

**City of Salford
Unitary Development Plan
Draft Replacement Plan 2004 – 16**

**Composite Written Statement
To Show Proposed Plan
Modifications**

January 2006

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Chapter 1 Introduction

MOD 14 1.1 ~~The City of Salford Unitary Development Plan is the statutory development plan that covers the whole of the City. This new City of Salford Unitary Development Plan (UDP) replaces the city's first UDP, which was adopted in November 1995. The new UDP, together with the Regional Spatial Strategy for the North West, forms the statutory development plan for the whole city. Its purpose is to guide development, conservation and environmental improvement activity across the City and to set out the main planning policies by which planning applications for development will be judged.~~

THE NEED FOR REVIEW

MOD 15 1.2 ~~The first City of Salford Unitary Development Plan was adopted in November 1995 and remains in operation today. Since 1995 there has been a great deal of development and improvement activity in the City. New local issues have emerged that the 1995 Plan did not anticipate, and the national and regional planning policy context, which the Plan must have regard to, has also continued to evolve. Whilst many of the policies of the 1995 Plan remain relevant, there is a need to update the Plan, to ensure that it meets the needs of the City. The scale of change proposed to the 1995 Adopted Plan is such that preparation of a full replacement plan is considered appropriate. The replacement plan will cover the period up to March 2016. Under the new development plan system, brought in through the Planning and Compulsory Purchase Act 2004, the UDP will gradually be augmented and replaced by a series of separate Development Plan Documents (DPDs). Additional guidance on the implementation of policies in the UDP and DPDs will be provided in Supplementary Planning Documents (SPDs), although these SPDs will not form part of the city's development plan.~~

THE REVIEW PROCESS

MOD 16 1.3 ~~This, the Revised Deposit Draft Replacement Plan, constitutes an important step in the formal plan review process. It follows publication of a consultation paper on strategic issues for Plan Review in April 1999, and an extensive programme of public consultation on Area Plans (non-statutory area based planning studies designed to identify local issues that the UDP might need to address) undertaken in the autumn of 2001, and the publication of the First Deposit Draft Replacement Plan in February 2003. Further details on the public consultation that has taken place, and that which forms part of the First Deposit process, are provided in Appendix 1 (Statement of Community Involvement).~~

MOD 17 1.4 ~~The Revised Deposit Draft Replacement Plan is subject to a statutory six week consultation period, which runs from 10/11/03 until 22/12/03. In accordance with Government regulations, the City Council will only take into account representations that are made before the end of that period, and that relate to changes that have been made to the draft UDP since the First Deposit draft stage. Where any text is being deleted, it is shown with a line through it, and where it is being added it is underlined. Alterations to the Proposals Map are shown on a series of inset plans at the end of this Written Statement. Any representations that were made in respect of the First Deposit Draft Replacement Plan will automatically be considered at a Public Inquiry in 2004, and so do not need to be restated during the Revised Deposit Draft period.~~

MOD 18 1.5 ~~The Replacement Plan is being placed on deposit against a background of Government proposals for changes to the national planning system. It is anticipated that, by 2007, a new system of Local Development Frameworks will replace the existing system of development plans, and Regional Spatial Strategies will be prepared that have an equal statutory status. The Government has made it clear that it expects local planning authorities to continue with the preparation and review of their development plans within the existing system in the meantime.~~

MOD 19 1.6 ~~As far as possible, the Revised Deposit Draft Replacement Plan has been prepared in a manner consistent with the proposals for Local Development Frameworks, whilst meeting the statutory requirements of the current development plan system. It therefore attempts to be shorter, better focused, more flexible, better integrated with other plans and strategies (particularly the~~

~~Community Plan, which is Salford's community strategy), having a clear strategy and spatial framework, and not unnecessarily replicating existing national planning policy. As part of this, there is a strong emphasis on the use of supplementary planning guidance and Area Action Plans, to provide additional detail on the implementation of UDP policies.~~

MOD 20	<p>1.7 Any outstanding objections to the First Deposit Draft Replacement Plan and any objections to proposed changes identified in the Revised Deposit Draft Replacement Plan will be considered at a Public Local Inquiry chaired by an independent inspector. The City Council will carefully consider the Inspector's report and publish a statement of its decisions in respect of each of the Inspector's recommendations, prior to adopting the Plan. The anticipated timetable for adoption is as follows:</p> <table border="0"> <tr> <td>First Deposit Draft Replacement Plan</td> <td>February 2003</td> </tr> <tr> <td>Revised Deposit Draft Replacement Plan</td> <td>November/December 2003</td> </tr> <tr> <td>Local Inquiry</td> <td>September/October 2004</td> </tr> <tr> <td>Publication of Inspector's Report</td> <td>May/June 2005</td> </tr> <tr> <td>Plan modification</td> <td>September 2005</td> </tr> <tr> <td>Adoption</td> <td>January 2006</td> </tr> </table>	First Deposit Draft Replacement Plan	February 2003	Revised Deposit Draft Replacement Plan	November/December 2003	Local Inquiry	September/October 2004	Publication of Inspector's Report	May/June 2005	Plan modification	September 2005	Adoption	January 2006
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Publication of Inspector's Report	May/June 2005												
Plan modification	September 2005												
Adoption	January 2006												

MOD 21 1.3 The process of reviewing the UDP can be summarised as follows:

- Publications of Issues Paper - April 1999
- Publication of First Deposit Draft UDP - February 2003
- Publication of Revised Deposit Draft UDP - November 2003
- Publication of Pre Inquiry Changes to the UDP - June 2004
- Public Inquiry - September 2004 to February 2005
- Publication of the Inspector's Report - September 2005
- Publication of Proposed Modifications - January 2006

Details of public involvement in the review process are provided in Appendix 1.

KEY ISSUES FOR THE UNITARY DEVELOPMENT PLAN

- 1.8 If the Unitary Development Plan is to be successful, it will need to address a wide variety of important factors and issues. These include both the huge potential that Salford has to be a leading City within both the region and the country as a whole, but also the problems and obstacles it faces if it is to achieve this potential and ensure that it is a place where people want to live, work and visit.
- 1.9 Some of the issues that need to be addressed include:
- How to reverse the decline in the City's population, attract families and tackle problems of low housing demand in specific areas;
 - How to maximise the opportunities presented by the Regional Centre of Manchester/Salford, and spread their benefits as far as possible throughout the City;
 - How to protect and utilise in a sustainable manner the potential of the City's broad range of natural and historic assets;
 - How to capitalise on the City's excellent communications, which include good access to the regional motorway, railway and Metrolink networks, and international links via Manchester Airport;
 - How to secure the regeneration of the City's deprived areas, and maintain the stability of its more popular areas;
 - How to realise the immense development potential of the City's extensive areas of ~~brownfield~~previously developed land;
 - How to achieve a high level of urban environmental quality across the whole City;
 - How to ensure that everyone has access to the job opportunities, facilities and services to meet their needs;
 - How to support economic development within the City and satisfy the needs of the development industry;

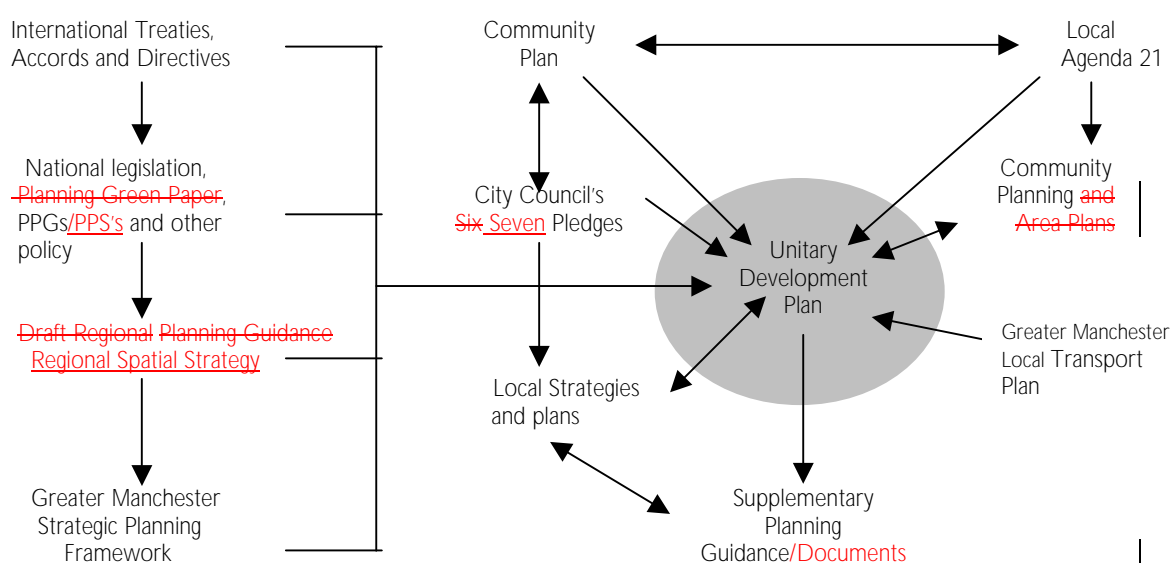
MOD 22

- How to enhance the overall image of the City to match its importance and potential; How to ensure that all of this is achieved in a sustainable and equitable manner, in particular minimising the negative environmental impact of human activity.

POLICY CONTEXT FOR THE UNITARY DEVELOPMENT PLAN

- MOD 23 1.10 In ~~formulating~~~~developing~~ the ~~First Deposit Draft Replacement Plan~~UDP, the City Council has had regard to a wide range of policy documents, and this broad policy context is shown in Figure 1 below. It is guided by national and regional planning policies, such as Planning Policy Guidance Notes ~~and Statements~~, Circulars and ~~draft~~the Regional ~~Planning Guidance~~Spatial Strategy for the North West, as well as national legislation (~~and legislative proposals in the form of the Planning Green Paper~~~~including the Planning and Compulsory Purchase Act 2004~~), and international issues such as the European Spatial Development Perspective and the various EC directives.
- MOD 24

MOD 25 *Figure 1 Policy Context for the Unitary Development Plan*



- 1.11 There is also a broad range of local factors that have influenced the production of the draft Unitary Development Plan. The Plan sits under the Community Plan, which was prepared by the Salford Partnership (the City's local strategic partnership), and seeks to assist in the delivery of the City Council's ~~Six Seven~~ Pledges. It has also been influenced by a range of local strategies and plans, and by community-based planning work ~~such as the Area Plans~~.
- MOD 26
MOD 27

THE COMMUNITY PLAN

- 1.12 Salford's Community Plan incorporates a strategic vision for the City that provides a broad context for the strategies and plans of the City Council and its partners, including the Unitary Development Plan. The vision is based around ~~creating a City where people choose to live and work, and improving the quality of life for all of the City's citizens~~~~ensuring that Salford is a beautiful and welcoming city with a successful economy and communities~~. It is set out in full at the start of Chapter 2.
- MOD 28
- 1.13 The Community Plan identifies seven themes that will assist in the achievement of this vision, which are:
- 1) A Healthy City;
 - 2) A Safe City;
 - 3) A Learning and Creative City;
 - 4) A City Where ~~Children and~~ Young People Are Valued;
 - 5) An Inclusive City ~~With Stronger Communities~~;
- MOD 29
MOD 30

- MOD 31 6) An Economically Prosperous City; and
7) A City That's ~~s~~ Is Good To Live In.
- 1.14 As the strategic land use plan for Salford, which guides development and improvement activity within the City, the UDP has a very important role to play in helping to deliver the vision and seven themes set out in the Community Plan. Chapter 2 (Plan Strategy) provides more details on how this will be achieved.

MOD 32 **THE ~~SEVEN SIX~~ PLEDGES**

- MOD 33 1.15 The City Council has issued ~~seven six~~ pledges to its local communities to help achieve its mission "to create the best possible quality of life for the people of Salford". These pledges are closely linked to the seven themes of the Community Plan, and are:

- MOD 34
- 1) ~~Improving health IN Salford~~
 - 2) ~~Reducing crime IN Salford~~
 - 3) ~~Encouraging learning, leisure and creativity IN Salford~~
 - 4) ~~Investing in young people IN Salford~~
 - 5) ~~Promoting inclusion IN Salford~~
 - 6) ~~Creating prosperity IN Salford~~
 - 7) ~~Enhancing life IN Salford~~
- 1) ~~Better education for all~~
 - 2) ~~Quality homes for all~~
 - 3) ~~A clean and healthy City~~
 - 4) ~~A safer Salford~~
 - 5) ~~Stronger communities~~
 - 6) ~~Support for young people~~

- MOD 35 1.16 The Unitary Development Plan has an important role to play in the delivery of all ~~seven six~~ of the pledges, and will do this in a variety of ways such as through guiding development to the appropriate locations; controlling the negative impacts of development; enabling the provision of homes, job opportunities and local facilities and services; and protecting the City's important assets. Further details are provided in the Plan Strategy in Chapter 2.

THE FORMAT OF THE PLAN

- 1.17 It is a requirement of the relevant legislation that the Plan is prepared in two parts:

Part I of the Plan comprises:

- This introduction (Chapter 1);
- A strategy for the City (Chapter 2);
- A spatial framework (Chapter 3); and
- Strategic policies (Chapter 4).

Part II of the Plan includes:

- Reasoned justifications to the strategic policies (Chapter 4);
- Detailed planning policies (Chapters 5 to 17);
- Details of how the Plan will be monitored (Chapter 18);
- A Proposals Map identifying site-specific proposals and area based policies on an Ordnance Survey base; and
- Appendices, providing ~~a Statement of Community Involvement~~ details of Public Involvement in the UDP, and Car Parking Standards.

MOD 36

Chapter 2 Plan Strategy

- 2.1 The strategy of the Unitary Development Plan is based firmly on the concept of sustainable development, balancing the economic, social and environmental priorities of the City. It seeks to ensure that the needs of local communities are met without compromising the ability of future generations to meet their own needs. This involves directing development to the most appropriate locations; encouraging new development, infrastructure and facilities where they are required; and protecting key environmental assets.

VISION

- 2.2 The Unitary Development Plan takes as its starting point the vision set out in Salford's Community Plan, which is as follows:

MOD 37 *~~Our vision for Salford is to create a City where people choose to live and work. We aim to improve the quality of life of all of our citizens by creating an economically prosperous City with a buoyant and competitive economy; creating and maintaining strong, safe, healthy and sustainable communities where all citizens can participate to the fullest extent in decisions which affect their communities; providing a better education for all, to enable children and young people to thrive and fulfil their potential; creating a City that is good to live in by providing quality homes and a clean and healthy environment. In 2016 Salford 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.~~*

- MOD 38 2.3 An ~~integral~~implicit part of this vision, and one of the City Council's key priorities, is to halt the decline in the City's population, and work towards a population increase in the future. The UDP takes a holistic approach to achieving this, which involves not only ensuring that there is an adequate supply and range of good quality homes, but also securing the provision of an attractive and safe physical environment, a comprehensive range of accessible everyday facilities, accessible employment opportunities, and fostering a positive and dynamic image for the City. Together this will help to ensure that the City is a place where people choose to live, work and visit, and one that its residents are proud of.

AIM 1 TO MEET THE CITY'S HOUSING NEEDS

- MOD 39 2.4 There is a strong emphasis in the UDP on ensuring that there is an appropriate supply of housing in order to support the stabilisation and expansion of the City's population. As such, the UDP seeks to secure improvements in the quality and range of housing, as well as the volume with a particular emphasis on providing the type of accommodation and appropriate neighbourhood settings and facilities that will help to attract families to live in Salford.
- 2.5 One of the main ways it does this is by supporting the improvement of the existing housing stock, and, where appropriate, enabling the clearance and redevelopment of dwellings. This will assist the wider processes of area regeneration and housing market renewal, and support the stabilisation of residential areas.
- MOD 40 2.6 The UDP allocates a broad range of sites for housing, as well as identifying opportunities for housing development within the mixed-use areas of the Regional Centre. Together, these will provide sufficient development opportunities to secure an increase in the City's population. Control will be exercised over the number, type and location of new homes that are provided, to ensure that this matches the needs of the City and supports a successful housing market.

AIM 2 TO MAXIMISE EMPLOYMENT OPPORTUNITIES FOR LOCAL PEOPLE

- 2.7 The provision of a good range of quality local employment opportunities is an important aspect of tackling deprivation and supporting the continued stability and sustainability of the City. Salford has seen a significant strengthening of its local economy in recent years with both a large increase in the number of jobs that it provides, and a major reduction in its unemployment levels, and the UDP is designed to support the continuation of these trends.
- MOD 41 2.8 Economic activity will continue to be primarily located in the regionally important locations of the Regional Centre and Western Gateway, and this is enabled in the UDP through specific site allocations (including a ~~regional investment~~ strategic regional site at Barton), mixed-use development policies, and appropriate transport infrastructure improvements. The allocation of sites for employment development in other parts of the City will ensure an appropriate supply of more local job opportunities, ~~with the allocation of a major site at Wharton Lane helping to address specific requirements in the Little Hulton area.~~ The protection and enhancement of the City's town centres and existing employment areas will also assist in securing local employment opportunities
- MOD 42
- 2.9 The UDP encourages the further strengthening of the already buoyant service sector, and the attraction of key growth sectors such as knowledge-based industries and tourism/cultural development. As part of this, it specifically enables the development of an Innovation Park and Knowledge Capital, with links to the nearby University of Salford, and supports the establishment of a Media Link and the implementation of an Economic Development Zone in the Chapel Street area, primarily through mixed-use development involving appropriate employment uses. The Chapel Street area will also be an important focus for tourism activity, along with Salford Quays and the Bridgewater Canal corridor, and the development of a Regional Park will secure additional economic benefits associated with tourism and recreation visits.
- 2.10 The UDP seeks to ensure not only that local employment opportunities are available, but also that local residents can gain access to them. It therefore supports and encourages the use of ~~planning obligations to secure the use of~~ local labour agreements and training opportunities for local residents. It also provides for improvements in transport infrastructure and services to allow residents to access jobs both within the City and in neighbouring areas.
- MOD 43

AIM 3 TO MINIMISE THE NEED TO TRAVEL AND DEVELOP A SUSTAINABLE AND INTEGRATED TRANSPORT NETWORK

- 2.11 As well as supporting environmental objectives by reducing the need for car use, minimising the need to travel also saves people time, contributing to a better quality of life. However, where people do need to travel it is important that they have access to high quality transport networks, which support both social inclusion and economic development.
- 2.12 The UDP will allow the careful control of new development to ensure that the need to travel is minimised. It seeks to concentrate development within the urban area, and resists pressures for dispersal, both through its allocations and development control policies. Development that generates a large number of trips will only be permitted in locations that are, or will be made, accessible by a choice of means of transport, and as part of this there is a strong emphasis on high-density development in the Regional Centre. Mixed-use development that minimises the need to travel is also supported in accessible locations.
- 2.13 The UDP also enables the continued development and improvement of the City's transport networks, and allows for the use of planning obligations to secure new and enhanced transport provision as part of new developments. It supports the expansion of Metrolink and the system of Quality Bus Corridors throughout the City, so that the whole population can share in the benefits of fast, high quality public transport and to ensure that a realistic alternative to car use is provided. New maximum parking standards for developments are set out in the UDP, encouraging a reduction in car use. The movement of freight by means other than road is supported, particularly through the increased use of rail and the Manchester Ship Canal, and the UDP identifies the Barton ~~Regional Investment Site~~ Strategic Regional Site as being a suitable location for the provision of a multi-modal freight interchange. The UDP also makes provision for specific new road links where these are essential to the City's continued economic development and
- MOD 44

regeneration, and supports the continued maintenance and management of the existing highway network.

AIM 4 TO IMPROVE ENVIRONMENTAL QUALITY AND COMMUNITY SAFETY

- 2.14 A safe, attractive and high quality environment is absolutely fundamental to ensuring that the City is one where people choose to live, work and visit, and therefore to achieving an increase in the City's population. Consequently, the UDP has a very strong emphasis on good design and landscaping in new development. This is both in terms of ensuring that all development is attractive and contributes to the successful functioning of an area, and that it reduces opportunities for crime and supports the safety and security of the City's residents, businesses and visitors.
- 2.15 The UDP affords protection to some of the key features that help to make the City attractive such as open spaces, trees, and historic buildings and features. There is also an emphasis on improving the appearance of key transport corridors through the City, as these are an important component in the image of the City. Development control policies are included that seek to ensure that all occupiers of new and existing developments have a satisfactory level of amenity, and that the risks and negative impacts associated with new development are minimised.
- 2.16 The quality of the urban environment can only be guaranteed through an appropriate maintenance and management regime. The UDP therefore supports the use of planning obligations to secure appropriate contributions to environmental maintenance within the City.

AIM 5 TO PROVIDE A COMPREHENSIVE RANGE OF ACCESSIBLE LOCAL FACILITIES

- 2.17 The UDP seeks to ensure that all local residents have access to a comprehensive range of local retail, community, education, health and recreation facilities. This will help to make the City an attractive place to live, and tackle deprivation related to poor health and education, as well as promoting social inclusion and environmental protection by minimising the need to travel. The provision of good schools is considered particularly important, being central to attracting families to the City, and the UDP supports this by enabling both the provision of new schools and the improvement or redevelopment of existing schools where appropriate.
- 2.18 Policies are included in the UDP that afford protection to existing facilities, so that they are not displaced unnecessarily by higher value uses. Particular protection and support is afforded to the City's four town centres, which will continue to be developed as a major focus for local communities, providing a range of shops and other facilities. The UDP allocates a site in each town centre for the provision of a new health and social care centre, which will be an important component in improving public health. The City's eighteen ~~sixteen~~ neighbourhood centres are also afforded some protection, whilst allowing them to change over time to adapt to circumstances and support local regeneration.
- 2.19 The UDP also affords protection to, and seeks improvements in, the quality and range of open spaces, parks, and other sports and recreation facilities, which will support both the provision of attractive neighbourhoods and the promotion of healthy lifestyles.
- 2.20 The provision of regionally important facilities will benefit local residents as well as serving the wider conurbation and enhancing the image of the City. The UDP supports the development of a Regional Park, based on the City's unique heritage and environmental assets, which will provide a wealth of recreation facilities for local residents and will help to attract visitors to the City. The further improvement of facilities at Hope Hospital and the internationally important University of Salford is also supported.

MOD 45

AIM 6 TO PROTECT AND ENHANCE NATURAL AND HISTORIC ENVIRONMENTAL ASSETS

- 2.21 The City has a wide range of natural and historic environmental assets that make an important contribution to the character of the City and play a central role in maintaining its attractiveness to residents, businesses and visitors. These assets include the Green Belt and other areas of open land; sites and features of ecological, geological and landscape value; the mosslands; land of high agricultural value; rivers, streams canals, and reservoirs; air and water quality; and listed buildings, conservation areas and historic parks and gardens.

- MOD 46 2.22 Appropriate levels of protection are afforded to all of these assets by the UDP, and there will be strong levels of control over any development that could potentially adversely affect them, either directly or in terms of their pollution. However, the UDP also supports the sustainable utilisation of its environmental asset for the benefit of the City and its residents, where this is consistent with their protection. The UDP also seeks to protect the global climate, and to minimise the emission of pollutants that contribute to climate change.

AIM 7 TO SECURE SUSTAINABLE RESOURCE MANAGEMENT

- MOD 47 2.23 The sustainable use and management of resources is a key component of sustainable development, ensuring that the environmental impact of human activity is appropriately managed for the long-term benefit of the City.
- MOD 48 2.24 The UDP places a strong emphasis on guiding development to ~~previously developed brownfield~~ sites within the urban area, which will help to protect the City's key natural environmental assets such as the Green Belt and other open spaces. It encourages the recycling of derelict, neglected and contaminated land and buildings in order to maintain the supply of ~~previously developed land brownfield land~~. High-density development appropriate to the location and context is also supported, helping to minimise the amount of land required for development whilst ensuring a high quality urban environment.
- MOD 49 2.25 A limited ~~number amount~~ of ~~previously undeveloped land greenfield sites are~~ allocated for housing development as part of a coordinated approach to area regeneration. ~~The UDP also allows for other limited greenfield development within the urban area, where this would support regeneration plans and would result in overall improvements in the quality of local open space provision.~~
- MOD 50 2.26 The UDP seeks to minimise the use of non-renewable resources, encouraging the recovery, reuse, and recycling of waste. It allows for the working of minerals, where its environmental impact is acceptable, and seeks to safeguard mineral deposits from sterilisation.

MOD 51 LINKS TO THE COMMUNITY PLAN AND ~~SEVEN SIX~~ PLEDGES

- MOD 52 2.27 The table below sets out how the seven aims of the First Deposit Draft Replacement Unitary Development Plan help to deliver the seven themes of the Community Plan and the City Council's ~~seven six~~ pledges. In summary, the seven aims are:
- 1) To Meet The City's Housing Needs
 - 2) To Maximise Employment Opportunities For Local People
 - 3) To Minimise The Need To Travel And Develop A Sustainable And Integrated Transport Network
 - 4) To Improve Environmental Quality and Community Safety
 - 5) To Provide A Comprehensive Range Of Accessible Local Facilities
 - 6) To Protect and Enhance Natural And Historic Environmental Assets
 - 7) To Secure Sustainable Resource Management

Table 1 Links between UDP aims, the ~~Seven Six~~ Pledges and the Community Plan

MOD 53

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5	Aim 6	Aim 7
SIX PLEDGES							
Pledge 1 Better education for all					✗		
Pledge 2 Quality homes for all	✗						
Pledge 3 A clean and healthy City			✗	✗	✗	✗	✗
Pledge 4			✗	✗			✗

<i>A safer Salford</i>								
<i>Pledge 5 Stronger communities</i>	✗	✗	✗	✗	✗	✗	✗	✗
<i>Pledge 6 Support for young people</i>		✗			✗			
COMMUNITY PLAN								
<i>Theme 1 A Healthy City</i>			✗	✗	✗	✗		✗
<i>Theme 2 A Safe City</i>			✗	✗				✗
<i>Theme 3 A Learning and Creative City</i>					✗			
<i>Theme 4 A City Where Young People Are Valued</i>		✗			✗			
<i>Theme 5 An Inclusive City</i>	✗	✗	✗	✗	✗	✗		✗
<i>Theme 6 An Economically Prosperous City</i>		✗	✗	✗	✗	✗		✗

<u>SEVEN PLEDGES</u>	<u>COMMUNITY PLAN</u>	<u>Aim 1</u>	<u>Aim 2</u>	<u>Aim 3</u>	<u>Aim 4</u>	<u>Aim 5</u>	<u>Aim 6</u>	<u>Aim 7</u>
<i><u>Pledge 1</u> <u>Improving health in Salford</u></i>	<i><u>Theme 1</u> <u>A Healthy City</u></i>	✗		✗	✗	✗	✗	✗
<i><u>Pledge 2</u> <u>Reducing crime in Salford</u></i>	<i><u>Theme 2</u> <u>A Safe City</u></i>			✗	✗			✗
<i><u>Pledge 3</u> <u>Encouraging learning, leisure and creativity in Salford</u></i>	<i><u>Theme 3</u> <u>A Learning and Creative City</u></i>					✗		
<i><u>Pledge 4</u> <u>Investing in young people in Salford</u></i>	<i><u>Theme 4</u> <u>A City where Young People Are Valued</u></i>		✗			✗		
<i><u>Pledge 5</u> <u>Promoting inclusion in Salford</u></i>	<i><u>Theme 5</u> <u>An Inclusive City</u></i>	✗	✗	✗	✗	✗	✗	✗
<i><u>Pledge 6</u> <u>Creating prosperity in Salford</u></i>	<i><u>Theme 6</u> <u>An Economically Prosperous City</u></i>	✗	✗	✗	✗	✗	✗	✗
<i><u>Pledge 7</u> <u>Enhancing life in Salford</u></i>	<i><u>Theme 7</u> <u>A City That's Good To Live In</u></i>	✗	✗	✗	✗	✗	✗	✗

Chapter 3 Spatial Framework

INTRODUCTION

- 3.1 This chapter translates the Plan Strategy set out in chapter 2 into a Spatial Framework for the City, which recognises that the opportunities and the need for development, regeneration and environmental protection vary in their scale and nature across the City.
- 3.2 The Spatial Framework splits the City into the following five sub-areas:
- 1) **Central Salford**, which will be the focus for major regeneration and investment activity;
 - 2) **Salford West**, where the emphasis will be on targeted improvement activity in order to lend additional stability to what is already a largely settled area;
 - 3) **The Regional Centre**, which will see significant investment, continuing its development as a nationally important mixed-use area;
 - 4) **The Western Gateway**, which will be the major focus for economic development activity during the plan period; and
 - 5) **The Urban Fringe and Countryside**, where the emphasis will be on the protection and sustainable use of the City's open land resource.
- 3.3 The Central Salford and Salford West areas are discrete, but together cover the whole of the City, and match the sub-areas set out in the City's Neighbourhood Renewal Strategy. The Regional Centre, the Western Gateway and the Urban Fringe and Countryside overlap these areas. What needs to be achieved in each of the five sub-areas of the City is set out below:

CENTRAL SALFORD

- 3.4 Large parts of Central Salford suffer from significant problems of deprivation, with low demand and obsolete housing, derelict and underused land and buildings, and poor environmental quality being particular problems. However, Central Salford also has immense potential. It includes a considerable part of the Regional Centre, which forms the main focus for economic and social activity in the Greater Manchester conurbation, and offers a wide range of **brownfield** development opportunities **on previously developed land**.
- 3.5 During the Plan period, Central Salford will be the major focus for regeneration and investment within the City. The UDP will help to develop Central Salford as one of the most popular and attractive places to live within the inner areas of Greater Manchester, mixing easy access to the facilities and opportunities of the Regional Centre, with high quality housing, an attractive environment, and a myriad of recreation and leisure opportunities. The area will be subject to major housing market renewal, complementing similar activity in New East Manchester, North Manchester, and South Manchester that will help to transform the conurbation's inner city areas.

SALFORD WEST

- 3.6 Salford West contains some of Greater Manchester's most popular and successful residential neighbourhoods, as well as large areas of attractive countryside. However, there are significant pockets of deprivation, with key problems being poor housing stock conditions and environmental quality.
- 3.7 During the Plan period, the emphasis will be on continuing to develop Salford West as a series of attractive and thriving neighbourhoods that offer the best of all worlds, with easy access to the regional transport network and the opportunities of the Regional Centre, but in a suburban location on the edge of the countryside. The Plan identifies a number of important development and recreation opportunities that will help to consolidate the successes of the area, whilst also supporting measures aimed at addressing and preventing further problems of decay.

MOD 54

REGIONAL CENTRE

- 3.8 The Regional Centre is a dynamic and vibrant area of European-wide importance, and forms the main focus for investment, economic development, and leisure and tourism activity within the Greater Manchester conurbation. The Regional Centre incorporates the Central Salford areas of Salford Quays, Chapel Street, the University of Salford, and the Ordsall Lane Riverside Corridor, and is centred on Manchester City Centre, which includes that part of Salford within the Inner Relief Road.
- MOD 55 3.9 The continued development and, where appropriate, expansion of the Regional Centre is supported by the UDP, maximising its benefits for the rest of the City and the North West region more generally. There is a strong emphasis on securing a broad mix of uses and a very high quality of design in order to maximise the area's vitality and attractiveness. Several large and very well-located brownfield previously developed sites will offer excellent development opportunities that will secure major investment for Central Salford. The economic growth sectors of knowledge-based and media-related industries will be particularly targeted, linking to the continued development of the University of Salford as an internationally important educational facility. The UDP allows for a very significant increase in the residential population of the area, but not at the expense of the area's mixed-use character.
- MOD 56
- MOD 57

WESTERN GATEWAY

- MOD 58 3.10 The Western Gateway stretches along the Manchester Ship Canal from the City's western boundary into the Regional Centre and extends into the Metropolitan Borough of Trafford. It incorporates Salford Quays, Eccles and Northbank in Salford, as well as, and it has physical and functional links with adjoining parts of Trafford Metropolitan Borough to the south, including, the Trafford Centre, Trafford Park and the Carrington area. outside the City. The area is a major economic driver for the region, benefiting from outstanding communications that include parts of the national motorway network, the two Manchester Liverpool railway lines, Metrolink, Barton Aerodrome, and the Manchester Ship Canal. It is therefore of more than local importance, and co-operation with Trafford MBC and other key agencies will be necessary in some areas. The area is a major economic driver for the region, benefiting from outstanding communications that include parts of the national motorway network, the two Manchester Liverpool railway lines, Metrolink, Barton Aerodrome and the Manchester Ship Canal.
- MOD 59 3.11 The UDP encourages further economic investment within the Western Gateway during the Plan period, particularly through the development of the Barton Regional Investment Site Strategic Regional Site, Dock 9 at Salford Quays, Weaste Quarry near Eccles, and remaining land at Northbank. This new development will need to have regard to the capacity of the existing motorway and road networks, and will require additional investment in transport infrastructure. The UDP makes provision for such improvements through the identification of schemes such as the Broadway Link, Cadishead Way Stage 2, and the A57-M62/A57 – Trafford Park link at Barton.
- MOD 60 There is also provisional support for the further expansion of the Metrolink system through the
- MOD 61 area, and a new canal crossing at Cadishead, and a link between the A57 and M62.

