledge of those heritage assets

### 16.2 How will that be delivered?

- Secure investment in, and find positive uses for, the city's heritage assets
- Carefully manage development activity to minimise its negative impacts on the historic environment

### Policy HE 1

#### A Positive Approach to Heritage

What and where	When	How
Protect and enhance the city's heritage assets and their setting, including listed buildings, conservation areas, registered parks and gardens, scheduled ancient monuments, locally listed buildings, archaeological remains, and other historic features	2007-2027	See Reasoned Justification
Incorporate heritage assets as a positive feature within new developments	2007-2027	The city council will work with developers and English Heritage to identify ways of sensitively utilising historic buildings, structures and spaces, to ensure that they continue to make a positive contribution to the city and are appropriately managed and maintained
Secure the positive use of heritage assets, retaining/restoring their original use, or where this is not possible securing other uses that protect their heritage interest	2007-2027	
Where heritage assets are to be altered, hidden or lost, ensure that detailed records of them are fully available and easily accessible to Salford residents	2007-2027	The city council will apply conditions or obligations to planning permissions as required

#### Reasoned justification

**16.3** Salford has more than 270 listed buildings, 16 conservation areas, 3 scheduled ancient monuments, and 2 registered parks and gardens, as well as a broad range of other heritage assets including archaeology dating back to the city's beginnings and features dating back to Salford's key role in the industrial revolution such as the Bridgewater Canal. This heritage is a key contributor to the city's positive local identity and character, as well as being an irreplaceable record of the past, and therefore its retention and enhancement will be an important component of Salford's future success. Where heritage assets cannot be fully

retained, it is important to local identity that lost features are recorded and those records are made available to Salford residents rather than being hidden away in archives elsewhere in the country.

- 16.4** The Planning (Listed Buildings and Conservation Areas) Act 1990 includes important requirements relating to the determination of planning applications affecting heritage assets. For example, Section 66(1) requires that special regard be had to the desirability of preserving listed buildings and their setting, or any features of architectural or historic interest which they possess. Section 72(1) requires that special attention be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. In addition, Government planning policy provides clear guidance on the approach to be taken to the historic environment, and consequently the context for protecting and managing the city's heritage is already well-established at the national level.
- 16.5** The city council will maintain an historic environment register, which will be used to inform the development of more specific guidance for individual areas and sites. It should also be used by developers to ensure that their proposals are sensitive to heritage assets, and it will inform the determination of planning applications. The proposed urban historic landscape characterisation study will provide further information, and should assist in identifying the local character that should be protected and enhanced in accordance with the Design section of the Core Strategy. The city council will continue to produce conservation area appraisals for each of Salford's conservation areas, amending their boundaries where appropriate, and will gradually develop a management plan for each area to assist in securing their preservation and enhancement.
- 16.6** The other policies in this chapter focus on those heritage assets that are likely to be subject to the greatest development pressures, or have a particularly strong tourism role to play. Regard should also be had to other parts of the Core Strategy, such as the restrictions in the Housing section on the redevelopment of houses within established suburban areas, which should assist in protecting local historic character, and the proposed new conservation area at City Airport Manchester in the Transport section.

#### ***Summary of other options considered***

Option considered	Reasons rejected
More detailed policy on heritage	Legislation and Government policy already provides clear guidance that should not be duplicated in the Core Strategy
Less guidance on the overall approach to heritage	Considered helpful to set out the positive approach to heritage protection that will be taken, without duplicating national guidance

## Policy HE 2

### Crescent, Salford Central and Greengate

What and where	When	How
Utilise the high levels of development and investment proposed in the Crescent, Salford Central and Greengate sub-areas of the Regional Centre to secure the protection and enhancement of their heritage	2007-2027	Work with Central Salford URC, developers and landowners to ensure that the area's heritage is at the heart of redevelopment and improvement schemes

New development within the Crescent, Salford Central and Greengate areas should:

- Meet the high standards of architectural quality and innovation of the historic buildings
- Secure the sensitive reuse of historic buildings, including locally listed buildings
- Respect the scale of historic buildings, particularly within and around the Adelphi and Bexley Square Conservation Area and the Crescent Conservation Area
- Respect historic street patterns, including the older streets outside the conservation areas
- Protect and enhance views of the key heritage assets, including Manchester Cathedral, Salford Cathedral, St. Philip's Church, Sacred Trinity Church, and the former Chester's Brewery
- Protect and improve the setting of key historic spaces such as Bexley Square, St. Philip's Place, and Peel Park
- Undertake a detailed archaeological investigation and, wherever possible, record, retain and interpret important features in situ

### *Reasoned justification*

**16.7** The Crescent, Salford Central and Greengate areas of the Regional Centre have Salford's highest concentration of heritage assets. There are four conservation areas within this part of the city (one of which extends into Manchester), numerous statutorily listed and locally listed buildings, industrial heritage such as the railway viaducts, historic open spaces, and archaeology dating back to the city's origins.

**16.8** Greengate was the original historic core of Salford, with Henry III having granted the right in 1228 to hold a weekly market and annual fair. By the mid 1800s, the eastern part of the area was characterised by high density housing, and what is now the Adelphi and Bexley Square Conservation Area had started to develop as Salford's administrative heart, and a museum, art gallery, free public library and public park had been established around the Crescent. Throughout its development, Chapel Street and the Crescent have been the main arterial route through the area, but at one time the former was also one of the city's main shopping streets.

**16.9** However, in addition to the area's considerable historic interest, it is this part of Salford that is subject to the greatest development pressures. It will be important to ensure that the area's heritage is seen as a positive contributor to its future, rather than a potential barrier to redevelopment. The historic assets are a key part of the city's identity, and provide the

type of local character than can help to attract investment and support the creation of a successful place. They should therefore be seen as an opportunity, which new development should seek to respect and enhance rather than replace.

**16.10** The scale of development proposed offers the opportunity to secure investment in the area's heritage, including the reuse of some vacant historic buildings, and to improve its setting. This will be complemented by projects such as the proposed reduction of traffic along the A6, which will provide a higher quality and more pedestrian friendly environment (see the Transport section). Although high density development will be appropriate in many parts of the area, there are a number of sensitive locations where particular care will need to be taken with the siting, scale, massing and design of development to ensure that it complements and enhances the setting of important heritage features.

**16.11** Regard should also be had to the Manchester, Bolton and Bury Canal policy (HE5), which relates to the restoration of this historic feature through the southern part of the area.

### **Summary of other options considered**

Option considered	Reasons rejected
No specific policy on this area was included in the Issues and Options Report	English Heritage advised that a policy should be included, and this will help to manage the very significant development pressures in this part of the city

## **Policy HE 3**

### **Worsley Village and the Bridgewater Canal**

What and where	When	How
Develop the tourism role of Worsley Village and the Bridgewater Canal, with Worsley Village functioning as the main hub of activity whilst ensuring that its heritage and environmental quality is maintained and enhanced	2007-2027	The city council is developing a masterplan for the Bridgewater Canal to guide future activity
Deliver major improvements to pedestrian and cycling facilities along and to the Bridgewater Canal	2007-2011	Improvements are being delivered through the £8 million Bridgewater Way project, via a partnership led by the Bridgewater Canal Trust. Opportunities for further improvements will be sought as part of new developments



What and where	When	How
Restore Worsley Delph and open it up to public access by foot and water	2012-2022	The city council will bid for external funding such as from the Heritage Lottery Fund to support improvements, augmenting funding from the Salford West Regeneration Framework. There may be scope for visitor facilities associated with the swing aqueduct immediately to the south of the city in Trafford
Restore and enhance Old Warke Dam	2012-2022	
Enhance the surroundings of the Barton Swing Aqueduct to improve the visitor experience	2012-2022	

### ***Reasoned justification***

- 16.12** Industrial canals, as opposed to strategic canals in continental Europe, were pioneered in Britain. The Bridgewater Canal, which opened to Manchester in 1765, was the first true industrial canal cutting across existing geographical features such as the River Irwell (now the Manchester Ship Canal). The Bridgewater Canal's success in bringing cheap coal to fuel the emerging industries in Manchester was widely recognised at the time, and over the next 30 years led to the development of a national network of canals. This key role in the country's industrial and transport revolution resulted in the Government placing the canal and associated features on the United Kingdom's tentative list of World Heritage Sites in June 1999.
- 16.13** The basin at Worsley Delph, a former quarry of geological interest and the original starting point of the Bridgewater Canal, gave access to the country's most extensive system of underground canals, which at their peak totalled 46 miles on three levels and served the area's coal mines. The Delph is a Scheduled Ancient Monument.
- 16.14** The Barton Swing Aqueduct opened in 1894 and replaced the original stone aqueduct crossing the River Irwell when the Manchester Ship Canal was constructed. The aqueduct is a considerable feat of Victorian engineering and, together with the adjacent swing road bridge and control tower, is Grade II\* listed. Both it and the Delph form an important part of the tentative World Heritage Site.
- 16.15** Old Warke Dam was constructed around 1760 to provide a head of water for the Bridgewater Canal, and was later used to power downstream flour mills. Originally there were three lakes, but only one now remains with the others having been drained in 1890 and 1967. In addition to being an important heritage asset, Old Warke Dam is also a key feature within the Worsley Woods Site of Biological Importance.
- 16.16** The Worsley Village Conservation Area incorporates both Worsley Delph and Old Warke Dam, as well as part of the Bridgewater Canal and other notable features including 18 listed buildings and a proposed Scheduled Ancient Monument (a lime kiln).
- 16.17** Collectively these various heritage assets already have an important tourism role, but there is the potential to expand this further helping to improve the quality of life for Salford residents and supporting the local economy. The proposals in this policy will help to exploit this potential in a sensitive manner, increasing the number of people who are able to appreciate the unique historic environment but in a way that does not compromise its heritage value. Work is ongoing to produce a masterplan to guide the further improvement of the area's tourism function.

**Summary of other options considered**

Option considered	Reasons rejected
Specifically support the opening up of the underground canals to public access	It appears that public access may not be possible for health and safety reasons, and therefore a specific reference would be inappropriate

**Policy HE 4****Ordsall Hall**

What and where	When	How
Restore Ordsall Hall, and develop its role as a tourism, community and educational facility	2009-2011	The restoration and improvement of the hall and its grounds is currently underway, funded through a £4.1 million grant from the Heritage Lottery Fund, planning obligations and donations. The setting will be enhanced through the control of adjacent development
Enhance the setting of Ordsall Hall, including through: <ul style="list-style-type: none"> <li>Landscaping works within its grounds; and</li> <li>The incorporation of significant open space connecting the hall to the Manchester Ship Canal as part of any redevelopment of Ordsall Waterside</li> </ul>	2009-2027	

**Reasoned justification**

**16.18** Ordsall Hall is a building of national significance, designated, a Grade I listed building, with a complex architectural history extending over six centuries. The earliest surviving part of the building was constructed in the mid 14<sup>th</sup> century. The Great Hall, dating from the early sixteenth century, is a rare surviving example of a timber framed hall rising through two stories and influenced similar buildings elsewhere. Taken with the building additions made through to the seventeenth century, Ordsall Hall illustrates how an important local family with court connections developed and adapted its home as tastes, styles and social requirements changed over the centuries.<sup>(1)</sup>

**16.19** These important local connections, the long and interesting history of the site, and the location within a heavily urbanised area all contribute to Ordsall Hall having significant tourism potential as well as being a key heritage asset within the city. The current restoration of the site will help to fulfil this potential, opening up more of the hall, improving interpretation, enhancing the surrounding gardens, and enabling it to again become a hub for the local community. The redevelopment of the Ordsall Waterfront area offers the opportunity to secure further improvements to the setting of the hall, particularly through the provision of a new open space that would reinstate the links between the hall and the River Irwell, which would also enhance the area's green infrastructure and provide an important facility within the Irwell City Park.

1 "Ordsall Hall Conservation Management Plan" – Lloyd Evans Prichard (December 2005)

**Summary of other options considered**

Option considered	Reasons rejected
The Issues and Options Report did not specifically mention Ordsall Hall	Ordsall Hall is one of the city's most significant heritage assets as well as an important visitor attraction, and so its inclusion in the Core Strategy helps to set out the overall approach to heritage/tourism

**Policy HE 5****Manchester, Bolton and Bury Canal**

What and where	When	How
Restore the canal between the River Irwell and Windsor Bridge	2007-2027	The city council will work with British Waterways, which owns part of the canal's former line, to bring forward the restoration, with contributions from neighbouring developments that will benefit from the canal and organisations such as the NWDA
Protect the rest of the line of the canal within the rest of Salford, providing an open space along it incorporating walking and cycling routes where full canal restoration is not feasible or financially viable (and linking the walking and cycling routes into the wider pedestrian and cycle networks)	2007-2027	The city council will protect the line through the development management process, and will work with British Waterways, Central Salford URC, developers and landowners to identify opportunities for restoration or other improvements
Support the provision of mooring facilities, marinas, and service facilities along the restored canal	2011-2027	Facilities will be provided as part of the restoration, or via British Waterways and private sector developers

The redevelopment of sites incorporating part of the line of the Manchester, Bolton and Bury Canal to the south and east of Windsor Bridge should secure the restoration of that part of the canal as part of, or prior to, the development.