URBAN FRINGE AND COUNTRYSIDE

- 3.12 The Urban Fringe and Countryside accounts for almost a third of Salford's land area, and is a major environmental asset of ecological, landscape, recreation and agricultural importance. As well as the City's Green Belt, it also incorporates other important areas of open land such as the Worsley Greenway and the country parks.
- 3.13 The UDP seeks to protect the Urban Fringe and Countryside from inappropriate development, whilst maximising its environmental, economic and social benefits for the City, and supporting the Red Rose Community Forest initiative. There is a strong emphasis on developing the area's recreation potential, linking this to the regeneration of surrounding residential areas, to ensure that the City's residents have good access to a wide range of recreation opportunities. In particular, the development of a Regional Park is supported, and eight Key Recreation Areas are identified, which will be linked by a network of strategic recreation routes. The health of the rural economy is supported through the enabling of sensitive diversification of farm enterprises. However, the UDP will also ensure that essential character and environmental quality of the

Urban Fringe and Countryside is protected, particularly in terms of its openness, landscape, and wildlife value.

MOD 62

IMPLEMENTATION

3.14 ~~The policies and proposals of the UDP are designed to secure the implementation of the vision and priorities set out in the Spatial Framework. Supplementary planning guidance will also be developed, in the form of Area Action Plans, to provide additional detail on how UDP policies will be applied in specific parts of the City. It will be produced for the following areas:~~

- ~~i) Chapel Street~~
- ~~ii) South Irwell Riverside (Ordsall)~~
- ~~iii) Salford Quays~~
- ~~iv) Pendleton Centre~~
- ~~v) Seedley Village~~
- ~~vi) Claremont Village Quarter~~
- ~~vii) North Irwell Riverside (incorporating Lower Kersal and Charlestown)~~
- ~~viii) Broughton Park~~
- ~~ix) Broughton Village (Higher Broughton and Lower Broughton)~~
- ~~x) Swinton~~
- ~~xi) Walkden and Little Hulton~~
- ~~xii) Worsley and Boothstown~~
- ~~xiii) Eccles~~
- ~~xiv) Irlam and Gadishead~~

~~The policies and proposals of the UDP are designed to secure the implementation of the vision and priorities set out in the Spatial Framework. Development Plan Documents and Supplementary Planning Documents will be produced in order to guide development in more detail with respect to certain topics or areas. The former may take the form of Area Action Plans for localities where substantial change is anticipated. These will be set out periodically in the Council's Local Development Scheme, having regard to priorities and resources.~~

Chapter 4 Strategic Policies

Policy ST1

SUSTAINABLE URBAN NEIGHBOURHOODS

DEVELOPMENT WILL BE REQUIRED TO CONTRIBUTE TOWARDS THE CREATION AND MAINTENANCE OF SUSTAINABLE URBAN NEIGHBOURHOODS.

Reasoned Justification

MOD 63
MOD 64

The concept of sustainable urban neighbourhoods lies at the heart of the Plan's strategy and is the basis upon which the City's regeneration will be successfully secured. It effectively encompasses the ~~seven-six~~ pledges of the City Council, and the vision and seven themes of the Community Plan, as set out in Chapters 1 and 2 of the UDP, as well as linking to all the other policies and proposals of the UDP.

Sustainable urban neighbourhoods are places where people want to live, work and/or visit. They may evolve over time, to meet changing needs, but their positive long-term future should be assured. Achieving this will require, amongst other things, an appropriate mix of uses; quality homes and job opportunities; accessible local facilities; sustainable transport systems; the sustainable use of resources, and protection of important environmental and human-made assets; a healthy, safe and attractive environment; and social equity and inclusion.

MOD 65

~~Supplementary planning guidance, in the form of Where appropriate, Area Action Plans, will be produced to provide additional guidance for individual areas of the City, to assist in the creation and maintenance of sustainable urban neighbourhoods. These Area Action Plans will be prepared in consultation with local communities. The areas for which it is initially intended to produce Area Action Plans are set out under the Spatial Framework in chapter 3. Precise boundaries for each Area Action Plan, and the order in which they will be produced, have yet to be determined.~~

MOD 66

Policy ST2

HOUSING SUPPLY

AN ADEQUATE SUPPLY OF HOUSING WILL BE SECURED THROUGH THE:

- 1) REFURBISHMENT AND IMPROVEMENT OF EXISTING DWELLINGS;**
- 2) ACHIEVEMENT OF AN AVERAGE ANNUAL RATE OF HOUSING PROVISION, NET OF CLEARANCE, OF 530 DWELLINGS PER YEAR DURING THE PERIOD UP TO 2016;**
- 3) CONTROL OF THE TYPE OF DWELLINGS PROVIDED AS PART OF NEW RESIDENTIAL DEVELOPMENTS; AND**
- 4) SELECTIVE CLEARANCE, AND WHERE APPROPRIATE THE REPLACEMENT, OF DWELLINGS THAT ARE UNFIT, OBSOLETE OR SUFFER FROM LOW DEMAND.**

Reasoned Justification

MOD 67

The UDP places a very strong emphasis on reversing the decline in the City's population and achieving neighbourhood regeneration. Securing an adequate supply of good housing will be a key component in achieving this. The measures provided for in this policy, in conjunction with coordinated regeneration activity, will help to secure more stable local housing markets, improve urban environmental quality, secure viable and sustainable communities, and ensure a high quality and desirable housing stock. Within Central Salford, the Housing Market Renewal Initiative will be an

important delivery mechanism, which will result in major transformations to the city's housing stock to ensure that it is attractive to existing and potential residents.

MOD 68 *~~Regional Planning Guidance~~ The Regional Spatial Strategy for the North West (RPG13) requires the City Council to work towards achieving an annual average rate of housing provision of 530 dwellings, net of clearance. It is currently estimated that 9,451 dwellings will be cleared during the remaining Plan period (2004-2016), with around 85% of this clearance being within Central Salford. These figures are based on past trends and estimates of clearance activity associated with the Housing Market Renewal Initiative, as many as 15,000 dwellings may need to be cleared during the Plan period (2003-2016), although probably less than half of these will need to be replaced. However, the exact figures may vary significantly, and will be dependent, amongst other things, on the scale and nature of regeneration activity, how the housing market changes over the lifetime of the Plan, and the results of public consultation on clearance proposals. The replacement of cleared dwellings will be on a one for one basis, in order to support the regeneration and repopulation of the city, and in order to be consistent with the assumptions behind the dwelling requirement that RPG13 has set for Salford. That dwelling requirement is effective from April 2002, and, during the first two years, there has been an overprovision of 100 dwellings net of clearance.*

MOD 71 *As a result, the overall housing requirement for the city can be calculated as follows:*

HOUSING REQUIREMENT

<i><u>Regional Spatial Strategy requirement (annual average of 530 dwellings)</u></i>	<i><u>6,360</u></i>
<i><u>Clearance replacement requirement</u></i>	<i><u>9,451</u></i>
<i><u>Allowance for over or under-provision during the period April 2002-March 2004</u></i>	<i><u>-100</u></i>
<i><u>Total Housing Requirement for April 2004 to March 2016</u></i>	<i><u>15,711</u></i>

MOD 72 *~~The actual level of clearance replacement required will be calculated at the end of each year, and will be based on the following factors:~~*

- ~~i) The number of dwellings cleared in the previous twelve months;~~*
- ~~ii) A broad estimate of the number of those properties that were occupied when the decision to clear them was taken;~~*
- ~~iii) The vacancy rate amongst the City's housing stock; and~~*
- ~~iv) The potential impact of any clearance replacement on local housing markets and regeneration activity.~~*

MOD 73 *~~Therefore, the total housing requirement for any year will only be definitively calculated at the end of that year, once the clearance replacement requirement is known. Any surplus or deficit in the actual level of housing provision compared to this total housing requirement will be added to, or subtracted from, the requirement in future years, to ensure that the target for the annual average rate of housing provision in Salford, set by RPG13, is achieved.~~*

The UDP makes provision for meeting this housing requirement in a number of ways:

- MOD 74 *a) Allocating sites for housing;*
- b) Allocating sites for a mix of housing and ~~open space~~ other uses;*
- MOD 75 *c) Identifying areas where a mix of uses, including housing, is permissible/required; and*
- d) Allowing for windfall developments on unallocated sites and involving the conversion of existing buildings.*

MOD 76 *The release of land through the development control process will be carefully managed to ensure that the annual average rate of housing provision, and the appropriate level of clearance replacement are achieved, without an unacceptable oversupply of dwellings that could potentially jeopardise the RPG13 strategy (see Policy H1A).*

MOD 77 *The housing supply for the period April 2004-2003 to March 2016 will be made up of the following components, which are sufficient to ensure that the dwelling requirement for that period will be met in full:*

MOD 78

<u>COMPONENTS OF PROVISION</u>	<u>DWELLINGS</u>
<u>SITES WITH PLANNING PERMISSION / UNDER CONSTRUCTION</u> <u>(as of 1/4/04)</u>	<u>6976</u>
<u>WINDFALLS UNDER 0.4Ha</u>	<u>1264</u>
<u>WINDFALLS 0.4 Ha> IN MIXED USE AREAS</u>	<u>3500</u>
<u>WINDFALLS 0.4 Ha> OUTSIDE MIXED USE AREAS</u>	<u>1200</u>
<u>CONVERSIONS & CHANGES OF USE</u>	<u>584</u>
<u>DEVELOPMENT ON CLEARED SITES</u>	<u>2363</u>
<u>ALLOCATIONS (including those granted permission after 1/4/04)</u>	<u>1058</u>
<u>TOTAL</u>	<u>16945</u>

COMPONENTS OF PROVISION**DWELLINGS****Sites with planning permission as of April 2003**

Dwellings awaiting completion on sites that are under construction	1,043
Dwellings not yet started on sites that are under construction	495
Allowance for provision on large sites (over 0.4ha) with planning permission for housing:	
—Sites with full planning permission	1,082
—Sites with outline planning permission	1,820

Unidentified sites (windfalls), conversions and changes of use

Allowance for development on unidentified sites under 0.4ha across the whole City (based on current trends of 137 dwellings/per annum)	1,781
Allowance for development on unidentified sites of 0.4 ha and over:	
—Within the Mixed Use Areas	3,453
—Outside the Mixed Use Areas	1,300
Allowance for net gains from conversions and changes of use (based on current trends of 55 per year)	715

Allocations

Sites allocated for housing development in the Revised Deposit Draft Replacement Plan (over 0.4ha)	5,010
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Total Provision for April 2003 to March 2016 **16,699**

MOD 79

MOD 80

MOD 81

Some of the allocated housing sites may be developed for a mix of uses, which could potentially reduce the yield from the figure above unless net development densities were to exceed the minimum figures set out in Policy H9. The total yield for the allocations takes account of potential housing development on part of the site allocated in Policy MX3/3 ~~and MX3/4~~, as well as on the former Lowry High School site (Policy MX4). Sites have not been allocated for housing within the Mixed-Use Areas, in order to maintain flexibility. However, it is envisaged that development on the numerous large ~~brownfield sites previously developed sites~~ within these areas will provide a significant contribution to the supply of housing during the Plan period, and an allowance for this is made in the table above. ~~It is estimated that around 50% of the cleared housing sites will be developed for residential use before the end of the plan period, but that, on average, this will be at a density approximately half that of the dwellings that have been cleared (approximately 37.5 dwellings per hectare).~~

The estimated yield for each of the allocated sites is shown in the table below.

	LOCATION	GROSS SITE AREA (HA)	YIELD
Housing Allocations			
MOD 82	H9/1 Land at Barton Lane, Barton	2.0	49
MOD 83	H9/2 Cambridge Riverside, Blackfriars	7.8	466
MOD 84	H9/3 Flax Street, Blackfriars	1.3	82 62
MOD 85	H9/4 Meadow Road, Blackfriars	4.6	249
MOD 86	H9/5 Springfield Lane, Blackfriars	1.7	198
MOD 87	H9/6* Dudley Street, Broughton	0.6	15 20
MOD 88	H9/7 Northumberland Street Playing Fields, Broughton	2.5	54
MOD 89	H9/8 Land at Hayes Road, Cadishead	7.3	272
MOD 90	H9/10 Former Greenwood School, Stafford Road, Ellesmere Park, Eccles	1.5	45
MOD 91	H9/11 Former Kersal High School, Moor Lane, Kersal	5.9	135
MOD 92	H9/12 Kersal Way/Kingsley Avenue, Kersal	4.8	145
MOD 93	H9/13 Former Windsor High School, Churchill Way, Langworthy	3.8	122 76
MOD 94	H9/14 Land at Amblecote Drive, Little Hulton	3.2	90
MOD 95	H9/15 Hulton Street/Pheobe Street, Ordsall	2.2	70
MOD 96	H9/16 Former Clifton Green Flats, The Green, Pendlebury	0.5	20
MOD 97	H9/17 Land adjoining St. Mark's RC Primary School, Queensway, Pendlebury	0.7	29
MOD 98	H9/18 Mere Drive, Pendlebury	0.7	22
MOD 99	H9/19 Castle Irwell, Pendleton	2.1	74
MOD 100	H9/20 Royal Manchester Children's Hospital, Swinton South	5.0	140
MOD 101	H9/21 Land at Moss Lane, Linnyslaw Industrial Estate, Walkden North	12.6	267
MOD 102	H9/24 Land east of Worsley Boatyard, Worsley and Boothstown	1.8	92
MOD 103	H9/25 Land north of Cumberland Street and east of Wheeler's Terrace, Blackfriars	1.6	52 54
MOD 104	H9/26 Land west of Lower Broughton Road, Blackfriars	0.7	38
MOD 105	H9/27 Former Hanover Court, Bury New Road, Broughton	0.6	19 26
MOD 106	H9/28 Newbury Place, Bury New Road, Broughton (0.6ha)	0.6	38 26
MOD 107	H9/29 Former oil storage depot, west of Hayes Road, Cadishead	4.7	186
MOD 108	H9/30 Land south of Liverpool Road, Cadishead	7.6	301
MOD 109	H9/31 Land at Colesbourne Close, Little Hulton	0.4	13
MOD 110	H9/32* Land at Ordsall Drive, Ordsall	1.5	183
			231
MOD 111	H9/33 Car park west of Hospital Road, Pendlebury	0.6	35
MOD 112	H9/34 Land at Whitehead Street/Hill Top Road, Walkden North	0.6	28
MOD 113	H9/35* Land at Worsley Road North and Thorpe Street, Walkden North	1.0	49 34
MOD 114	H9/36* Former Weaste Tram Depot, Eccles New Road, Weaste and Seedley	1.1	126
			200
Mixed-Use Allocations			
MOD 115	MX3/3 Whit Lane, Pendleton	15.0	180
			541
MOD 116	MX3/4 Former Swinton Sewage Treatment Works, Swinton South	29.4	448
MOD 117	MX4 Former Lowry High School, Blackfriars	9.1	317
			149
MOD 118	Estimated Total Yield of Allocations	147.1	5,010
			1058
MOD 119	<i>*Sites marked thus already benefit from planning permission in whole or part, with a total yield of 485 dwellings</i>		
MOD 120	<i>The yields in the above table are estimates, based on the minimum density requirements of the individual allocations plus 20% to allow for the efficient use of land, net rather than gross site areas,</i>		

and an estimate of the proportion of the site that is likely to come forward before the end of the plan period. In all but one case it is assumed that the whole of the site will come forward, with a figure of 75% for MX3/3.

The type of new housing that is provided will be carefully controlled to ensure that the various needs and changing aspirations of communities can be met. This will include securing appropriate accommodation to attract families to certain parts of the City, as well as ensuring that sufficient affordable housing is provided and the needs of the elderly and those with other special needs are met This control will be exercised having regard to a variety of factors, including the city's council's Housing Strategy, the Housing Market Renewal Initiative and the latest information on the city's housing needs.

MOD 121

Policy ST3

EMPLOYMENT SUPPLY

A GOOD RANGE OF LOCAL EMPLOYMENT OPPORTUNITIES WILL BE SECURED BY:

- 1) MAINTAINING AN ADEQUATE SUPPLY AND VARIETY OF LAND AND BUILDINGS FOR EMPLOYMENT PURPOSES;**
- 2) PROTECTING, AND INCREASING THE ATTRACTIVENESS OF, EXISTING EMPLOYMENT AREAS;**
- 3) ENABLING THE DIVERSIFICATION OF THE LOCAL ECONOMY; AND**
- 4) USING PLANNING OBLIGATIONS TO SECURE LOCAL LABOUR CONTRACTS AND TRAINING OPPORTUNITIES.**

Reasoned Justification

The expansion of job opportunities and the reduction of local unemployment have been two of the City's major success stories over the past decade. The City now has a greater proportion of the conurbation's employment opportunities (10.0%) than it does of its population (8.7%). Residents of Salford also benefit from having very good access to the huge range of employment opportunities in Manchester City Centre and Trafford Park. The UDP seeks to continue this strengthening of the local economy in a variety of ways, as set out in this policy. Together these measures will assist in maintaining low unemployment levels, and promoting social inclusion.

The UDP allocates a range of sites for employment uses, and identifies a series of mixed-use areas within the Regional Centre where certain forms of employment development are encouraged, so as to ensure that there continues to be an adequate supply of land and buildings for economic development. The protection and improvement of existing employment areas will also assist in maintaining that supply, as well as supporting existing businesses and preventing them from being forced out of the City by higher value uses.

MOD 122

The main focus of the allocated sites is in the Western Gateway, which, together with the Regional Centre, is the City's main economic driver. However, there is are also a two major site sites allocated for employment use within Little Hulton, because of this area's above average unemployment levels and its slightly less favourable geographical location in relation to the conurbation's main employment centres.

MOD 123

Over the period January 1991 to January 2004-2003, 144.9-133.6 (net) hectares of land was developed for offices and industry, at an average of 11.1 hectares (net) per annum. The UDP

MOD 124

specifically allocates a total of 143.3hectares-164.6ha (gross) for employment development through Policies E1, E3 and MX3.

The components of the City's employment provision are shown in the table below.

MOD 125	COMPONENTS OF PROVISION	AREA
	<i>Sites (over 0.4ha) with planning permission as of January 2004 <u>2003</u></i>	
	<i>Sites under construction for offices and/or industry (net)</i>	12.5 <u>5.2</u> hectares
	<i>Allowance for provision on sites with planning permission for offices or industry:</i>	
	<i>- Sites with full planning permission (net)</i>	11.8 <u>16.1</u> hectares
	<i>- Sites with outline planning permission (net)</i>	29.9 <u>23.9</u> hectares
	<i>Unidentified sites (Windfalls)</i>	
	<i>Allowance for development on unidentified sites:</i>	
	<i>Within the Mixed-Use Areas</i>	16.3 <u>9.4</u> hectares
	<i>Outside the Mixed-Use Areas (based on an average of 1.91 <u>2.27</u> hectares per annum)</i>	15.2 <u>27.2</u> hectares
	<i>Allocations</i>	
	<i>Sites allocated for employment development in the Revised Deposit Draft Replacement Plan (over 0.4ha <u>and over</u>)</i>	164.6 <u>143.3</u> hectares
	<i>Total Provision for January 2003 <u>2004</u> to March 2011 <u>March</u> 2016</i>	250.3 <u>225.1</u> hectares

Notes

- MOD 126
- Allocations are gross; all other figures are net.
 - Allocations exclude the former Lowry High School site (Policy MX4), and parts of E3/4 and E3/9 that have outline planning permission, but include 7ha of development at Clegg's Lane (Policy MX3/1) and 20ha at Wharton Lane (Policy MX3/2).
- MOD 127
- MOD 128
- MOD 129
- Provision has therefore been made for ~~225.1-250.3~~ hectares of employment land for the period January ~~2004~~ 2003 ~~April~~ March 2016. This gives an average annual figure of ~~18.4~~ 18.9 hectares (gross). This is substantially above the average rate over the last 10 years. However, that past average is calculated on net site areas, whereas the allocations are based on gross areas, and it is important that a range of different sites are available for developers. Furthermore, it is likely that some of the allocated sites will not come forward in their entirety during the plan period.*
- The allocations, together with sites within the mixed-use areas identified in Policy MX1, will provide varied opportunities for economic development in many different sectors of the economy. In addition to this, the UDP will enable the diversification of the local economy in a number of other ways, including supporting the:*
- MOD 130
- Establishment of a Strategic Regional Site at Barton, including the potential to provide a multi-modal freight interchange;
 - *Appropriate diversification of the rural economy;*
 - *Establishment of an Innovation Park;*
 - *Development, within the Chapel Street mixed-use areas, of a cultural and media hub as part of the Irwell Corridor Economic Development Zone, and a Media Link involving Greater Manchester's four Universities focusing on Knowledge Capital; and*
 - *Continued development of Salford Quays as a major tourism destination, and appropriate tourism development elsewhere in the City.*

MOD 131

The City Council will encourage employers and developers to enter into local labour and training agreements, appropriate to the individual development, to ensure that the City's residents are able to access the employment opportunities that are provided within the City.

Policy ST4

KEY TOURISM AREAS

THE FOLLOWING AREAS WILL BE PROTECTED AND ENHANCED AS TOURISM DESTINATIONS, AND TOURISM DEVELOPMENT WILL BE FOCUSED PRIMARILY WITHIN THEM:

- 1) SALFORD QUAYS;
- 2) CHAPEL STREET; AND
- 3) WORSLEY VILLAGE, BARTON SWING AQUEDUCT, AND THE BRIDGEWATER CANAL CORRIDOR.

Reasoned Justification

Tourism is an important employment growth sector for the City, and successful tourism development can help to improve Salford's image. Tourism development includes tourism attractions and support facilities such as hotels, cafes and other ancillary uses. Focusing such development in specific parts of the City will help to maximise the potential to attract large numbers of visitors to the City, enabling linked trips to be made and the more efficient provision of support facilities. Improvements in connections between the three areas identified above will be encouraged, for example along the Manchester Ship Canal between Salford Quays and the Bridgewater Canal, particularly through enhanced public transport provision and new or improved Strategic Recreation Routes.

The scale of development will need to be appropriate to the location concerned, in accordance with Policy E6 and other policies and proposals of the Plan, particularly those contained in the Environmental Protection and Improvement chapter. The areas set out in this policy will be protected from inappropriate development that could undermine their success as tourism locations, reduce their attractiveness to visitors, or otherwise adversely affect their ability to function optimally as tourism destinations. For example, this may be because of an unsuitable use, poor design, or the traffic impacts of development.

MOD 132

Salford Quays is already a major tourism attraction of national importance, with the Lowry complex, Plaza, ~~Discount Designer~~ Outlet Mall, and Digital World Centre. Facilities in Trafford, such as the Imperial War Museum, Manchester United, and Lancashire County Cricket Club, complement this provision.

Chapel Street, including the Crescent, is an exciting mixed-use area with a wealth of heritage, and key tourism assets such as the Museum and Art Gallery, Peel Park, and the cultural facilities of the University of Salford. The location within the Regional Centre, coupled with the regeneration plans for the wider area and the restoration of the Manchester, Bolton and Bury Canal, provide further opportunities to attract major tourism development.

The potential designation of Worsley Village, Barton Swing Aqueduct and the Bridgewater Canal as a World Heritage Site offers huge opportunities for the City. These features already attract a significant number of tourists, and sensitive development that respects the heritage and local amenity would be appropriate.

Policy ST5

TRANSPORT NETWORKS

TRANSPORT NETWORKS WILL BE MAINTAINED AND IMPROVED THROUGH A COMBINATION OF THE FOLLOWING MEASURES:

- A) THE PROTECTION AND EXTENSION OF THE NETWORK OF PEDESTRIAN AND CYCLING ROUTES;

- B) THE EXPANSION AND IMPROVEMENT OF THE PUBLIC TRANSPORT SYSTEM AND THE ENHANCEMENT OF SUPPORT FACILITIES;
- C) THE MAINTENANCE AND IMPROVEMENT OF THE HIGHWAY NETWORK;
- D) THE PROVISION OF NEW ROAD INFRASTRUCTURE WHERE THIS WILL SUPPORT THE CITY'S ECONOMIC REGENERATION;
- E) REQUIRING DEVELOPMENT PROPOSALS, HIGHWAY IMPROVEMENT SCHEMES AND TRAFFIC MANAGEMENT MEASURES TO MAKE ADEQUATE PROVISION FOR THE NEEDS OF THE DISABLED, PEDESTRIANS AND CYCLISTS, AND, WHEREVER APPROPRIATE, MAXIMISE THE USE OF PUBLIC TRANSPORT; AND
- F) THE PROTECTION AND ENHANCEMENT OF RAIL AND WATER-BASED INFRASTRUCTURE TO SUPPORT THE MOVEMENT OF FREIGHT **AND PASSENGERS.**

MOD 133

Reasoned Justification

Efficient and well-connected transport networks are an essential part of any successful City, enabling all sections of society to move around freely, easily and safely. This supports social inclusion and economic development, as well as helping to make a City a more attractive place to live, work and visit.

The City Council will seek widespread and coordinated improvements in Salford's transport networks through a variety of measures, including its own major investment in new provision and the management and maintenance of existing infrastructure. The further extension of Metrolink, the establishment of Quality Bus Corridors on key routes, and the improvement of stations and waiting facilities will all be sought in order to improve public transport provision within the City. The private sector will be expected to make appropriate contributions to infrastructure improvements as part of new developments.

The continued maintenance of the road network will be a key aspect of successful transport networks, but this policy also seeks a move towards the provision and use of more sustainable forms of movement. It requires that provision for disabled people, pedestrians, cyclists and public transport is fully taken into account in the design of new developments, in the provision of new transport infrastructure, and in the implementation of traffic management measures. Such schemes should incorporate measures designed to enhance access to transport networks and services for all groups and individuals, improve safety for all transport users, reduce conflicts between various transport modes, alleviate the environmental problems caused by traffic congestion, and secure improvements to air quality.

It is important that the UDP supports the sustainable movement of freight as well as that of people. As part of this, Policy E1 allows for the provision of a multi-modal freight interchange at the Barton ~~Regional Investment Site~~ Strategic Regional Site, including the provision of a new rail link to the Manchester-Newton-le-Willows-Liverpool railway line, and potentially also a new berth on the Manchester Ship Canal.

MOD 134

Policy ST6

MAJOR TRIP GENERATING DEVELOPMENT

DEVELOPMENT THAT WOULD GENERATE MAJOR TRAVEL DEMAND WILL ONLY BE PERMITTED IN LOCATIONS THAT ARE CURRENTLY, OR WILL AS A RESULT OF THE DEVELOPMENT BE, WELL SERVED BY A CHOICE OF MEANS OF TRANSPORT.

Reasoned Justification

The City Council is committed to reducing reliance on the private car and promoting greater use of walking, cycling and public transport, in the interests of improving local air quality and greater social inclusion. Major development proposals that are likely to result in the generation of large numbers of trips will therefore be directed to locations that are highly accessible by walking, cycling and public transport. Other locations will only be acceptable if the development would make provision to minimise car dependency and provide a very high level of walking, cycling and public transport accessibility.

*Policy ST7***MIXED-USE DEVELOPMENT**

MIXED-USE DEVELOPMENT THAT MINIMISES THE NEED TO TRAVEL WILL BE FOCUSED IN THE CHAPEL STREET REGENERATION AREA, SALFORD QUAYS, THE ORDSALL LANE RIVERSIDE CORRIDOR, LOWER BROUGHTON, THE TOWN CENTRES, NEIGHBOURHOOD CENTRES, AND OTHER LOCATIONS WELL SERVED BY PUBLIC TRANSPORT.

Reasoned Justification

Mixed-use development can add vitality and diversity to an area, reduce the need to travel, act as a catalyst for urban regeneration, and often involve higher densities and therefore a more efficient use of land, thus contributing towards sustainable development. The locations identified within the policy as being particularly suitable for mixed use development are all highly accessible, and places where the diverse activity and the efficient use of land would be most appropriate. Further guidance is contained in the Mixed-Use Chapter of the UDP.

It is important that mixed-use developments are carefully designed and managed, to minimise the potential for conflict between different uses, and ensure a satisfactory level of residential amenity. The design of developments should provide for the segregation of different uses, for both functional and security reasons.

*Policy ST8***ENVIRONMENTAL QUALITY**

DEVELOPMENT WILL BE REQUIRED TO CONTRIBUTE TOWARDS ENHANCED STANDARDS OF ENVIRONMENTAL QUALITY THROUGH THE ACHIEVEMENT OF HIGH STANDARDS OF:

- 1) DESIGN;
- 2) AMENITY;
- 3) SAFETY; AND
- 3) ENVIRONMENTAL MAINTENANCE AND MANAGEMENT.

Reasoned Justification

Improving the quality of the City's environment is a fundamental part of the urban regeneration process. It can help to improve living conditions for local communities, contribute towards economic development and inward investment by improving the image of the City, and generate confidence in the City as a place to live, visit or invest.

New development will therefore be required to achieve high standards of architectural, landscape and urban design, respect the amenity of surrounding land uses, promote security and community safety, and provide for high standards of environmental management and maintenance. Further guidance is provided in the chapters on Environmental Protection and Improvement, Design, and Development.

*Policy ST9***RETAIL, LEISURE, SOCIAL AND COMMUNITY PROVISION**

THE PROVISION OF A COMPREHENSIVE AND ACCESSIBLE RANGE OF RETAIL, LEISURE, SOCIAL AND COMMUNITY FACILITIES WILL BE SECURED BY:

- i) PROTECTING AND ENHANCING THE VITALITY AND VIABILITY OF EXISTING TOWN CENTRES AND NEIGHBOURHOOD CENTRES, AS DEFINED ON THE PROPOSALS MAP;

- ii) ADOPTING A SEQUENTIAL APPROACH TO THE LOCATION OF NEW RETAIL AND LEISURE DEVELOPMENT; AND
- iii) FACILITATING ENHANCED EDUCATION, HEALTH AND COMMUNITY PROVISION THAT MEETS LOCAL NEEDS.

THE FOLLOWING RETAIL HIERARCHY WILL BE MAINTAINED AND ENHANCED:

- 1) TOWN CENTRES (SALFORD PRECINCT; ECCLES; SWINTON; WALKDEN);
- 2) NEIGHBOURHOOD CENTRES (BROUGHTON VILLAGE; CHEETHAM HILL; LANGWORTHY ROAD; LEICESTER ROAD; MOCHA PARADE; BOLTON ROAD; IRLAMS O' TH' HEIGHT; HOPE; MONTON; PATRICROFT; PEEL GREEN; BOOTHSTOWN; LITTLE HULTON; HIGHER IRLAM; LOWER IRLAM; CADISHEAD, REGENT ROAD; ELLENBROOK); AND
- 3) OTHER LOCAL SHOPS.