The redevelopment of sites incorporating part of the line of the Manchester, Bolton and Bury Canal to the north and west of Windsor Bridge should provide an open space along the line of the canal that incorporates walking and cycling routes and would be of sufficient size to secure the restoration at a later date of the canal and towpath of appropriate width.

**Reasoned justification**

**16.20** The Manchester, Bolton and Bury Canal opened in 1796 with branches from both Bolton and Bury connecting through to the terminus at Oldfield Road. It was then extended through to the River Irwell in 1808. The canal was constructed to transport coal and cotton to the many

mines and mills of the area, and was later adapted to carry passengers, post and other supplies. The gradual abandonment of the canal began following two serious breaches in 1936, and the right of navigation ceased in 1962.<sup>(2)</sup>

**16.21** The restoration of the canal is supported by British Waterways, the Manchester, Bolton and Bury Canal Society, and the adjoining local authorities of Bolton and Bury through which the canal also runs. In addition to the direct recreational benefits for boaters, and those walking and cycling along the towpath, canal restoration will also help to provide economic benefits by attracting tourism visits and enhancing the environment and quality of life. This will particularly benefit adjacent new developments, and consequently it is appropriate to expect those developments to enable the restoration of the canal for example by setting aside part of their site for this purpose.

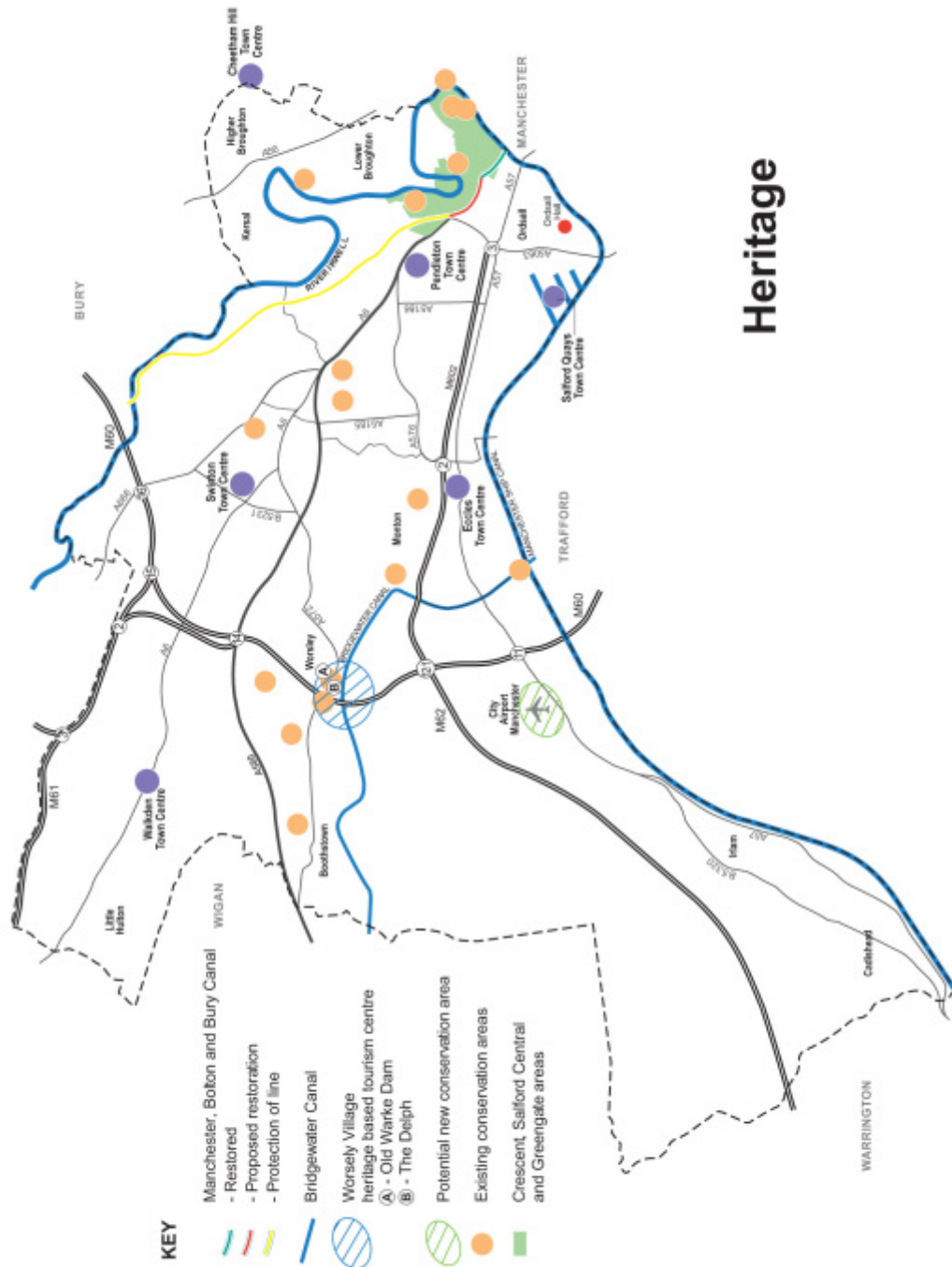
**16.22** The first stage of the restoration was completed with the opening in September 2008 of the stretch between the River Irwell and the railway line at Oldfield Road, funded jointly by the landowner, the Northwest European Regional Development Fund, Salford City Council, and the Northwest Regional Development Agency (NWDA). The development opportunities in the southern part of the Crescent area, coupled with significant British Waterways land ownership in this location, should ensure that there is sufficient funding to deliver the restoration of the next section through to Windsor Bridge.

**16.23** However, the costs of overcoming obstacles such as the bridge, Salford Crescent Station immediately to the north, and a few buildings that have been constructed over the former line of the canal mean that major external funding would be required if the whole of the canal within Salford is to be restored. It is unclear whether such funding will be forthcoming, even with the support of British Waterways, and consequently the restoration of the rest of the canal is not included as a firm proposal as this could risk small isolated sections of canal being restored with no clear mechanism for connecting them and potentially leading to unnecessary development costs and maintenance liabilities. As a result, the emphasis north of Windsor Bridge is on maintaining the potential to restore the canal. The costs and maintenance implications of this are much less significant, whilst providing additional green infrastructure and walking/cycling connections that can benefit local communities.

### ***Summary of other options considered***

Option considered	Reasons rejected
Specifically commit to the restoration of the whole length of the Manchester, Bolton and Bury Canal within Salford, requiring developments to enable it	The restoration of the whole length would be very expensive, and there is no clarity over the engineering solutions for overcoming major obstacles such as Windsor Bridge or how they would be funded. Requiring developments to enable the restoration of short stretches of canal where there is a lack of clarity about how they would be connected would therefore appear inappropriate
Identify the area south of the Crescent as a location for marina and mooring facilities	British Waterways has indicated that this is not necessarily the best location for such facilities, and so the Draft Core Strategy is less spatially specific

2 Information from British Waterways and the Manchester, Bolton and Bury Canal Society



# Heritage

Figure 16.1 Heritage



## 17 Green Infrastructure

### 17.1 What are we trying to achieve?

- A 'greener' city
- An improved quality of life for Salford's residents
- An integrated approach to delivering environmental, economic and social objectives

### 17.2 How will that be delivered?

- Expand and enhance a 'green infrastructure network' across the city

#### Policy GI 1

##### Delivering a Green Infrastructure Network

What and where	When	How
Develop a Green Infrastructure Network throughout the city, consisting of a wide range of open spaces and green features including the countryside, parks, informal open spaces, rivers, canals, private gardens, street trees and green roofs	2007-2027	The policy approach below will help to deliver an enhanced Green Infrastructure Network, and site allocations will be brought forward where appropriate in the Allocations Development Plan Document. A Green Infrastructure Supplementary Planning Document is proposed, which will provide more detailed policy advice and implementation details for example in terms of priority functions in particular parts of the city. Many of the key delivery mechanisms are set out elsewhere in the Core Strategy and include: <ul style="list-style-type: none"> <li>• Detailed local standards for recreation facilities</li> <li>• A broad range of major recreation projects</li> </ul>
<p>The Green Infrastructure Network will have the following functions:</p> <ul style="list-style-type: none"> <li>• Provide a wide range of recreation facilities and opportunities</li> <li>• Provide a wide range of wildlife habitats and movement corridors</li> <li>• Provide opportunities for food production</li> <li>• Provide attractive, safe and convenient walking and cycling routes</li> <li>• Provide spaces for public events</li> <li>• Provide meeting places and sitting areas, promoting community cohesion</li> <li>• Provide relief from high density development</li> <li>• Provide an attractive setting for development</li> <li>• Provide relief from the anticipated temperature increases associated with climate change</li> <li>• Mitigate the risks and impacts of flooding</li> <li>• Mitigate air and water pollution</li> <li>• Contribute to the positive character of the city and its individual neighbourhoods, including as a heritage asset</li> <li>• Provide an environmental education resource</li> <li>• Contribute and connect to the wider Greater Manchester network of green infrastructure</li> </ul>	2007-2027	
The size, interconnectedness and accessibility of the Green Infrastructure Network will be increased, and the multi-functionality of individual parts of the	2007-2027	

What and where	When	How
<p>network will be enhanced. Priority functions will be identified for particular parts of the city where appropriate</p>		<ul style="list-style-type: none"> <li>• A requirement that all new developments enhance biodiversity</li> <li>• A balanced approach to Chat Moss, supporting its biodiversity, agricultural and recreation roles</li> <li>• Proposed flood basins and attenuation schemes</li> <li>• Restrictions on the loss of private gardens to infill development</li> </ul>

New developments should maximise their positive contribution to the development and enhancement of the Green Infrastructure Network as far as practicable, particularly through the provision of on-site green infrastructure and the improvement of links to other nearby parts of the network.

In determining whether developments have maximised their positive contribution to the Green Infrastructure Network, regard will be had to the following criteria in particular:

- The size, location and functions of the proposed green infrastructure, and of any existing green infrastructure on the site
- The context of the site, especially in terms of the scale and density of development that would be appropriate in that location
- The proposed use and its compatibility with different types of green infrastructure provision
- The scale of any deficit for particular green infrastructure functions in that location
- Any identified green infrastructure priorities in that location
- The existence of any particular opportunities on that site for the provision of green infrastructure, having regard to the availability of other opportunities within the local area

New green infrastructure should be located and designed to maximise its integration with the rest of the network.

Proposals to create or improve green infrastructure should seek to maximise its multi-functionality, consistent with its primary purpose and any priority functions for green infrastructure in that part of the city.



### ***Reasoned justification***

- 17.3** Green infrastructure is essential to the success of the city not just because of the wide variety of environmental objectives that it helps to meet, but also because it supports economic growth, improves quality of life, enhances the image of the city, promotes social objectives such as good health and can assist in mitigating the impacts of climate change. The challenge is to maximise all of these benefits as far as possible, and it is for this reason that the multi-functionality of individual pieces of green infrastructure becomes important. This enables the maximum advantage to be derived from green assets as well as representing a more efficient use of land resources within the city.
- 17.4** However, in many circumstances different functions may be in tension to a certain extent. For example, promoting the biodiversity value of an area may mean that public access needs to be limited, and it will be difficult for high grade agricultural land to be used both for farming and recreation. As a result, it may be necessary to prioritise certain functions in particular parts of the city, such as flood mitigation within the 1 in 100 year flood risk area, mitigating the urban heat island effect in high density areas, and mitigating air pollution within the Air Quality Management Area. This dual approach of both balancing and prioritising functions lies at the heart of the policy for Chat Moss, which seeks to ensure that the city's largest piece of green infrastructure provides major biodiversity, agricultural and recreation benefits. The contribution of Salford's green infrastructure to the wider Greater Manchester network also needs to be recognised, and the Irwell Valley and Chat Moss in particular are considered to be of sub-regional significance.
- 17.5** It is important that the city's green infrastructure is interconnected as far as possible as this will help it to more effectively fulfil its various functions. For example, this will enable the more successful dispersal of flora and fauna, and will provide more continuous attractive pedestrian and cycling routes.
- 17.6** Given its importance to the future success of the city, it will be vital that new developments protect existing and incorporate new green infrastructure wherever possible. The extent to which this can be achieved will depend on a variety of factors. For example, very high density developments will be appropriate within the Regional Centre and therefore the provision of significant areas of open space on individual sites may not be practicable, although improving levels compared to past developments will be important to enhancing quality of life and combating the urban heat island effect. Instead, the emphasis will be on securing the provision and improvement of major public spaces that serve several developments, and designing individual aspects of developments to maximise their green infrastructure function such as through the incorporation of green roofs and the design of landscaping schemes.