MOD 135

MOD 136

~~THE FOLLOWING SPECIALIST RETAIL LOCATIONS WITHIN AND ON THE EDGE OF THE REGIONAL CENTRE WILL ALSO BE DEVELOPED:~~

- ~~A CHAPEL STREET (SMALL SCALE RETAIL AND LEISURE AS PART OF MIXED USE DEVELOPMENT, AND COMPARISON RETAILING WITHIN 300M OF THE PRIMARY SHOPPING CORE OF MANCHESTER CITY CENTRE);~~
- ~~B) —SALFORD QUAYS (PREDOMINANTLY LEISURE/TOURISM-BASED RETAIL DEVELOPMENT); AND~~
- ~~C) —REGENT ROAD RETAIL WAREHOUSE PARK (RETAIL WAREHOUSE DEVELOPMENT).~~

Reasoned Justification

If the Plan is to contribute towards the creation and maintenance of sustainable communities it needs to ensure that each community can gain easy and direct access to a comprehensive range of local services and facilities. New retail, leisure, social and community development will be primarily directed towards existing town and neighbourhood centres, reflecting the accessibility of such centres by a choice of transport modes and the opportunities that the development would present for linked trips. However, certain types of retail development will also be appropriate in other specific locations within or adjoining the Regional Centre, for example at Salford Quays to support the area's role as a major tourism destination, and at Chapel Street to develop the area as a major mixed use location. Development that is required to meet purely local need will also be required to be accessible by walking and cycling, in the interests of social inclusion. The City's town and neighbourhood centres are defined in full in Policy S2, and are identified on the Proposals Map.

MOD 137

Policy ST10

RECREATION PROVISION

A COMPREHENSIVE RANGE OF ACCESSIBLE RECREATION OPPORTUNITIES WILL BE SECURED THROUGH THE:

- 1) PROTECTION, IMPROVEMENT AND, WHERE APPROPRIATE, REORGANISATION OF EXISTING RECREATION SITES;
- 2) DEVELOPMENT OF A REGIONAL PARK;
- 3) DEVELOPMENT OF A NETWORK OF KEY RECREATION AREAS;
- 4) PROVISION OF NEW RECREATION FACILITIES ON SITES ALLOCATED FOR THIS PURPOSE IN THE UDP;
- 4A) DEVELOPMENT OF A SERIES OF LOCAL NATURE RESERVES;
- 5) ~~IMPROVEMENT OF ACCESS TO THE URBAN FRINGE AND COUNTRYSIDE, IN PARTICULAR THROUGH THE NETWORK OF EXISTING AND PROPOSED STRATEGIC RECREATION ROUTES~~ IMPROVEMENT OF ACCESS BETWEEN URBAN AREAS AND THE URBAN FRINGE AND COUNTRYSIDE, IN PARTICULAR THROUGH THE NETWORK OF EXISTING AND PROPOSED STRATEGIC RECREATION ROUTES; AND
- 6) USE OF PLANNING OBLIGATIONS TO PROVIDE NEW AND ENHANCED RECREATION FACILITIES.

MOD 138

Reasoned Justification

Provision of a comprehensive range of accessible, good quality recreation facilities will support urban regeneration, promote social inclusion and improve the quality of life for residents of, and visitors to, the City. The approach to recreation taken in the UDP is based on a comprehensive audit of urban open space carried out in 2001/2, and a playing pitch assessment carried out for sports pitches in 2000/1.

The City already has a wide variety of recreational assets worthy of protection, such as recreation centres, playing fields and other sports facilities, but there is considerable scope for improvement in terms of quantity, quality and accessibility. A number of Key Recreation Areas have been identified which will provide an important focus for improvement activity but there is also considerable scope for developing the open recreational use of Salford's countryside, particularly for informal recreational pursuits such as walking and cycling. Much of this will contribute to the establishment of a Regional Park, stretching into the neighbouring areas of Bolton, Bury, Trafford and Wigan, which will provide a major facility for the City and conurbation. Where appropriate, additional recreational provision will also be sought as part of new developments, for example, through the provision of children's play areas, sports facilities or areas of open space as part of new housing developments. The Red Rose Community Forest will also have an important role in the improvement of recreational opportunities for Salford's residents.

Policy ST11

LOCATION OF NEW DEVELOPMENT

SITES FOR DEVELOPMENT WILL BE BROUGHT FORWARD IN THE FOLLOWING ORDER:

- | | |
|---------------------|--|
| MOD 139 | 1) A) THE RE USE AND CONVERSION OF EXISTING BUILDINGS, AND |
| MOD 140 | 2) B) PREVIOUSLY-DEVELOPED LAND IN LOCATIONS THAT: |
| MOD 141 | i) ARE, OR AS PART OF ANY DEVELOPMENT WOULD BE MADE TO BE, WELL-SERVED BY A CHOICE OF MEANS OF TRANSPORT, PARTICULARLY WALKING, CYCLING AND PUBLIC TRANSPORT; AND |
| MOD 142 | ii) ARE WELL RELATED TO HOUSING, EMPLOYMENT, SERVICES AND INFRASTRUCTURE. |
| MOD 143/
MOD 144 | 3) 2) PREVIOUSLY-DEVELOPED LAND IN OTHER LOCATIONS, PROVIDED THAT ADEQUATE LEVELS OF ACCESSIBILITY AND INFRASTRUCTURE PROVISION COULD BE ACHIEVED. |
| MOD 145 | 4) 3) PREVIOUSLY UNDEVELOPED GREENFIELD LAND IN LOCATIONS THAT: |
| MOD 146 | i) ARE, OR AS PART OF ANY DEVELOPMENT WOULD BE MADE TO BE, WELL-SERVED BY A CHOICE OF MEANS OF TRANSPORT PARTICULARLY WALKING, CYCLING AND PUBLIC TRANSPORT; AND |
| | ii) ARE WELL RELATED TO HOUSING, EMPLOYMENT, SERVICES AND INFRASTRUCTURE. |
| | GREENFIELD SITES FALLING WITHIN CATEGORY 3 ABOVE MAY BE BROUGHT FORWARD EARLIER PROVIDED THAT: |
| | A) THERE IS A DEMONSTRABLE NEED FOR THE DEVELOPMENT; AND |
| | B) THE DEVELOPMENT WOULD NOT RESULT IN A FAILURE TO ACHIEVE THE TARGETS FOR SECURING DEVELOPMENT ON PREVIOUSLY DEVELOPED LAND CONTAINED IN CHAPTER 18 OF THIS UDP; AND |
| | C) THE LAND IS NOT PROTECTED FROM BUILT DEVELOPMENT BY OTHER POLICIES WITHIN THIS UDP; AND |
| | D) ONE OR MORE OF THE FOLLOWING CIRCUMSTANCES APPLIES: |
| | i) THE DEVELOPMENT OF THE SITE IS CONSIDERED TO BE AN ESSENTIAL COMPONENT OF THE REGENERATION OF THE LOCAL AREA, AS IDENTIFIED IN AN APPROVED PLAN OR STRATEGY; |
| | ii) SUITABLE REPLACEMENT GREENFIELD LAND WOULD BE CREATED ELSEWHERE IN THE LOCAL AREA, OF AT LEAST EQUAL QUALITY AND QUANTITY; |
| | iii) THE GREENFIELD LAND FORMS AN INTEGRAL PART OF A LARGER PREVIOUSLY DEVELOPED SITE, AND ITS DEVELOPMENT IS CONSIDERED TO |

- ~~iv) BE ESSENTIAL TO SECURING THE SUCCESSFUL REDEVELOPMENT OF THE PREVIOUSLY DEVELOPED LAND; OR THE GREENFIELD LAND LIES WITHIN THE GROUNDS OF A REDUNDANT SCHOOL, AND ITS DEVELOPMENT WOULD HELP TO SECURE THE IMPROVEMENT OF EDUCATION FACILITIES WITHIN THE CITY.~~

Reasoned Justification

MOD 147

~~*This policy seeks to ensure that new development is located on the most sustainable sites within the City and that less sustainable sites are only brought forward where necessary. This is in line with Policy DP1 of the Regional Planning Guidance for the North West (RPG13) which, as Regional Spatial Strategy, is part of the development plan.*~~

~~*The first priority is for the re-use or conversion of existing buildings provided that they are sound and worthy of re-use, and/or are of architectural or historic interest; and where that will be effective in achieving the strategy of the plan. After that, the priority is very much on recycling previously developed land, of which there is a substantial amount in Salford. Policy UR4 of RPG13 sets a target of at least 90% of new housing being on previously developed land, and this is incorporated into the UDP in Chapter 18.*~~

~~*Sites lower down the sequential order will only be brought forward when it can be clearly demonstrated that there are insufficient sites that are, or could realistically become available for development which are higher in the order and in suitable locations. The release of previously undeveloped land will be exceptional, requiring particular justification.*~~

~~*The policy will not apply to mineral extraction, which is constrained by the location of mineral deposits, nor to waste management proposals for new facilities for final disposal in or on land.*~~

~~*This policy seeks to ensure that new development is located on the most sustainable sites within the City, and that less sustainable sites are only brought forward when necessary. The policy is based on the sequential approaches to development that are set out in national planning policy guidance and Policy DP1 of Regional Planning Guidance for the North West (RPG13), interpreted to take into account the local circumstances of Salford, as allowed for in RPG13. In addition to the factors set out above, regard will also need to be had to other policies of the UDP before it can be determined whether a site should be brought forward for development. For example, those policies dealing with issues such as flood risk, nature conservation, and landscape protection will be important considerations.*~~

~~*The emphasis is very much on recycling previously developed land, but there is a recognition that limited greenfield development will be appropriate in particular circumstances, where the sites are in accessible locations. Within parts of Central Salford, there may be some limited circumstances in which a small release of greenfield sites may be necessary in order to generate confidence in the area and thereby underpin wider regeneration initiatives, which in themselves will help with the longer term recycling of brownfield land. There may be cases where a more attractive and successful neighbourhood would be created by allowing development on greenfield land and creating new greenfield land elsewhere in the local area to replace it, so that there is no overall net loss in the quality or quantity of greenfield land. The limited and sensitive release of school playing fields may also be appropriate, where it assists in the City's schools renewal programme.*~~

~~*However, the release of greenfield sites will still be seen as an exception, and will be very carefully constrained in order to meet the strict targets that have been set for the percentage of new development that should be located on previously developed land (see Chapter 18).*~~

~~*Sites lower down the sequential order will only be brought forward when it can be clearly demonstrated that there are insufficient sites that are, or could realistically become, available for development which are higher up the order and in suitable locations.*~~

~~*The policy will not apply to mineral extraction, which is constrained by the location of mineral deposits, nor to landfill development, which is specifically excluded from the sequential approach to development by RPG13.*~~

Policy ST12**DEVELOPMENT DENSITY**

DEVELOPMENT WITHIN THE REGIONAL CENTRE, TOWN CENTRES, AND CLOSE TO KEY PUBLIC TRANSPORT ROUTES AND INTERCHANGES WILL BE REQUIRED TO ACHIEVE A HIGH DENSITY APPROPRIATE TO THE LOCATION AND CONTEXT.

Reasoned Justification

Increasing development densities in locations that are accessible by a choice of transport modes will avoid the inefficient use of land, help to maintain local services and facilities and contribute to an area's vitality and viability.

The Regional Centre (including the Chapel Street, Salford Quays and Ordsall Lane Riverside Corridor mixed-use areas) and the town centres, together with other locations that are well served by public transport, will provide the main focus for higher density development. This reflects the accessibility of such areas by public transport, walking and cycling, their prominence, and their ability to accommodate higher density development. The density of residential development will also be controlled by Policy H1 of the UDP, and the allocations in Policy H9 set minimum densities for specific sites.

Policy ST13**NATURAL ENVIRONMENTAL ASSETS**

DEVELOPMENT THAT WOULD RESULT IN AN UNACCEPTABLE IMPACT ON ANY OF THE CITY'S NATURAL ENVIRONMENTAL ASSETS WILL NOT BE PERMITTED.

Reasoned Justification

~~*The city contains many natural environmental assets. These include the City's overall biodiversity, the mosslands. The City contains many assets which contribute towards its overall biodiversity and natural environmental quality. These include the Mosslands, Sites of Biological Importance, wildlife corridors, and other areas that are or could become important for wildlife; the City's many water features such as the River Irwell, streams, reservoirs, lakes and ponds; extensive areas of trees and woodlands; and large tracts of best and most versatile agricultural land.*~~

These assets are worthy of protection in their own right and it is important that they should not be unnecessarily lost or damaged as a result of development.

Policy ST14**GLOBAL ENVIRONMENT**

DEVELOPMENT WILL BE REQUIRED TO MINIMISE ITS IMPACT ON THE GLOBAL ENVIRONMENT. MAJOR DEVELOPMENT PROPOSALS WILL BE REQUIRED TO DEMONSTRATE HOW THEY WILL MINIMISE GREENHOUSE GAS EMISSIONS.

Reasoned Justification

Actions taken at the local level can contribute towards the global environmental situation, particularly in terms of climate change. Major developments in particular have the potential to generate greenhouse gases that contribute towards global warming, for example due to increases in car usage or the use of energy for heating and lighting that is provided by the burning of fossil fuels.

Where major developments are proposed, developers will be required to demonstrate that they have taken all reasonable steps to keep greenhouse gas emissions to a minimum. This might include taking measures to reduce car dependency for staff and visitors to the development, the more efficient use of energy through high standards of insulation or the use of renewable energy sources, and the adoption of sustainable waste management practices.

MOD 148

Policy ST15**HISTORIC ENVIRONMENT**

HISTORIC AND CULTURAL ASSETS THAT CONTRIBUTE TO THE CHARACTER OF THE CITY WILL BE PRESERVED AND, WHEREVER POSSIBLE AND APPROPRIATE, ENHANCED.

Reasoned Justification

The City has a rich variety of historic and cultural assets that reflect its origins in the industrial revolution. These include over 270 listed buildings, 16 Conservation Areas, 3 Ancient Monuments, 2 registered parks and gardens, and important historic waterways such as the Bridgewater Canal, which together with Worsley Village forms the basis of a bid for world heritage status. The protection of these important historic assets will help to maintain the individual character and identity of certain parts of the City, support tourism development, and project a positive image of the City, which in turn will support economic development and other investment initiatives. In considering proposals for housing clearance, regard will be had to the desirability of retaining buildings and areas of historic character.

MOD 149

Policy ST16**SUSTAINABLE WASTE MANAGEMENT**

~~WASTE MANAGEMENT DEVELOPMENT WILL BE REQUIRED TO:~~

- ~~1) CONSTITUTE THE BEST PRACTICABLE ENVIRONMENTAL OPTION;~~**
- ~~2) CONTRIBUTE TOWARDS A MOVE UP THE WASTE HIERARCHY;~~**
- ~~3) ASSIST IN SECURING REGIONAL SELF-SUFFICIENCY IN WASTE MANAGEMENT; AND~~**
- ~~4) BE CONSISTENT WITH THE PROXIMITY PRINCIPLE.~~**

Reasoned Justification

Historically much of Salford's waste has been exported to landfill sites beyond the City's boundaries. However, the City Council is committed to the introduction of more sustainable waste management measures, in accordance with the provisions of the White Paper "Waste Strategy 2000" and relevant national planning policy guidance. In implementing this policy, regard will be had to the Regional Waste Strategy.

The Best Practicable Environmental Option or BPEO constitutes the best way to manage an individual waste material. The BPEO procedures establish for a given set of objectives, the option that provides the most benefits or the least damage to the environment, as a whole, at acceptable cost, in the long term as well as in the short term.

The Waste Hierarchy is a theoretical framework, which acts as a guide to the waste management options that should be considered when assessing the BPEO. The most favoured option within the Hierarchy is waste minimisation, followed by re-use, recovery, energy recovery and finally landfill.

Regional Self-Sufficiency requires that most waste should be treated or disposed of in the region in which it is produced, whilst the Proximity Principle requires that waste should generally be managed as close as possible to its place of production, because the transportation of waste has an environmental impact. The more sustainable transport of waste via rail and/or water will normally be supported.

WASTE MANAGEMENT DEVELOPMENT WILL BE REQUIRED TO:

- 1) NOT PREJUDICE MOVEMENT UP THE WASTE HIERARCHY;**
- 2) TREAT WASTE AS A RESOURCE WHEREVER PRACTICABLE;**
- 3) TAKE ADVANTAGE OF OPPORTUNITIES FOR THE ON-SITE MANAGEMENT OF WASTE WHERE PRACTICABLE;**
- 4) TAKE ADVANTAGE OF OPPORTUNITIES TO CO-LOCATE FACILITIES TOGETHER AND WITH COMPLEMENTARY ACTIVITIES; AND**
- 5) REFLECT THE NEEDS OF COMMUNITIES, BUSINESSES AND WASTE DISPOSAL AUTHORITIES.**

IN DETERMINING APPLICATIONS FOR WASTE MANAGEMENT DEVELOPMENT, REGARD WILL BE HAD TO THE NEED TO BALANCE THE OBJECTIVE OF ENABLING COMMUNITIES TO TAKE MORE RESPONSIBILITY FOR THEIR OWN WASTE, WITH THE NEED TO ENSURE THAT THE INDIVIDUAL AND CUMULATIVE IMPACTS OF WASTE MANAGEMENT FACILITIES ON THE WELL-BEING OF LOCAL COMMUNITIES ARE NOT UNACCEPTABLE.

Reasoned Justification

In implementing this policy, regard will be had to the National and Regional Waste Strategies, and the Government's overarching policy objective on waste, of protecting human health and the environment.

Historically, much of Salford's waste has been exported to landfill sites beyond the city's boundaries. However, one of the key ways in which more sustainable waste management can be secured is by moving up the "waste hierarchy" of reduction, re-use, recycling and composting, using waste as a source of energy, and only disposing as a last resort. Therefore, the emphasis will be on producing less waste, and, where it is produced, using it as a resource wherever possible. The final disposal of waste will be treated as a last option, but one that nevertheless must be adequately catered for.

It is also important that communities take more responsibility for their own waste, rather than exporting it to other areas. Securing the sufficient and timely provision of waste management facilities will therefore be important.

Policy ST17

MINERAL RESOURCES

KNOWN MINERAL RESOURCES WILL BE SAFEGUARDED, AND THEIR EXPLOITATION WILL ONLY BE PERMITTED WHERE:

- 1) THERE ARE NO APPROPRIATE ALTERNATIVE SECONDARY SOURCES; AND
- 2) THE ENVIRONMENTAL IMPACT OF MINERAL WORKINGS IS MINIMISED.

AN ADEQUATE SUPPLY OF AGGREGATES WILL BE MAINTAINED.

Reasoned Justification

Minerals are essential to the City's economy and it is therefore important to ensure that they are safeguarded from unnecessary sterilisation due to other forms of development. Peat and clay are the only primary minerals currently being worked in the City, although there are potentially workable deposits of sand and gravel on the City's western boundary, and an outstanding permission for open cast coal mining at Cutacre in the north-west of the City.

Primary minerals are a non-renewable resource and it is therefore important to ensure that their extraction is carefully controlled particularly where there may be suitable secondary alternatives. Mineral working can also have significant environmental impacts in terms of loss of natural habitats or disturbance to residential communities and it is therefore also important to ensure that, where mineral working does occur, ~~firm~~ adequate environmental safeguards are in place. In some circumstances, mineral working also has the potential to provide environmental benefits, for example in the restoration of derelict land and in the creation of wildlife habitats. Such benefits will be taken into account when assessing the overall environmental impact of minerals proposals.

It is a requirement of national minerals planning guidance that a 7-year "landbank" or stock of planning permissions for aggregate workings is maintained in order to ensure a steady and regular supply of aggregate minerals to the construction industry. The City does not have an individual landbank, as the calculation of the supply of aggregates is combined between Greater Manchester, Merseyside, Warrington and Halton through the North-West Regional Aggregates Working Party. Consequently, its contribution and needs are taken into account at the sub-regional level. Presently, the sub-regional landbank is substantially in excess of that needed to provide for a 7 years supply. The Council will have regard to the landbank when considering relevant planning applications.

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MOD 153

~~The City Council will therefore have regard to this requirement when considering relevant planning applications, but considers that the landbank should be at a regional or subregional scale rather than specifically for the City.~~

Chapter 5 Mixed-Use Development

INTRODUCTION

- 5.1 Mixed-use development will form an important component in the regeneration of the City, particularly in those parts of Salford that form part of the Regional Centre, such as Chapel Street, the University Campus, Salford Quays, and the Ordsall Lane Riverside Corridor. Within these areas, new development will be required to contribute to the overall mix of uses, to ensure that they are vibrant, interesting and there is activity throughout the day and year, as would be expected in a location within the Regional Centre. This will help to support further major investment in these areas, and increase the number of people living, working and visiting there. Strategic Policy ST7 also supports mixed-use development in other locations, such as town centres, that are well served by public transport.
- 5.2 This chapter allocates a major site for a broad range of uses including housing, employment and recreation facilities, and ~~four~~ two sites are allocated for a mix of open space and built development. Some of the sites allocated in the Housing chapter would also be appropriate for mixed-use development, and this is set out in the reasoned justifications to the relevant allocations.

MOD 154

Policy MX1

DEVELOPMENT IN MIXED-USE AREAS

The following locations will be developed as vibrant mixed-use areas with a broad range of uses and activities, and development within them will be required to support this:

- 1) Chapel Street East;
- 2) Chapel Street West;
- 3) Salford Quays; and
- 4) Ordsall Lane Riverside Corridor.

Appropriate uses within these areas will include:

- a) Housing;
- b) Offices;
- c) Tourism, including hotels;
- d) Leisure;
- e) Cultural uses;
- f) Education;
- g) Community facilities;
- h) Retail and food and drink uses, where consistent with the retail and leisure policies of the UDP; and
- j) Essential infrastructure and support facilities.
- k) Knowledge-based employment, including live-work units.

MOD 155

In determining the appropriate mix of uses on individual sites, regard will be had to:

- i) The positive impact that the proposed development could have on the regeneration of the wider area;
- ii) The use on adjoining sites and the extent to which the proposed development would support the objective of maintaining a mix and balance of uses throughout the mixed-use area;
- iii) The contribution that the proposed development would make towards securing activity in the area throughout the day;
- iv) The prominence of the location, particularly in relation to key pedestrian and other transport routes;
- v) The size of the site ;

- MOD 156 ~~vi) The existing and previous use of the site; and~~
 vii) **The potential to support the establishment, expansion and success of the Knowledge Capital, in accordance with Policy E2A.**

Reasoned Justification

Salford Quays and the Chapel Street area are dynamic and competitive locations forming part of the Regional Centre, with Chapel Street East forming an integral part of Manchester City Centre. The success and popularity of these areas derives partly from the mix of uses within them, and the City Council will seek to retain and develop this mix through the control of new development. The Ordsall Lane Riverside Corridor provides an important link between Salford Quays and Chapel Street, and will also be developed as a mixed-use area.

- MOD 157 *The Chapel Street East area (MX1/1) will be increasingly seen as a key quarter of the City Centre, with improved physical and functional connections to the rest of the city centre, as well as coordinated management. The large areas of surface commuter car parking constitute an inefficient use of land, and provide significant potential for redevelopment, although this will need to take place having regard to the parking needs of the city centre as a whole. There are strong commercial opportunities across the area, but particularly around Salford Central Station, linking to the Spinningfields development in Manchester. It is estimated that in the region of 2,000 dwellings will come forward in the area over the plan period. There are opportunities to improve connections within the area, through the reduction of traffic along parts of Chapel Street, and improved links through the viaduct, which has the potential to be seen as a positive townscape feature rather than a barrier. There is also potential to take more advantage of the riverside location.*

- MOD 158 *The Chapel Street West area (MX1/2) incorporates the University of Salford as well as the strategically significant Middlewood site, and is a key gateway into the city centre. There are a number of redevelopment opportunities along the main Chapel Street frontage, which offer the potential to provide a full mix of uses, including facilities to serve the local population, as well as high quality architecture to complement the existing conservation areas. The restoration of the Manchester, Bolton and Bury Canal will help to transform perceptions of the area, as well as providing additional recreation and development opportunities. The meander in the River Irwell provides a unique landscape feature that the area can take advantage of, including through improved physical and visual connections to the Meadows. A genuine mix of commercial, residential and community uses will result in approximately 3,000 dwellings coming forward during the plan period, with the potential to secure a broader mix of housing types than may be possible in Chapel Street East.*

- MOD 159 *The Salford Quays area (MX1/3) will continue to develop as an internationally important visitor destination, and one of the region's primary office locations, benefiting from Metrolink connections, and attracting some of the highest quality architecture in the region. These functions will continue to be complemented by residential, retail and leisure uses, producing a distinctive mixed-use area. Dock 9, in the northern part of the area, offers a strategically important development opportunity, the coordinated development of which will strengthen the success of Salford Quays and provide new landmarks that take advantage of the waterfront and complement existing assets such as the Lowry. It is estimated that in the region of 2,500 dwellings will come forward in the area during the plan period.*

- MOD 160 *The Ordsall Lane Riverside Corridor (MX1/4) will become an increasingly important link between the other mixed-use areas, complementing the continued regeneration of the wider Ordsall area. However, it will be important that its transformation into a mixed-use area is gradual and managed, and is not at the expense of the provision of local employment opportunities. As redevelopment occurs, there will be potential to improve links to and across the river, and the riverside setting offers excellent opportunities for distinctive, high quality architecture. The area also offers the opportunity to provide a broader mix of housing types than may be possible in Chapel Street East, and it is estimated that approximately 500 dwellings will come forward in the area during the plan period.*

The policy sets out a number of factors that will be taken into account when determining whether the use or uses proposed for a site are acceptable. Single use developments are only likely to be acceptable in limited circumstances, for example where they involve a small site, are in a relatively peripheral location, or would provide an appropriate diversification of use in the immediate area. In particular, the policy will be used to ensure that residential development does not unduly

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predominate, to the detriment of the vitality and sustainability of the areas. On larger sites, single-use residential developments are unlikely to be acceptable, and a significant proportion of non-residential uses will normally be required. Appropriate provision should be made for educational and community uses to serve the residents of the areas. Where proposed developments incorporate very high levels of sustainable design and technology, or would be exceptional in design quality, then this may be considered to outweigh the need to secure a mix of uses on a particular site. Within the Chapel Street West and Chapel Street East areas in particular, the potential impact of development on the successful growth of the Knowledge Capital will be an important consideration, in accordance with Policy E2A.

Developments within the mixed-use area will need to be carefully designed and managed to ensure that residential and other occupiers in the area have an appropriate level of amenity.

Policy MX2

CHAPEL STREET FRONTAGE

Development along Chapel Street will be required to incorporate active uses at ground floor level. Such uses will be required to be consistent with the other policies and proposals of the UDP, and may include the following:

- a) Retail;
- b) Financial and professional services;
- c) Food and drink;
- d) Leisure;
- e) Non-residential institutions; and
- f) Culture and tourism.

Office development at ground floor level of the Chapel Street frontage will also be acceptable in less prominent locations, where it would not result in a long frontage of office uses. Residential development at ground floor level is not appropriate, although entrances to such uses are acceptable.

Reasoned Justification

Chapel Street, between Oldfield Road and Victoria Street, forms the spine of the two Chapel Street mixed-use areas identified in policy MX1. The provision of a mix of uses along it and, in particular, active ground floor uses are considered to be of major importance to the future success of the area. They will help to ensure a vibrant and varied artery running into Manchester City Centre, which encourages pedestrian activity. Any retail or leisure development will need to be consistent with the policies of the Retail and Leisure Development Chapter of this UDP.

Policy MX3

SITES FOR A MIX OF OPEN SPACE AND BUILT DEVELOPMENT

The following sites are allocated for a mix of open space and built development in accordance with Policies ST2, ST3 and ST10:

- 1) Clegg's Lane, Little Hulton (15.4ha), for open space and employment; and
- 2) ~~Wharton Lane, Little Hulton (33.2ha), for open space and employment;~~
- 3) Whit Lane, Pendleton (15.0ha), for open space, housing and community facilities. and
- 4) ~~Former Swinton Sewage Treatment Works, Swinton South (29.4ha), for open space and housing.~~

Reasoned Justification

The ~~four~~ two sites identified in this policy will contribute towards the housing and employment land supply. They ~~all~~ both include a significant element of open space, although the exact boundaries between the open space and the built development have yet to be determined.

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Policy MX3/1 Clegg's Lane, Little Hulton (15.4ha)

A comprehensive reclamation scheme is required to bring this site back into beneficial use. The scheme should set aside approximately half of the site for provision of an open space link and wildlife corridor between Blackleach Country Park and the Dukes Gate Recreation Area, incorporating a strategic recreation route for pedestrians and cyclists, with remaining land (approximately 7ha) being developed for employment purposes. Adequate environmental safeguards will be required to ensure that the amenity of neighbouring residential properties is protected.

MOD 168

~~Policy MX3/2 Wharton Lane, Little Hulton (33.2ha)~~

~~This site comprises land to the west and south of Wharton Lane, adjoining the City's boundary with Bolton, together with land to the east of Wharton Lane which is situated within the Lester Road Industrial Estate. The site is predominantly greenfield, but its development is considered to be an important part of the UDP's economic strategy, complementing the allocation of land at Clegg's Lane allocated for a mixture of employment and open space (site MX3/1). The Little Hulton area has a relatively high unemployment rate compared to the rest of the City, and the provision of good local employment opportunities is considered to be an important part of tackling this problem, particularly given that the area is a significant distance from the main existing clusters of employment within and on the edge of the City. The site relates well to an existing employment allocation in the Bolton UDP, and benefits from good motorway access. There are no suitable alternative brownfield sites available within the local area, and therefore the allocation accords with the sequential approach to development set out in Policy ST11.~~

~~Part of the site will need to be retained as informal open space for nature conservation purposes, with approximately 20ha being available for employment development. The site has the potential for a railhead, has almost direct access to the M61 motorway, and will become available for development following the reworking of the adjacent Cutacre Tip.~~

~~The site falls within a wildlife corridor, and is thought to contain protected species. An ecological survey, including a specific investigation of newts, will need to form part of any application for the development of the site. Development will need to take appropriate measures to safeguard protected species, and provide adequate wildlife corridors through the site, in accordance with Policies EN7E and EN7D respectively. In particular, a link must be provided between the sites of biological importance to the north and south of the site, although part of this link could be outside the site. Appropriate landscaping will be required around developments to ensure that they do not harm visual amenity or nature conservation. Provision will need to be made for the management and maintenance of the open space retained within the site.~~

~~Development of the remaining land for offices, industry and/or warehousing will complement development proposals in the adjacent area of Bolton. The development will be required to provide a new access road from Lester Road to Salford Road (the continuation of the A6 Manchester Road in Bolton) in order to facilitate improved access to the M61 motorway and relieve congestion on the Lester Road/Manchester Road junction. Development will also need to make provision for training and local employment contracts in accordance with Policy DEV5.~~

Policy MX3/3 Whit Lane, Pendleton (15.0ha)

The Proposals Map shows an area of vacant land, under-used open space and educational buildings that is likely to become available for redevelopment, which in total covers some 15ha. The land is considered suitable for a residential led mixed-use development that also incorporates significant open space and recreation provision, together with the provision of associated community facilities. As part of this development, at least 9 hectares of land will be redeveloped for housing at a minimum net density of 40 dwellings per hectare.

MOD 169

~~A development brief for the area will be prepared which will identify the key areas of open space and any associated community facilities to be provided as part of the development, the latter of which should be directed towards Douglas Green to complement existing facilities there. Any associated community facilities provided as part of the development should be directed towards Douglas Green to complement the existing facilities there. Any development will need to retain and improve pedestrian access alongside the River Irwell and achieve a high standard design as befits a riverside~~

location. Development will also need to provide pedestrian access to and along the River Irwell and make adequate provision for the replacement of any open space lost as part of the development.

MOD 170

~~Policy MX3/4 Former Swinton Sewage Treatment Works, Swinton South (29.4ha)~~

~~The former sewage treatment works site and adjoining land extends to very nearly 30 hectares in total. The site represents a major brownfield development opportunity for the City, but as part of any development it will be important to secure significant community benefits in terms of recreational provision and associated environmental improvements.~~

~~At least 13 hectares of land should be laid out for recreational purposes, including the provision of informal open space and the maintenance/relocation of existing walkways/bridleways. The remaining land will be developed for housing and associated infrastructure.~~

~~The housing development will be conditional upon the provision of a new link road through the site, between Rocky Lane and the East Lancashire Road, and any associated light controlled junctions (Policy A9/5). Access off existing roads should be kept to a minimum. A planning brief for the site will be prepared in consultation with the site owners and adjacent residential communities, to provide further guidance in respect of access, layout, and recreation provision. This will form supplementary planning guidance to the Plan.~~

~~Any development will need to have regard to the amenity of adjacent residential properties and provide an adequate means of access that does not cause unacceptable levels of traffic congestion on surrounding roads. Subject to an adequate and acceptable means of access, it is anticipated that at least 12 hectares of the site will be available for residential development, with a minimum density of at least 35 dwellings per hectare.~~

Policy MX4

SITE FOR MIXED-USE DEVELOPMENT

The site of the former Lowry High School, Blackfriars (9.1ha) is allocated for mixed-use development, in accordance with Policies ST1 and ST7.