### ***Summary of other options considered***

Option considered	Reasons rejected
The Issues and Options Report contained less guidance on how individual development should contribute to the network	It is considered that additional guidance is required to clarify what is required from individual developments, helping to ensure that the benefits of the Green Infrastructure are maximised



## 18 Green Belt

### 18.1 *What are we trying to achieve?*

- Maintain the overall area of Green Belt within the city
- Maintain the openness of the Green Belt
- Positively utilise the Green Belt for the benefit of the city
- Reconcile the various functions of land in Salford's Green Belt

### 18.2 *How will that be delivered?*

- Preserve the vast majority of the current Green Belt
- Make minor changes to the Green Belt through a local review
- Carefully control development within the Green Belt
- Identify areas of Chat Moss where the key functions of biodiversity, agriculture and recreation will be prioritised

### Policy GB 1

#### Local Changes in Green Belt Boundaries

What and where	When	How
Release 40 hectares of Green Belt land to the west of City Airport Manchester for employment purposes	2015-2027	See Employment section. Boundaries of site to be identified in the Allocations Development Plan Document
Designate at least 40 hectares of land on the western side of Little Hulton as new Green Belt	2013	Boundaries of new Green Belt to be identified in the Allocations Development Plan Document

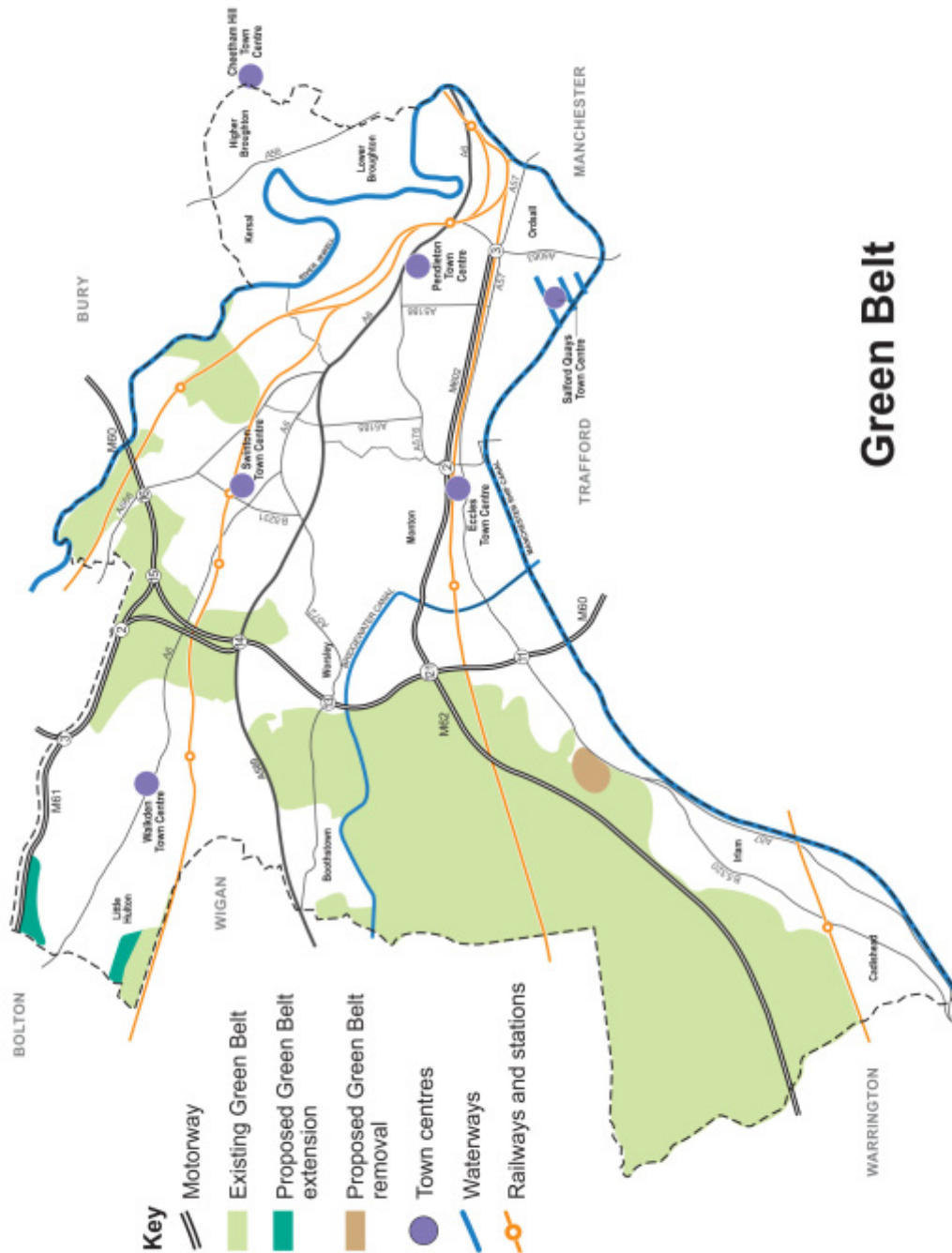


Figure 18.1 Green Belt

### ***Reasoned justification***

- 18.3** The vast majority of the city's development needs can be satisfied within the urban area. However, there is a need to release a small amount of Green Belt land at Barton in order to meet the city's employment land needs. If this land were not released then Salford would not be able to achieve its economic growth objectives, instead seeing a reduction in the amount of industrial and warehousing development in the city and being heavily reliant on older employment areas that will find it increasingly difficult to attract investment and modern businesses. The release of this part of the Green Belt is therefore considered essential for the future prosperity of the city and its residents.
- 18.4** For the purposes of Policy RDF4 of the Regional Spatial Strategy, this alteration to the Green Belt boundary constitutes a local detailed boundary change and not a substantial strategic change. The land forms a very small part of the much larger area of Green Belt that separates Salford's urban area from settlements in Wigan and Warrington, and its development for employment uses would not interfere with that function. The land has a secondary role separating the settlements of Irlam and Eccles, but this is an issue that only affects Salford and is not of any broader strategic significance. The restriction of any Green Belt loss in this location to a maximum of 40 hectares to the west of City Airport Manchester would ensure that a significant landscape gap was retained between Irlam and Eccles, maintaining this secondary function of this part of the Green Belt and not conflicting with any of the five purposes of including land in the Green Belt that are identified in PPG2.
- 18.5** The designation of at least the same amount of new Green Belt at Little Hulton will ensure no net loss of Green Belt overall within Salford, supporting the Government target to maintain the total amount of Green Belt land in each region. The incorporation of this land into the Green Belt would help to maintain the gap between Little Hulton and the settlements of Highfield to the north in Bolton and Tyldesley to the south in Wigan, and would be consistent with existing and proposed Green Belt boundaries in Bolton. The land is either currently in use for recreation (primarily as a golf course) or is proposed as a country park, and therefore its long term openness should be guaranteed.

### ***Summary of other options considered***

Option considered	Reasons rejected
Not release 40 hectares of Green Belt at Barton for employment purposes	Would result in a shortfall of high quality employment land in Salford
Not designate at least 40 hectares of additional Green Belt at Little Hulton	Would result in a net loss of Green Belt given the proposal to release Green Belt at Barton, which would be contrary to local and national objectives
Release Green Belt land for housing at East Irlam, Hazelhurst and Swinton	There are sufficient sites outside the Green Belt to meet the overall housing figure and provide a reasonable supply of family housing and housing targeted at skilled workers, so Green Belt release for housing is unnecessary

## Policy GB 2

### Development Within the Green Belt

#### *Extension, alteration and replacement of dwellings*

The extension, alteration or replacement of a dwelling in the Green Belt should:

- Not result in the total volume of the resultant dwelling exceeding the volume of the original building by more than 30%; and
- Not materially increase the building's prominence in the Green Belt

All volumes should:

- Be measured externally
- Include buildings within the curtilage of the dwelling that are ancillary to its main residential use
- Not include space below ground, such as basements

The original dwelling is defined as the first dwelling on the site as originally constructed including any buildings within its curtilage that were ancillary to its main residential use, or the dwelling and any ancillary buildings as they existed on 1 July 1948, whichever is the later.

#### *Occupancy conditions*

Where a new dwelling has been justified on the basis of a functional need to house someone working in agriculture, forestry or some other rural-based enterprise, the city council may use a planning obligation to ensure that the dwelling is not severed from the land that justifies its construction.

A condition restricting the occupancy of a dwelling to certain types of worker, such as those working in agriculture, forestry and/or other rural-based enterprises, will only be removed where it can be clearly demonstrated that there is no demand for the dwelling from people who would comply with the occupancy condition. Evidence must be provided that the dwelling has been widely marketed over a period of at least 18 months for both sale and rent at a price that reflects the occupancy condition, and that any reasonable offers have not been rejected.

#### *Farm diversification*

Proposals will only be considered to constitute farm diversification where they relate to an established agricultural enterprise that has previously demonstrated profitability over a prolonged period.

Farm diversification will be permitted where:

- It supports the long-term future of an established agricultural enterprise;
- The scale of the development is consistent with the rural location;
- There would be no unacceptable impact on the openness of the Green Belt;
- There would be no unacceptable impact on the use of surrounding land;
- The tranquil nature of the area is maintained; and
- The level of traffic generation would be consistent with the rural location and the quality of the local roads

### ***Reasoned justification***

- 18.6** The extension, alteration and replacement of dwellings can significantly impact on the openness of the Green Belt, contrary to national planning policy, unless carefully controlled. Several small extensions to a dwelling can cumulatively have the same impact as a single large extension, and so the impact of proposals will be measured against the original dwelling rather than the dwelling as it exists at the time of the proposal. Some smaller dwellings have already been replaced by larger dwellings, which themselves may have an increased impact on the openness of the Green Belt. Consequently, any further extension to those replacement dwellings will be measured against the original dwelling rather than the replacement dwelling, otherwise the cumulative impact could be very significant.
- 18.7** Anything more than an increase of 30% on the volume of the original dwelling is considered to be disproportionate and likely to detract from the openness of the Green Belt. Larger proposals are therefore by definition inappropriate development, and will only be permitted where very special circumstances can be demonstrated. Those parts of the buildings below ground level, such as basements and foundations, are not included within the volumes because they do not impact on the openness of the Green Belt. However, other factors may affect the appropriateness of larger basements, such as the impact on traffic generation or surface water drainage.
- 18.8** New dwellings in the Green Belt (as opposed to replacement dwellings) will only normally be permitted where they are specifically required to accommodate those working in agriculture, forestry or other rural-based enterprises in accordance with national planning policy. In such cases, occupancy conditions will be attached to planning permissions to ensure that the dwellings are not used for more general market housing, otherwise there may be a functional need to provide additional dwellings in the future. This system can be abused if the activity used to justify the dwelling is effectively severed from that dwelling by subsequent sales. In order to prevent this situation, the city council will enter into planning obligations where appropriate.
- 18.9** The evolution of the rural economy may mean that there are circumstances where there is no longer a functional need for some of these dwellings to house specific types of worker, and it may be appropriate to remove occupancy conditions to ensure that they do not lie vacant in the long-term. However, the onus will be on the applicant to demonstrate such circumstances, and clear evidence will need to be provided that there is no demand from potential residents who would comply with any occupancy condition.
- 18.10** Farm diversification into non-agricultural activities can help to maintain the commercial viability of farm enterprises. However, it is important that small-scale agricultural-related uses such as hobby farming are not used to justify non-agricultural proposals that would be better located elsewhere. In such cases they would not be genuinely required to maintain a farm enterprise, and instead would constitute a more general business activity. This approach will be particularly important in those parts of the city with high grade agricultural land, where the emphasis needs to be on maximising its use for food production.
- 18.11** There is the potential for farm diversification proposals to negatively impact on neighbouring land uses. For example, some activities could affect local drainage, which could in turn impact on the agricultural potential of nearby land or the restoration of lowland raised bog (see Policy GB3 on Chat Moss). Many of the roads within Chat Moss are of a relatively poor quality, and so it will be important to ensure that additional traffic generation is minimised as far as possible.

**Summary of other options considered**

Option considered	Reasons rejected
The Issues and Options Report did not include any proposals in relation to these issues	National planning policy in PPG2 and PPS7 recommends that local authorities include policies in their development plans on these issues

**Policy GB 3****Chat Moss**

What and where	When	How
<p>A Biodiversity Heartland will be established and enhanced within Chat Moss:</p> <ul style="list-style-type: none"> <li>• Focused around the existing peat extraction sites, but including other land in between and around those sites to provide a suitable buffer and connections between habitats</li> <li>• Forming part of a larger biodiversity area that extends into Wigan to include the Astley and Bedford Mosses</li> <li>• Providing a range of priority habitats, with a particular emphasis on securing the restoration of lowland raised bog habitats, and where this is not possible other compatible wetland habitats</li> </ul>	2007-2027	<p>Lowland raised bog restoration schemes are already being implemented at Twelve Yards Road and Cadishead Moss. The planning permission for the Astley Moss East peat, sand and gravel extraction site requires the implementation of a bog restoration scheme and the provision of a new lake. Opportunities will be sought to restore parts of the Little Woolden Moss peat extraction site to lowland raised bog and compatible habitats wherever possible. The city council will seek to influence all activities within the Biodiversity Heartland (not just those requiring planning permission), and work with organisations such as Natural England, DEFRA, the NWDA, the Wildlife Trust for Lancashire Manchester and North Merseyside, and the Greater Manchester Ecology Unit, together with landowners, farming enterprises and the adjoining local authorities of Wigan and Warrington, in order to maintain, enhance and provide new habitats wherever practicable. Planning obligations and other contributions made to offset climate change impacts may be used to fund lowland raised bog restoration schemes. The precise boundary of the Heartland, together with any buffer zone if required, will be identified in the Allocations Development Plan Document</p>



What and where	When	How
Encourage and enable the active agricultural use of the high grade agricultural land in the rest of Chat Moss for food production, supporting farm diversification where this is consistent with the primary agricultural use of the site but generally resisting other non-agricultural uses	2007-2027	The city council will work with landowners, farming enterprises, DEFRA and organisations such as the North West Food Alliance to maximise the amount of high grade land in agricultural production
Increase public access throughout Chat Moss for informal recreation purposes where this is compatible with the primary function of sites such as biodiversity and agriculture	2007-2027	There are already several rights of way running through Chat Moss, but the city council will work with landowners to identify new opportunities for public access
Increase formal recreation and leisure uses adjacent to the urban area, and on low grade agricultural land within the northern parts of Chat Moss and along the Glaze Brook, and focus non-agricultural uses such as tourism and equine activities in these locations	2007-2027	The city council will seek to direct such uses to these locations, for example through the development management process and Allocations Development Plan Document
Enable the natural development of the Glaze Brook, with the establishment of additional wetland habitats	2007-2027	This will be an implication of the Environment Agency's catchment flood management plan, and will require careful liaison with the occupiers of land around the brook

### ***Anywhere in Chat Moss***

Development will not be permitted where it would have an adverse impact on any existing or proposed lowland raised bog restoration schemes, for example in terms of hydrology.

Additional peat extraction will not be permitted within Chat Moss.

### ***Within the Biodiversity Heartland***

Development proposals should take all practicable opportunities to maintain and enhance the area's nature conservation potential, in accordance with the following hierarchy of habitats (highest priority first):

- Lowland raised bog
- Other compatible wetland habitats
- Other compatible priority habitats
- Other compatible habitats

### ***Within the rest of Chat Moss***

Formal leisure and recreation uses will only be permitted on high grade agricultural land where the site is adjacent to the urban area.



Figure 18.2 Chat Moss

### ***Reasoned justification***

**18.12** Chat Moss is the city's largest area of green infrastructure, and has a range of different and sometimes competing functions. The Core Strategy policy approach seeks to balance those various functions, whilst recognising that different parts of the area have different potentials in relation to each function. As a result, it prioritises individual key roles where they have the greatest potential so that the overall benefits of Chat Moss can be maximised, particularly in terms of its functions relating to biodiversity, food production, recreation, and a carbon sink.

**18.13** Lowland raised bog is a priority habitat in the EU Habitats Directive, as is degraded lowland raised bog undergoing restoration, and it is a rare and declining habitat within the UK. It is also the most significant habitat within the city, and offers the greatest potential to deliver major benefits for the region in accordance with Policy EM1(B) of the Regional Spatial Strategy. There are currently two lowland raised bog restoration sites within Chat Moss, but there is significant potential for a much larger area of restoration complementing the candidate Special Area of Conservation nearby in Wigan. The existing peat extraction sites within Chat Moss offer potential for restoration to lowland raised bog, although only one is currently conditioned for a nature conservation after-use.

- 18.14** The Core Strategy takes the approach of focusing habitat restoration and enhancement within a Biodiversity Heartland because this offers the greatest potential to secure major improvements in the area's biodiversity resources. Concentrating lowland raised bog restoration and complementary habitats with one part of Chat Moss will help to maximise their integration, which will help to promote the movement of wildlife and make the individual habitats more robust to alterations in environmental conditions including climate change. A fragmented approach would be much less likely to deliver long-term success, and the benefits of investment would be reduced.
- 18.15** The area identified in the diagram for the broad location of the Biodiversity Heartland is focused around the two existing restoration sites, the existing and former peat extraction sites, and other key habitat resources within the immediate area as identified in the city's Habitat Survey. It is drawn relatively tightly in order to maximise its chance for success and the potential for a series of interconnected habitats. The priority within the Heartland will be to deliver lowland raised bog restoration. However, this may not always be practicable for a variety of reasons such as the previous use of the site, the remaining depth and quality of peat, or the hydrology of the immediate area. In these circumstances, habitats that are complementary to lowland raised bog will be sought, focusing particularly on wetlands.
- 18.16** Given the importance of lowland raised bog, and the priority objective of securing its restoration, developments that would adversely affect existing or proposed restoration schemes will not be permitted. Developments could have a negative impact on lowland raised bog restoration for a range of reasons, including directly impinging on a restoration site, affecting its hydrology (for example due to a change in levels, the use of impermeable surfaces or the type of land use resulting in moisture leaching from the restoration site), or resulting in nutrient input that compromises the growth of sphagnum mosses. The city council will seek to influence all activities that could impact on the success of the Heartland, including those that do not require planning permission, for example by working with other organisations to encourage appropriate land management practices.
- 18.17** Chat Moss is the city's largest carbon sink, and this is a role of sub-regional importance. Securing lowland raised bog restoration will help to ensure that existing carbon is not lost into the atmosphere, and in the long-term should lock in additional carbon. In contrast, peat extraction results in large-scale release of carbon into the atmosphere, compromising attempts to reduce greenhouse gas emissions. As a result, additional peat extraction beyond the existing planning permissions will not be granted. The significant amount of time required to implement those existing peat extraction permissions will provide sufficient opportunity for alternative and more sustainable sources of horticultural products to be identified.
- 18.18** Chat Moss includes around 1,580 hectares of Grade 1 agricultural land, representing 83.3% of this high quality agricultural land resource within Greater Manchester. The importance of this land is likely to increase significantly in the future as there is an increasing emphasis on promoting food security, and climate change may impact on the productivity of high grade land elsewhere in the country due to temperatures, precipitation levels and/or seawater inundation. Some of this land is within the Biodiversity Heartland and so could be lost to nature conservation, although if it were required for any reason in the future then it would still be possible to return it to agricultural use. However, this increases the importance of maximising the active agricultural use of the high grade agricultural land outside the Heartland (including Grades 2 and 3a as well as Grade 1), and resisting uses that could be accommodated on lower grade land such as horse grazing and stabling. As a result, any farm diversification projects should be complementary to rather than replacing the agricultural use of high grade land. The exception to this will be in those parts of Chat Moss immediately adjacent to the urban area, where small scale recreation facilities (including horse riding) may be appropriate, helping to ensure that Salford residents can enjoy the

benefits of the proximity to this large area of open land whilst ensuring that this is located so as to minimise the need to travel and does not unduly impinge on Chat Moss's agricultural and landscape roles. Agricultural activity is not incompatible with biodiversity objectives, and there is the potential for food production areas to retain and improve habitats, such as ditches and hedgerows, consistent with the overall approach to a multi-functional green infrastructure.

**18.19** Not all of Chat Moss outside the Heartland is high grade agricultural land and these parts offer more potential for a range of recreation uses provided that such uses are consistent with the Green Belt designation. This lower grade land is concentrated primarily in the northern parts of Chat Moss, although here it will be important to ensure that recreation activity does not harm the heronry at Botany Bay Woods which is a proposed Site of Special Scientific Interest. There is also some lower grade agricultural land along the Glaze Brook, where improved public access will also be promoted expanding on the success of the Timberland Trail. In addition there is the potential to promote the nature conservation role of the watercourse by reducing its management and permitting it to develop more naturally. It should be possible to improve public access across the whole of Chat Moss without impinging on key functions such as biodiversity and food production provided that this is carefully implemented, for example through the use of boardwalks in wetland areas.

#### **Summary of other options considered**

Option considered	Reasons rejected
Develop a Mossland Heartland	It is unlikely that the whole of a 'heartland' area could be restored to lowland raised bog, and so it is considered more appropriate to refer to work towards a 'biodiversity' rather than 'mossland' heartland, whilst still seeking to maximise the restoration of lowland raised bog
A different size of Biodiversity Heartland (Draft Core Strategy is about midway between two options on Key Diagram in Issues and Options Report)	The broad size and location of the Heartland in the Draft Core Strategy has been based on the sites that have the greatest potential for restoration to lowland raised bog or complementary habitats (primarily the current restoration sites, peat extraction sites, and key sites identified in the city's habitat survey), and therefore represents the most appropriate approach
Specify the size of a buffer zone around the heartland	The size of buffer required will vary from site to site depending on the activities proposed, the type of habitat in the adjoining part of the heartland, and the hydrology in that part of Chat Moss, and therefore assessing the impact on the Heartland, and particularly lowland raised bog restoration, is considered more appropriate than defining a buffer
Higher levels of support for farm diversification and non-food related agriculture	Opportunities for food production on high grade agricultural land within Greater Manchester are limited, and so it is important that other uses should only be permitted in Chat Moss outside the Biodiversity Heartland where complementary to this

Option considered	Reasons rejected
Identify the northern parts of Chat Moss as suitable for major visitor attractions	The emphasis within the Core Strategy should be on increasing public access and recreation use, and the appropriate scale of development should be assessed on a case-by-case basis having regard to issues such as landscape impact and traffic generation



## 19 Tourism and Recreation

### 19.1 What are we trying to achieve?

- Increase the range, quality and accessibility of recreation and leisure opportunities within the city
- Promote healthy lifestyles
- Attract additional tourism visits, thereby supporting the economy

### 19.2 How will that be delivered?

- Focus investment in key tourism locations
- Deliver a series of strategic recreation projects across Salford, extending into surrounding areas
- Work towards defined standards for the provision of a full range of recreation facilities

### Policy TO 1

#### Tourism Activity

What and where	When	How
<p>Develop the tourism capacity of the city, particularly by:</p> <ul style="list-style-type: none"> <li>• Expanding the tourism role of Salford Quays, focusing on its various roles as a centre for culture, arts, media, business and watersports</li> <li>• Expanding the tourism role of the Crescent, Salford Central and Greengate, taking advantage of the presence of the Art Gallery and Museum, the Meadows and Peel Park, Irwell City Park, the proposed new public realm at Greengate, and the area's rich heritage</li> <li>• Expanding the tourism role of Worsley Village and the Bridgewater Canal, focusing particularly on the enhancement and appreciation of the area's unique heritage</li> <li>• Providing additional high quality hotel accommodation and tourism facilities in the above locations and the rest of the Regional Centre</li> <li>• Providing a series of strategic recreation facilities elsewhere within the city</li> </ul>	2007-2027	The Allocations Development Plan Document will identify sites for tourism uses where appropriate. Tourism within the Regional Centre will be brought forward as part of mixed-use developments. See Policy HE3 for more details on Worsley Village and the Bridgewater Canal, Policy TO2 for more details on strategic recreation facilities, and Policy HE2 for more details of the heritage issues affecting the Crescent, Salford Central and Greengate

**Reasoned justification**

- 19.3** The Manchester City Region Sub Regional Action Plan 2008-2011 notes that the sub-region's visitor economy was worth £3.9 billion in 2005, increasing by nearly a third in the previous six years. It identifies nine priorities, one of which is 'increasing inward investment and visitors', which states that: "The growth and competitiveness of the Manchester economy is dependent upon the attraction of high value business inward investment and the continued development of the sub region as a national and international tourist destination" (p.41).
- 19.4** Policy MCR2 of the Regional Spatial Strategy considers that the Regional Centre should provide the main focus for tourism development in the City Region. Salford Quays is already an established tourism destination, with the Lowry and the Imperial War Museum North (the latter on the opposite side of the Manchester Ship Canal in Trafford) helping to create an international quality destination,<sup>(1)</sup>
- 19.5** but there is potential to significantly expand this role. Major mixed-use developments elsewhere in the Regional Centre also offer the potential for additional tourism development, taking advantage of planned investments in projects such as Irwell City Park, and helping to strengthen the overall attractiveness of the core of the city region as a tourism destination.
- 19.6** Although the Regional Centre is appropriately the main focus for tourism activity, other locations such as Worsley Village and the Bridgewater Canal have an important complementary role to play. This tourism activity will help to further strengthen and diversify the city's economy, providing additional local employment opportunities. Investment in tourism opportunities will also help to expand leisure opportunities for local residents, increasing the attractiveness of Salford as a place to live.