Reasoned Justification

The development of this site will form a central part of the comprehensive and coordinated regeneration of Lower Broughton, helping to attract new investment, businesses and residents to the area. ~~The exact mix and balance of uses will be set out in supplementary planning guidance. The exact balance and mix of uses will be set out in the Lower Broughton Area Action Plan having regard, amongst other things, to the development of other sites in the area and the need to address the issue of flood risk. This site includes a substantial amount of former playing fields. Development will be allowed on that land only where it can be clearly demonstrated that there would be no substantial net loss of open space in the area as a whole. However, it is considered that there is particular potential on the northern part of the site to expand the existing recreation facilities, both indoor and outdoor.~~

MOD 171

Chapter 6 Design

INTRODUCTION

- 6.1 Good design is absolutely essential to ensuring that the City is a place where people want to live, work and visit. It helps to provide a high quality environment, which will be a key component in securing regeneration, urban renaissance, and reversing the decline in the City's population.
- 6.2 All development will be assessed against the policies in this chapter, and poor design will be sufficient grounds on its own to justify the refusal of planning applications. Further advice will be provided through supplementary planning guidance ([and Supplementary Planning Documents under the new development plan system](#)), with this already having been produced for the issues of 'Design and Crime' and 'House Extensions', as well as site-specific development briefs.

MOD 172

Policy DES1

RESPECTING CONTEXT

Development will be required to respond to its physical context, respect the positive character of the local area in which it is situated, and contribute towards local identity and distinctiveness.

In assessing the extent to which any development complies with this policy, regard will be had to the following factors:

MOD 173

- i) **The impact on, and relationship to the existing landscape and any notable landscape or environmental feature or species;**
- ii) **The character, scale and pattern of streets and building plots, including plot size;**
- iii) **The relationship to existing buildings and other features that contribute to townscape quality;**
- iv) **The impact on, and quality of, views and vistas;**
- v) **The scale of the proposed development in relationship to its surroundings;**
- vi) **The potential impact of the proposed development on the redevelopment of an adjacent site;**
- vii) **The desirability of protecting an existing building line, or allowing discontinuities that would improve or enrich the existing townscape and public space;**
- MOD 174
- viii) **The street's vertical and horizontal rhythms; and**
- MOD 175
- ix) **The quality and durability of proposed materials and their appropriateness to both the location and the type of development; and**
- x) **The functional compatibility with adjoining land uses.**

Where there is no discernable or well-developed local character or distinctiveness, developments will be required to adopt high design standards that support the creation of a distinctive place, ensuring that this is appropriate to the nature, setting, culture and community of the local area.

Reasoned Justification

Local identity and distinctiveness are important elements of sustainable places and communities, helping to engender pride in, and commitment to, an area. A number of things may contribute to local distinctiveness, such as the pattern of streets and spaces, building types and form, building traditions, materials, landscape and ecology. New development should have its own identity, but this should be compatible with, and enhance, the existing sense of place where this is a positive feature of the locality. Development should help to secure interesting, liveable, and viable environments, and where possible and appropriate attempt to create subtle events in the streetscape that help to make a place memorable and unique.

All developments should have regard to their context, to ensure that they are a positive addition to an area. This will be particularly important for infill developments, where the visual relationship with

adjacent buildings is likely to be much closer. In some circumstances, it may be inappropriate to permit any development on all or part of a site, because it is an important open space that contributes to the landscape/townscape character or amenity of the area.

The importance of context does not mean that all new development must slavishly follow the design of existing buildings. Rather, the emphasis should be on ensuring that developments fit into an area, and do not undermine the attractiveness and legibility of the townscape because their poor design makes them visually obtrusive. For example, the use of different architectural styles on adjoining sites is not precluded, whereas pastiche design is unlikely to be appropriate. The use of inventive and innovative design is encouraged, provided the development respects its context.

Views of local landmarks, important groups of buildings, key open spaces, and other important built and natural features should be protected, enhanced and/or revealed. The scale of development should not unduly obscure or spoil the silhouette, backdrop or setting of existing buildings. In some circumstances, a building may need to stand out visually, in order to identify an important location or terminate a view.

The importance of respecting context is also raised by other policies of this UDP, particularly those relating to heritage and nature conservation.

Policy DES2

CIRCULATION AND MOVEMENT

The design and layout of new development will be required to:

- i) Ensure that the development is fully accessible to all people, including the disabled and others with limited or impaired mobility;**
- ii) Maximise the movement of pedestrians and cyclists to, through and around the site, through the provision of safe and direct routes;**
- iii) Enable pedestrians to orientate themselves, and navigate their way through an area by providing appropriate views, vistas and visual links;**
- iv) Enable safe, direct and convenient access to public transport facilities, and other local amenities such as retail and community facilities, including where appropriate the incorporation of a bus route or turning facility within the site; and**
- v) Minimise potential conflicts between pedestrians, cyclists and other road users, for example by incorporating speed reduction measures and through the careful design of car parking areas.**

Reasoned Justification

Site layout has an important role to play in supporting sustainable development and securing successful places, particularly in terms of the way in which it can encourage the use of more sustainable forms of transport, such as walking. Developments should be designed to ensure that an area is easy to move through and understand. Developments should respond to both existing and potential natural pedestrian desire lines, to encourage pedestrian activity. It is also important that all pedestrian and cycling routes are designed to be direct, safe, attractive, accessible, and free from barriers. Improvements in pedestrian links to surrounding amenities and facilities may be secured through the use of planning obligations. Regard should also be had to Policy A2.

MOD 176

~~*Whilst all opportunities should be taken to enhance pedestrian accessibility, there may be exceptional circumstances where the loss of pedestrian routes can be justified by a potentially significant positive impact on safety and security, or in terms of improving the overall design of development to the benefit of the wider urban environment*~~

Whilst all opportunities should be taken to enhance pedestrian accessibility, there may be exceptional circumstances where the loss of pedestrian routes may be justified by a compensating improvement in the overall design of the development, and subject to the maintenance of accessibility under the provisions of Policy A2.

The layout of sites can also have an important influence on the potentially negative impacts of car use, for example by designing buildings and street spaces so as to control vehicles movement and speed, and minimising the visual obtrusiveness of car parking, which can greatly detract from the appearance of an area.

All aspects of the built environment should be accessible to everyone, no matter what the level of their mobility, and, wherever possible, people should be enabled to live independent lives, and be integrated into the wider community. The Disability Discrimination Act 1995 requires service providers to make 'reasonable adjustments' to the physical features of their premises by 2004 to allow access for the disabled, and Part M of the Building Regulations provides guidelines for new buildings. The duty of applicants under this legislation will be facilitated where possible, whilst having regard to the other policies of the plan, and is-in sensitive locations more imaginative design solutions may be required. In some circumstances it may be appropriate for the planning system to go beyond these provisions, and insist on additional access requirements. Key issues will include the setting out of public areas, landscaping and the siting of street furniture, locating disabled car parking spaces within easy access of building entrances, providing dropped kerbs and ramps, and providing signage.

MOD 177

Policy DES3

DESIGN OF PUBLIC SPACE

Where development includes the provision of, or works to, public space, that public space must be designed to:

- i) Have a clear role and purpose, responding to established or proposed local economic, social, cultural and environmental needs;**
- ii) Reflect and enhance the character and identity of the area;**
- iii) Form an integral part of, and provide an appropriate setting for, surrounding developments;**
- iv) Be attractive, safe, uncluttered and appropriately lit;**
- v) Be of an appropriate scale;**
- vi) Connect to established pedestrian routes and other public spaces; and**
- vii) Minimise, and make provision for, maintenance requirements.**

Reasoned Justification

This policy applies to any development involving works to, or the provision of, public space. Any public area can constitute public space, including streets, squares, parks, play areas, and informal open space.

Public space plays a vital role in the success of an area, for example in terms of establishing an identity and supporting community interaction. Poor quality public space can undermine the coherence, sustainability and safety of communities, and its design is therefore very important. The design of public spaces should be seen as an integral part of the design process, rather than as an add-on or as a use for "left over" space. Public art can make a significant contribution to the quality of public space and it has an important role in creating a sense of place and identity. It is not just about sculpture, but can also be incorporated into building and landscape design, and can include artistically designed street furniture, lighting and signage. Its provision will be sought in appropriate locations, particularly along the Irwell Sculpture Trail, in the Chapel Street area, in town centres, environmental improvement corridors, conservation areas and key public spaces Where appropriate, opportunities for nature conservation should be maximised.

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Policy DES4

RELATIONSHIP OF DEVELOPMENT TO PUBLIC SPACE

MOD 179

Planning permission will only be granted for development where it would have a strong and positive relationship with any adjoining public spaces. Development adjoining public space shall be designed to have a strong and positive relationship with that space. In particular:

- i) Buildings should clearly define the spaces around them, including streets, squares and parks, for example through the continuity of street frontages and building lines;**

- ii) Buildings should provide natural surveillance, visual interest and activity for public spaces and communal areas, particularly at ground floor level;
- iii) Development should clearly distinguish between public, private and communal spaces, and, where possible, avoid the provision of private space directly adjoining public space; and
- iv) The visual impact of car parking should be minimised, by ensuring that it is integrated into the design of the development so as not to be visually dominant.

Reasoned Justification

Public space is considered to include all elements of the public realm, such as streets, squares, parks, and waterside walkways. A very important influence on the quality of public spaces is the buildings that surround them, and the sense of enclosure that they provide to the space, and therefore all built development must be carefully designed with relationship to adjoining public spaces.

The provision of natural surveillance, visual interest and activity for public spaces may be achieved in a number of ways, for example through the incorporation of active ground floor uses that generate pedestrian movement where this is appropriate to the location; by buildings having frequent entrances, through the location of windows and other features; and by buildings not presenting their backs or blank walls to public spaces.

Policy DES5

TALL BUILDINGS

Tall buildings will be permitted where:

- i) The scale of the development is appropriate to its context and location;
- ii) The location is highly accessible by public transport, walking and cycling;
- iii) The building would positively relate to and interact with the adjacent public realm, particularly in terms of recognising its scale and not discouraging the use of public spaces;
- iv) The building would be of the highest quality design and construction;
- v) The building would make a positive addition to the skyline;
- va) The building would not detract from important views;
- vi) There would be no unacceptable overshadowing or overlooking that would be detrimental to the amenity of neighbouring occupiers;
- vii) There would be no unacceptable impact on the setting of a listed building, or the character or appearance of a conservation area;
- viii) There would be no unacceptable impact on microclimate, for example in terms of wind speed or direction;
- ix) There would be no unacceptable impact on telecommunications activity;
- x) There would be no unacceptable impact on aviation safety; and
- xi) The development would be consistent with other policies and proposals of the UDP.

Reasoned Justification

This policy applies to all buildings and other structures that are significantly higher than surrounding buildings, or which could have a significant impact on their surroundings by virtue of their height.

Tall buildings can be a positive addition to a skyline, act as landmarks that help people to orient themselves, signify locations of civic, commercial or visual importance, identify focal points of urban activity, and enable a more efficient use of land, reducing pressure on greenfield sites previously undeveloped land. However, their impact on the surrounding area is invariably wider and much more significant than with other buildings. Therefore, they will only be permitted when they have been very carefully designed and sited, so as to minimise all potentially negative impacts. The roofline, silhouette, and materials are likely to be particularly important elements of the design.

All applications for tall buildings will be expected to include a comprehensive design statement, with scale representations of the design in context, e.g. a photographic montage. Locations where tall buildings are more likely to be appropriate include the mixed-use areas identified in Policy MX1 and the City's town centres.

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The proximity of the City to Manchester Airport means that the potential impact of very tall buildings on the operational integrity and safety of that airport will be an important consideration. The City Council is required to consult Manchester Airport on any proposed developments exceeding 90m in height within the southern half of the City (see Policy DEV7).

Policy DES6

WATERSIDE DEVELOPMENT

All new development adjacent to the River Irwell, the Manchester Ship Canal, Salford Quays, the Bridgewater Canal, and the Manchester, Bolton and Bury Canal will be required to facilitate pedestrian access to, along and, where appropriate, across the waterway by the provision of:

- 1) A safe, attractive and overlooked waterside walkway, accessible to all and at all times of the day, where this is compatible with the commercial role of the waterway;
- 2) Pedestrian links between the waterside walkway and other key pedestrian routes; and
- 3) Where appropriate, ground floor uses that generate pedestrian activity, and larger waterside spaces to act as focal points for public activity.

MOD 182

~~Where the commercial role of the waterway makes it inappropriate to provide a waterside walkway, an alternative high quality route should be provided for pedestrians as near to the waterside as practicable~~

Where the commercial role of the waterway makes it inappropriate to provide a waterside walkway, an alternative route shall, where possible, be provided. Such a route should be well designed and effective; accessible and safe for users and, so far as practicable, near to the waterside; and linked to any existing waterside walkways and other key pedestrian routes.

Development will also be required to:

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- a) ~~Protect and, where possible, improve or provide wildlife habitats;~~ Where possible, protect improve or provide wildlife habitats.
- b) Where possible, conserve and complement any historic features;
- c) Maintain, and preferably enhance, waterside safety; and
- d) Not affect the maintenance or integrity of the waterway or flood defences.

All built development along the aforementioned waterways will be required to:

- i) Face onto the water, and incorporate entrances onto the waterfront, where appropriate;
- ii) Be of the highest standard of design, creating a positive addition to the waterside environment and providing an attractive elevation to it;
- iii) Be of a scale sufficient to frame the edge of the waterside; and
- iv) Enhance views from, of, across and along the waterway, and provide visual links to the waterside from surrounding areas.

Reasoned Justification

Salford's waterways are an integral part of the City's character, identity, and environmental quality, and act as a magnet for investment. A number of the City's strategic recreation routes are along waterways. In the past, some developments have turned their back on the waterways, and public access to the waterside has been limited. However, new development, particularly at Salford Quays, and the completion of the River Irwell walkway, has begun to reverse this trend. It is important that all future development serves to enhance the environmental quality and public access to the waterside, but it should also be consistent both with other design policies, for example by ensuring that there are attractive elevations to public spaces away from the water, and with Policy EN16 on flood risk. The policy will be applied to the whole length of the waterways set out above, including those parts of the Manchester, Bolton and Bury Canal that require complete restoration.

MOD 184

~~The design standards (width, materials, etc) to which the waterside walkways must be provided will be set out in supplementary planning guidance. Where there is an existing walkway, any new development adjacent to it will be expected to bring the walkway up to the minimum standard set out in this guidance. Where appropriate, the walkway should also provide for cyclists.~~

MOD 185

In implementing this policy, regard will be had to individual site characteristics and the commercial role of the Manchester Ship Canal. For example, the potential for water-based freight handling facilities on sites fronting onto the Manchester Ship Canal means that pedestrian access along the waterside may not always be appropriate. In implementing this policy, regard will be had to the type of development proposed and the individual site characteristics. This may mean that not all of the policy criteria can be satisfied in every case, thereby requiring a balance to be drawn. For example, the potential for water-based freight-handling facilities on sites fronting the Manchester Ship Canal means it may not be practicable to meet all of the design requirements in instances where commercial development relating to the function of the canal is proposed. Similarly, it might mean that pedestrian access along the waterside may not always be appropriate where that would conflict with operational development, or with the historic character of the waterway.

In these circumstances, the provision of an alternative route linking in to existing walkways will be required. It may also be permissible in special circumstances for development not to provide a walkway adjacent to the waterway, in order to support a high quality design or nature conservation objectives, where there is a walkway on the opposite side of the waterway and bridges adjoining the site that provide direct access to it. Where there is an existing walkway, any new development adjacent to it will be expected to bring it up to a suitable standard. Where appropriate, walkways should also provide for cyclists.

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Policy DES7

AMENITY OF USERS AND NEIGHBOURS

All new development, and alterations and extensions to existing buildings, will be required to provide potential users with a satisfactory level of amenity, in terms of space, sunlight, daylight, privacy, aspect, and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of the occupiers or users of other developments.

Reasoned Justification

The sustainability of an area is partially dependent on ensuring that the amenity of the occupiers of both new and existing developments meets certain minimum levels. Amenity can include many factors, such as privacy and the impacts of traffic generation. The desire to increase densities and secure the reuse of vacant land should not be allowed to compromise this objective, and innovative design solutions can often be used to ensure that amenity is protected. Where appropriate, permitted development rights may be removed in order to ensure that development that could adversely affect amenity is brought under the planning control of the local planning authority. Further advice on how this policy applies to householder development ~~is~~ will be provided in the House Extensions Supplementary Planning Guidance Document. Regard should also be had to Policy EN14 on pollution control, which addresses other issues that may affect amenity, such as noise, light and dust.

MOD 187

Policy DES8

ALTERATIONS AND EXTENSIONS

Planning permission will only be granted for alterations or extensions to existing buildings that respect the general scale, character, rhythm, proportions, details and materials of the original structure and complement the general character of the surrounding area.

The design of alterations and extensions must ensure that the resultant building appears as an attractive and coherent whole. Any modifications resulting in an unacceptable impact on the appearance of the building, or failing to retain the building's key features, will not be permitted.

Reasoned Justification

Alterations and extensions to existing buildings constitute a significant proportion of development activity, and it is important to ensure that this activity makes a positive contribution to design quality within the City. Inappropriate development can detract from the appearance of existing buildings and

MOD 188

the surrounding area, damaging visual amenity. The policy does not prevent innovative design and the use of contrasting materials, provided that this results in an attractive and coherent building. Further advice on how this policy applies to householder development ~~is~~ will be provided in [the House Extension ~~s~~Supplementary ~~p~~Planning guidance Document](#).

Policy DES9

LANDSCAPING

Developments will be required to incorporate appropriate hard and soft landscaping provision, where appropriate.

Where landscaping is required as part of a development, it must:

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- i) Be of a high quality in terms of design and materials;
- ii) Reflect and enhance the character of the area and the design of development;
- iii) Be sited and designed so as not to detract from the safety and security of the area, create an obstruction to pedestrians, or detract from attractive built features;
- iv) Be designed to complement or form an integral part of the development;
- v) Be easily maintained, and have provision made for its maintenance; **and**
- vi) Respect adjacent land uses, buildings and other structures; **and**
- vii) **Wherever possible make provision for the creation of new wildlife habitats.**

Reasoned Justification

Landscaping should form an integral part of many developments, although it is recognised that some developments, such as most house extensions, are unlikely to be required to provide landscaping. Where it is required, landscaping should not be seen as an afterthought but rather as an important part of the design process. In many cases, particularly on prominent sites, those incorporating significant areas of public space, and for potentially bad neighbour developments, the applicant will be required to provide details of the landscaping principles as part of the application.

Both hard and soft landscaping play a central part in the quality of an area, providing the immediate surroundings for the users of a development, and for those passing by. A high quality of design, and the use of good quality materials and specimens, is therefore often necessary. The use of natural hard landscaping materials is particularly encouraged, and will be a requirement in the most prominent locations. However, care needs to be taken to ensure that landscaping does not compromise safety in any way, nor has an unacceptable impact on adjacent land and structures (such as tree roots adversely affecting sewers), and that it can be properly maintained.

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~~The provision of green features is particularly encouraged, as this can help to soften an area's appearance, assist the permeability of land for storm drainage, and contribute to biodiversity. The use of locally native species may be required, particularly where the site is within or adjoining a wildlife corridor or habitat, and opportunities should be taken wherever possible for the creation of habitats that help to meet the targets in the Greater Manchester Biodiversity Action Plan. New tree planting may be required as part of developments where there is a deficiency in the area, potentially contributing to the Red Rose Forest initiative. This policy should be read in conjunction with policy DES3 on Public Space.~~

The provision of green features in the design of development is particularly encouraged as this can help soften and enhance an area's appearance, assist in the permeability of land for storm drainage and contribute to biodiversity. For example, new tree planting may be required as part of development where there is a deficiency in the area, potentially contributing to the Red Rose Forest initiative. Wildlife, both plant and animal, may be encouraged not only by such means as the deliberate creation of habitat and in the choice of species in landscaping schemes, but also by other indirect methods. The design and distribution of open space and gardens in a housing layout; the creation of corridors for wildlife along footpaths and transport routes; and the choice of surfacing, enclosure and land drainage systems can all increase the contribution which a development could make to biodiversity and to meeting the targets of the Greater Manchester Biodiversity Action Plan. Developers should demonstrate that regard has been had in the design of development to the principles of enhancing biodiversity by such means.

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Policy DES10***PUBLIC ART***

~~The provision of public art, or a contribution to its provision within the local area, will be a requirement of all new development that would have a significant visual impact by virtue of its scale, location, or number of visitors.~~

~~Planning permission will be granted for development involving the provision of public art where that art is:~~

- ~~i) — Designed and sited to take account of personal safety and maintenance requirements;~~
- ~~ii) — Of a robust design and construction, so as to reduce the negative impacts of vandalism; and~~
- ~~iii) Consistent with other policies and proposals of the UDP.~~

~~Development will not be permitted where it would involve the loss of public art.~~

Reasoned Justification

~~Public art is not just about sculptures in public places, but can also be incorporated into building and landscape design, and can include any piece of street furniture that is artistically designed. Public art has an important role in creating a sense of place and identity, and its provision will be sought in appropriate locations, particularly along the Irwell Sculpture Trail, within the Chapel Street area, the four town centres, the environmental improvement corridors, conservation areas, and key public spaces. The City Council is not pursuing a rigid percent for art policy, but will use supplementary planning guidance to identify sites or areas where public art will be required.~~

~~Where public art is to be provided, it should be integrated into the design process from the start and not seen as an add-on. It is important to involve the public in the design process wherever possible. The provision of all types of public art is encouraged, including for example sculpture, hard and soft landscaping, lighting, signage, other street furniture, and decorative features on buildings. Where development requires the removal of existing public art, this will only be permitted if an adequate replacement is made.~~

Policy DES11***DESIGN AND CRIME***

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

In particular, development should:

- i) Clearly delineate public, communal, semi-private and private spaces, avoiding ill-defined or left over spaces;**
- ii) Allow natural surveillance, particularly of surrounding public spaces, means of access, and parking areas;**
- iii) Avoid places of concealment and inadequately lit areas; and**
- iv) Encourage activity within public areas.**

Crime prevention measures should not be at the expense of the overall design quality, and proposals will not be permitted where they would have a hostile appearance or engender a fortress-type atmosphere.

Reasoned Justification

Crime and the fear of crime have a major impact on the quality of life, and their minimisation will be an essential part in attracting people to live in the conurbation and in creating sustainable communities. It is therefore vital that planning and design do all that they can to minimise

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opportunities for crime, whilst ensuring that other planning objectives are not compromised. ~~Supplementary Planning Guidance, Designing Out Crime, has been~~ A Supplementary Planning Document (SPD) on Design and Crime is currently being produced to provide detailed guidance to complement this policy. The Crime and Disorder Act requires the City Council to consider the crime and disorder implications when determining all planning applications.

The incorporation of crime reduction measures and designs that have a hostile appearance can actually contribute to crime, for example by giving the impression that an area is not safe or reducing casual surveillance, discouraging further investment. Such proposals will therefore be resisted. Shutters and other security features should be designed as an integral part of development, with the former preferably being located inside rather than outside windows.

Surveillance may be provided in a number of ways, for example, through the avoidance of blank frontages; the positioning of doors and windows so as to overlook public spaces; a mix of uses that encourage activity throughout the day; the minimisation of visual obstacles; and the use of CCTV. Rear gardens should normally be avoided adjacent to public spaces, because they provide no casual surveillance. Places of concealment need to be avoided, for example through the careful siting and design of buildings and landscaping, and use of lighting.

Policy **DES13**

DESIGN STATEMENTS

Applicants for all major developments, and development that could impact on a sensitive location, will be required to demonstrate, as part of their application, how their development takes account of the need for good design. As a minimum this will consist of a written statement that explains the following:

- i) The design principles and design concept;**
- ii) How these are reflected in the development's layout, density, scale, visual appearance and landscaping;**
- iii) The relationship of the development to its site and the wider context; and**
- iv) How the development will meet the City of Salford's design objectives and policies.**

For the most prominent developments, scale representations of the proposal within its wider context must be provided.

Reasoned Justification

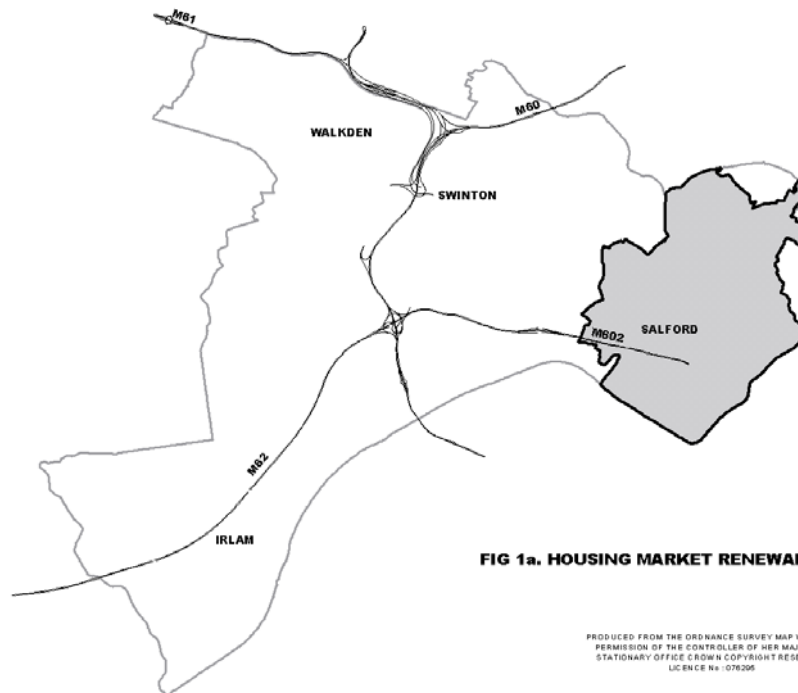
The provision of a design statement can assist in determining the merits of individual proposals, and enables an applicant to show how their development meets the requirements of the City Council's design policies. Sensitive locations will include conservation areas, the setting of listed buildings and ancient monuments, areas of existing high design quality, major visitor areas, and any other location where the visual impact of development will be an important material consideration.

The appropriate methods of representation will vary depending on the individual development, but may include, for example, plans, elevations, photographs, perspective views, photomontages, models, and virtual reality software.

Chapter 7 Housing

INTRODUCTION

- 7.1 The UDP seeks to control and guide housing development within the City so as to ensure that the right type of housing is provided in the right place and at the right time, addressing the varied needs of the City's residents. This will help the continued development of sustainable communities, assist regeneration, and support the reversal of the decline in the City's population. The City, together with Manchester, now has "pathfinder" status for housing market renewal, securing significant funding from central government, and the UDP seeks to support this work. In turn, the Housing Market Renewal Initiative will be a key delivery mechanism for the UDP and the pathfinder area within Salford is shown in Figure 1a below. Particular issues that must be addressed include tackling problems of low demand for some housing, which will require clearance and redevelopment in certain cases, and satisfying localised unmet demand for specific types of housing. The provision of appropriate new housing in sustainable locations in order to attract more families to the City will be a key objective. A Supplementary Planning guidance Document will be produced to provide more details of how this will be achieved in specific areas.



- 7.2 There will be a strong emphasis on securing quality in both new and existing housing, with a surrounding environment to match. It will also be important for housing development to contribute to the provision of essential support facilities and amenities, particularly open space, to ensure that places are attractive to live.
- 7.3 A significant amount of Some land is allocated for housing development under Policy H9, primarily in Central Salford, in a broad range of locations across the City. The Mixed-Use Development chapter allocates one two further sites for a mix of housing and open space (Policy MX3/3 and MX3/4), identifies four mixed-use areas where it is expected that there will be a considerable amount of residential development over the plan period (Policy MX1), and allows for housing as part of a mixed-use development on the former Lowry High School site (Policy MX4). Policy H3 provides strong support for the improvement and renewal of residential areas.

Policy H1

PROVISION OF NEW HOUSING DEVELOPMENT

All new housing development will be required to:

- 1) Contribute towards the provision of a balanced mix of dwellings within the local area in terms of size, type, tenure and affordability;
- 2) ~~Not lead to an oversupply of any particular type of residential accommodation or otherwise result in an unacceptable impact on the housing market;~~
- 3) ~~Provide accommodation at an appropriate density for the site;~~
- 3) Be built at an appropriate density, which will be no less than 30 dwellings per hectare (net) throughout the City, and no less than 50 dwellings per hectare (net) on sites within or adjoining the mixed use areas listed in Policy MX1, town and neighbourhood centres and major transport nodes along good quality public transport corridors. These standards may be varied in individual circumstances, having regard to criteria A-F of this policy;
- 4) Provide a high quality residential environment and adequate level of amenity, in accordance with the design policies of the UDP;
- 5) Make adequate provision for open space in accordance with Policies y H8 and R2;
- 6) Where necessary, make an adequate contribution to local infrastructure and facilities required to support the development; and
- 7) Be consistent with other policies and proposals of the UDP.

In determining whether the proposed mix and density of dwellings on a site is appropriate and acceptable, regard will be had to the following factors:

- A) The size of the development;
- B) The physical characteristics of the site;
- C) The mix of dwellings in the surrounding area;
- D) Any special character of the surrounding area that is worthy of protection;
- E) The accessibility of the site, and its location in relation to jobs and facilities;
- F) Any specific need for, or oversupply of, residential accommodation that has been identified;
- G) The strategy and proposals of the Housing Market Renewal initiative; and
- H) Any other relevant housing, planning or regeneration strategies approved by the City Council.

Reasoned Justification

The provision of new homes is a key objective of the UDP, and ~~draft Regional Planning Guidance~~the Regional Spatial Strategy for the North West (RPG13) requires that 530 new homes be provided annually within Salford. However, it is very important that the form of that housing development provides future occupiers with a high quality environment, in order to ensure its long-term success, as well as making an efficient use of land through appropriate densities. ~~A minimum density of 30 dwellings per hectare will normally be required on all sites, except on those where a lower density may be more appropriate in order to protect the character and/or design quality of the immediate area. Development should achieve at least 50 dwellings per hectare in the most accessible locations, such as the mixed use areas, the town centres, and major public transport nodes. It is also vital that housing development supports the creation and protection of sustainable and balanced communities and avoids instability in local housing markets, by contributing~~ It should contribute towards to the a mix of housing types and to the provision of ~~appropriate necessary~~-supporting infrastructure and facilities which should be provided at the appropriate time and in accordance with Policy DEV5 (Planning Conditions and Obligations), and does not lead to any instability in local housing markets.

In some circumstances, there will be a requirement to provide a certain proportion of affordable, family, or other special needs accommodation as part of residential development, either on-site or by contributing to their provision elsewhere. The provision of accommodation aimed at those with lower personal mobility, such as elderly or affordable housing, will be most important on sites close to town centres and public transport. There is a need to increase the level of family accommodation in many parts of the City, particularly around the new Albion High School, with some areas requiring larger four and five bedroom dwellings, whereas in certain parts there is a shortage of singles accommodation. In some areas, low cost new housing will be resisted, in order to ensure that there is not an oversupply or overconcentration of such accommodation that would be to the detriment of

MOD 206 *the local housing market. ~~The potential oversupply of other types of residential accommodation will also be controlled.~~ The City Council has commissioned a Housing Needs Assessment to provide more information on the issues of need and oversupply, which will inform the implementation of this policy.*

Policy H1A

MANAGING THE SUPPLY OF HOUSING

The release of land for housing development will be managed in accordance with the sequential approach set out in Policy ST11.

MOD 207 Where there is evidence of **an unacceptable significant actual or** potential oversupply of housing, planning permission for housing development will only be granted in the following circumstances:

- a) The development is considered to be an essential component in the regeneration of the local area;
- b) The development is considered to be essential to the implementation of the UDP strategy;
- c) The development would satisfy an important identified housing need; or
- d) The development would be exceptional in terms of sustainable design and technology.