**Policy TO 2****Strategic Recreation Facilities**

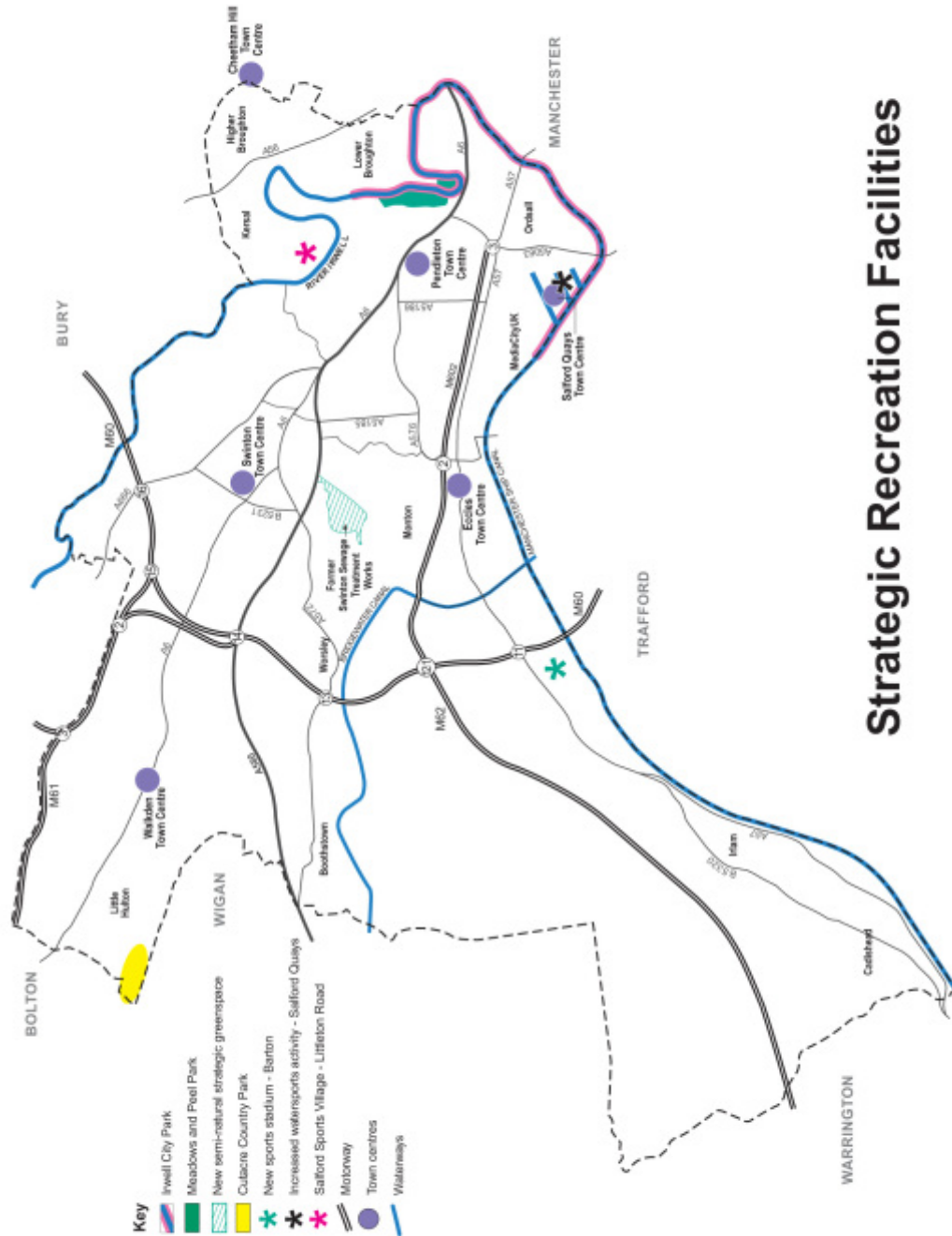
What and where	When	How
Provide a broad range of strategic recreation opportunities across Salford that will enable the city to offer the highest possible quality of leisure provision, thereby helping to maximise quality of life, encourage healthy lifestyles, and attract investment	2007-2027	See projects identified below
Develop the Irwell City Park: <ul style="list-style-type: none"> <li>• Extending from the Crescent Meadows to Salford Quays, and incorporating parts of Manchester and Trafford</li> <li>• Providing high quality multi-functional open spaces and</li> </ul>	2007-2027	Salford City Council, Central Salford URC, Manchester City Council, Trafford MBC, the Northwest Development Agency, and the Homes and Communities Agency will collectively drive the project forward, guided by a design

1 "Planning for Tourism and the Visitor Economy in the Northwest" – Locum Consulting (February 2008), p. 21



What and where	When	How
<p>pedestrian/cycling routes through the heart of the Regional Centre</p> <ul style="list-style-type: none"> <li>• Helping to connect residents with employment and leisure opportunities</li> <li>• Providing a gateway to the Lower Irwell Valley</li> </ul>		<p>framework, and supported by private sector contributions as part of new developments</p>
<p>Continue the expansion of a broad range of interconnected recreation opportunities throughout the Lower Irwell Valley, extending into Bolton and Bury, helping to tackle the extensive industrial legacy of derelict land and linking into the Irwell City Park</p>	<p>2007-2027</p>	<p>A partnership of Salford City Council, Bolton MBC, Bury MBC, the Northwest Development Agency, Red Rose Forest, and the Forestry Commission (through the Newlands project) will deliver improvements in the area, supported by private sector contributions as part of new developments</p>
<p>Develop the Meadows and Peel Park as a key feature within the Irwell City Park and Lower Irwell Valley:</p> <ul style="list-style-type: none"> <li>• Functioning as the main park for the Regional Centre, reflecting its status as the largest open space in that part of the conurbation</li> <li>• Providing a broader range of recreation opportunities</li> <li>• Incorporating space for outdoor public events</li> <li>• Improving pedestrian and cycling links across the river, both into and between Peel Park and the Meadows</li> </ul>	<p>2010-2027</p>	<p>The project will be progressed through the wider Irwell City Park partnership, with Salford City Council, Central Salford URC and the University of Salford playing key roles</p>
<p>Further enhance facilities at the Salford Sports Village in Lower Kersal, and maintain its use as the home of the Manchester Football Association</p>	<p>2007-2027</p>	<p>The facility is managed by Salford Community Leisure</p>
<p>Develop a major new Cutacre Country Park extending into Bolton and Wigan, around 40 hectares of which would be within Salford</p>	<p>2013-2027</p>	<p>The proposal will be delivered through employment development on the rest of the Cutacre site within Salford and Bolton</p>
<p>Improve the former Swinton Sewage Treatment Works and adjoining local authority land as a strategic natural greenspace with a diverse range of recreation opportunities</p>	<p>2017</p>	<p>The city council will work with United Utilities (the other main landowner) to deliver this proposal. A small amount of built</p>

What and where	When	How
		development may be necessary to fund this, but it would be strictly limited to the minimum required
Develop a major new sports stadium at Barton, together with enabling development	2014	A scheme already has outline planning permission, and will be delivered by Salford City Reds and Peel Holdings
Further expand the provision of watersports activities at Salford Quays	2007-2027	The existing watersports centre is managed by Salford Community Leisure. The Manchester Ship Canal Company also has an important role to play in terms of the recreational use of the water, water quality and compatibility with boat traffic
Deliver major improvements to pedestrian and cycling facilities along the Bridgewater Canal, and increase its use by boats	2007-2027	See Tourism and Heritage section for more details



## Strategic Recreation Facilities

Figure 19.1 Strategic Recreation Facilities

**Reasoned justification**

- 19.7** Salford has extensive areas of open land, particularly around the edges of the urban area, as well as several important waterways. These have very significant recreation potential, and exploiting this will not only help to increase the attractiveness of the city as a place to live, work and visit, but also provide a competitive advantage for the city. It will also promote healthier lifestyles which will assist in addressing poor health levels in many parts of the city.
- 19.8** The Irwell City Park will be a major tourist destination in its own right, as well as being an important facility for those living and working in and around the Regional Centre. It will help to provide the high environmental quality and amenity that is expected from a major economic centre competing on an international stage. The Crescent Meadows and Peel Park together offer a unique opportunity to provide a large, high quality green space serving the Regional Centre and the rest of the city. These spaces are currently underused but have the potential to function in a similar way to major city parks across the world, providing a range of recreation opportunities within a high quality landscape setting and highly accessible location. The Irwell City Park will connect into the broader recreation opportunities throughout the rest of the Lower Irwell Valley, where much larger open spaces enable more land-intensive facilities to be provided. This includes the Newlands scheme around the Slack Brook, which is reclaiming major areas of derelict land for leisure purposes. The Lower Irwell Valley is also home to the Salford Sports Village, which provides sub-regionally important facilities as home to the county Football Association.
- 19.9** As part of the proposed Cutacre development (see the Employment section), a major new country park would be provided extending into Bolton and Wigan, involving the reclamation of a coal extraction site. This will significantly improve public access to the urban fringes of the city, and the Chat Moss section explains how there is further potential for this in the northern part of that area, helping to ensure that Salford residents benefit from the city's larger greenspaces many of which are not currently accessible. The former Swinton Sewage Treatment Works offers another opportunity to reclaim a polluted and underused site for public recreation, with it also helping to fill a gap in the city's coverage of strategic natural greenspaces (20 hectare sites that provide a range of habitats).
- 19.10** Salford City Reds is the city's only major professional sports club, and is an important part of Salford's local identity. Their current home at the Willows is constrained, and a new stadium is required to cement their place in the rugby league's Super League. A scheme at Barton has outline planning permission, and this includes some enabling development which is essential to the financial delivery of the new stadium.
- 19.11** The city's waterways in general provide an important recreation facility, and there is scope for this to be further enhanced both through improving public access along the waterways (including through Irwell City Park) and more formal recreation facilities. The Heritage section explains the proposals for the Bridgewater Canal, as well as the proposed restoration of the Manchester, Bolton and Bury Canal. Salford Quays already has a successful watersports centre, and the area has hosted major world class events such as a World Cup triathlon. Watersports are consequently a key aspect of the area's character. The major expansion of the area's population, further improvements to water quality, and a significant increase in visitor numbers are all expected to increase the demand for watersports.

**Summary of other options considered**

Option considered	Reasons rejected
Extension of the Wigan Greenheart Regional Park into Salford	Although the scheme is referred to in the Regional Spatial Strategy as being partly in Salford there are currently no such proposals and therefore its inclusion in the Core Strategy would be inappropriate
Specific reference to the Red Rose Community Forest	The community forest is more of a delivery mechanism than a separate project (e.g. in relation to the Lower Irwell Valley)

**Policy T0 3**

**Local Recreation Facilities**

What and where	When	How
<p>Work towards the achievement of the following standards across the city as far as practicable:</p> <ul style="list-style-type: none"> <li>• All households to be within 400 metres walking distance of a Local Equipped Area for Play (LEAP), or where this is not possible within 100 metres walking distance of a Local Area for Play (LAP). Within areas of high demand there should be a choice of facilities within these distances</li> <li>• All households to be within 1,000 metres walking distance of a Neighbourhood Equipped Area for Play (NEAP)</li> <li>• All households to be within 1,200 metres walking distance of a Neighbourhood Park</li> <li>• All households to be within 3,200 metres walking distance of a District Park</li> <li>• All households to be within 500 metres walking distance of a publicly accessible Local Natural Greenspace of at least 1 hectare in size</li> <li>• All households to be within 2,000 metres walking distance of a publicly accessible Strategic Natural Greenspace of at least 20 hectares in size</li> </ul>	2007-2027	<p>The city council will have a key role to play as a service provider, ensuring that a wide range of local recreation facilities are available and maintained to a high standard, supported by on-site provision of facilities and off-site contributions from new residential developments, and grant funding from the Government. The city council will also have important roles in terms of commissioning, enabling and leadership, working in partnership with organisations such as Salford Community Leisure, the voluntary sector, schools, clubs, and commercial operators to ensure a comprehensive network of accessible facilities across the city. Improvements to the design of some open spaces such as parks will enable them to fulfil more than one recreation function (e.g. could act as a LEAP, a district park, and a local natural greenspace). A new Green Infrastructure Supplementary Planning Document will provide additional details on the implementation of these standards and the</p>

What and where	When	How
<ul style="list-style-type: none"> <li>• A minimum of 1 hectare of Local Nature Reserve per 1,000 population</li> <li>• A minimum of 10 allotment plots per 1,000 households</li> <li>• A minimum of 0.45 hectares of publicly accessible amenity space per 1,000 population</li> <li>• The minimum standard identified in the city's latest playing pitch assessment (currently 0.92 hectares of high quality managed sports pitches per 1,000 population)</li> <li>• A minimum of 0.4 hectares of other outdoor sports facilities (both adult and youth) per 1,000 population</li> <li>• All households to have good access to a full range of other indoor and outdoor recreation facilities with sufficient capacity to meet demand</li> </ul>		<p>associated requirements for new residential developments set out in the rest of the policy below</p>

All new residential development should contribute to the achievement of the above recreation standards proportionate to the additional demand that they would be expected to generate.