MOD 208 **An actual or potential oversupply will only be considered to be unacceptable if there is clear evidence that the oversupply is having, or is likely to have, an unacceptable adverse impact on:**

- i) The achievement of the overall strategy of Regional Spatial Strategy for the North West, and of any subsequent Regional Spatial Strategy;**
- ii) The regeneration of the regional pole of Manchester/Salford;**
- iii) The Housing Market Renewal Initiative in Manchester and Salford and in Oldham /Rochdale;**
- iv) The achievement of other regeneration priorities within Salford; or**
- v) The adequate provision of infrastructure and other services.**

MOD 209 **~~Where there is evidence of a significant potential undersupply of housing, a review of the Plan will be commenced.~~**

Reasoned Justification

MOD 210 *Policy ST2 makes sufficient provision to ensure that the supply of new housing meets the target of an average of 530 new dwellings per annum net of clearance, as set out in ~~Regional Planning Guidance the Regional Spatial Strategy~~ for the North West (RPG13). The nature of the sites means that they are likely to be developed reasonably evenly over the Plan period. Some will almost certainly come forward later in the Plan period, for example because they are currently occupied or suffer from infrastructure or contamination constraints, whereas others are immediately available for development. Nevertheless, it will be important for the City Council to control the granting of planning permissions in order to ensure that there is not a significant over- or undersupply of new dwellings in relation to the ~~RPG~~Regional Spatial Strategy target.*

MOD 211 *All of the sites are considered to be appropriate to bring forward at any time, given their position in the sequential approach set out in Policy ST11. Therefore, it is not considered appropriate to impose an arbitrary phasing policy on the sites and areas that have been allocated in whole or part for housing development in this Plan. No constraints will be imposed on them being brought forward for development, except where their development could result in **an unacceptable oversupply of new dwellings, the RPG target for new dwellings being significantly exceeded** having regard to the effect on the major considerations set out in criteria (i) – (v) of the policy. For the avoidance of doubt, the overall strategy referred to in criterion (i) includes the annual average rate of housing provision, net of clearance, as set out under Policy ST2*

MOD 212 *Where there is evidence of a significant potential oversupply, in terms of the extant planning permissions that are likely to be implemented and the sites that are under construction, new planning permissions will only be granted in the very limited circumstances identified within this policy, until*

such time as it is considered that the risk of a significant oversupply of new dwellings has diminished to a satisfactory level.

MOD 213 ~~Where there is a significant risk of an undersupply of new housing, then an immediate review of the Plan will be commenced. Whilst this review is ongoing, all proposals for housing development will still be expected to comply with the sequential approach to development set out in Policy ST11.~~

MOD 214 The actual level and the potential risk of an oversupply ~~or undersupply~~ of housing in relation to the
MOD 215 ~~RPG Regional Spatial Strategy~~ target will be measured having regard to actual and projected levels of construction, clearance and replacement provision over a number of years, rather than for any single year. This will help to ensure that any normal peaks and troughs in supply are evened out, and that
MOD 216 any oversupply ~~or undersupply~~ can be identified early on, thus enabling the smooth management of supply, and any moratorium on new planning permissions for housing development, or urgent review of the Plan, to be avoided.

Policy H3

HOUSING IMPROVEMENT

Housing improvement schemes that comprise any or all of the following measures will be permitted where they are consistent with the strategy for the regeneration of the area, and with other policies and proposals of the plan:

- i) Refurbishing and adapting the housing stock to meet local and special needs;
- ii) Providing new and replacement housing, in a form appropriate to the needs of the local area, and wider regeneration objectives;
- iii) Improving residential environments and promoting environmental care measures;
- iv) Securing the provision of community and leisure facilities;
- v) Enhancing open spaces, landscaped areas, and parks, in accordance with strategic and local needs;
- vi) Improving access to and within housing areas, particularly by public transport, cycling and walking; and
- vii) Clearing housing that is unfit, or for which there is little or no demand, or that is required for site assembly for regeneration purposes, as resources permit.

Reasoned Justification

The City's existing housing stock is a vital resource, and will provide approximately 90% of the dwellings required to house the City's population by the end of the plan period. Maximising the potential of this resource is therefore an important objective of the UDP, for example by increasing the number of dwellings that meet the Government's Decent Homes Standard and other health and safety benchmarks.

A significant number of existing dwellings within the City do have some physical problems, and this could potentially increase given that approximately 20% of the housing stock dates from before 1914. There are also problems of low demand in certain areas, even where the quality of the housing is not an issue. Housing of poor quality or low demand is frequently accompanied by significant social and economic issues, and can contribute to the decline of an area. This may require a more holistic approach to the improvement of an area.

MOD 217 In such circumstances, there may be a need for selective demolition of unfit properties, or those for which there is little or no demand, in order to help secure the wider, long-term improvement and regeneration of an area. This may also require the demolition of some occupied dwellings in order to assemble a larger site, to enable the regeneration of the area. ~~The reasoned justification to Policy ST2 explains how any replacement requirement will be calculated, and how this will impact on the overall dwelling requirement for the City. Where possible, it is intended that all dwellings cleared during the Plan period should be replaced and where appropriate replacement dwellings will be provided on or close to the cleared site.~~

Policy H4

AFFORDABLE HOUSING

MOD 218

In areas where there is a demonstrable lack of affordable housing to meet local needs, developers will be required, by negotiation with the City Council, to provide ~~an element of affordable housing on all sites over 0.5 hectares in size or within developments of 15 or more dwellings, an element of affordable housing, of appropriate types, on all residential sites over 1 hectare, irrespective of the number of dwellings, or in housing developments of 25 or more dwellings.~~

Reasoned Justification

MOD 219

Affordable housing is housing ~~which meets~~ designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing. It may come in many forms including social housing to rent, affordable private renting, shared ownership, key worker housing, and low cost home ownership. The Government define a decent house as one which is "wind and weather tight, warm and has modern facilities." To meet this definition homes must:

MOD 220

- a) Meet the current statutory minimum standard;*
- b) Be in a reasonable state of repair;*
- c) Have reasonably modern facilities and services; and*
- d) Provide a reasonable degree of thermal comfort.*

Appropriate housing is that which meets the needs of a particular individual/household in terms of size, type and tenure.

MOD 221

~~Providing affordable housing assists in the creation and maintenance of balanced and stable communities, where a wide range of housing needs can be met. In many parts of the City, there is already a considerable level of affordable housing but in certain circumstances it will be appropriate for additional provision to be made as part of new housing developments. The City's housing needs assessment is currently being updated, and this will enable further guidance to be provided on the areas where affordable housing should be provided.~~

Providing affordable housing assists in the creation and maintenance of balanced and stable communities, where a wide range of housing needs can be met. In 2003 the Council's Housing Market Demand Survey identified a total of 11,812 households in housing need, of whom 1,241 were deemed to be living in unaffordable accommodation. The Study adopts a measure of unaffordability related to the income and the size of a household. This was taken as being where the housing costs are greater than 30% of the net equivalent household income where that income is less than 60% of the regional average income. Its analysis suggested a demand for around 1,000 affordable dwellings from households currently in need or those likely to fall into need over the next 5 years (to 2008).

However, that does not mean that this amount of affordable housing needs to be provided in the form of new buildings over that period, nor that the level of need is the same in all parts of the City. Salford has many properties which people choose not to occupy because they are not of an appropriate standard, or because they find the area unattractive. Substantial provision of affordable housing may therefore be made by the improvement of the housing stock (Policy H3) or the improvement of the areas in which they lie, including through clearance. On this basis, the Survey suggests that no additional social rented stock may be required. Other provision can be made through conversions of existing buildings (Policy H5). Nonetheless, there will be some requirement for affordable dwellings to meet particular needs, for example for certain types of dwelling, or in particular parts of the City.

The City's housing needs assessment is currently being updated. Its main findings will be incorporated in a Local Development Document. This will set out indicative targets for housing sites allocated under Policy H9 and for the mixed use areas, and identify the overall number of affordable homes to be sought in the Plan period and a broad indication of how provision will be made. It will also provide guidance on the identification of the areas where there is demonstrable need and the proportion of affordable homes to be provided on suitable sites.

In the meantime, the policy includes a general requirement for affordable housing to be provided as part of housing developments above a set threshold, but indicates that an element of affordable housing will be sought in them only where there is a demonstrable need. In assessing whether a need exists in relation to any proposal, the Council will have regard to up-to-date information deriving from the housing needs assessment. The proportion of affordable homes to be provided in any development will be calculated having regard to the level of need, the size of the development and the effect on viability. Consequently, no fixed proportion of dwellings per development is set in the policy.

MOD 222

In those areas, where sites fall below the thresholds for providing affordable housing, smaller developments by the same developer may be grouped together for the purpose of calculating any affordable housing requirement. Planning conditions or obligations will be used in accordance with Policy DEV5, to ensure that the affordable housing provided is occupied initially and, where appropriate, in perpetuity, and only by those people falling within categories of need.

Policy H5

PROVISION OF RESIDENTIAL ACCOMMODATION WITHIN EXISTING BUILDINGS

The sub-division of dwellings into smaller units of accommodation, and the conversion of non-residential property into residential use, will only be permitted where:

- i) The proposal would not have an unacceptable impact on the amenity of neighbouring properties, or on the character of the surrounding area by reason of:
 - a) Noise and disturbance;
 - b) Loss of privacy;
 - c) The siting, design and appearance of any external alterations or extensions;
 - d) The cumulative effects of the concentration of such uses and the intensity of occupation;

or

 - e) Parking and servicing arrangements;
- ii) The development makes satisfactory provision of amenity and open space;
 - iii) The development would not have an unacceptable impact on highway safety as a result of traffic generation, access, parking and servicing; and
 - iv) The development would not have an unacceptable impact on the regeneration of the local area.

Reasoned Justification

The sub-division of dwellings and the conversion of non-residential property are important sources of new housing provision, and can help to satisfy housing needs including that for affordable housing, in within the City. However, it is important to ensure that only good quality schemes are permitted, which provide both an appropriate level of amenity for future occupiers, and do not result in a significant loss of amenity for neighbouring occupiers.

MOD 223

Policy H6

RESIDENTIAL SOCIAL AND COMMUNITY USES

Planning permission will be granted for the development of residential social and community uses provided that the following criteria are met:

- i) There is a demonstrated need for the facility;
- ii) It does not result in an over-concentration of such uses in any one area or an overintensive use of the site or building;
- iii) It is located close to public transport, shops, and social and community facilities;
- iv) There would be no unacceptable adverse impact on the amenity of surrounding residents and uses, or on highway safety;
- v) Adequate provision is made for private amenity/open space within the curtilage of the site;
- vi) Adequate provision is made for access, car parking and servicing; and
- vii) The proposal is compatible with wider regeneration objectives, and is consistent with other policies and proposals of the UDP.

MOD 224

Reasoned Justification

Residential social and community uses include residential care homes, nursing homes, hostels, shelters, halfway houses, children's homes, and similar uses that span the boundary between residential and social/community use. Such uses form an important part of the residential options available to the citizens of Salford. They are generally compatible with residential areas, but it is sometimes necessary to impose certain restrictions in order to protect the amenity of local residents and the character of the area. The location of these uses close to local facilities, such as shops, post offices and other local amenities, is considered important for the benefit of residents who may have impaired mobility. Salford's 'Supporting People Strategy' ~~will~~ provides more information on the City Council's approach to such uses.

The provision of amenity space around buildings used for residential social and community uses is important for the enjoyment of residents and also for the protection of the character of the areas in which they are situated. Proposals to extend and/or alter buildings in these uses will be judged against the other policies of the UDP, but they should retain sufficient amenity space, ensure there is no unacceptable loss of privacy to neighbouring uses, and provide satisfactory parking, service and access arrangements.

The over-concentration of residential social and community uses within an area, and the intensity of use of a property, can have a profound effect on the character of an area. Control of such uses needs to be exercised, particularly in certain areas of the City, in order to protect the residential character of the area and the amenity of its residents. The impact of increased traffic generation on residential amenity and traffic safety will also need careful consideration, as will the effect of car parking and service provision on the character or appearance of the area.

Policy H7**PROVISION OF STUDENT ACCOMMODATION**

Planning permission will be granted for the provision of student residential accommodation provided that the following criteria are met:

- i) There is a proven need for the development;**
- ii) The development is in a location with very good access by public transport, walking and cycling to local facilities and to the educational establishment that it is designed to serve;**
- iii) There would be no unacceptable impact on the amenity of the occupiers of neighbouring developments;**
- iv) The use would not have an unacceptable impact, either in itself or cumulatively, on the character of the area; and**
- v) The proposal is compatible with wider regeneration objectives, and is consistent with other policies and proposals of the UDP.**

Reasoned Justification

The University of Salford, Salford College, and the other universities and colleges within and on the edge of the City, create a significant need for student residential accommodation in Salford. It is important that this need is satisfied, but only in appropriate locations, which have good access both to the educational establishments they serve and to local facilities such as shops. The University of Salford campuses, and those parts of the Chapel Street West mixed-use area (MX1/2) closest to them, are likely to be the most appropriate location, although student accommodation will not be allowed to dominate at the expense of the overall mix of uses and vitality of the area.

Student accommodation is normally not entirely self-contained, with shared facilities such as kitchens and living areas, and typically consists of smaller units than would be found in apartment developments. This relatively specialist nature of such accommodation can limit the options for reuse without major refurbishment work, so it is essential that a need for new student accommodation is proven by the applicant before any proposals are given planning permission.

An overconcentration of student accommodation can be detrimental to the character of an area, reducing the level of activity at certain times of the year, and such development will be controlled to ensure that this does not occur and that a balanced population is retained in any one area. The City

Council will work with the University of Salford, Salford College and other appropriate education providers to prepare a strategy for student accommodation.

Policy H8

OPEN SPACE PROVISION ASSOCIATED WITH NEW HOUSING DEVELOPMENT

Planning permission for housing development will only be granted where adequate and appropriate provision is made for formal and informal open space, and its maintenance over a twenty-year period.

- MOD 225 **The amount of open space to be provided shall meet the identified need deriving from the development. It shall be calculated having regard to the aim of achieving the standards of Policy R2 and by reference to the approach set out in Supplementary Planning Documents.**
- MOD 226 **The level of open space to be provided must be equivalent to 0.1 hectares per 100 bed spaces, incorporating an appropriate mix of formal and informal recreation. These open space will be**
- MOD 227 **provided either as part of the development or through an equivalent financial contribution based on a standard cost per bed space for both capital and maintenance. The exact form and location of provision will need to be identified in agreement with the City Council, having regard to its Urban Open Space Strategy.**

Where provision is to be made within the development site, it must be designed as an integral part of the development, ensuring that both users and surrounding residents are provided with a satisfactory level of amenity.

Reasoned Justification

- MOD 228 *~~The appropriate provision, improvement and maintenance, of open space facilities is a vital element of successful residential areas. New housing development creates additional demand for such facilities, and it is therefore important that this is satisfied either through the provision of new facilities, or the improvement of existing ones. Any new housing development should make adequate provision to meet demand that it may create, based on the formula of 0.1 hectares per 100 bed spaces, equating to 0.06ha of formal recreation (adult/youth/children's space, including sports pitches and equipped children's play space where appropriate), and 0.04ha of informal open space. The level of maintenance required will be based on the same formula. The number of bed spaces in each dwelling will be calculated as equalling the number of bedrooms plus one.~~*

The appropriate provision, improvement and maintenance of open space facilities is a vital element of successful residential areas. The Salford Greenspace Strategy will inform this process. New housing development creates additional demand for such facilities, and it is therefore important that this is satisfied either through the provision of new facilities or the improvement of existing ones. Any new housing development should make adequate provision for, and maintenance of adult, youth and children's facilities, including sports pitches, equipped children's play areas and amenity open space to meet demand that it may create, based on the standards contained in Policy R2. Where the housing is to meet special needs, for example sheltered housing, it may be appropriate to provide alternative recreational, social or community facilities related to the development in the form of on-site amenity space and off-site recreational facilities that would be attractive to older people.

- MOD 229 *The exact form of provision will need to be agreed between the developer and the City Council, having regard to the likely demand for facilities generated by the proposed development, the existing*
- MOD 230 *quality, level and type of recreation and open space provision in the area, and how the benefits of investment in new or improved facilities can be maximised for the whole community. The Salford Greenspace Strategy will, when prepared as a Supplementary Planning Document, inform this process.* *Where possible, the provision and improvement of open space should secure nature conservation enhancements, and assist in progressing towards the targets set out in the Greater Manchester Biodiversity Action Plan.*

- MOD 231 *For larger developments, it will normally be preferable to make the provision within the development site. For smaller developments, it may be appropriate for the development to either provide open space and associated recreation facilities off site, or contribute financially to the improvement and*

maintenance of existing facilities within the local area. Wherever practicable, and where the provision will be most effective in meeting the needs generated by the development, it will be preferable for it to be made within the development site. Where it is not practicable, or where the provision would be more effectively provided elsewhere, it may be appropriate for the development either to provide facilities off-site or to contribute financially to its provision off-site, including contributing to the improvement and maintenance of existing facilities in the local area. This will help to ensure that the facilities that are provided are of a high quality, easily accessible, and cost-efficient to maintain. In very specific circumstances, it may be appropriate for the provision to be in the form of a contribution towards new or improved indoor facilities of an equivalent value, where this forms part of a coordinated approach to the enhancement of local recreation facilities. Where appropriate, smaller financial contributions will be placed in an open space fund until such time as they can be amalgamated with other contributions to allow agreed open space priorities in the area to be achieved.

MOD 232

The Urban Open Space Strategy, which will form supplementary planning guidance to the UDP, will identify open space deficiencies and investment priorities, and will set the framework for the implementation of this policy, including the formula for the financial contribution per bed space. At present, that contribution would equate to £463 per bed space (£332 capital contribution, and £131 for maintenance over the 20 year period), although this figure may be revised over time as costs of provision and maintenance change due to inflation.

MOD 233

The formula for the financial contribution per bed space and other detailed matters relating to the implementation of this policy, including the use of planning obligations, where appropriate, will be included in Supplementary Planning Documents.

Policy H9

SITES FOR NEW HOUSING

The following sites are allocated for housing development in accordance with Policy ST2:

- | | |
|---------|---|
| MOD 234 | 1) Land at Barton Lane, Barton (2.0ha) |
| MOD 235 | 2) Cambridge Riverside, Blackfriars (7.8ha) |
| | 3) Flax Street, Blackfriars (1.3ha) |
| MOD 236 | 4) Meadow Road, Blackfriars (4.6ha) |
| MOD 237 | 5) Springfield Lane, Blackfriars (1.7ha) |
| | 6) Dudley Street, Broughton (0.6ha) |
| MOD 238 | 7) Northumberland Street Playing Fields, Broughton (2.5ha) |
| MOD 239 | 8) Land at Hayes Road, Cadishead (7.3ha) |
| MOD 240 | 10) Former Greenwood School, Stafford Road, Ellesmere Park, Eccles (1.5ha) |
| MOD 241 | 11) Former Kersal High School, Moor Lane, Kersal (5.9ha) |
| MOD 242 | 12) Kersal Way/Kingsley Avenue, Kersal (4.8ha) |
| | 13) Former Windsor High School, Langworthy (3.8ha) |
| MOD 243 | 14) Land at Amblecote Drive, Little Hulton (3.2ha) |
| MOD 244 | 15) Hulton Street/Pheobe Street, Ordsall (2.2ha) |
| MOD 245 | 16) Former Clifton Green Flats, The Green, Pendlebury (0.5ha) |
| MOD 246 | 17) Land adjoining St. Mark's RC Primary School, Queensway, Pendlebury (0.7ha) |
| MOD 247 | 18) Mere Drive, Pendlebury (0.7ha) |
| MOD 248 | 19) Castle Irwell, Pendleton (2.1ha) |
| MOD 249 | 20) Royal Manchester Children's Hospital, Swinton South (5.0ha) |
| MOD 250 | 21) Land at Moss Lane, Linnyslaw Industrial Estate, Walkden North (12.6ha) |
| MOD 251 | 24) Land east of Worsley Boatyard, Worsley and Boothstown (1.8ha) |
| | 25) Cumberland Street/Wheater's Terrace, Blackfriars (1.6ha) |
| MOD 252 | 26) Land west of Lower Broughton Road, Blackfriars (0.7ha) |
| | 27) Former Hanover Court, Bury New Road, Broughton (0.6ha) |
| | 28) Newbury Place, Bury New Road, Broughton (0.6ha) |
| | 29) Former oil storage depot, west of Hayes Road, Cadishead (4.7ha) |
| MOD 253 | 30) Land south of Liverpool Road, Cadishead (7.6ha) |
| MOD 254 | 31) Land at Colesbourne Close, Little Hulton (0.4ha) |
| MOD 255 | 32) Ordsall Drive, Ordsall (1.5ha) |

MOD 256
MOD 257

- ~~33) Car park west of Hospital Road, Pendlebury (0.6ha)~~
~~34) Land at Whitehead Street/Hill Top Road, Walkden North (0.6ha)~~
 35) Worsley Road North & Thorpe Street, Walkden North (1.0ha)
 36) Former Weaste Tram Depot, Eccles New Road (1.1ha)

Reasoned Justification

All of the sites listed in this policy are considered to be suitable for housing development. Their allocation will help to ensure a balanced approach to the provision of new housing, which places a very strong emphasis on repopulating Central Salford and securing the redevelopment of its brownfield previously developed sites. However, it is also recognised that carefully targeted housing development in the Salford West area will help to support the continued success of its constituent residential neighbourhoods and townships, and will complement regeneration activity within the inner city, helping to secure a more balanced and stable City. In accordance with Policies ST11 and H1A, all of the sites are considered to be suitable to be brought forward for development at any time, provided that it would not result in a significant oversupply of housing, contrary to the dwelling requirement target in Regional Planning Guidance for the North West.

MOD 258
MOD 259

MOD 260

MOD 261

~~Policy H9/1 Land at Barton Lane, Barton (2.0ha)~~

The site is currently used as a lorry park, but this is a temporary use, the planning permission for which expires in August 2007. There is potential to redevelop the site for housing, complementing the recent residential development immediately to the west. Any development would need to achieve a minimum net density of 35 dwellings per hectare, and contribute to the provision of a strategic recreation route along the Manchester Ship Canal. Access should be independent from the Newhaven Business Park, which lies immediately to the east, and the incorporation of noise mitigation measures in accordance with Policy EN14 may be required to ensure that the business park does not detract from residential amenity.

MOD 262

~~Policy H9/2 Cambridge Riverside, Blackfriars (7.8ha)~~

This is a substantial area of vacant and under-used industrial land and buildings, together with poorly maintained and little-used open space. It is considered suitable for a residential-led mixed use development that would also incorporate provision of open space and could possibly include some additional employment provision, leisure uses, and small scale local needs retailing that complements and helps to sustain the adjacent Neighbourhood Centre at Mocha Parade. Any development would need to achieve a minimum net density of 50 dwellings per hectare, and must take advantage of the riverside location in accordance with Policy DES6, securing a high quality riverside walkway.

MOD 263

~~Policy H9/3 Flax Street, Blackfriars (1.3ha)~~

Development of this prominent vacant site, in the Housing Market Renewal Area, with a substantial frontage to Blackfriars Road and the River Irwell, would complete the Trinity Riverside residential development. The development would need to be of reasonably high density (at least 50 dwellings per hectare net) and be designed to a high standard, reflecting the site's prominent location. Any development will need to contribute towards the provision of an improved pedestrian walkway alongside the river, and provide access to it.

MOD 264

~~Policy H9/4 Meadow Road, Blackfriars (4.6ha)~~

This is a substantial site, close to the University of Salford, that benefits from an excellent riverside location overlooking Peel Park. It is currently a mix of University uses, which are due to be vacated, and small pockets of vacant land and open space.

The site is suitable for either housing or a housing-led mixed use development, and will help to consolidate Spike Island as a residential community and support the regeneration of the wider Broughton area. Any development will need to retain and improve pedestrian access to and along the river, and across to Peel Park, and must be of a high design quality in accordance with Policy DES6. Any development would need to achieve a minimum net residential density of 45 dwellings per hectare.

MOD 265

~~Policy H9/5 Springfield Lane, Blackfriars (1.7ha)~~

~~The site offers a major brownfield opportunity on the edge of the Manchester City Centre, and with a frontage to the River Irwell. A housing led mixed use scheme including office, hotel and/or ancillary uses is the preferred option, although a single use housing development could also be acceptable. Design quality will be an important issue for any development, given the important frontages to both the River Irwell and the Inner Relief Route. The highly accessible location means that a minimum net density of 100 dwellings per hectare will be required.~~

Policy H9/6 Dudley Street, Broughton (0.6ha)

MOD 266

~~This vacant site to the north of Dudley Street is located within the Housing Market Renewal Area and its redevelopment for residential use will help to consolidate the surrounding housing area. Residential redevelopment of vacant land to the north of Dudley Street will help to consolidate the surrounding housing area. Development will need to achieve an average net density of at least 35 dwellings per hectare.~~

MOD 267

Policy H9/7 Northumberland Street Playing Fields, Broughton (2.5ha)

~~The development of this greenfield site for housing is considered to be acceptable as an integral part of major redevelopment proposals for the wider Higher Broughton area, which will make an important contribution to the regeneration of Central Salford. Planning permission for housing development will be granted subject to the provision of replacement sports pitches (together with new changing room facilities) on land west of Tully Street, where existing terraced housing is proposed for demolition. The Northumberland Street site is considered to be most suitable for family housing, and development will need to achieve an average net density of at least 30 dwellings per hectare.~~

MOD 268

Policy H9/8 Land at Hayes Road, Cadishead (7.3ha)

~~The site was formerly used for chemical storage but is now vacant, although some structures still remain. Primary access to the site should be provided from the proposed Cadishead Way Stage 2 with development providing good pedestrian links to Liverpool Road. The site benefits from being adjacent to a park, and is suitable for a range of dwelling types including family housing, although a proportion of accommodation should be designed specifically for small households. Development of the site will need to achieve a minimum net density of 35 dwellings per hectare.~~

MOD 269

Policy H9/10 Former Greenwood School, Stafford Road, Ellesmere Park, Eccles (1.5ha)

~~Following the reorganisation of special schools in the City, Greenwood School closed in July 2001 and was subsequently demolished. Part of the school's playing field will be incorporated into the adjacent "Three Sisters" recreation area (policy R6/4). The remainder of the school site (the site of the school buildings and less than half of the playing fields) is considered suitable for provision of family housing at a minimum net density of 30 dwellings per hectare.~~

~~Residential development will be dependent upon provision of a replacement playing field elsewhere within the local area and additional improvement works to the Three Sisters site to ensure that part of the former playing field is fully integrated into the recreation area.~~

MOD 270

Policy H9/11 Former Kersal High School, Moor Lane, Kersal (5.9ha)

~~The High School is scheduled to close in 2003, once a replacement high school (the Albion) has been provided in Charlestown.~~

~~Residential development will result in the loss of the existing school playing fields. In accordance with the provisions of policy EHC0B, adequate replacement recreational provision, possibly in the form of improvements to the Littleton Road playing fields, will be a requirement of any residential development. The valley side to the south and west of the school buildings is a Site of Biological Importance, protected under Policy EN7C of this UDP. It will be retained for recreational purposes (see policy R6/8) and the improvement and maintenance of this area will also be a condition of any future housing development.~~

~~Any residential development will be required to achieve a minimum net density of 35 dwellings per hectare, and should include a significant proportion of large family dwellings.~~

- MOD 271 **~~Policy H9/12 Kersal Way/Kingsley Avenue, Kersal (4.8ha)~~**
~~This is a substantial vacant site on the banks of the River Irwell that is considered suitable for provision of family housing. The development will need to achieve a minimum average net density of at least 35 dwellings per hectare and provide for pedestrian access alongside the river.~~
- MOD 272 **~~Policy H9/13 Former Windsor High School, Churchill Way, Langworthy (3.8ha)~~**
~~This school site has now been vacated and is suitable for redevelopment for housing, although a variety of other uses will be considered, such as offices, light industry or education, health and community uses.~~
~~This school site is now vacant and is suitable for housing combined with other uses such as offices, light industry, community and recreational uses, all of which have the potential to contribute to the wider regeneration of the area. The most appropriate form of development will be considered in that context in the Pendleton Area Action Plan, which is to be produced as a Development Plan Document in the next few years.~~
- MOD 273 ~~Any residential development would need to include a significant proportion of family accommodation, provide for the replacement of the site's sports pitches, and contribute to improvements to the nearby Clarendon Park. The beneficial location close to Salford Precinct town centre means that a minimum net density of at least 40 dwellings per hectare would need to be achieved. The site is within the Housing Market Renewal Area.~~
- MOD 274 **~~Policy H9/14 Land at Amblecote Drive, Little Hulton (3.2ha)~~**
~~This allocation consists of several vacant sites within the Amblecote estate that are available for redevelopment for housing. Any development would need to achieve a minimum net density of 30 dwellings per hectare.~~
- MOD 275 **~~Policy H9/15 Hulton Street/Pheobe Street, Ordsall (2.2ha)~~**
~~Redevelopment of this site will form an integral part of wider regeneration initiative designed to secure the long term future of north west Ordsall. The site could be developed for housing or alternatively might be used for the relocation of existing community facilities that would enable residential development of a broadly comparable scale elsewhere within the local area. Any development would need to achieve a minimum net residential density of 35 dwellings per hectare.~~
- MOD 276 **~~Policy H9/16 Former Clifton Green Flats, the Green, Pendlebury (0.5ha)~~**
~~This site is situated within an established residential area close to local shops and other amenities, and development would need to achieve a minimum net density of 35 dwellings per hectare.~~
- MOD 277 **~~Policy H9/17 Land adjoining St. Mark's RC Primary School, Queensway, Pendlebury (0.7ha)~~**
~~This is a brownfield development opportunity within reasonable walking distance of local shopping and other community facilities. It is considered suitable for residential development at a minimum net density of 35 dwellings per hectare.~~
- MOD 278 **~~Policy H9/18 Mere Drive, Pendlebury (0.7ha)~~**
~~This is a brownfield development opportunity within an established residential area. Development on the site will need to achieve a minimum net density of 35 dwellings per hectare.~~
- MOD 279 **~~Policy H9/19 Castle Irwell, Pendleton (2.1ha)~~**
~~This prominent site at the junction of Cromwell Road and Littleton Road, in the New Deal for Communities Area, has in the past been reserved for provision of student accommodation. Following changes in the University's student accommodation policy it is likely that the site will no longer be required for this purpose, in which case provision of family housing is considered to be an appropriate alternative use.~~
~~Development will need to achieve a minimum average net density of 35 dwellings per hectare. A mixed-use development, incorporating community facilities or local needs retail development on the road frontages would also be appropriate.~~
- MOD 280 **~~Policy H9/20 Royal Manchester Children's Hospital Swinton South (5.0ha)~~**

~~The Children's Hospital is scheduled to close in 2007 as part of the rationalisation and improvement of specialist children's hospital services. The site is considered suitable for provision a mixture of family and other housing, although the continuation of health uses on part of the site would also be appropriate.~~

~~Due to the historic character of the site, some of the existing Hospital buildings may be suitable for retention and conversion, and a development brief will be prepared to guide the site's redevelopment. An average density of at least 35 dwellings per hectare is expected.~~

MOD 281

~~Policy H9/21 Land at Moss Lane Linnyshaw Industrial Estate Walkden North (12.6ha)~~

~~The relocation and rationalisation of employment uses on the Linnyshaw Industrial Estate has led to a number of vacant and underused sites. This, coupled with new residential development on adjoining sites, has changed the character of the area, now making it an appropriate location for housing development. Approximately 3.2 hectares of the site is greenfield. It is considered that its development is acceptable in order to secure the redevelopment of a major area of brownfield land, in accordance with Policy ST11, but only if a significant area of high quality open space is provided within the site as part of any development.~~

~~The site benefits from a large frontage onto the Green Belt, the openness and visual amenity of which must be protected by any development. A minimum net density of 35 dwellings per hectare would need to be achieved, incorporating a significant element of family accommodation, and the relocation of any active uses remaining on the site would need to be provided for. Positive consideration would be given to the expansion of the site into other parts of the industrial estate if more land becomes vacant.~~

MOD 282

~~Policy H9/24 Land East of Worsley Boat Yard, Worsley and Boothstown (1.8ha)~~

~~This site occupies a prominent and sensitive location on the banks of the Bridgewater Canal and adjacent to Worsley Village Conservation Area. Any development will need to achieve a very high standard of design that respects the site's prominent and sensitive location, in accordance with the Plan's design policies.~~

~~The site is considered suitable for provision of family housing, but should incorporate a variety of house types and sizes, and achieve a minimum net density of 45 dwellings per hectare.~~

MOD 283

~~Policy H9/25 Land North of Cumberland Street and east of Wheater's Terrace, Blackfriars (1.6ha)~~

~~This clearance site in the heart of Lower Broughton and within the Housing Market Renewal Area offers a significant redevelopment opportunity, complementing the larger former Lowry High School site to the north and other clearance sites in the area, all within the context of the proposed Area Action Plan for Lower Broughton, which is to be prepared as a Development Plan Document. It will be important to incorporate a green link through the site, and it may also be appropriate to provide an extension to Grosvenor Park on the eastern part, and/or remodel Grosvenor Park itself, in order to support the environmental enhancement of the area. Development should achieve a minimum net density of 35 dwellings per hectare.~~

MOD 284

~~Policy H9/26 Land West of Lower Broughton Road Blackfriars (0.7ha)~~

~~This predominantly cleared site occupies a prominent position, and there is potential for a landmark residential development that would act as an entrance to the riverside area. The incorporation of other uses as part of a mixed use development would also be appropriate. Any development should achieve a minimum net density of 45 dwellings per hectare.~~

~~Policy H9/27 Former Hanover Court, Bury New Road, Broughton (0.6ha)~~

MOD 285

~~The site is situated within the Housing Market Renewal Area and was formerly occupied by a large apartment block. And It occupies a prominent position at the junction of Bury New Road and Northumberland Street, on a key route into Manchester City Centre. It is suitable for residential development, or mixed-use development incorporating a significant element of housing. Development should achieve a minimum density of 45 dwellings per hectare, with significantly higher densities potentially being appropriate given the location on a proposed Quality Bus Corridor.~~

~~Policy H9/28 Newbury Place, Bury New Road, Broughton (0.6ha)~~

- MOD 286 *Situated within the Housing Market Renewal Area, there is potential for the redevelopment of this existing local retail parade for a high quality scheme, taking advantage of the prominent frontage along Bury New Road, which is a proposed Quality Bus Corridor and key link to the regional centre. A single-use residential development, or a mixed-use development incorporating a significant element of housing together with local needs shopping and/or other commercial development, would be appropriate. Development should achieve a minimum density of 45 dwellings per hectare.*
- MOD 287 ***Policy H9/29 Former Oil Storage Depot, West of Hayes Road Cadishead (4.7ha)***
This former oil storage depot between the Manchester Ship Canal and Liverpool Road is currently occupied, but there is potential for redevelopment for residential uses, provided that potential issues of contamination can be addressed, particularly given the allocation for housing within this UDP of the sites immediately to the west and east (H9/8 and H9/30), and the proposed construction of the Cadishead Way Stage 2. Development should achieve a minimum density of 35 dwellings per hectare.
- MOD 288 ***Policy H9/30 Land South of Liverpool Road, Cadishead (7.6ha)***
The site is currently occupied by a chemical works, but in the longer term there is potential to redevelop the site for housing, complementing the redevelopment of other industrial sites in the area (H9/8 and H9/29), and taking advantage of the completion of the Cadishead Way Stage 2. There are likely to be significant contamination problems that would need to be addressed prior to development, in accordance with Policy EN13. Any development would need to provide high quality frontages to Liverpool Road and the completed Cadishead Way, and should achieve a minimum density of 35 dwellings per hectare.
- MOD 289 ***Policy H9/31 Land at Colesbourne Close Little Hulton (0.4ha)***
The residential redevelopment of this site in Amblecote would complement development on the larger site to the south at Amblecote Drive (allocation H9/14). Development should achieve a minimum net density of 30 dwellings per hectare.
- MOD 290 ***Policy H9/32 Land at Ordsall Drive, Ordsall (1.5ha)***
This predominantly cleared site within the Housing Market Renewal Area occupies an important and prominent position opposite the Ordsall Lane mixed-use area (MX1/4), and there is potential for a high quality, high-density residential scheme that complements the ongoing developments within that mixed-use area. Development should achieve a minimum density of 50 dwellings per hectare, although significantly higher densities are likely to be acceptable given the location on the edge of the Regional Centre.
- MOD 291 ***Policy H9/33 Car Park West of Hospital Road, Pendlebury (0.6ha)***
The Children's Hospital is scheduled to close in 2007 as part of the rationalisation and improvement of specialist children's hospital services, and this car park is likely to be available for residential development following that. The design of any development should take advantage of the prominent location at the corner of Manchester Road and Hospital Road, and achieve a minimum density of 35 dwellings per hectare.
- MOD 292 ***Policy H9/34 Land at Whitehead Street/Hill Top Road Walkden North (0.6ha)***
This site occupies an important location at the entrance to Blackleach Country Park, and has the potential for a high quality residential development. The design of the frontages to Bolton Road and the country park will be particularly important, and development should achieve a minimum density of 35 dwellings per hectare.
- Policy H9/35 Land at Worsley Road North and Thorpe Street, Walkden North (1.0ha)***
Part of the site is currently occupied, but has potential for residential development, taking advantage of the location adjoining Bolton Road and Blackleach Country Park. Development should achieve a minimum density of 35 dwellings per hectare.
- MOD 293 ***Policy H9/36 Former Weaste Bus Depot, Eccles New Road, Weaste and Seedley (1.1ha)***
The site which is in the Housing Market Renewal Area, has excellent public transport accessibility, being directly opposite a Metrolink stop, and is considered suitable for residential development. The

design of the frontage to Eccles New Road will be particularly important, and development should achieve a minimum density of 50 dwellings per hectare.

Chapter 8 Employment and the Economy

INTRODUCTION

- 8.1 The City has seen a significant strengthening of its local economy in recent years, with both a large increase in the number of jobs that it provides, and a major reduction in its unemployment level. The emphasis in the UDP is on supporting the continuation of these trends, including the further strengthening of the already buoyant service sector, and the attraction of key growth sectors such as knowledge-based industries and tourism/cultural development. The development of an Innovation Park and Media Link in Central Salford, coupled with the designation of an Economic Development Zone, will be a key part of this.
- 8.2 Despite the dramatic decrease in unemployment levels, they are still slightly above the national and Greater Manchester averages. An important part of planning controls will therefore be to support the development of skills and training, to enable local people to access the jobs that are provided within the City.
- 8.3 A significant amount of land is allocated for employment development under Policies E1 and E3, in a broad range of locations across the City. The Mixed-Use Development chapter allocates ~~two~~ further sites for a mix of employment and open space (Policy MX3/1 ~~and MX3/2~~), identifies four mixed-use areas where it is expected that there will be a considerable amount of employment, tourism and cultural development over the plan period (Policy MX1), and allows for employment uses as part of a mixed-use development on the former Lowry High School site (Policy MX4).

MOD 294

Policy E1

MOD 295

REGIONAL INVESTMENT SITE: BARTON STRATEGIC REGIONAL SITE, BARTON

MOD 296

One, ~~or a mix of any or all, or a combination of any two of~~ the following types of development will be permitted on the Barton ~~Strategic~~ Regional ~~Investment~~ Site (80.9ha):

- A) A mix of light and general industry, warehouse and distribution, and ancillary offices and other uses.
- B) A multi-modal freight interchange, incorporating rail and water-based freight-handling facilities, and a rail link to the Manchester-Newton-le-Willows-Liverpool railway line.
- C) A sports stadium for Salford City Reds with a maximum capacity of 20,000 spectators, and appropriate enabling development.

MOD 297

A specific site for a sports stadium and appropriate enabling development within the Barton ~~Strategic~~ Regional ~~Investment~~ Site is shown on the Proposals Map (as E1C), and its development for any of the other uses identified above will only be permitted where:

- a) Planning permission has been secured for the provision of a stadium for Salford Reds of suitable capacity on an appropriate alternative site within the City, with a realistic chance of implementation; or
- b) It has been clearly demonstrated that the provision of a stadium on this site will not realistically take place before the end date of the Plan.

MOD 298

Suitable types of enabling development include: hotels, bars and restaurants. Any proposals for other forms of development will be considered as departures from the Plan. Enabling development will be permitted subject to a requirement that it is part of a co-ordinated development including the stadium, each element of which shall be phased. The stadium will be expected to be constructed within an early phase.

Any development on the site will be required to:

- MOD 299
- 1) Make an appropriate and proportional contribution to the provision of road infrastructure and services required to enable the development of the whole site and of UDP allocation E3/11, so as to ensure that there would be no unacceptable impact on the Strategic Route Network;
 - 2) ~~Secure improvements to public transport to the site, and make adequate provision for the extension of the Metrolink line from Eccles, through the site, to the Trafford Centre and Trafford Park~~
Secure improvements to public transport to the site including, if appropriate, contributions towards the provision of the physical infrastructure of a Metrolink line from Eccles to serve the site.. The layout shall allow for the line to extend to the Trafford Centre and Trafford Park;
 - 3) Minimise any adverse impact on visual amenity, and, in particular, on views and vistas in the area;
 - 4) Support the enhancement of the Liverpool Road corridor between Eccles and Irlam;
 - MOD 300
 - 5) Maintain the overall nature conservation interest of the ~~area site~~ and, where practicable, retain and improve the wildlife corridor along Saltey Brook;
 - 6) Have no unacceptable impact on local environmental quality, making adequate and appropriate provision for landscaping, noise mitigation, and lighting control;
 - MOD 301
 - 7) Maintain the flood alleviation capabilities of Saltey Brook;
 - 8) Provide for an ~~attractive~~ Strategic Recreation Route alongside the Manchester Ship Canal, or, if this is not feasible, along a convenient line through or around the site; and
 - 9) Make appropriate provision for the training and employment of local residents during the construction and/or operational phases of the development.
- MOD 302
- ~~The development of the site will be phased with the development of the Trafford Quays site identified in Trafford's UDP, to enable early development on both sites within the constraints of the local transport networks~~

MOD 303

Development proposals will be required to demonstrate a co-ordinated and phased approach to the provision of their elements and the requirements listed above.

Reasoned Justification

MOD 304

This substantial site lies between Eccles and Irlam, to the south of the A57 and immediately north of the Manchester Ship Canal. The vast majority of the site comprises previously developed land, although there are a small number of playing fields on part of it. Its size and location within the Western Gateway ~~of Greater Manchester~~ help to make it a development opportunity of importance to the whole conurbation.

MOD 305

The site is designated in the Regional Economic Strategy as one of 25 strategic regional sites. ~~These sites are intended particularly to:~~

- ~~i) — Encourage knowledge-based industry to develop within and close to areas of regeneration need;~~
- ~~ii) — Build on the region's existing 'knowledge' assets, including universities and clusters of knowledge-based industries; and~~
- ~~iii) — Develop strategic distribution facilities, particularly rail and seaport related.~~

The development of sites such as Barton is critical to the implementation of the Regional Economic Strategy, and it is intended that they should act as flagship developments for the North West.

MOD 306

~~The site also meets the criteria for a Regional Investment Site, as set out in Regional Planning Guidance in particular:~~

- ~~—It is recycled land;~~
- ~~—It falls within the existing employment concentration of the Western Gateway;~~
- ~~—It is well related to housing;~~
- ~~—It is readily accessible to a commercial waterway and potentially to public transport infrastructure and the rail network; and~~
- ~~—Its development would support the urban renaissance of Salford and the key objectives and priorities of Regional Planning Guidance.~~

The strategic nature of the site provides the potential for the generation of a significant number of jobs, helping to support the economy of the Western Gateway and wider conurbation, and the sustainability of local communities. The site's location in relation to the strategic rail network, the Manchester Ship Canal and the motorway network, offers an excellent opportunity for the provision of a multi-modal freight interchange, which would assist in the more sustainable and efficient transportation of freight. It is considered that, the principle of a multi-modal freight interchange on this site accords with Policy A13 of

this UDP (Freight Transport), but the details of any scheme would need to be fully consistent with that policy.

MOD 307 Salford City Reds Rugby League Club require a new stadium in order to provide modern, high quality playing and training facilities. The eastern part of the Barton ~~Regional Investment Site Strategic Regional Site~~ is considered to be the most appropriate location, relating well to the supporters of the club, and having good access to the motorway network, the potential to be well-served by public transport, and a sufficient land area to provide high quality facilities and any necessary enabling development. The current ground at the Willows in Weaste and Seedley is constrained by its location in a high-density housing area, and therefore redevelopment on this existing site is not considered to be appropriate or feasible. The new stadium is likely to require “enabling development” to secure its implementation. ~~Such enabling development will need to be justified in terms of the other policies of this Plan, and the overall community benefits that a new home for Salford City Reds would bring. This part of the Barton site will only be considered for other uses if it is clear that it will not be required for provision of a stadium. Such enabling development should seek to maximise community benefits of the stadium and to contribute to the achievement of the strategic objectives of the Plan.~~

MOD 308

MOD 309 ~~The significant scale of the site and the proposed development(s) mean that development will be phased, and the whole site may not be built out within the Plan period. Development of the site will be carefully controlled to ensure that early developments do not compromise the potential of the rest of the site, both in terms of layout and the provision of supporting infrastructure, in accordance with Policies DEV5 and A1. Development will need to be consistent with any adopted or approved vision for the site. It is anticipated that the provision of a new stadium will comprise the first phase of development on the site. The significant scale of the site and the proposed development(s) means that development will be phased, and the whole site may not be built out within the Plan period. Development of the site will be carefully controlled to ensure that provision of key elements such as land remediation, drainage, access, other infrastructure, public transport improvements and landscaping are provided at the appropriate time, and in order to ensure that early developments do not compromise the potential of the remainder of the site. The Council will seek the provision of these elements by means of Planning Obligations and conditions under Policy DEV5. It is anticipated that, relative to its enabling development, the stadium will be developed at an early stage.~~

MOD 310 All development will be required to make an appropriate contribution to the provision of transport infrastructure in the area where this is necessary to ensure that all development sites can be developed, and that earlier developments would not take up all of the available capacity of the transportation systems. Public transport improvements will be required to ensure that the site is fully accessible. In the longer term, there is potential to extend the Metrolink system to the Barton site ~~and Policy A3 highlights the need for further investigation of this route, and the design of any development must make provision for this. The design of any development should allow for this Metrolink extension. If a formal decision to proceed with it is made, then any development that would generate a significant number of trips will be required to make an appropriate and proportionate contribution to the provision of its physical infrastructure.~~ A transport assessment will be required for all significant development proposals on the site, to ensure that these transportation issues are satisfactorily addressed and to demonstrate that there would be no unacceptable impact on the Strategic Route Network, including the motorway network.

MOD 311 It will be essential that development proposals have due regard to environmental considerations, for example in terms of the nature conservation, design, pollution control, and overall environmental quality. It will be important that any development supports the City Council's drive to enhance the Liverpool Road Corridor, in accordance with Policy EN18, particularly through high standards of design and landscaping. It is recognised that it may be difficult for certain forms of development to present an attractive frontage to Liverpool Road. In these circumstances it will still be important to minimise any negative impacts as far as possible, particularly through the siting, design and landscaping of development, and appropriate mitigation measures will also be required along other parts of this environmental improvement corridor, to ensure that the overall attractiveness of Liverpool Road is maintained and enhanced. The potential of the site to act as a wildlife corridor and to contribute to the achievement of targets in the Greater Manchester Biodiversity Action Plan should be maximised as far as is practicable.

*Policy E2***INNOVATION PARK**

Within the Innovation Park area shown on the Proposals Map, planning permission will only be granted for new development that contributes to the establishment and expansion of the Innovation Park, and incorporates significant elements of knowledge-based employment and/or education uses.

Reasoned Justification

The creation of an Innovation Park to assist in the development of new businesses will be an important element in the continued economic development of the City. The Innovation Park will be based around the existing University Business Park, and will have strong links to the University of Salford, Salford College, and the new Albion High School. In order to support the establishment of the Innovation Park, only knowledge-based employment (such as offices, light industry, and research and development), education, and mixed-use developments incorporating a significant element of these uses, will be permitted. Minor developments involving existing firms and utilities not directly involved in these uses may be permitted, but land assembly and redevelopment for knowledge-based uses will be supported where opportunities arise. The establishment and expansion of the Innovation Park will also support the development of the Knowledge Capital, as sought by Policy E2A of this UDP.

*Policy E2A***KNOWLEDGE CAPITAL**

MOD 312

~~A Knowledge Capital, consisting of a cluster of knowledge-based employment, education-related uses, cultural facilities, and other complementary uses, will be developed based around the internationally important University of Salford and linking through to the other three Greater Manchester universities. Planning permission will be granted for development that is consistent with the establishment of the Knowledge Capital, and the other policies and proposals of the UDP.~~

Reasoned Justification

~~The continued expansion of the Regional Centre of Manchester and Salford as a Knowledge Capital, based around its four world-class universities (including the University of Salford), is seen as a key component in supporting a step change in regional and national economic performance, potentially delivering 100,000 new jobs for the North West. The emphasis is on high growth businesses and knowledge intensive industries that can feed off, and support the retention and development of, intellectual capital.~~

~~The main concentration of activity of the Knowledge Capital will be in the area between the four universities, which includes a significant part of the Central Salford area, primarily in the Chapel Street mixed-use areas (Policy MX1/1 and MX1/2). Within these areas, it will be important that development contributes to the success of the whole Knowledge Capital as a focus for knowledge-based employment uses, incorporating such uses, or complementary uses such as education, culture and genuine live work units, where appropriate.~~

~~The establishment and expansion of the Innovation Park, as sought by Policy E2 of this Plan, will also support the development of the Knowledge Capital~~

A Knowledge Capital, consisting of a cluster of knowledge-based employment, education-related uses, cultural facilities, and other complementary uses, will be developed based around the internationally important University of Salford and linking through to the universities within the city of Manchester. The primary focus for development associated with the establishment of the Knowledge Capital will be the "Arc of Opportunity" as defined on the Proposals Map.

Within the Arc of Opportunity, there will be an emphasis on the provision of employment opportunities, particularly within the following sectors:

- Financial and professional services, and other office based uses;
- Creative, cultural and media industries;
- Communications;
- Research and development; and
- Higher Education.

Development proposals should demonstrate how they accord with this emphasis, including through the balance of uses within the mixed -use areas identified under Policy MX1. Within that part of the mixed-use areas that fall within the Arc of Opportunity, employment uses within the above sectors will be considered appropriate.

Reasoned Justification

The continued expansion of the Regional Centre of Manchester and Salford as a Knowledge Capital based around its four world class universities (including the University of Salford), is seen as a key component in supporting a step change in regional and national economic performance, potentially delivering 100,000 new jobs for the North West. The emphasis is on high growth businesses and knowledge intensive industries that can feed off, and support the retention and development of, intellectual capital.

The main concentration of activity of the Knowledge Capital will be in the area between the four universities, known as the "Arc of Opportunity" which includes a significant part of the Central Salford area, primarily in the Chapel Street mixed-use areas (Policy MX1/1 and MX1/2). Whilst a variety of land uses are considered appropriate within the mixed-use area, within the Arc of Opportunity" it is important that development contributes to the success of the whole Knowledge Capital and to this end employment development should, wherever possible, be consistent with the land uses described above under Policy E2A.

The establishment and expansion of the Innovation Park, as sought by Policy E2 of this Plan, will also support the development of the Knowledge Capital.

Policy E3

SITES FOR EMPLOYMENT DEVELOPMENT

The following sites are allocated for employment development in accordance with policy ST3:

- A. Sites for Offices and Light Industry
- 2) Woodrow Way, Cadishead (0.6ha)
 - 3) Land East of Lester Road and West of Carrfield Avenue, Little Hulton (1.1ha)
 - 4) Frederick Road/Winders Way, Pendleton (1.3ha)
 - 5) Lissadel Street, Pendleton (0.7ha)
- B. Sites for Offices, Light Industry, General Industry, Storage and Distribution
- 7) Fairhills Road/ Soapstone Way, Cadishead (2.3ha)
 - 8) Gilchrist Road, Northbank, Cadishead (0.7ha)
 - 9) Irlam Wharf Road, Northbank, Cadishead (10.3ha)
 - 10) Nasmyth Business Centre, Eccles (1.8ha)
 - 11) Boysnope Wharf, Irlam (14.8ha)
 - 12) Agecroft Commerce Park, Pendlebury (15.2ha)
 - 13) Holloway Drive, Swinton North (1.1ha)
 - 14) Centenary Park, Weaste and Seedley (6.6ha)
 - 15) Land North of Eccles New Road and East of Stott Lane, Weaste and Seedley (0.8ha)
 - 16) Land South of Centenary Way, Weaste and Seedley (1.4ha)
 - 17) Land South of Pacific Way, Weaste and Seedley (0.7ha)
 - 18) Land Fronting Wharton Lane, Little Hulton(0.5ha)**

MOD 313

Reasoned Justification

This portfolio of sites will help to ensure that the need is met for a supply of land and premises that can accommodate a wider variety of modern business requirements. All of the sites are considered to accord with the sequential approach set out in Policy ST11 of this UDP. Where they are not currently accessible by a choice of means of transport (particularly public transport, walking and cycling), they will need to be made so as part of any development, in accordance with Policy A1. Some of the sites are in more sensitive locations, where residential and/or visual amenity are key considerations, and therefore they are not appropriate for general industrial and storage and distribution uses.

Appropriate office uses are those that currently fall within Class B1 of the Town and Country Planning (Use Classes) Order 1987. Some sites may also be capable of accommodating forms of employment development other than those specifically mentioned in the policy, and applications for these will be considered on their merits, having regard to other policies and proposals of the UDP.

Sites for Offices and Light Industry

Policy E3/2 Woodrow Way, Cadishead (0.6ha)

Development of the site for offices or light industrial purposes would complement adjacent industrial uses on the Fairhills industrial estate, whilst at the same time ensuring that the amenity of residential properties on Woods Road is not unduly affected. Given the site's location adjoining the Lower Irlam Neighbourhood Shopping Centre, some form of community use or residential development would also be acceptable either as an alternative to, or as part of, a mixed use development incorporating employment provision.

Policy E3/3 Land East of Lester Road and West of Carrfield Avenue, Little Hulton (1.1ha)

This site comprises remaining land on Lester Road Industrial Estate. Any development will need to take account of adjoining housing on Carrfield Avenue, be designed so as to maintain an acceptable level of residential amenity, and protect the adjoining wildlife corridor to the east.

Policy E3/4 Frederick Road/Winders Way, Pendleton (1.3ha)

This site lies close to Salford College and the University of Salford's Frederick Road campus, and its development should contribute towards the creation of an Innovation Park in accordance with Policy E2. The development should comprise modern light industrial or office buildings of a high design quality set within a landscape framework, and be suitable for use by knowledge-based industries.

Policy E3/5 Lissadel Street, Pendleton (0.7ha)

A section of the site currently forms part of a car park, which will need to be rationalised to allow the development of the whole site. The site is within close proximity to Salford College and the University of Salford's Frederick Road campus, where development should contribute towards the creation of an Innovation Park in accordance with Policy E2. It also adjoins the line of the former Manchester, Bolton and Bury Canal, which is subject to restoration proposals. Any development should therefore achieve a high standard of design as required by policies CH9 and DES6, and incorporate provision for knowledge-based industries in accordance with Policy E2.

Sites for Offices, Light Industry, General Industry, Storage and Distribution

Policy E3/7 Fairhills Road/ Soapstone Way, Cadishead (2.3ha)

Lying between established and recent employment developments along the southern side of Fairhills Road, this site is suitable for a range of employment uses. Any development will be required to safeguard the amenity of existing residential properties to the north side of Fairhills Road and the linear park to the south of the site.

Policy E3/8 Gilchrist Road, Northbank, Cadishead (0.7ha)

This is a residual site within the Northbank estate that is suitable for the provision of a broad range of employment uses.

Policy E3/9 Irlam Wharf Road, Northbank, Cadishead (10.3ha)

MOD 314

This site comprises residual land within the Northbank industrial estate that has the advantage of both direct access to Cadishead Way and a frontage to the Manchester Ship Canal. The canal frontage to the site is considered particularly suitable for provision of wharfage facilities that would maximise the use of the Canal for bulk storage and distribution. ~~Part of the site will be required to facilitate the construction of the A57-A6144 link road and lift bridge (Policy A9/6), and the design and layout of development on the site will need to provide for this.~~

Policy E3/10 Nasmyth Business Centre, Eccles (1.8ha)

This site comprises land to the rear of the Business Centre, with access off Lansdowne Road, which is also a residential street. The potential problems of loss of residential amenity caused by traffic generation might place limits on the nature and scale of employment development, unless an alternative access to Green Lane is provided through the Business Park.

Policy E3/11 Boysnope Wharf, Irlam (14.8ha)

MOD 315

*The site currently incorporates a number of vacant sites, as well as some existing small-scale employment uses. The site is well-located at the end of Cadishead Way, immediately to the west of the Barton ~~Regional Investment Site~~ *Strategic Regional Site* (Policy E1), and benefits from the potentially attractive environmental feature of the River Irwell Old Course.*

MOD 316

*As with development at the Barton ~~Regional Investment Site~~ *Strategic Regional Site* allocated under Policy E1, all development will be required to make an appropriate contribution to the provision of*

MOD 317

transport infrastructure in the area ~~where this is necessary~~ to ensure that all development sites can be developed, and that earlier developments would not take up all of the available capacity of the transportation systems.

A range of employment uses would be appropriate on the site, including leisure, tourism and food and drink uses to the south of the River Irwell Old Course. Development should improve the appearance of, and public access to, both the River Irwell Old Course and the Manchester Ship Canal, as well as presenting a positive image at this gateway to Irlam. The role of the River Irwell Old Course as an important wildlife corridor and habitat should be protected and, where possible, enhanced.

Policy E3/12 Agecroft Commerce Park, Pendlebury (15.2ha)

This allocation covers residual land on the Agecroft Commerce Park, where a number of employment developments have taken place in recent years. Other parts of the Commerce Park have the benefit of full or outline planning consent for industrial development, but have yet to be developed. The site has the benefit of direct rail access.

As part of any development, it will be necessary to safeguard the amenity of adjacent residential areas and maintain pedestrian access along the western site boundary. Improvements to the local highway network may be required in order for development to proceed, and these will be secured via a planning obligation in accordance with Policy DEV5.

Policy E3/13 Holloway Drive, Swinton North (1.1ha)

This is a residual site within the Wardley Industrial Estate. Employment development will complement surrounding land uses.

Policy E3/14 Centenary Park, Weaste and Seedley (6.6ha)

This site has excellent access to Trafford Park and the M602 Motorway, via Centenary Way. Part of the site will be required to facilitate the construction of the Broadway Link (policy A9/2) and a small part of the site may also be utilised to provide an extension to the Ladywell Metrolink Park and Ride facility.

Policy E3/15 Land North of Eccles New Road and East of Stott Lane, Weaste and Seedley (0.8ha)

This site is situated within an established employment area and benefits from a prominent location on a major road frontage with access to Metrolink. Development for employment purposes will complement surrounding land uses.

Policy E3/16 Land South of Centenary Way, Weaste and Seedley (1.4ha)

This site is located on the banks of the Manchester Ship Canal, and has excellent access to Trafford Park and the M602 Motorway, via Centenary Way. Development that utilises the freight transport capacity of the Manchester Ship Canal would be encouraged.

Policy E3/17 Land South of Pacific Way, Weaste and Seedley (0.7ha)

The site is located in the heart of the Broadway Industrial Area, to the west of Salford Quays. The site is in a relatively prominent location, bounded by Broadway and the Manchester Ship Canal, and its good accessibility will be further improved by the construction of the Broadway Link (see Policy A9/2).

MOD 318

Policy E3/18 Land Fronting Wharton Lane, Little Hulton (0.5ha)

The site lies to the rear of an established industrial unit on the western boundary of the Lester Road Industrial estate, and incorporates a designated Site of Biological Importance (SBI) - Marsh and Pool at Greenheys (Policy EN7C/10).. The development of this land for employment purposes is contingent upon the nature conservation interest of the SBI being maintained, or recreated, and managed in accordance with a scheme to be secured by way of a planning obligation.

Policy E5

DEVELOPMENT WITHIN ESTABLISHED EMPLOYMENT AREAS

Within established employment areas, planning permission will be granted for the following types of development where they are consistent with other relevant policies and proposals of the UDP:

- i) The modernisation and refurbishment of existing buildings;
- ii) The redevelopment of land and buildings for employment purposes;
- iii) Improvements to access, circulation, parking and servicing, particularly where this would foster sustainable transport choices;
- iv) The environmental improvement of the area including, where appropriate, the landscaping of vacant sites; and
- v) Improvements to property and personal security, where this is consistent with the need to maintain high standards of design.

Planning permission will only be granted for the reuse or redevelopment of sites or buildings within an established employment area for non-employment uses where:

- 1) The development would not compromise the operating conditions of other remaining employment uses; and
- 2) One or more of the following apply:
 - a) The developer can clearly demonstrate that there is no current or likely future demand for the site or building for employment purposes;
 - b) There is a strong environmental case for rationalising land uses or creating open space;
 - c) The development would contribute to the implementation of an approved regeneration strategy or plan for the area; or
 - d) The site is allocated for another use in the UDP.

Reasoned Justification

There are a significant number of employment areas across the City, varying considerably in size, but all of which are an important source of local employment. A key element of the economic strategy for the City is the protection and improvement of these existing employment areas, and consequently restrictions will be placed on the loss to non-employment uses of sites and buildings within them.

Where sites and/or buildings fall vacant, and it can be clearly demonstrated to the satisfaction of the City Council that there is little likelihood of securing appropriate employment uses there in the foreseeable future, positive consideration will be given to alternative non-employment uses, provided that these would not lead to the further erosion of the employment area, for example by creating pressure for greater restrictions on the operation of the remaining employment uses. However, where sites and buildings remain occupied, or there is a likely demand for them, proposals for redevelopment to non-employment uses will be resisted, except where this is required by the UDP,

or as part of an approved regeneration strategy/plan, or a strong environmental case can be made for rationalisation..

Some employment areas contain significant levels of underused land, and their reorganisation and/or rationalisation may be appropriate, in order to free up land for new development. The City Council will support the redevelopment of land and buildings within employment areas using its compulsory purchase powers where appropriate.

MOD 319

For the purposes of this policy, an established employment area is defined as site(s)/building(s) that are currently used, or where vacant were last used, for non-retail employment uses, and fall within one of the following categories:

- Any area with five or more adjacent business units;
- Any continuous site area of 0.5ha or greater; or
- Any building(s) with a floor area of 5,000 square metres or greater.

Policy E6

TOURISM DEVELOPMENT

Planning permission will be granted for tourism development provided that:

- i) The site is, or as part of the development will be made, accessible by a choice of means of transport, including public transport, walking and cycling;
- ii) The development would not have an unacceptable impact on the highway network, in terms of access, servicing, parking, traffic generation, safety, or the free flow of traffic;
- iii) The development would not have an unacceptable impact on any existing tourism asset on which it is based, and would complement existing facilities;
- iv) The development would not have an unacceptable impact on residential amenity;
- v) The development achieves a high standard of design appropriate to its context, and is fully accessible to the disabled; and
- vi) The development is consistent with other policies and proposals of the UDP.

Reasoned Justification

Tourism is an important employment growth sector for the City, which has a number of key tourism assets, many based around its historic and environmental features. The key locations for tourism development will be at Salford Quays; Worsley Village, Barton Swing Aqueduct, and the Bridgewater Canal corridor; and Chapel Street (including the Crescent), as set out in Policy ST4. Tourism development includes tourism attractions and support facilities such as hotels, cafes and other ancillary uses. The diversification of tourism markets, and the provision of varied accommodation, will generally be encouraged.