### ***Reasoned justification***

**19.12** The provision of a broad range of accessible local recreation opportunities for all residents is an important aspiration of the Core Strategy, helping to make the city a more attractive place to live, promoting social inclusion, reducing the need to travel, and encouraging healthier lifestyles that will help to address poor health levels across the city.

**19.13** The city has well-established standards for local recreation provision through its Unitary Development Plan and the associated Greenspace Supplementary Planning Document. These standards generally continue to be relevant. Additional flexibility has been added in relation to local play areas, recognising that it will not always be possible to provide a LEAP because of the need for 'buffer zones' to protect the amenity of neighbouring residents, and so other approaches such as smaller play areas will help to ensure that the accessibility of very localised play facilities is maximised.

**19.14** New standards relating to allotments and publicly accessible amenity space are included. The standard for allotments represents an increase on what is available in the city at the moment. It reflects what it is considered can be realistically provided given the current level of provision, existing waiting lists, the anticipated growth in demand, and competing demands for land. The standard for publicly accessible amenity space reflects the mid point of the range of 0.4-0.5 hectares per 1,000 population recommended by the National Playing Fields Association (NPFSA). Such space may have other functions as well as being part of the city's green infrastructure network. The standard for other outdoor sports facilities also matches that of the NPFSA, and the mix of facilities to be provided should have regard to the level of demand for different types of facility and the existing level of provision in the local area.

**19.15** It will be important to ensure that all new housing developments support the achievement of the standards wherever possible, in terms of an adequate quantity, accessibility and quality of facilities, rather than exacerbating or resulting in deficiencies. Consequently, all such developments will be expected to make an appropriate and proportionate contribution taking into account the increase in demand for facilities that they would generate and how well the various standards would be achieved following completion and occupation of the new housing. This contribution will normally be expected to be through on-site provision, although this may not be practicable in some cases and contributions to off-site provision or improvement of existing facilities will be acceptable in such situations. As with any other green infrastructure, new and improved recreation facilities should be designed to serve other green infrastructure functions as well wherever possible, linking into the wider network.

***Summary of other options considered***

Option considered	Reasons rejected
Rely on the Local Equipped Areas for Play for local play provision	Can be difficult to locate them in some areas, particularly given amenity issues, so use of Local Areas for Play will also be necessary to ensure local play facilities are easily accessible for all
Higher standard for allotments	The proposed standard would be a significant increase on current levels, allowing existing waiting lists to be met as well as providing for new households. Given the very large increase in households proposed through the Core Strategy, a higher standard would be unrealistic





## 20 Biodiversity

### 20.1 *What are we trying to achieve?*

- Increase the nature conservation value of the city
- Enhance the resilience of habitats to climate change

### 20.2 *How will that be delivered?*

- Increase the size, diversity and interconnectedness of the city's habitats as part of its green infrastructure network
- Require all developments to enhance biodiversity

### Policy B 1

#### Biodiversity

What and where	When	How
Increase the size, diversity and interconnectedness of habitats in Salford, focusing particularly on: <ul style="list-style-type: none"> <li>• Habitats identified as an international, national, and/or local priority</li> <li>• Establishing a Biodiversity Heartland in Chat Moss</li> <li>• Enabling the natural development of the Glaze Brook</li> </ul>	2007-2027	See Green Infrastructure section, Chat Moss section, and requirements for new developments below

Every development should result in an enhancement of the city's biodiversity resources, focusing on on-site improvements or, where this is not practicable, priority habitats elsewhere in the city.

In determining the extent to which this is achieved, regard will be had to the following both in terms of the existing situation and the proposed development:

- The types of habitat and the degree of priority given to them at the European, national, and local levels;
- The overall area and quality of habitats;
- The level of integration with the wider habitat network;
- The adaptability of the habitats to climate change; and
- The ability of the habitats to support priority/protected species

Small-scale biodiversity measures should be incorporated into developments wherever possible, such as nesting boxes and green roofs.

#### ***Reasoned justification***

**20.3** Salford does not currently contain any internationally designated nature conservation sites, which have the highest level of protection, although there is a candidate Special Area of Conservation just to the west of the city in Wigan (Manchester Mosses). There are no existing

nationally designated sites in the city, but a Site of Special Scientific Interest is proposed at the heronry in Botany Bay Woods. The local designation of Sites of Biological Importance (SBIs) is assessed at the Greater Manchester level and there are currently 33 such sites in Salford. Many of the SBIs include priority habitats identified in the national and/or local biodiversity action plans, although such habitats are also found in other locations across the city. These various sites are not afforded the same level of protection as internationally and nationally designated sites, but remain important nature conservation assets that should be preserved and enhanced wherever possible.

- 20.4** Policy EM1(B) of the Regional Spatial Strategy (RSS) states that a 'step-change' increase in the region's biodiversity resources should be secured. The establishment of a Biodiversity Heartland within Chat Moss offers the most significant potential to enhance Salford's biodiversity resources, potentially resulting in the restoration of a significant area of a European priority habitat. However, it will be important to maximise the biodiversity potential of all of the city's green infrastructure as far as practicable, and this includes enhancing its interconnectedness so as to support the movement of wildlife through the city which will promote its survival and help it to adapt to climate change.
- 20.5** If the city is to fully support the RSS approach then it will be important for all developments to make a contribution, each individually securing some enhancement in biodiversity resources. This will also help to promote public access to wildlife, which can promote good mental health as well as making Salford a more attractive place to live and visit.
- 20.6** Wherever possible, the improvement in biodiversity resources should be on the development site, helping to ensure a good distribution of such resources across the city. The careful design of any on-site green infrastructure can assist in this, including maximising connections to other green infrastructure. However, biodiversity is not just about 'green' assets and innovative approaches to attracting and sustaining wildlife should be used, which could for example include providing nesting opportunities for birds and bats on the walls and roofs of buildings.
- 20.7** The policy sets out a range of factors that will be taken into account in determining whether there has been an increase in biodiversity resources. Balancing these factors will sometimes be a complicated process, and the city's Habitat Survey will be used to inform such decisions. Wherever possible, existing habitats should be incorporated into new developments and land improvements. This includes the retention of ditches and hedgerows in the city's farmland, as well as features on urban development sites. However, this may not always be possible or appropriate, and for example, there may be circumstances where a reduction in the overall area of biodiversity resources is acceptable provided that a significant enhancement in the quality of those remaining is secured. The private gardens of houses are an important biodiversity feature, and the Housing section seeks to resist their loss to new residential developments, further supporting the Core Strategy approach to enhancing Salford's biodiversity resources.

#### ***Summary of other options considered***

- 20.8** The formatting and wording is slightly different to the Issues and Options Report but the approach is essentially the same. Other options would not be consistent with RSS Policy EM1(B) and have not therefore been considered.

## 21 Waste

### 21.1 *What are we trying to achieve?*

- The efficient use of non-renewable resources
- The safe and effective management of waste close to where it is produced

### 21.2 *How will that be delivered?*

- Identify sufficient opportunities for waste management facilities of the right type, in the right place and at the right time
- Ensure careful design of new development

### Policy WM 1

#### Waste Management

What and where	When	How
<p>Take a comprehensive, integrated and sustainable approach to waste management, in particular by:</p> <ul style="list-style-type: none"> <li>• Promoting and planning for sustainable waste management in accordance with the waste hierarchy</li> <li>• Ensuring that the city contributes towards meeting the waste management needs of Greater Manchester</li> <li>• Identifying and safeguarding waste management sites in appropriate locations</li> <li>• Encouraging and enabling the sustainable transport of waste</li> <li>• Ensuring that developments are designed to minimise waste and maximise the reuse of recycled materials</li> </ul>	2007-2027	A Greater Manchester Joint Waste Development Plan Document will provide detailed guidance on these matters, including site allocations where appropriate. In the interim, these principles will be used in the determination of planning applications

#### *Reasoned justification*

**21.3** A Greater Manchester Joint Waste Development Plan Document is currently being produced, and is due to be adopted in 2012. The document will:

- Set out the vision and spatial objectives relating to waste for the Greater Manchester area
- Develop the main policies and broad framework for implementation and monitoring
- Detail how the planning authorities will meet their contribution to delivering the identified needs of the region for all waste streams, within acceptable social, economic and environmental parameters
- Set out how waste management will be considered alongside other spatial concerns, recognising the positive contribution waste management can make to the development of sustainable communities

- Plan for the provision of new capacity based on clear policy objectives, robust analysis of available data and information, and an appraisal of options
- Include a key diagram detailing sites identified within the plan area, and a set of 10 inset maps, one for each district, to be included within their individual Proposals Maps
- Set out detailed criteria-based and site-specific policies for the plan area

**21.4** The production of the document is being led by the Greater Manchester Geological Unit, and the process is being overseen by a Joint Committee established under section 29 of the Planning and Compulsory Purchase Act 2004 with representatives from the ten local authorities and two waste disposal authorities within Greater Manchester.

**21.5** The Joint Waste Development Plan Document will address the vast majority of waste issues affecting Salford. It should be noted that there is a reference to waste in Core Strategy Policy E2 on development within employment areas.

***Summary of other options considered***

**21.6** Work has commenced on the production of the Greater Manchester Joint Waste Development Plan Document, and therefore there are not considered to be any other reasonable and realistic options.

## 22 Minerals

### 22.1 What are we trying to achieve?

- A sustainable supply of minerals that meets development needs whilst protecting and enhancing the environment

### 22.2 How will that be delivered?

- Safeguard mineral resources
- Make appropriate provision for mineral extraction

### Policy MN 1

#### Minerals

What and where	When	How
<p>Provide for an adequate and steady supply of minerals in a way that supports environmental objectives, in particular by:</p> <ul style="list-style-type: none"> <li>• Making an appropriate contribution to the sub-regional apportionment of aggregates in terms of sand and gravel, and crushed rock</li> <li>• Identifying minerals safeguarding areas, areas of search and sites for minerals extraction, where appropriate</li> <li>• Avoiding sterilisation of known mineral resources</li> <li>• Identifying and safeguarding sites for minerals storage, recycling, processing and transfer, where appropriate</li> <li>• Encouraging and enabling the sustainable transport of minerals</li> <li>• Encouraging the use of secondary and recycled aggregates as an alternative to primary extraction wherever possible</li> <li>• Ensuring the effective restoration and aftercare of mineral extraction sites</li> <li>• Not permitting any further peat extraction within Chat Moss</li> </ul>	2007-2027	A Greater Manchester Joint Minerals Development Plan Document will provide detailed guidance on these matters, including site allocations and the identification of areas of search where appropriate. In the interim, these principles will be used in the determination of planning applications. See Policy GB3 for further details of restrictions on peat extraction

#### Reasoned justification

**22.3** Salford has a relatively limited range of known mineral deposits. The Coal Authority has identified that a significant area of the city, including Little Hulton, Walkden, Boothstown, Worsley, Swinton and Pendlebury, theoretically has the potential for coal to be mined from the surface. Peat deposits are found at Chat Moss, with three separate sites currently being worked. Isolated deposits of sand and gravel are also found within Salford, with one active site within Chat Moss.

**22.4** Work will commence on a Greater Manchester Joint Minerals Development Plan Document in late 2009. The document will:

- Identify the locations where mineral extraction may take place
- Safeguard sensitive environmental features, and minerals resources with the potential for future extraction
- Provide guidance on all relevant aspects of environmental and resource protection including the sustainable transportation of minerals

**22.5** It is anticipated that a separate Joint Committee will be established under section 29 of the Planning and Compulsory Purchase Act 2004 to oversee the process, with representatives from each of the ten local authorities in Greater Manchester. The Greater Manchester Geological Unit will lead on the production of the document, which it is expected would be adopted in 2013.

**22.6** It is considered that the Joint Minerals Development Plan Document will address the vast majority of mineral issues affecting Salford. However, mineral issues are a particularly important aspect of the future role of Chat Moss, and consequently there are references within the Chat Moss policy (GB3) to the approach to be taken to peat extraction. Policy GB3 may also be relevant to proposals for the extraction of other minerals within the area such as sand and gravel.

#### ***Summary of other options considered***

**22.7** The Association of Greater Manchester Authorities has committed to the production of a Greater Manchester Joint Minerals Development Plan Document, and therefore there are not considered to be any other reasonable and realistic options. In terms of peat extraction, regard should be had to the Chat Moss section.