It is important that tourism development does not undermine the assets that make the City attractive to tourists in the first place, and therefore the impact on listed buildings, conservation areas, scheduled monuments, and sites of features of ecological, geological, archaeological or landscape importance, will be carefully assessed. The scale of development will need to be appropriate to the location, particularly close to the proposed World Heritage Site of Worsley Village, Barton Swing Aqueduct and the Bridgewater Canal.

MOD 320

Issues that will be particularly important when judging the impact on residential amenity include noise, traffic generation, hours of operation, the scale of development in relation to the surrounding area, and any other potential disturbance.

Chapter 9 Retail and Leisure Development

INTRODUCTION

9.1 Retail and leisure development is both an important sector of the economy and provides key facilities that make the City a good place to live, work and visit. At the top of Salford's retail hierarchy are its four town centres of Eccles, Salford Precinct, Swinton and Walkden, and there will be a strong emphasis on protecting their role as a key focus for retail and leisure development, and their ability to satisfy the needs of local communities.

MOD 321

9.2 In the hierarchy, the town centres are followed by the City's eighteen neighbourhood centres, and then by other local shops. ~~Sitting alongside this traditional hierarchy, and forming an important part of the City's retail and leisure facilities, are the Regent Road Retail Warehouse Park, and the mixed-use areas of Salford Quays and Chapel Street (see also Policy MX1).~~ It is recognised that the retail hierarchy may evolve over the lifetime of the plan, particularly through the establishment of new neighbourhood centres where there is a local need.

Policy S2

RETAIL AND LEISURE DEVELOPMENT WITHIN TOWN AND NEIGHBOURHOOD CENTRES

Planning permission will be granted for retail and leisure development within town centres and neighbourhood centres, provided that the development would:

- i) Be of a scale appropriate to the centre;
- ii) Be, or would be made to be, accessible by a choice of means of transport, including public transport, walking and cycling;
- iii) Not give rise to unacceptable levels of traffic congestion, or have an adverse impact on highway safety in terms of traffic generation, parking or servicing;
- iv) Wherever practicable, make car parking facilities provided as part of the development available to all short-stay visitors to the town centre;
- v) Be of a high standard of design and support an attractive external environment; and
- vi) Not have an unacceptable impact on environmental quality or residential amenity.

The City's town centres are defined on the Proposals Map and comprise:

- 1) Salford Precinct, Pendleton
- 2) Eccles
- 3) Swinton
- 4) Walkden

The City's neighbourhood centres are defined on the Proposals Map and comprise:

- 5) Broughton Village, Broughton
- 6) Cheetham Hill, Kersal
- 7) Langworthy Road, Langworthy
- 8) Leicester Road, Broughton
- 9) Mocha Parade, Blackfriars
- 10) Bolton Road, Pendlebury
- 11) Irlams O' Th' Height, Claremont
- 12) Hope, Weaste and Seedley
- 13) Monton, Eccles
- 14) Patricroft, Eccles/Barton
- 15) Peel Green, Winton/Barton
- 16) Boothstown
- 17) Little Hulton
- 18) Higher Irlam
- 19) Lower Irlam

- 20) Cadishead
- 22) Regent Road
- 23) Ellenbrook

Reasoned Justification

Salford's town centres and neighbourhood centres play a vital role in the health of local communities, providing accessible retail, leisure and other facilities. The UDP seeks to protect and enhance these centres, and their primary retail function, and therefore new retail and leisure development within them will be supported. This will help to promote competition and choice for consumers, and gives them an opportunity to perform a number of activities in a single trip, reducing the need to travel in line with sustainable development objectives. However, it will be important to the continued success of these centres that any new retail and leisure development is of an appropriate scale, serving a similar catchment to the centre itself, and is designed to maximise its benefit for the centre.

MOD 322

Policy S2A RETAIL AND LEISURE DEVELOPMENT IN SALFORD QUAYS

~~Within the Salford Quays mixed-use area, planning permission will be granted for mixed-use development incorporating comparison retailing, specialist retailing, local needs retailing, and/or leisure uses, where:~~

- ~~i) The development would contribute to the role of the area as the City's major visitor destination;~~
- ~~ii) The development would relate well to existing retail and leisure provision within Salford Quays;~~
- ~~iii) It can be clearly demonstrated that there would be no unacceptable impact on the vitality and viability of any town or neighbourhood centre, either individually or cumulatively with other developments;~~
- ~~iv) The development would not give rise to unacceptable levels of traffic congestion, or have an adverse impact on highway safety in terms of traffic generation, parking or servicing;~~
- ~~v) The development would be of a high standard of design and support an attractive external environment; and~~
- ~~vi) The development would not have an unacceptable impact on environmental quality or residential amenity.~~

Reasoned Justification

~~Salford Quays is a nationally important visitor destination, as well as a vibrant mixed-use area with substantial residential and worker communities. The provision of a range of local needs and visitor-based retail and leisure uses will be an important element in the continued success, and therefore additional facilities of an appropriate scale will be appropriate.~~

~~The main concentration of retail and leisure uses is around Pier 8, where the Lowry and Designer Outlet Mall are located. This is likely to be the most appropriate location for additional retail and leisure facilities, although other sites that relate well to existing facilities may also be acceptable. Retail warehousing is not considered to fall within the types of retail specified in this policy as being appropriate within the Salford Quays area.~~

Policy S2B

MOD 323

RETAIL AND LEISURE DEVELOPMENT OUTSIDE TOWN CENTRES AND, NEIGHBOURHOOD CENTRES AND SALFORD QUAYS

MOD 324

~~Outside the town centres and neighbourhood centres designated in Policy S2, planning permission will **only** be granted for retail and leisure **only where all of the following criteria are met: development outside town centres, neighbourhood centres, and the Salford Quays mixed-use area where:**~~

- ~~i) It can be clearly demonstrated that there is a quantitative and, where appropriate, qualitative need for the development;~~
- ~~ii) It can be clearly demonstrated that there are no more appropriate sites or buildings available, for part or all of the development, in the following locations in order of priority:~~

- MOD 325 a) Within town or neighbourhood centres;
b) On the edge of town or neighbourhood centres;
c) ~~In the case of local needs retail provision, within or on the edge of other concentrations of retail and/or leisure activity;~~
- MOD 326 d) ~~In the case of retail warehouse development, within the Regent Road Retail Warehouse Park; and~~
- MOD 327 c) ~~Out of centre sites, with preference given to sites which are, or will be served by a choice of means of transport and which are close to an existing centre and have a high likelihood of forming links with that centre. that are, or would be made to be as part of any development, accessible by a choice of means of transport~~
- MOD 328 iii) It can be clearly demonstrated that there would be no unacceptable impact on the vitality and viability of any town or neighbourhood centre, either individually or cumulatively with other developments;
iv) The site is, or ~~will be accessible and well served by a choice of means of transport. would be made to be as part of the development, accessible by a choice of means of transport, and would not encourage an unacceptable increase in car traffic, as demonstrated by a transport assessment;~~
v) The development would not give rise to unacceptable levels of traffic congestion, or have an adverse impact on highway safety in terms of traffic generation, parking or servicing;
vi) The development would be of a scale appropriate to the location and would be well related to its intended catchment population;
vii) ~~There would be no unacceptable impact on urban regeneration;~~
viii) In edge-of-centre locations, the siting and layout of the development maximises the potential for linked trips with the centre itself;
ix) The development would be of a high standard of design and support an attractive external environment;
x) The development would not have an unacceptable impact on environmental quality or residential amenity.

Reasoned Justification

An important way in which the vitality and viability of Salford's town and neighbourhood centres will be protected is by seeking to concentrate retail and leisure development within those centres. However, it will not always be possible or appropriate to locate development within these centres, and this policy sets out the criteria by which retail and leisure development proposals in other locations will be judged.

- MOD 330 *The level of detail required to demonstrate the need for the development or the likely impact on the vitality and viability of existing centres will depend on the size and nature of the proposals. In proving that they have complied with the sequential approach set out in point ii of this policy, applicants must demonstrate that there has been a flexible and realistic approach in terms of the format, design, scale, and car parking provision of their development. Only considering a standard format that could only be provided in an out of centre location will not be regarded as complying with the policy. For the purposes of point (ii) of the policy, it will not be appropriate to apply the sequential approach to individual parts of stores, but it will be necessary to apply it to individual stores within larger developments.*

Within the Chapel Street mixed-use areas (MX1/1 and MX1/2), the City Council is promoting the provision of active ground floor uses, particularly along the Chapel Street frontage itself (Policy MX2). In the longer term, the provision of such uses may contribute towards the establishment of a new neighbourhood centre to serve the needs of the growing local community.

Part of the Chapel Street East mixed-use area (MX1/1) effectively constitutes an edge-of-centre location in relation to the primary shopping core of Manchester City Centre, and will be treated as such for the purposes of point ii(b) of this policy.

- MOD 331 *~~For smaller developments, where no sites are available within existing centres, or these centres are not well located in relation to the catchment that the development is intended to serve, it will be important, wherever possible, to locate the development within or adjacent to other concentrations of retail and leisure facilities that are not identified as centres within the UDP. This will help to~~*

~~maximise the accessibility of retail and leisure facilities, offering the potential for linked trips and reducing the need to travel.~~

MOD 332

~~**Policy S2C**~~

~~**REGENT ROAD RETAIL WAREHOUSE PARK**~~

~~Planning permission will be granted for the remodelling of the Regent Road Retail Warehouse Park for retail warehouse uses within its existing boundaries, where there would be no overall increase in retail floorspace.~~

~~**Reasoned Justification**~~

~~The Regent Road Retail Warehouse Park is the City's primary destination for retail warehousing. The UDP seeks to support and enhance this role, where there is consistent with the protection and strengthening of the role of the City's town centres. Concentrating retail warehousing in this location will help to generate linked trips, and reduce the pressures for the dispersal of development to other out of centre locations elsewhere in the City. Consequently, Policy S2B treats it as the preferred location for retail warehouse development when no sites are available within or on the edge of existing centres.~~

~~Proposals for the remodelling of the Regent Road Retail Warehouse Park will be supported where these do not result in any increase in the total retail warehouse floorspace. Where there would be an increase in floorspace, any proposals will need to comply with the criteria set out in Policy S2B. However, it is not intended that the boundaries of the park should be expanded beyond their current definition. For the purposes of this policy, retail warehouse development is considered to relate to genuine bulky goods, and not to goods/uses such as clothing, footwear, sports stores, pet stores, or textiles.~~

Policy S3

LOSS OF SHOPS

Within existing town centres and neighbourhood centres, as defined in policy S2 and shown on the Proposals Map, a change of use from Class A1 retail will only be permitted where it would not have an unacceptable impact on the vitality or viability of the centre, either individually or cumulatively.

In determining the extent to which a particular development would have an unacceptable impact on vitality and viability, particular regard will be had to the extent to which it would:

- i) Lead to an over-concentration of non-A1 retail uses on the main shopping streets within the centre;
- ii) Result in an area of relative pedestrian inactivity within the centre, due to the nature of the use;
- iii) Result in the loss of a shopfront that contributes to the maintenance of the retail character of the frontage;
- iv) Have an unacceptable impact on environmental quality or residential amenity;
- v) Assist in the development of a wide range of attractions and amenities; and
- vi) Contribute to the regeneration of the centre, in terms of removing a long-term vacancy and/or improving the condition of the property.

Outside town and neighbourhood centres, planning permission will be granted for the change of use of local shops from Class A1 retail where the proposal is consistent with the other policies and proposals of the plan, and it can be demonstrated either that there is no demand for the retail use of the property or that an alternative use would be more appropriate.

Reasoned Justification

It is acknowledged that non-retail uses have a significant role to play within town centres, neighbourhood centres, and other shopping areas, and can contribute to their vitality and viability. However, it is important that such uses do not detract from the primary retail function of the centres,

or result in the loss of local shops to the detriment of local residents. It will normally be appropriate to concentrate retail uses within the core of town centres, with other uses being focused more towards the edges of the centres.

Within linear shopping areas, such as Liverpool Road, it may be appropriate to allow changes of use that help to concentrate retail and other active ground floor uses in specific locations, in order to support accessibility and linked trips, reduce vacancy levels, and support the regeneration and environmental improvement of key road corridors. In some circumstances this may involve the development of particular specialisms in terms of the type of use within the centre. Living over the shop proposals will be supported where they are consistent with other policies and proposals of the UDP.

Policy S4

MOD 333	<u>AMUSEMENT CENTRES, RESTAURANTS AND CAFES, DRINKING ESTABLISHMENTS AND HOT FOOD TAKEAWAYS AND FOOD AND DRINK USES</u>
MOD 334	Proposals for amusement centres, and any uses falling within Classes A3, A4 or A5 of the Town and Country Planning (Use Classes) Order 1987, will not be permitted where the use would have an unacceptable impact, either in itself or cumulatively, on: <ul style="list-style-type: none"> i) The amenities of surrounding residential occupiers by reason of noise, disturbance, smells, fumes, litter, vehicular traffic movements, parking or pedestrian traffic; ii) The safety of pedestrians and road users, with respect to car parking, servicing or the effect on the free flow of traffic; iii) The vitality and viability of a town centre or neighbourhood centre; iv) Visual amenity; or v) The drainage system.
MOD 335	For food and drink uses, conditions will be imposed to restrict changes of use to other uses within Class A3, or prevent particular ancillary uses, where it is considered that these uses could result in an increased detriment to residential amenity or highway safety.
	Reasoned Justification
MOD 336	<i>The City Council recognises the important role that amusement centres, <u>restaurants and cafes (Class A3), drinking establishments (Class A4) and hot food takeaways (Class A5)</u> food and drink uses play in the economy, in adding interest and vitality to local and district centres, and main thoroughfares, and in providing an important and increasingly popular service to the general public.</i>
MOD 337 / MOD 338	<i>However, these uses have significantly greater potential than retail uses to create disturbance, and detract from residential amenity and environmental quality. In addition, the levels of vehicular traffic associated with <u>developments serving food and drink uses</u> can create extra amenity and safety problems. It will also be important to evaluate the possible adverse effects of an overabundance of amusement centre and food and drink uses on the vitality and viability of existing district and neighbourhood centres, in accordance with Policy S3. The potential impact on the drainage system will be an important consideration for food and drink uses, and grease traps/tanks may be required for such developments.</i>
MOD 339	<i>The diverse nature of Class A3 uses means that the impacts of particular uses, for example in terms of highway safety and residential amenity, can vary considerably. Therefore, where there is concern that one acceptable Class A3 use might be replaced by another Class A3 use that could raise additional issues, then planning permission may be conditioned so as to remove the right to change to a different Class A3 use without planning permission. The City Council is preparing supplementary planning guidance on Class A3 uses to provide further policy and practical advice for applicants.</i>

Policy S5

SITE FOR NEW RETAIL DEVELOPMENT

Land between Pendleton Way, Fitzwarren Street and Seedley Road, Pendleton (3.7ha) is allocated for retail development in accordance with Policy S2, for the provision of a new food superstore.

Reasoned Justification

Supplementary planning guidance adopted in 2002 identified this site as a potential location for a modern food superstore. The site forms part of the town centre as redefined in this review UDP and could accommodate a large modern foodstore, petrol filling station, and associated car parking and servicing. In addition, and dependent on the size of the store, there is potential to allow for the development of some complementary retail or leisure uses on the site. The store would complement the retail provision in Salford Precinct.

Chapter 10

Education, Health and Community Facilities

INTRODUCTION

- 10.1 A comprehensive range of education, health and community facilities is a key requirement of sustainable urban neighbourhoods and ensuring that the City is a good place to live. Such facilities include schools, colleges and universities, hospitals, health centres, doctors' and dentists' surgeries, libraries, nurseries, religious facilities, community and youth centres, information and advisory centres, sites for travelling people, and burial grounds.
- 10.2 The University of Salford and Hope Hospital are both major facilities of regional importance, with the former also of international significance, and their continued development will be supported but will need to be balanced with the needs of the surrounding areas.
- 10.3 Schools can be a central element in regenerating areas and attracting families to the City, and the provision of new and improved facilities will be supported. The City Council is currently embarking on a major schools renewal programme, which will result in high quality facilities throughout the City, and will be an essential component in its wider regeneration. Proposals are being developed for the comprehensive improvement of the City's health facilities through the Local Improvement Finance Trust (LIFT) and the Salford Health Investment For Tomorrow (SHIFT) project, both of which the UDP seeks to enable.

Policy EHCOA

PROVISION AND IMPROVEMENT OF SCHOOLS AND COLLEGES

Planning permission will be granted for the provision of new schools and colleges, and also for the improvement or replacement of schools and colleges on existing sites, provided that the development would:

- i) **Not have an unacceptable impact on the amenity of neighbouring uses;**
- ii) **Secure an adequate standard of playing field and other recreation provision in an accessible and convenient location;**
- iii) **Be accessible to the community it serves by a range of means of transport, particularly foot, cycle, and public transport;**
- iv) **Incorporate adequate provision for disabled access;**
- v) **Not give rise to unacceptable levels of traffic congestion, or have an adverse impact on highway safety in terms of traffic generation, parking or servicing; and**
- vi) **Make provision, wherever possible, for community use of the buildings and grounds.**

Reasoned Justification

Schools and colleges play a vital role in the life of local communities. Existing facilities sometimes operate from poor buildings and/or constrained sites, and the improvement and renewal of such facilities will therefore be supported. For the purposes of this policy, "colleges" refers to sixth form and further education colleges, but not higher educational establishments.

The City Council is currently seeking to provide new buildings for many of its schools, as a means of securing the highest quality of learning environment for the young people of Salford. Such developments also support the City's regeneration and its attractiveness as a residential location. In many cases, it will be possible to provide new school buildings within an existing school site, and this will be supported provided that the above criteria are met. In some instances this may necessitate the provision of new buildings on the existing school playing fields. In other cases, it may be necessary to relocate a school to an entirely new site whilst continuing to serve the local catchment.

It is particularly important to ensure that schools and colleges are accessible by a choice of means of transport, and this will be an important consideration in determining the location of new school and college sites. The provision of improved bus facilities and Safer Routes to Schools will be encouraged.

It is the policy of the City Council to provide for community facilities at all new schools as part of the basic design brief. The provision of such facilities, coupled with greater community use of existing school buildings and land, will help to maximise the use of existing resources, increase public access to recreation facilities, and also provide for maximum community involvement in the development of schools in the City. However, community use of school buildings and facilities will be subject to the appraisal of the relevant governing body.

MOD 340

The standard of playing field and other recreation provision at new or replaced schools and colleges will depend on whether they are intended to serve only the establishment, or whether some degree of dual use is intended. If the former, then provision should be made in accordance with the standards set out in the Education (Schools Premises) Regulations 1999 or any successor Regulations; and if the latter, then to an equal or greater standard, having regard to current local provision and the needs identified in the Salford Greenspace Strategy.

Policy EHC0B

REDEVELOPMENT OF REDUNDANT SCHOOLS AND COLLEGES

Where schools and colleges become redundant to educational requirements, planning permission will be granted for the redevelopment of the site of the buildings for other uses.

The provision of built development on all, or a significant part, of the playing fields within such sites will only be permitted where:

- 1) The development of the playing fields accords with the sequential approach set out in Policy ST11; and**
- 2) Adequate alternative provision of playing fields will be secured in the area.**

Reasoned Justification

The City's schools renewal programme is vital both to providing high quality learning environments, and to the wider regeneration of the City. In some cases, the renewal of schools may need to take place on new sites, leaving existing sites vacant. School and college sites may also become redundant for other reasons, such as amalgamations resulting from the drive to reduce the number of surplus places in both primary and secondary education.

In these circumstances, it is important to ensure that the sites continue to function as a positive asset within the local community, and are not allowed to detract from it. Where appropriate, this may involve the reuse of the site for other educational purposes, but in most cases this is unlikely to be possible. Redundant school buildings and sites can create problems for the surrounding area, and therefore their speedy redevelopment will be sought wherever possible. The redevelopment of the buildings and hard-surfaced areas is likely to be appropriate in all circumstances, and, given the location of many of the schools, housing will often be the most appropriate use.

However, there will be restrictions placed on the redevelopment of school playing fields, and any such proposals will need to comply with the sequential approach to development set out in Policy ST11. The potentially positive impact on regeneration (including in terms of assisting the City's schools renewal programme) of redeveloping the redundant school playing fields will normally be the most important consideration, although this will still only be permitted if the playing fields could not assist in meeting any local shortfall in open space provision or if adequate replacement provision would be made within the local area as part of the development. In determining the adequacy of replacement provision, regard will be had to factors such as the extent to which the playing fields were previously used, any local shortfall in playing field provision, and the quality and accessibility of the replacement pitches.

Where schools or colleges suffer from a constrained site, as is the case with some independent and religious schools that are located in former residential properties, satisfactory resolutions will be sought, which may include the identification of new sites, particularly if further expansion is proposed.

Policy EHC1

PROVISION AND IMPROVEMENT OF HEALTH AND COMMUNITY FACILITIES

Planning permission will be granted for the provision of new, and improvements to existing, health and community facilities by public, private and voluntary agencies, provided that the development would:

- i) Not have an unacceptable impact on residential amenity and character;**
- ii) Not have an unacceptable impact on environmental quality;**
- iii) Be accessible to the community it serves by a range of means of transport, particularly foot, cycle, and public transport, and incorporate adequate provision for disabled access;**
- iv) Not give rise to unacceptable levels of traffic congestion, or have an adverse impact on highway safety in terms of traffic generation, parking or servicing;**
- v) Have the potential to act as a community focus and encourage linked trips wherever possible; and**
- vi) Be consistent with other policies and proposals of the UDP.**

Where a significant expansion of facilities is proposed on a site that does not currently enjoy good accessibility by a range of means of transport, contributions or improvements to pedestrian, cycling and/or public transport facilities and services may be sought.

Reasoned Justification

The public, private and voluntary sectors all have an important role to play in ensuring that the network of health and community facilities is maintained, improved and broadened, contributing to the overall quality of life for the City's residents. The City Council will support this process, but will seek to ensure that new facilities are in locations that maximise their accessibility in order to promote social inclusion, and minimise any potential negative impact on nearby uses. Where development will increase the demand for facilities, the City Council may seek to enter into a planning obligation with the developer to secure new or improved facilities.

The preferred location for most health and community facilities will be within or adjacent to the City's district and neighbourhood centres, because of the good accessibility of such centres, and the positive effect these uses can have on their vitality. However, such uses should be consistent with retaining an adequate retail presence within the centre, and will need to be in line with the provisions of Policy S3. Existing clusters of facilities outside district and local centres are also a suitable location. Smaller facilities, such as local doctors' surgeries and nurseries may be more appropriately located within residential areas, but will still be assessed against the above criteria.

Individual ethnic, religious and social groups may have specific social and community requirements, and the City Council will work with them to enable them to be met wherever possible. For example, it is recognised that the local orthodox Jewish community require that facilities such as synagogues are within walking distance of their homes, and this will act as a constraint on the siting of such uses.

Policy EHC2

REUSE OF EXISTING HEALTH AND COMMUNITY FACILITIES

Planning permission for the reuse or redevelopment of existing or former health or community facilities will be granted where there is a clear lack of demand for the existing use, or appropriate alternative provision is made, and where the development is consistent with the other policies and proposals of the UDP.

Reasoned Justification

The changing size, structure and needs of the City's population will inevitably result in a changing demand for facilities. This, coupled with pressures towards centralisation, rationalisation, and other

changes in service delivery, will lead to sites and buildings currently in social and community uses becoming vacant. The City Council is keen to ensure that such uses are not "squeezed out" by other more commercial uses when there is still a local need for them, disadvantaging the citizens of Salford. However, where sites and buildings do become surplus to requirements, it is important that their appropriate reuse is supported.

The retention of existing health and community facilities will be encouraged by promoting increased awareness and use of them, seeking improvements in their accessibility, and supporting proposals for improvements to their sites and buildings in line with policy EHC1.

Policy EHC3

UNIVERSITY OF SALFORD

Planning permission will be granted for development that supports the University of Salford's role as a higher education establishment of national and international importance, where this is consistent with the other policies and proposals of the UDP.

Development proposals within the Peel Park, Adelphi and Frederick Road campuses will be permitted, provided that they:

- i) Contribute to the integration of the campuses with the surrounding area, and maintain and, where appropriate, improve public access through the campuses;**
- ii) Secure access improvements for public transport users, cyclists and pedestrians as part of a Travel Plan;**
- iii) Retain a mix of uses in the areas around the Crescent, Adelphi Street and Chapel Street;**
- iv) Are of a high quality of design consistent with the policies of the Design Chapter;**
- v) Retain a network of open space through and around the campus, and do not encroach on Peel Park;**
- vi) Contribute to the provision of any infrastructure required by increased University activity within the area, and, where appropriate, to the improvement and maintenance of Peel Park; and**
- vii) Are consistent with other policies and proposals of the UDP.**

Reasoned Justification

The City Council recognises the importance of the University as an educational establishment of more than local significance, and the likelihood that its activity will increasingly be concentrated at the Peel Park, Adelphi and Frederick Road campuses. The University fulfils a number of roles within the City as a major employer, a key source of knowledge and expertise, a purchaser of significant services and supplies, a contributor to enhancing the external profile of the City, and a key provider of enhanced skills to the local community. The City Council is particularly keen to build on the positive social and economic benefits that derive from the presence of the University, and support the development of the associated Innovation Park and Knowledge Capital, in accordance with Policies E2 and E2A.

The University also has a very strong role to play in the regeneration of Central Salford, and is a key partner in the delivery of the Chapel Street Regeneration Strategy. It will be important to ensure that the University is integrated with its surroundings, such that its presence continues to be a positive benefit to the local area. Retaining a broad mix of uses around the Peel Park and Adelphi area will be an important part of this and would contribute to the vitality of the area. Peel Park has a significant role to play in providing a high quality setting for the University, and as a facility for those working, studying and living in the area, and therefore improvements to it will be sought as part of major University developments. A Travel Plan is currently being prepared as part of the continuing development of the University to ensure that it is accessible by a range of modes of transport and the impact of vehicular traffic on the local area is minimised. Applications for student accommodation will also be judged against policy H7 of the UDP

*Policy EHC4***HOPE HOSPITAL**

The modernisation and expansion of health care facilities at Hope Hospital will be permitted provided that:

- i) All development proposals form part of a co-ordinated programme set out within an approved masterplan;
- ii) ~~Transport issues are addressed in a co-ordinated manner, particularly through the development of a Travel Plan and improvements to public transport, cycling and pedestrian, car parking and access/egress provision;~~
Transport issues are addressed in a co-ordinated manner, particularly through the development of a Travel Plan; improved public transport; and provision for cycling, pedestrians, car parking and access/egress.
- iii) Neighbouring uses, particularly residential, would not suffer any unacceptable reduction in amenity or safety, for example through the impact of traffic or car parking associated with the hospital;
- iv) The long-term recreational use of Stott Lane Playing Fields is protected; and
- v) Development is of a high quality of design consistent with the policies of the Design Chapter.

MOD 341

Reasoned Justification

The City Council recognises the regional importance of Hope Hospital, as a centre of excellence for the organisation and delivery of clinical services, teaching and education, and research and development, and its local importance as the district general hospital for Salford's residents. It is also acknowledged that there is a need to progressively redevelop its facilities in order to provide the highest standard of health care for the City's residents, and this is being taken forward through the SHIFT (Salford's Health Investment For Tomorrow) Project, which has secured major government funding. This major investment in the hospital has the potential to provide significant benefits for the wider area, for example through improvements in public transport, enhanced standards of design and environmental quality, provision of community health care and other facilities provision, employment and training opportunities, and by supporting local services and facilities such as shops. It will be important that future development maximises these benefits as far as possible.

MOD 342

A masterplan has been developed in order to co-ordinate improvements, although this is likely to evolve substantially over time. It is important that individual development proposals are only taken forward as part of this modified masterplan, to ensure that the overall development of the site is successful. It will be expected that all health and ancillary facilities will be concentrated within the existing hospital site.

The centralisation of hospital facilities within the City makes it increasingly important that Hope Hospital is easily accessible to staff, patients and visitors by a range of modes of transport, particularly public transport. Invariably, it is those least likely to have access to a private car such as the elderly and the poor that have the greatest health care needs.

It is also important to ensure that any potentially negative impacts of the hospital on the surrounding residential community are minimised, and issues such as staff and visitor car parking, access/egress to the site, and the design and scale of new development will all be central.

*Policy EHC5***SITES FOR TRAVELLING PEOPLE**

Proposals for new provision for travelling people will only be permitted where they meet the following criteria:

- i) A clear need for the development has been demonstrated;
- ii) The site is reasonably accessible to a range of social and community facilities, including schools, health care facilities, and local shops;

- iii) The site is able to meet the needs of the travelling group concerned in terms of providing for any required combination of residential, storage and maintenance uses, by reason of satisfactory site layout and design;
- iv) There would be no unacceptable nuisance to neighbours or unacceptable harm to the local environment; and
- v) The proposal complies with other policies and proposals of the UDP.

Reasoned Justification

There are a number of different groups within society that travel at least part of the time rather than having a permanent built home, such as travelling showpeople and gypsies. The needs of these groups can vary, and consequently different groups may require different sites. The City of Salford currently has three sites for travelling showpeople, at John Street/Kent Street in Lower Broughton, Cleggs Lane in Little Hulton, and Duchy Road in Pendleton, and there is also a private site at Broadway in Ordsall. Unlike a number of local authorities within the area, the City Council also provides a site for gypsies, at Duchy Road in Pendleton. Given this high level of current provision, and the under-use of some of these sites, it is not expected that additional sites will be required over the lifetime of the UDP. However, the criteria above provide a mechanism for judging any new proposals that may come forward.

The nature of many such travelling uses, often with a mixture of residential, storage and maintenance activity as well as comings and goings, can lead to issues of noise and traffic generation. Therefore, it is important that sites are carefully chosen so as to minimise the potential adverse impact of the use in amenity and environment terms. Natural screening is considered advantageous, and visual encroachment into open countryside is unacceptable. The sites should also provide reasonable access to retail, social and community facilities to ensure that the groups using them are not disadvantaged. In order for sites to meet the needs of travelling groups they should be reasonably flat and have good vehicular access.

Policy EHC6

SITES FOR THE PROVISION OF HEALTH FACILITIES

The following sites are allocated for health facilities in accordance with Policies ST9 and EHC1:

- 1) Corporation Road/Barton Lane, Eccles (0.3ha)
- 2) Loganberry Avenue/Hankinson Way, Pendleton (0.8ha)
- 3) Chorley Road/Station Road, Swinton (0.2ha)
- 4) Smith Street/Bolton Road, Walkden North (0.4ha)

Reasoned Justification

The Manchester, Salford and Trafford Health Action Zone has been selected as one of six national pilots for the establishment of a joint venture LIFT (Local Improvement Finance Trust) Company. The LIFT Company will be developing new health and social care centres in each of the City's four town centres, which may also include other facilities such as a one-stop shop and library, and the four sites above are allocated for this purpose. Further sites will be identified for future LIFT projects, in accordance with policy EHC1, potentially in Ordsall, Broughton, Little Hulton and Irlam/Cadishead, with two smaller projects already planned in Charlestown and Kersal. A centre at Charlestown has now opened and there is a second centre at Kersal currently under construction.

MOD 343

Policy EHC7

SITE FOR THE PROVISION OF A NEW SCHOOL

Land at Glendinning Street, Langworthy (1.9ha) is allocated for the provision of a new primary school in accordance with Policies ST9 and EHC0A .

Reasoned Justification

The site is required for a new primary school, which will replace an existing school on the site allocated under Policy S5 for a new superstore at Salford Precinct, and will form an important part of

the regeneration of the Seedley and Langworthy area. The site is currently occupied by terraced housing, which is proposed for demolition as part of the area's regeneration, and the use of compulsory purchase powers to acquire it will be supported.

MOD 344

Policy EHC8

SITE FOR THE PROVISION OF EDUCATION, HEALTH OR COMMUNITY FACILITIES

Land at the junction of Vicars Hall Lane and Leigh Road, Worsley and Boothstown (0.3ha) is allocated for the provision of education, health or community facilities in accordance with Policies ST9, EHC0A and EHC1.

Reasoned Justification

The land should be used to provide facilities to serve the needs of the community of the wider area, in accordance with the broad principles established in a planning brief approved in May 1983. The area has seen a significant level of housing development in recent years, and this site will help to ensure that there are sufficient social and community facilities available to meet their needs.