## 23 Development Management

### 23.1 What are we trying to achieve?

- Ensure that all development makes a positive contribution to the success of the city
- Ensure that no development causes unacceptable harm to any of the city's important features

### 23.2 How will that be delivered?

- Carefully assessing applications for new development against agreed criteria

#### Policy DM 1

##### Development Management

All development will be required to:

##### *In terms of neighbourhoods*

- Support the regeneration of the local area;
- Maximise the wider benefits of the development for the local community; and
- Not unacceptably hamper or reduce the development options for adjoining sites or the wider area, forming part of a co-ordinated approach as far as practicable including to the provision of infrastructure;

##### *In terms of land use*

- Not result in an over-concentration of any particular land-use that would have an unacceptable impact on the successful functioning or character of the local area;
- Not result in the loss of an existing use for which there remains a demand, unless alternative provision is provided that is appropriate in terms of location, accessibility, quantity and quality; and
- Not have an unacceptable impact on the successful operation of other land uses in the local area;

##### *In terms of accessibility*

- Minimise the need to travel;
- Have good access to a wide range of facilities in the case of housing and employment development;
- Be accessible by a choice of means of transport, particularly by walking, cycling and public transport; and
- Not have an unacceptable impact on the safe and efficient operation of the highway network by virtue of traffic generation, access, parking or servicing arrangements, taking into account the role of the route (particularly where it forms part of the Strategic Route Network or the Abnormal Route Network);

##### *In terms of sustainability*

- Minimise its greenhouse gas emissions;
- Minimise the use of primary resources; and
- Minimise the use of water resources and promote water recycling;

***In terms of amenity***

- xiv. Provide an acceptable level of amenity and privacy for the occupiers of the development, taking into account the sensitivity of the use and the potential impacts of all types of pollution and nuisance; and
- xv. Not have an unacceptable impact on the amenity or privacy of the occupiers of other existing or proposed developments;

***In terms of impact***

- xvi. Not have an unacceptable impact on features of agricultural, cultural, ecological, geological, landscape, recreation, historic or amenity value;
- xvii. Not have an unacceptable impact on water, soil or air quality;
- xviii. Not have an unacceptable impact on the microclimate;
- xix. Not have an unacceptable impact on the functioning or maintenance of existing infrastructure (including electricity generation and transmission, drainage, flood defences, telecommunications systems, television broadcast and reception, and water supply);
- xx. Not have an unacceptable impact on aviation safety, or the operational integrity or safety of Manchester Airport or City Airport Manchester (Barton Aerodrome);
- xxi. Not have an unacceptable impact on the stability of surrounding land or the structural integrity of buildings or other structures; and
- xxii. Provide appropriate mitigation for any negative impacts and additional needs that it generates, doing so in a way that maximises the benefits for the wider community;

***In terms of health***

- xxiii. Encourage healthy lifestyles; and
- xxiv. Not result in an unacceptable physical risk to the public;

***In terms of social inclusion***

- xxv. Promote equality, including in terms of race, gender, disability, sexual orientation, religion/belief and age; and
- xxvi. Promote community cohesion;

***In terms of other issues***

- xxvii. Make full provision for any management and maintenance implications that it would have; and
- xxviii. Not prevent the implementation of other proposals in the Local Development Framework or saved Unitary Development Plan policies.

Where development would have an unacceptable impact on an interest of acknowledged importance, it will only be permitted where:

- a. There is a clear and demonstrable need for the development;
- b. There are no practicable alternative solutions that would have a lesser impact, either on the proposed site or on reasonable, suitable and available alternative sites;
- c. The benefits of the development clearly outweigh the negative impacts; and
- d. Mitigation measures are implemented to fully address and/or offset the negative impacts.

Where appropriate, conditions, planning obligations and/or the Community Infrastructure Levy will be used to mitigate negative impacts.



**Reasoned justification**

- 23.3** Virtually all of the policies throughout the Core Strategy will be implemented at least in part through the development management process. It is therefore essential that all relevant policies are considered when putting together and determining planning applications. This policy specifically seeks to pull together all of the key development management issues that are not addressed elsewhere in the Core Strategy, and should not therefore be seen as being comprehensive.
- 23.4** The criteria in the policy will help to ensure that all development is sustainable, makes a positive contribution to the city, and does not cause unacceptable harm to interests of acknowledged importance. Where appropriate, more detailed policy guidance will be provided on individual criteria through supplementary planning documents.
- 23.5** There may be circumstances where the benefits of the proposed development would outweigh the harm that it would cause, and the policy provides a mechanism for managing this situation. Even where some harm can be justified, it will be important that it is minimised as far as possible. A range of mechanisms may be utilised to ensure that any mitigation is appropriate and satisfactorily implemented, including conditions on planning permissions, planning obligations made under Section 106 of the Town and Country Planning Act 1990, and financial contributions through the Community Infrastructure Levy.

**Summary of other options considered**

Option considered	Reasons rejected
Produce a series of separate development management policies	Many of the other policies in the Core Strategy have a 'development management' aspect to them. The 'checklist' approach in this policy is considered more helpful than a series of separate policies that would risk providing an increased level of detail that would be more appropriate in supplementary planning documents



## 24 Monitoring and Review

### *Monitoring*

**24.1** The Local Development Framework Annual Monitoring Report, published by the city council in December each year, will summarise the latest results of the monitoring of the Core Strategy. The monitoring will consist of four main elements, all of which will seek to assess current performance, barriers to achievement, and how those barriers can be overcome:

1. *Achievement of the Core Strategy strategic objectives*

**24.2** Each of the strategic objectives includes a target and a timescale, and they effectively form the headline indicators for the Core Strategy. In virtually all cases the timescale of the objectives is to the year 2027, but in the interim the monitoring will focus on determining whether progress is on course to achieve those targets. These will be reported on annually.

2. *Delivery of the Core Strategy proposals*

**24.3** Many of the individual policies of the Core Strategy include a series of proposals set out in a table together with details of the timescale for implementing them and the main ways in which they will be delivered. These effectively form a secondary set of indicators, and progress towards achieving them will be monitored accordingly. These will be reported on annually.

3. *Implementation of Core Strategy development management policies*

**24.4** In addition to the separate overarching development management policy (DM1), many of the other Core Strategy policies also include specific development management requirements (i.e. the policy text that is not within the tables of proposals). The monitoring of the Core Strategy will assess whether these development management policies are being implemented effectively, and whether additional guidance is required to assist in this for example through the production of supplementary planning documents. This is a more qualitative exercise than the monitoring of the strategic objectives and proposals, and will take into account feedback from all stakeholders where relevant. It will be reported on as issues arise.

4. *New evidence*

**24.5** Research and statistical information will be regularly updated, and some of this may have implications for the Core Strategy. This will include the contents of other plans and strategies, including the Regional Spatial Strategy and national planning policy guidance. A summary of the latest research will be provided annually.

### *Review*

**24.6** The various monitoring elements outlined above will help to establish whether a review of the Core Strategy is required, and/or whether other changes to Salford's Local Development Framework are required. Given the time and resources required to produce a Core Strategy, it will only be reviewed if the monitoring indicates that there are serious problems in implementing the document or changes in the evidence base that effectively undermine its overall strategic approach. Problems in delivering a small number of policies and/or proposals are unlikely to be sufficient to trigger a review. Section 26 of the Planning and Compulsory Purchase Act 2004 allows the Secretary of State to direct the city council to revise the Core Strategy if they consider this to be necessary.



## 25 Risk Management

**25.1** The table below assesses the main risks that could affect the implementation of the Core Strategy. The impact is scored from 1 to 4, where 1 is minor, 2 is significant, 3 is serious, and 4 is major. The likelihood is also scored from 1 to 4, where 1 is remote, 2 is unlikely, 3 is likely, and 4 is very likely. The overall risk is calculated by multiplying the impact and likelihood scores together, with a score of 12 or above being a high risk (red), 6-9 being a medium risk (yellow), and 4 or below being a low risk (green). The risks will be monitored through the Local Development Framework Annual Monitoring Report. The Core Strategy already includes many actions that will help to minimise, mitigate and manage the risks identified, and so they are not repeated here.

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
Major changes in Government planning policy	The Core Strategy is required to be consistent with national policy, and a public examination may find it to be 'unsound' if it is not	4	3	12	<ul style="list-style-type: none"> <li>The city council needs to respond to consultations on changes in national policy</li> <li>May be possible to address limited changes through the public examination process</li> <li>Large-scale changes to Government policy may require a delay in the production process, or repeating of one of the stages</li> </ul>
The proposed Regional Strategy takes a significantly different approach than the current Regional Spatial Strategy, for	The Core Strategy may then be inconsistent with the Regional Strategy which would take precedence, and there would be a lack of clarity over the city's spatial strategy	4	2	8	<ul style="list-style-type: none"> <li>Seek to influence the production of the Regional Strategy to ensure that it fully supports the vision for Salford</li> <li>If the Regional Strategy does depart significantly from</li> </ul>

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
example in terms of housing numbers					Salford's Core Strategy then commence an urgent review of the Core Strategy but only once the Regional Strategy has been finalised
The proposed Greater Manchester Strategic Plan and associated documents take a significantly different approach to Salford	The Core Strategy would retain precedence as the Greater Manchester documents will be non-statutory, but it would result in potential confusion and a lack of clarity over the approach to be taken	2	2	4	<ul style="list-style-type: none"> <li>Seek to influence the production of the Regional Strategy to ensure that it fully supports the vision for Salford</li> <li>Monitor the impact of any potential inconsistencies between Salford's Core Strategy and the Greater Manchester Strategic Plan, and review the former if required where this would be consistent with the Regional Strategy</li> </ul>
Suitable sites are not available to deliver the scale of development proposed	There would be increased pressure on greenfield and Green Belt sites generally, and employment sites for housing development, which would compromise the overall strategy	3	1	3	<ul style="list-style-type: none"> <li>Monitor through the Strategic Housing Land Availability Assessment and the employment land database</li> <li>Use the Allocations Development Plan Document to identify sites as required</li> <li>Work with developers and infrastructure providers to identify ways of overcoming any potential constraints</li> </ul>

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
					affecting individual sites, reducing planning obligations and Community Infrastructure Levy requirements where necessary to ensure financial viability
The current recession and associated credit crunch are more prolonged than anticipated	The private sector may be unable to deliver the scale of housing, employment and retail development proposed, restricting investment and growth	4	2	8 This could affect most parts of the plan very significantly. Forecasts remain mixed, but generally indicate a gradual recovery over the next few years	<ul style="list-style-type: none"> <li>• Work with the Government and other agencies to enable sites to be brought forward</li> <li>• Phase the Core Strategy proposals over a longer period if required</li> <li>• Any change in the overall approach, such as releasing more greenfield or Green Belt land which may be more financially viable to develop, would need to be considered through a review of the Core Strategy</li> </ul>
The Greater Manchester economy is less successful than assumed, and is unable to exploit its competitive	The scale of employment development would not be realised, particularly in terms of the office floorspace in the Regional Centre	3	2	6 This could undermine the economic side of the Core Strategy, which would have a knock-on impact on other elements such as housing. This should be unlikely given the very high priority the issue has with the Association of Greater Manchester Authorities	<ul style="list-style-type: none"> <li>• Work closely with the other Greater Manchester local authorities and the Commission for the New Economy to ensure that the sustainable economic growth of the city region is supported</li> </ul>

Potential risk	Implications of risk	Risk assessment		Overall risk	Actions to mitigate/ manage the risk
		Impact	Likelihood		
advantages and address its problems					<ul style="list-style-type: none"> <li>Work closely with landowners, developers and the Central Salford URC to ensure that key sites within the Regional Centre continue to come forward for office development</li> <li>Ensure that key infrastructure and environmental improvement proposals that will help to attract investment are delivered</li> </ul>
Developers are able to demonstrate through viability assessments that more than 130 hectares of employment land should be released for other uses	The overall supply of employment land in the city would be constrained, reducing the number of jobs and the opportunities for business start-ups	2	2	4	<ul style="list-style-type: none"> <li>Work with landowners and developers to deliver improvements to employment estates that enhance their financial viability</li> <li>Work with MIDAS (Manchester Investment Development Agency Service) to maximise the positive marketing of employment sites in Salford</li> <li>Strictly control non-employment uses within employment areas to ensure that the viability of remaining sites is not adversely affected</li> </ul>



Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
Changes in Government policy on immigration significantly increase or decrease household growth in Greater Manchester compared to forecasts	The demand for housing would be higher or lower than anticipated. The former could result in higher house prices and people being unable to live near where they work, whereas the latter could result in housing sites not coming forward	2	1	2	<ul style="list-style-type: none"> <li>Continue to monitor the implications of new household projections published by the Government and the assessment of their impact on housing need by the National Housing and Planning Advice Unit</li> </ul>
The balance of demand between houses and apartments is much more in favour of houses than has been assumed	Apartments would either be left vacant or would not be built, and there would be more demand for land for residential purposes because of the generally lower yields for houses than apartments	3	2	6	<ul style="list-style-type: none"> <li>If there is evidence that significantly more houses need to be delivered, then the city council may need to produce a supplementary planning document that requires higher densities for schemes providing houses in order to reduce the additional land that may be required, although this could reduce the overall diversity of housing coming forward and affect the</li> </ul>

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
					<p>ability to deliver green infrastructure proposals</p> <ul style="list-style-type: none"> <li>If the problem is particularly severe then the Core Strategy will be urgently reviewed</li> </ul>
<p>The Regional Centre apartment market does not recover with demand remaining low, making it impossible to deliver the proposed scale of housing in that part of the city</p>	<p>This could result in the city falling short of its overall housing requirement by several thousand dwellings, which would place very significant pressure on other land within the city</p>	3	2	6	<ul style="list-style-type: none"> <li>Carefully monitor the Regional Centre apartment market, particularly in terms of vacancy levels and build rates, to identify whether there are likely to be any problems</li> <li>The amount of land required to deliver the dwellings in another part of the city would be very significant and could not easily be identified in a manner consistent with the overall spatial strategy for Salford. Therefore, if there are significant problems in delivering the proposed scale of residential development in the Regional Centre then a review of the Core Strategy is likely to be required and this also needs to influence the Regional Strategy housing figures</li> </ul>

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
Grant funding available for affordable housing is lower than anticipated	Fewer affordable homes would be provided, which could in turn impact on labour supply	3	2	4	<ul style="list-style-type: none"> <li>Influence regional and sub-regional housing-related strategies to ensure that Salford remains a high priority for funding</li> <li>Work with the Homes and Communities Agency through the 'single conversation'</li> <li>Ensure the city council is able to quickly respond to new funding initiatives</li> </ul>
Water and electricity infrastructure providers do not receive approval from the regulators (Ofwat and Ofgen) for the necessary scale of investment	The water supply, water treatment, water quality improvement and electricity supply infrastructure would not be sufficient to support the scale of development proposed and to meet the Water Framework Directive requirements	4	2	8	<ul style="list-style-type: none"> <li>Work closely with organisations such as United Utilities and Electricity North West to demonstrate the need for the infrastructure investment. This will need to include evidence that the scale of development is being delivered, and that there is certainty over the need for the new/improved infrastructure</li> </ul>
Efforts to minimise car use and reduce the	The scale of development proposed could not be delivered, the economy would be	4	3	12	<ul style="list-style-type: none"> <li>Continue the ongoing modelling of development proposals at the Greater Manchester level to identify a range of possible solutions</li> </ul>

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
growth in congestion on the strategic highway network are unsuccessful	likely to suffer significantly, and the city would be a less attractive place to live				<ul style="list-style-type: none"> <li>Work closely with the other Greater Manchester local authorities and transport providers to identify and implement further major investments to improve public transport</li> <li>Utilise the Greater Manchester Transport Fund to implement measures, and work with Government and the other local authorities to further increase the funding available, including through the use of the Community Infrastructure Levy</li> <li>If mitigation is insufficient then phase development proposals accordingly and urgently review the Core Strategy</li> </ul>
Climate change and actions outside Salford increase the level of flood risk within the city	The scale of new development within the Irwell Valley and around the Manchester Ship Canal could be	3	2	6	<ul style="list-style-type: none"> <li>Update the Level 2 Strategic Flood Risk Assessment in light of any new predictions relating to the impact of climate change and/or any evidence of significantly</li> </ul>

Potential risk	Implications of risk	Risk assessment			Actions to mitigate/ manage the risk
		Impact	Likelihood	Overall risk	
significantly above that already assumed	constrained, and existing households and businesses would be affected				<p>increased levels of water entering the city</p> <ul style="list-style-type: none"> <li>Work with other local authorities and the Environment Agency to ensure that the Catchment Flood Management Plan and local development frameworks effectively plan for improved flood risk management and reduced surface water runoff upstream of Salford</li> </ul>



## 26 Replacement of UDP Policies

**26.1** Salford's Unitary Development Plan (UDP) was adopted on 21 June 2006. Under the Transitional Provisions of the Planning and Compulsory Purchase Act 2004, the policies in the UDP were automatically saved for three years. The city council applied to and received the approval of the Secretary of State to save some but not all of the UDP policies beyond that three year period (i.e. beyond 21 June 2009). These saved UDP policies will be gradually replaced by Salford's emerging Local Development Framework, including the policies in the Core Strategy.

**26.2** The table below lists all of the saved UDP policies, and details of how they will be replaced. This identifies where Core Strategy policies will be replacing UDP policies, and the relationship between policies in the two documents where they cover similar issues.

Ref.	UDP policy title	How it will be replaced
ST1	Sustainable Urban Neighbourhoods	Core Strategy Policy DM1
ST3	Employment Supply	Core Strategy Policy E1
ST4	Key Tourism Areas	Core Strategy Policy T01
ST5	Transport Networks	Core Strategy Transport section
ST7	Mixed-use Development	Core Strategy as a whole, particularly the Spatial Strategy section
ST9	Retail, Leisure, Social and Community Provision	Core Strategy Policy TC1
ST10	Recreation Provision	Core Strategy Policies T02 and T03
ST12	Development Density	Core Strategy Policy DM1
ST13	Natural Environmental Assets	Core Strategy Biodiversity and Chat Moss sections, and Policy DM1
ST14	Global Environment	Core Strategy Energy section and Policy DM1
ST15	Historic Environment	Core Strategy Heritage section
ST16	Sustainable Waste Management	Greater Manchester Joint Waste Development Plan Document
ST17	Mineral Resources	Greater Manchester Joint Mineral Development Plan Document
MX1	Development in Mixed-use Areas	Core Strategy Spatial Strategy, Employment and Housing sections
MX2	Chapel Street Frontage	Core Strategy Town Centres and Retailing section
MX3	Sites for a Mix of Open Space and Built Development	Allocations Development Plan Document

## Replacement of UDP Policies

Ref.	UDP policy title	How it will be replaced
DES1	Respecting Context	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES2	Circulation and Movement	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES3	Design of Public Space	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES4	Relationship of Development to Public Space	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES5	Tall Buildings	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES6	Waterside Development	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES7	Amenity of Users and Neighbours	Core Strategy Policies D1 and DM1 (supplemented by the Design Supplementary Planning Document)
DES8	Alterations and Extensions	Core Strategy Policies D1 and DM1 (supplemented by the House Extensions Supplementary Planning Document)
DES9	Landscaping	Core Strategy Policies D1, G11 and DM1 (supplemented by the Design Supplementary Planning Document)
DES10	Design and Crime	Core Strategy Policies D1 and DM1 (supplemented by the Design and Crime Supplementary Planning Document)
H1	Provision of New Housing Development	Core Strategy Policy H3
H3	Housing Improvement	Core Strategy Policy H5
H4	Affordable Housing	Core Strategy Policy H4
H5	Provision of Residential Accommodation within Existing Buildings	Core Strategy Policy DM1
H6	Residential and Social Community Uses	Core Strategy Policy H6



Ref.	UDP policy title	How it will be replaced
H7	Provision of Student Accommodation	Core Strategy Policy H8
H8	Open Space Provision Associated with New Housing Development	Core Strategy Policy T03
H9	Sites for New Housing	Allocations Development Plan Document
E1	Strategic Regional Site, Barton	Core Strategy Policies E1 and T02 (precise site boundaries may be set out in the Allocations Development Plan Document)
E2	Innovation Park	Core Strategy Policy E1
E3	Knowledge Capital	Core Strategy Policy E1
E4	Sites for Employment Development	Allocations Development Plan Document
E5	Development Within Established Employment Areas	Core Strategy Policy E2
S1	Retail and Leisure Development Within Town and Neighbourhood Centres	Allocations Development Plan Document (the policy wording is effectively superseded by the Core Strategy and national planning policy, but it will not be formally replaced until the Allocations Development Plan Document is adopted because it identifies the boundaries of the town and local centres via the UDP Proposals Map)
S3	Loss of Shops	Allocations Development Plan Document
S4	Amusement Centres, Restaurants and Cafes, Drinking Establishments and Hot Food Takeaways	Core Strategy Town Centres and Retailing section, and Policy DM1
S5	Site for New Retail Development	Allocations Development Plan Document
EHC1	Provision and Improvement of Schools and Colleges	Core Strategy Policies ED1 and ED2
EHC3	Provision and Improvement of Health and Community Facilities	Core Strategy Policies TC4 and HL1
EHC4	Reuse of Existing Health and Community Facilities	Core Strategy Policy DM1
EHC5	University of Salford	Core Strategy Policy ED2
EHC6	Hope Hospital	Core Strategy Policy HL1
EHC7	Sites for Travelling People	Core Strategy Policy H7
EHC9	Site for the Provision of a New School	Allocations Development Plan Document

## Replacement of UDP Policies

Ref.	UDP policy title	How it will be replaced
EHC10	Site for the Provision of Cemetery Facilities	Allocations Development Plan Document
A2	Cyclists, Pedestrians and the Disabled	Core Strategy Policies T4, T5, T6 and DM1
A3	Metrolink	Core Strategy Policy T2
A4	Railways	Core Strategy Policy T1
A5	Buses	Core Strategy Policy T3
A6	Taxis	Core Strategy Policies T6 and DM1
A8	Impact of Development on the Highway Network	Core Strategy Policies T6 and DM1
A9	Provision of New Highways	Core Strategy Policy T6 (precise lines will be provided in the Allocations Development Plan Documents)
A10	Provision of Car, Cycle and Motorcycle Parking in New Developments	Partial Review of the Regional Spatial Strategy
A11	Provision of Long Stay Commuter Car Parks	Core Strategy Policy T6
A14	Barton Aerodrome	Core Strategy Policy T8
A15	Safeguarding Potential Transport Routes	Allocations Development Plan Document
EN1	Development Affecting the Green Belt	Allocations Development Plan Document
EN2	Worsley Greenway	Core Strategy Policy G11
EN4	Farm Diversification	Core Strategy Policy GB3
EN5	Irwell Valley	Core Strategy Policy G11
EN7	Nature Conservation Sites of National Importance	Core Strategy Policy B1
EN8	Nature Conservation Sites of Local Importance	Core Strategy Policy B1
EN9	Wildlife Corridors	Core Strategy Policies B1 and G11
EN11	Mosslands	Core Strategy Policy GB3
EN12	Important Landscape Features	Core Strategy Policies G11 and DM1
EN13	Protected Trees	Core Strategy Policies G11 and DM1

Ref.	UDP policy title	How it will be replaced
EN17	Pollution Control	Core Strategy DM1
EN18	Protection of Water Resources	Core Strategy Policies WA2 and DM1
EN19	Flood Risk and Surface Water	Core Strategy Policy WA3
EN20	River Irwell Flood Control	Core Strategy Policy WA3
EN21	Renewable Energy	Core Strategy Policy EG1
EN22	Resource Conservation	Core Strategy Policies EG1 and DM1
EN23	Environmental Improvement Corridors	Core Strategy Policy T6 and G11
CH1	Works to, and Demolition of, Listed Buildings	Core Strategy Policies HE1 and HE4
CH2	Development Affecting the Setting of a Listed Building	Core Strategy Policies HE1 and HE4
CH3	Works Within Conservation Areas	Core Strategy Policies HE1, HE2 and HE3
CH4	Demolition of Buildings Within Conservation Areas	Core Strategy Policy HE1
CH5	Archaeology and Ancient Monuments	Core Strategy Policies HE1, HE2 and HE3
CH6	Parks and Gardens of Historic Interest	Core Strategy Policy HE1
CH7	Manchester, Bolton and Bury Canal	Core Strategy Policy HE5
CH8	Local List of Buildings, Structures and Features of Architectural, Archaeological or Historic Interest	Core Strategy Policy HE1
R1	Protection of Recreation Land and Facilities	Core Strategy Policies G11 and T02
R2	Provision of Recreation Land and Facilities	Core Strategy Policies T02 and T03
R3	Regional Park	Core Strategy Policy T02
R4	Key Recreation Areas	Allocations Development Plan Document
R5	Countryside Access Network	Allocations Development Plan Document
R6	New and Improved Recreation Land and Facilities	Allocations Development Plan Document
R7	Recreational Use Of Waterways	Core Strategy Policies T02 and DM1

## Replacement of UDP Policies

Ref.	UDP policy title	How it will be replaced
DEV1	Telecommunications	Core Strategy DM Policy 1
DEV2	Advertisements	Core Strategy DM Policy 1
DEV3	Control of Hazardous Uses	Core Strategy DM Policy 1
DEV4	Development Close to Hazardous Uses	Core Strategy DM Policy 1
DEV5	Planning Conditions and Obligations	Core Strategy DM Policy 1
DEV6	Incremental Development	Core Strategy DM Policy 1
DEV7	Protection of Aviation Safety at Manchester Airport	Allocations Development Plan Document
W1	Waste Management	Greater Manchester Joint Waste Development Plan Document
M1	Protection of Mineral Resources	Greater Manchester Joint Minerals Development Plan Document
M2	Mineral Development	Greater Manchester Joint Minerals Development Plan Document
Appendix B – Disabled, cycle and motorcycle parking standards		Partial Review of the Regional Spatial Strategy
Appendix C – Car parking standards		Partial Review of the Regional Spatial Strategy