Policy EHC9

SITE FOR THE PROVISION OF CEMETERY FACILITIES

Land to the north of Swinton Cemetery, Swinton North (3.5ha) is allocated for use as a cemetery in accordance with Policies ST9 and EHC1.

Reasoned Justification

Swinton Cemetery is reaching its capacity, and this site will provide additional land for burial purposes. In the event of ground conditions preventing the use of the site as an extension to the cemetery, consideration will be given to the improvement of the site for recreational purposes.

Chapter 11 Accessibility

INTRODUCTION

- 11.1 High quality and sustainable transport networks are a fundamental component of a modern and successful City, promoting economic development. They help to connect people with facilities, opportunities and each other. Efficient and attractive public transport systems are particularly important, playing a key role in securing sustainable development, by both encouraging social inclusion and, through a reduction in the reliance on the private car, protecting the environment.
- 11.2 The UDP takes a balanced approach to securing high quality transport networks. It seeks to secure enhancements in the provision for pedestrians and cyclists. A number of specific improvements in public transport networks and facilities are identified, and other improvements are encouraged. In addition to this, the UDP supports a longer-term vision that looks beyond the Plan period, and seeks to provide for the wider expansion of the Metrolink system through the City, along with improved orbital bus links.
- 11.3 The UDP identifies limited new road building that will support the economic regeneration of the City and help to bring forward major ~~brownfield development~~previously developed sites. It also places an emphasis on the maintenance and management of existing transport networks and facilities, for example through highway maintenance work, traffic management schemes, and station enhancements.
- 11.4 In addition to this, the UDP seeks to encourage the more sustainable movement of freight, particularly by rail and water. A site is identified in Policy E1 for the provision of a multi-modal freight interchange, which should also support the continued economic development of the Western Gateway.
- 11.5 The Government has recently announced that it intends to undertake improvement works to the M60 during the lifetime of the Plan, which will include its widening to four full-width lanes in each direction between junctions 13 and 15. The provision of bypass slip roads between the M60 and M62 at junction 12 is also being investigated. It will be vital that any motorway improvements are undertaken in a sensitive manner, and do not have an unacceptable impact on local environmental quality, visual amenity, key environmental assets such as the Green Belt, or unique historic assets such as the proposed World Heritage Site.

MOD 345

Policy A1

TRANSPORT ASSESSMENTS AND TRAVEL PLANS

Planning applications for developments likely to give rise to significant transport implications will not be permitted unless they are accompanied by a transport assessment and, where appropriate, a travel plan.

Developers will be required to undertake or secure the implementation of any mitigation measures identified in a transport assessment, as well as any other measures considered necessary to achieve an acceptable level of accessibility by public transport, cycling and walking, in accordance with Policy DEV5 (Planning Conditions and Obligations).

Reasoned Justification

Development will be considered likely to give rise to significant transport implications where, for example, there may be a material increase in traffic levels, particular types of traffic movement, traffic congestion, or local air pollution; or an overreliance on the private car, particularly in terms of a low level of accessibility by public transport, walking and cycling. It is expected that transport assessments will therefore be required for all major developments.

The level of detail required in transport assessments will be dependent on the scale and nature of development; its location; existing transport infrastructure, facilities and services; and the potential of the development to generate travel demand. All transport assessments will need to:

MOD 346

- Consider the level of traffic likely to be generated and its potential impact on existing highways and identify any necessary mitigation measures;

MOD 347

- Demonstrate that the development has made adequate provision for access by walking and cycling (including appropriate levels of cycle parking), and for public transport; ~~and~~

MOD 348

- Accord with the advice on Transport Assessments contained in DTLR Circular 04/2001, and any Government guidance supporting or replacing it; and

- Demonstrate that the proposal accords with Policy DES2 of the UDP.

For developments that are likely to generate major travel demand, transport assessments will also need to:

MOD 349

- Provide a projected modal split of journeys to and from the site;

- Demonstrate that the development would have an adequate level of accessibility by walking, cycling, public transport, and other road transport;

- Show how reliance on the private car will be minimised; and

- Provide details of any proposed measures to improve access to the site, including any proposals to provide new or improved transport infrastructure or services. ~~And~~

MOD 350

~~Demonstrate that, 15 years from the start of the development, the trunk road network (including all motorways) would not be materially worse off as a result of the development than at present.~~

Where a proposed development is also likely to have a significant impact on air quality, an air quality assessment together with details of any proposed mitigation measures should also be submitted, in accordance with Policy EN14 (Air Pollution, Noise, Odour, and Vibration Pollution Control).

MOD 351

A Travel Plan will also be required where the operation of the development could help to reduce reliance on the private car, including for all of the following types of development:

i) Food and non food (A1) retail developments in excess of 1,000 square metres gross floorspace;

ii) Assembly and leisure (D2) developments in excess of 1,000 square metres gross floorspace;

iii) Business and office (B1) developments in excess of 2,500 square metres gross floorspace;

iv) Higher and further education developments in excess of 2,500 square metres gross floorspace;

v) Stadia incorporating more than 1,500 seats;

vi) Smaller development proposals comprising jobs, shopping, leisure and services which would generate significant amounts of travel in or near to air quality management areas;

vii) New or expanded school facilities (school travel plans); and

viii) Other developments where a travel plan would help to address a particular traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds.

All Travel Plans will need to be developed in conjunction with the City Council and the Greater Manchester Passenger Transport Executive, and include targets and mechanisms to ensure that they are monitored.

Policy A2

CYCLISTS, PEDESTRIANS AND THE DISABLED

Development proposals, road improvement schemes and traffic management measures will be required to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists.

The needs of these groups will also be catered for by:

i) Promoting specific highway improvement and traffic management measures that increase safety for and afford greater priority to the disabled, other people with limited or impaired mobility, pedestrians and cyclists; and

ii) Identifying, protecting and improving networks of key disabled, pedestrian and cycling routes.

Development that would result in the diversion or extinguishment of an existing public right of way will only be permitted where:

- a) It can be demonstrated that adequate levels of access for the disabled, pedestrians and cyclists will be maintained to, around, and where appropriate, through the site; and
- b) In the case of a public right of way that forms part of the City's Countryside Access Network, the proposal fully accords with Policy R5 of this UDP.

Reasoned Justification

Securing enhanced standards of accessibility for the disabled, others with limited or impaired mobility, pedestrians and cyclists, is important both in the context of building a more inclusive society and promoting sustainable development. It is also an important part of providing a transport network that caters more effectively for the most vulnerable road users.

A variety of measures may need to be incorporated into the design of new developments, road construction and improvement schemes, and traffic management measures, including:

- *The provision of designated parking areas for the disabled and, in the case of retail developments, parking for parents with young children;*
- *The use of tactile paving and dropped kerbs so as to improve safety for disabled people and other pedestrians at road crossings;*
- *Careful siting and design of development so as to ensure direct, safe and convenient standards of pedestrian access to nearby facilities and destinations, in accordance with Policy DES2; and*
- *The provision of secure cycle parking facilities and, in the case of major employment developments, provision of shower facilities for cyclists.*

The protection of existing public rights of way, together with the identification, protection and improvement of networks specifically designed to improve disabled access and cater for pedestrians and cyclists will also encourage walking and cycling. In some circumstances, it may be appropriate to divert and/or provide alternative pedestrian routes, in order to improve safety and security, enable the redevelopment of ~~brownfield sites~~previously developed land, or enhance the overall design of new development, but only where a high level of accessibility can be maintained for disabled people, pedestrians and cyclists.

MOD 352

Policy A3

METROLINK

The extension of the Metrolink system to the Lowry will be permitted, and the line of this extension, as shown on the Proposals Map, will be safeguarded.

Other extensions or improvements of the Metrolink system in Salford will be permitted, where they are consistent with regeneration objectives and other policies and proposals of the UDP. In particular, the following routes will be subject to further investigation in conjunction with the Greater Manchester Passenger Transport Executive and, where appropriate, the Highways Agency, the Strategic Rail Authority, Network Rail and adjoining local authorities:

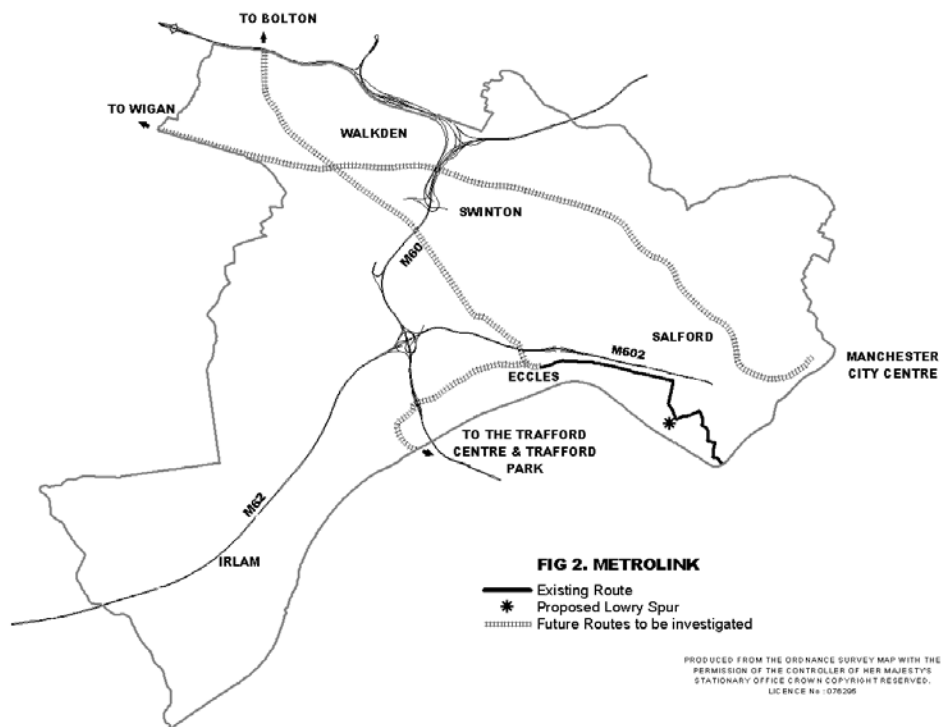
- i) **Eccles to Barton, via Patricroft, and through to Trafford;**
- ii) **Chapel Street to Little Hulton, via Swinton; and**
- iii) **Eccles to Little Hulton, via Monton and Walkden.**

Reasoned Justification

The development of the Metrolink system is an essential part of creating a high quality, fully integrated public transport network. The network has recently been extended to serve Salford Quays and Eccles. The provision of the Lowry Spur is included within the Greater Manchester Local Transport Plan, and the necessary powers have also been gained under the Transport and Works Act.

The City Council also considers that further extensions to the Metrolink system are a very important part of the City's regeneration and future success. These extensions identified in the policy for further investigation are shown diagrammatically in Figure 2 rather than on the Proposals Map, because their

routes have not yet been finalised. These options will be fully explored as part of the Greater Manchester Local Transport Plan.



MOD 353

The extension of the existing Eccles line, along the A57 to the Barton *Regional Investment Site/Strategic Regional Site* (Policy E1) and across the Manchester Ship Canal into Trafford, is considered to be an important component in the continued economic development and regeneration of the Western Gateway. It would play a major role in the enhancement of the Liverpool Road corridor, and could also potentially serve Barton Aerodrome.

MOD 354

Regional Planning Guidance The *Regional Spatial Strategy for the North West* states that the potential for track share between heavy and light rail services should be investigated. The City Council will therefore seek to work closely with the Greater Manchester Passenger Transport Executive and Wigan Metropolitan Borough Council in pursuance of *this on the conversion of the Manchester to Wigan railway line to Metrolink*. This scheme would link Little Hulton, Walkden, Swinton and Pendleton directly to the Chapel Street area and Manchester City Centre, enabling significantly more people in the City to access a fast, rail-based public transport system.

MOD 355

There is also potential in the longer term for utilising the former loop-line network from Monton to Little Hulton, connecting the existing Eccles line to the proposed Swinton/Walkden/Little Hulton line.

Policy A4

RAILWAYS

Improvements to the City's railway stations, rail infrastructure and rail services will be secured through:

- i) The continued development and improvement of Salford Central Station as a major public transport facility serving Manchester City Centre, and Salford Crescent Station as an interchange;
- ii) The refurbishment of the City's other existing railway stations, including improvements to the waiting environment; the improvement of access arrangements for pedestrians, cyclists and the disabled; provision of secure cycle parking facilities; provision of transport

- interchanges, bus and taxi waiting areas, and where appropriate park and ride facilities; and measures designed to improve safety and security for all rail users;
- iii) The provision of new railway stations that will serve the needs of existing communities;
 - iv) The provision of new railway stations that will serve major new development that would be likely to generate significant levels of traffic; and
 - v) Measures that would improve the safety, speed and capacity of the rail network or relieve congestion upon it, whilst maintaining local services.

Where appropriate to the needs and potential impact of a development, planning obligations will be used to secure any or all of the above measures.

Reasoned Justification

Improvements to the rail network can make a major contribution towards the goal of achieving a significant modal shift from car to public transport, thus helping to relieve congestion on the road network, improving environmental conditions and supporting the local economy. Many Salford residents rely upon the rail network for longer journeys around or beyond the Greater Manchester conurbation, and improvements in the network will therefore also support the broader objective of promoting greater social inclusion. By enabling infrastructure improvements, working in partnership with the Strategic Rail Authority, Network Rail and the Greater Manchester Passenger Transport Executive, safeguarding potential transport routes, and using planning obligations to improve services and infrastructure, the City Council can directly influence the quality and attractiveness of the rail network for the benefit of local people.

Many of Salford's existing railway stations offer little in the way of passenger comforts and they are often difficult to access, especially for the disabled or those with mobility difficulties. A programme of station improvements designed to render the stations more accessible, safer and generally more inviting, should therefore increase their attractiveness to a wider range of potential rail users. Salford Central Station is of particular importance, being one of the five railway stations serving Manchester City Centre. Coordinated improvements to it will be sought, so it can more effectively perform this function, including the provision of a pedestrian access from Trinity Way. Salford Crescent has been identified for improvement as an interchange facility, as well as serving the University of Salford, the Chapel Street corridor, and the wider area.

Several large communities within Salford do not have direct access to a railway station despite proximity to a railway line. Provision of new railway stations, for example to serve the needs of the largely residential community of Little Hulton, would therefore help to ensure that a larger proportion of the City's population can gain access to rail services. Provision of new railway stations at developments that are likely to attract large numbers of visitors would also help to relieve congestion on the road network, and developer contributions related to the scale and type of development will therefore be sought in appropriate cases. Any proposed new railway station will be subject to an appraisal by the Greater Manchester Passenger Transport Executive in order to gauge its viability when set against its potential impact on the operation of rail services and on people's travel patterns.

Improvement in the safety, speed and capacity of rail networks, for example through, measures such as the Castlefield Curve and Ordsall Chord proposals, will also improve the efficiency of rail networks and help rail to compete more effectively with road transport. As part of the Greater Manchester Local Transport Plan, rail operators will also be encouraged to improve services and facilities that are available to the local community.

Policy A5

BUSES

The provision of quality bus corridors, bus lanes, guided busways and other bus priority measures will be permitted, where they are consistent with regeneration objectives and other policies and proposals of the UDP.

Bus priority measures will be introduced along the following routes:

- i) A6/A580 Leigh to Manchester (the Leigh, Salford, Manchester Guided Busway);
- ii) A56 Bury to Manchester;
- iii) A6 through Swinton;
- iv) A666 through Swinton; and
- vi) A57/B5320 (Liverpool Road) Cadishead to Eccles;

In addition, the introduction of bus priority measures along the following routes will be subject to further investigation in conjunction with the Greater Manchester Passenger Transport Executive and, where appropriate, adjoining local authorities:

- v) A575 through Walkden, and B5211 through Worsley, Winton and Patricroft;
- vii) A5063 Trafford Road/Albion Way;
- viii) A576 Pendleton to Cheetham; and
- ix) B5229 and B5231 Eccles to Swinton.

Other improvements to the quality of bus services, facilities and associated highway infrastructure will also be secured through:

- a) The provision of new interchange facilities;
- b) The improvement of existing bus stations and bus stops, including improved standards of security, pedestrian and disabled access and improvements in the waiting environment; and
- c) New forms of bus provision, such as flexible and demand responsive services, minibuses, and school buses.

Development proposals will be required to make adequate provision for access to and the use of buses. In particular, developments should:

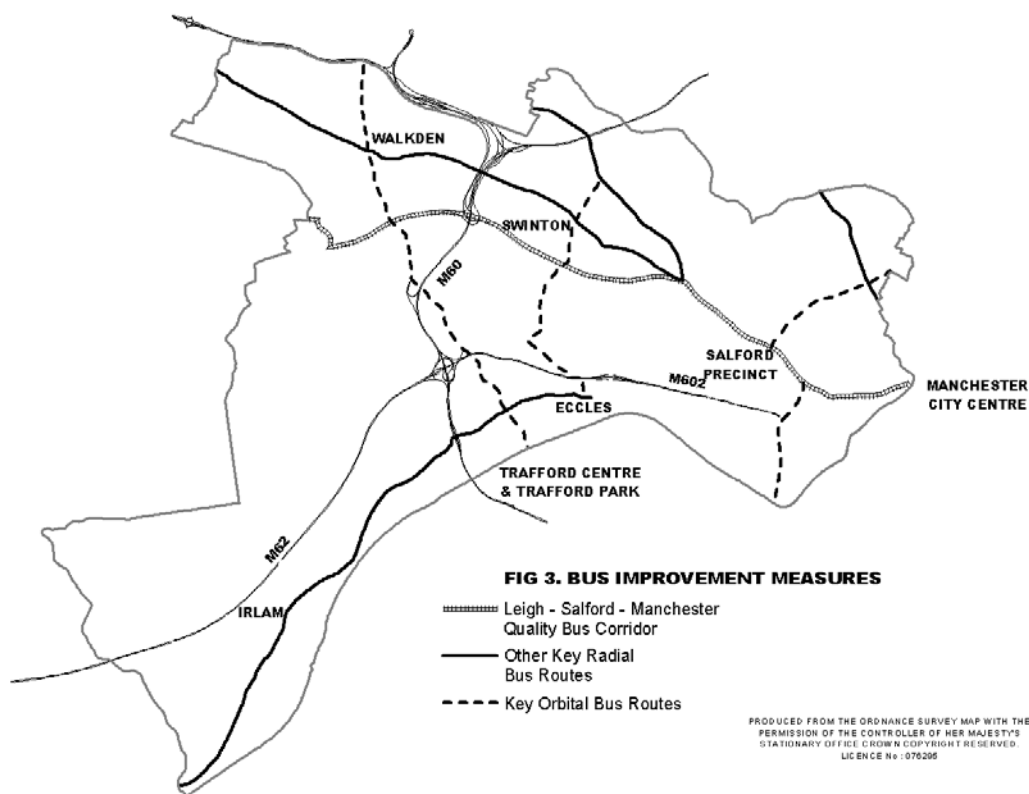
- 1) Facilitate safe, direct and convenient access to existing bus stops and services, in accordance with Policy DES2;
- 2) Make good any deficiencies in bus services, facilities or associated highway infrastructure required to service the development, in accordance with Policy A1; and
- 3) In the case of larger developments, make specific provision for new bus stops and other associated infrastructure as an integral part of the development, and, where appropriate, make financial contributions towards new or improved bus services.

Where appropriate to the needs and potential impact of a development, planning obligations will be used to secure any or all of the above measures.

Reasoned Justification

Good bus services are essential to a successful City, promoting social inclusion, and reducing reliance on the private car. For buses to be able to compete effectively with cars, they must offer quick and reliable services in a comfortable and safe environment. By seeking to improve the operating environment for buses, through measures such as the reallocation of road space or the use of bus priority schemes at busy road junctions, the City Council can directly influence the quality and attractiveness of bus services available to local people. However, this needs to be achieved in a manner consistent with other policies and proposals of the UDP, particularly Policy A8 (Impact of Development on the Highway Network).

It will be important to ensure that key radial routes into the Regional Centre, together with orbital and north-south routes that link local communities to town centres, district centres and other key facilities (such as Salford Quays), make adequate provision for buses (as shown in Figure 3). Consideration will also be given to improved bus linkages to adjoining towns, such as Bolton.



The City Council can also influence the quality of bus services indirectly, for example, through its representation on the Greater Manchester Passenger Transport Authority and via negotiations and agreements with bus operators and developers. Opportunities to secure more flexible forms of public transport will be promoted.

Where the provision and improvement of bus services, facilities and/or associated highway infrastructure are proposed as part of development, regard will be had to any existing improvement plans, and the ability of the highway network to safely accommodate any increase in bus traffic resulting from the development.

Policy A6

TAXIS

Major trip generating developments will be required to make satisfactory provision for both hackney carriage and private hire taxis where this would be compatible with the objectives of improving road safety, and safeguarding residential amenity. The provision, maintenance and improvement of taxi ranks will also be a material consideration in the design of town centre improvement and traffic management schemes, railway station and bus station improvement schemes, and proposals to provide new railway stations, Metrolink and bus stations, transport interchanges and park and ride developments.

Development involving the provision of taxi booking offices will only be permitted where they would not have an unacceptable impact on residential amenity or highway safety.

Reasoned Justification

Hackney carriages and private hire taxis perform a useful public transport function and it is therefore important that they should be adequately catered for within town centres, and at other locations likely to generate significant numbers of trips. However, in considering the location of taxi ranks and

associated facilities such as private hire booking offices, it is also important to safeguard residential amenity and highway safety.

Policy A7

PARK AND RIDE

Park and Ride developments will only be permitted where the applicant can clearly demonstrate that the development:

- i) Forms an integral part of a wider sustainable transport strategy and is consistent with the Greater Manchester Local Transport Plan;
- ii) Would result in a material reduction in overall road traffic levels;
- iii) Makes adequate provision for pedestrians, cyclists, motorcyclists and the disabled;
- iv) Is designed and operated in a manner consistent with the achievement of high standards of personal safety and vehicle security;
- v) Would not have an unacceptable impact in terms of traffic generation, traffic congestion, or highway safety;
- MOD 356 vi) Would not have an unacceptable impact on areas of recreational use, residential amenity, or the amenity of other environmentally sensitive properties such as schools or hospitals, by virtue of noise, odour, air pollution, light pollution, hours of operation or other nuisance;
- MOD 357 vii) Would not have an unacceptable impact on ~~areas of recreational use~~, areas of high archaeological, ecological or geological value, features of landscape interest, conservation areas, woodlands, agricultural land, or any nationally or locally designated area of landscape protection or nature conservation; and
- viii) Is not within a location where alternative development would be more appropriate, in accordance with the Plan's strategy, policies and proposals.

Where a Park and Ride development is proposed within the Green Belt the applicant will also be required to clearly demonstrate that:

- a) There are no alternative suitable sites outside the Green Belt;
- b) There are no other more appropriate and more sustainable sites within the Green Belt;
- c) The scale and design of the development would not compromise the openness or visual amenity of the Green Belt; **and**
- MOD 358 d) The development is consistent with the provisions of policy EN1 (Green Belt) **and**
- e) Any new or reused buildings included in the development are only for essential facilities associated with the operation of the Park and Ride scheme.

Reasoned Justification

Park and Ride schemes in appropriate locations, such as existing railway stations, can help to promote more sustainable forms of travel and improve environmental conditions in town centres by removing non-essential traffic. However, to function effectively, such schemes need to be developed and brought forward as an integral part of the conurbation wide transport strategy as set out in the Greater Manchester Local Transport Plan and ~~the emerging Greater Manchester Park and Ride Strategy associated strategies.~~

Park and Ride developments may have the potential to generate significant levels of traffic on surrounding roads, cause disturbance to adjacent residential communities and utilise land that might be worthy of protection or suitable for alternative forms of development. As such, development proposals need to be subject to robust assessment, including consideration of alternative sites, the potential impact on local amenity, and impacts in terms of both traffic generation and traffic reduction.

Policy A8**IMPACT OF DEVELOPMENT ON THE HIGHWAY NETWORK**

Development will not be permitted where it would:

- MOD 360 i) Have an unacceptable impact on highway safety **or the ability of the Strategic Route Network to accommodate appropriate traffic flows** by virtue of traffic generation, access, parking or servicing arrangement; or
- MOD 361 ii) ~~Have an unacceptable impact on the ability of the Strategic Route Network to accommodate appropriate traffic flows; or~~
- iii) Cause an unacceptable restriction to the movement of high, wide, long or heavy vehicles along Abnormal Load Routes.

Reasoned Justification

The maintenance of high standards of highway safety, coupled with the provision of an efficient highway network that supports the local economy is an important prerequisite to urban regeneration, and it is therefore important that development proposals incorporate sufficient measures to ensure that they will have no unacceptable impact on the highway network. The City Council and the Greater Manchester Passenger Transport Executive will work together with developers to achieve this. Where appropriate, planning obligations will be used to ensure that any proposed mitigation or improvement measures are implemented.

As part of the process of affording appropriate priority to pedestrians, cyclists and public transport, in accordance with Policy ST5, a range of traffic management measures, such as the provision of pedestrian crossings, cycle lanes, bus priority measures and, where appropriate, pedestrianisation schemes, will be carried out. Such schemes will contribute towards enhanced standards of highway safety and will therefore be in accordance with Policy A8, provided they do not compromise appropriate traffic flows along the Strategic Route Network or Abnormal Load Routes.

The Strategic Route Network comprises the following roads, which carry the highest volumes of through traffic:

- M60, M61, M62 and M602 motorways (operated by the Highways Agency):*
- A6 Blackfriars Street, Chapel Street, Crescent, Broad Street, Chorley Road, Manchester Road;*
- A34 Irwell Street;*
- A34 New Bailey Street;*
- A56 Bury New Road;*
- A57 Regent Road, Eccles New Road, Bentcliff Way, Church Street, Liverpool Road, Cadishead Way;*
- A572 Worsley Road, Leigh Road;*
- A575 Worsley Road, Bolton Road, Walkden Road;*
- A576 Centenary Way, Gilda Brook Road, Eccles Old Road, Broughton Road, Cromwell Road, Great Cheetham Street East, Great Cheetham Street West, Leicester Road;*
- A580 East Lancashire Road;*
- A665 Bury Old Road;*
- A666 Bolton Road, Manchester Road;*
- A5063 Trafford Road, Albion Way;*
- A5066 Ordsall Lane, Oldfield Road, Adelphi Street;*
- A5082 Cleggs Lane, Peel Lane, Armitage Avenue;*
- A5185 Stott Lane, Lancaster Road;*
- A5186 Langworthy Road;*
- A6010 St James Street, Marlborough Road;*
- A6041 Blackfriars Street, Blackfriars Road, Great Clowes Street;*
- A6042 Trinity Way; and*
- A6044 Agecroft Road.*

These roads are all operated by Salford City Council unless specifically stated above.

Abnormal Load Routes, which allow for the movement of high, wide, long or heavy loads throughout the City, will also be protected from inappropriate development.

*Policy A9***PROVISION OF NEW HIGHWAYS**

Planning permission will be granted for the following road schemes:

- MOD 362 2) The Broadway link (Broadway to Centenary Way);and
- MOD 363 3) ~~The A57-M62 Barton Moss Link Road;~~
- MOD 364 4) A57-Trafford Park link road through the Barton ~~Regional Investment Site~~Strategic Regional Site and
- MOD 365 The precise line of scheme A9(4) will be subject to further consideration, and land in the vicinity of the line shown on the proposals map will be safeguarded for future provision. Other development that would be likely to prejudice the construction of the scheme will not be permitted
- MOD 366 5) ~~A580-B5231 Link Road (East Lancashire Road to Rocky Lane)~~
- MOD 367 ~~Planning permission will also be granted for the following road scheme:~~
- MOD 368 6) ~~A57-A6144 link road and lift bridge (Cadishead Way (Salford) to Manchester Road (Trafford)); provided that:~~
- MOD 369 Further investigation will be made into the potential for a new road and bridge linking the A57 (Cadishead Way) in Salford with the A6144 (Manchester Road) in Trafford. Any such scheme will only be permitted where:
- MOD 370 a) ~~The construction of Cadishead Way Stage 2 has been completed;~~
- b) It has been clearly demonstrated that there would be no unacceptable impact on the capacity of the highway network within Salford, and that it would not prevent the release of sites allocated for development in this UDP; and
- c) All junctions on surrounding roads are upgraded as required to manage the resulting traffic flows.
- Positive consideration will be given to a link road between the A57 and the M62 at Barton, subject to:
- A) It being constructed in conjunction with development at the Strategic Regional Site under Policy E1; and
- B) It being demonstrated that the benefits to be gained outweigh harm to the Green Belt by reason of inappropriateness and any other harm. Particular consideration will be given to benefits the road may bring in terms of:
- i) Enhancing the economic potential of the Barton site;
- ii) Maximising freight transport by sustainable means; and
- iii) Improving traffic safety and congestion in the locality.

Each scheme will be required to incorporate adequate bus and pedestrian priority measures, and incorporate appropriate provision for cyclists.

Land shown on the Proposals Map will be safeguarded for future provision of each of the road schemes. Other development that would be likely to prejudice the construction of any of the schemes will not be permitted.

Reasoned Justification

These road schemes will all help to improve access to, and circulation within, the Western Gateway and will cater for both public transport and private vehicles. The schemes will lend support to the development of the local economy by improving access to key development opportunities such as Dock 9, Salford Quays and the Barton ~~Regional Investment Site~~Strategic Regional Site. They will remove non-essential traffic from existing centres ~~such as Ilam and Cadishead~~, thereby improving environmental conditions for local residents. They will also help to link relatively isolated local communities within the Manchester Ship Canal corridor with existing employment areas such as

MOD 371
MOD 372

Northbank and Trafford Park, and proposed major employment opportunities at Barton, Salford Quays, and Carrington.

The Broadway Link will improve access to Salford Quays and Trafford Park for buses cyclists, pedestrians and cars and will help to open up several major development opportunities within this important part of the Western Gateway. In particular the scheme will support and enable the development of land at Dock 9, Salford Quays for employment and other uses. It is anticipated that provision of the road will be funded through the development of the Dock 9 site.

- MOD 373 ~~The A57-M62 link will support the development of the Barton Regional Investment Site and improve access to the motorway network for businesses on the Northbank industrial estate and elsewhere within the Western Gateway.~~
- MOD 374 An A57-M62 link road has the potential to enhance the development of the Barton Strategic Regional Site (Policy E1) and to contribute to sustainable transport in the area. However, as it would have to run through the Green Belt, these benefits will have to be balanced in the context of particular development proposals against harm to the Green Belt by reason of inappropriateness, and any other harm. There are a number of alternative routes that could fulfil the same requirements. The precise alignment will be determined after further investigation, integrated with the form of development on the Barton site and infrastructure on the Trafford side of the canal.
- MOD 375 The link road from the A57 to Trafford Park, through the Barton ~~Regional Investment Site~~Strategic Regional Site and across the Manchester Ship Canal, will also improve access to the Trafford Centre for both cars and public transport. Major developments within the area will be required to provide, or make a financial contribution towards the provision of, these roads, in accordance with Policies E1, E3/11 and A1, in order to ensure that they have no unacceptable impact on existing highways or future economic development in the Western Gateway.
- MOD 376 ~~The A580-B5231 link road will be a prerequisite for the development of the former Swinton Sewage Treatment Works (Policy MX3/4). It will help to relieve congestion at the junctions of Worsley Road with the East Lancashire Road and Folly Lane, as well as ensuring that housing development on the former Swinton Sewage Treatment Works has adequate access arrangements that do not have an unacceptable adverse affect on the surrounding residential area. It will also facilitate the recreational use of part of this site, in accordance with Policy MX3/4.~~
- MOD 377 The A57-A6144 Link and ~~lift-bridge~~ are required would help to improve links across the Manchester Ship Canal and along the Canal Corridor. The scheme has the potential to make a significant contribution to the regeneration of areas either side of the Ship Canal, enabling Irlam and Cadishead residents to gain access to job opportunities at Carrington, and Partington residents to gain access to job opportunities at Northbank. The scheme would also enable the provision of integrated public transport links between the two communities by catering for bus services between Partington and Irlam/Cadishead and enabling improved public transport access to Irlam railway station. Further investigations, including a joint feasibility study involving Trafford Metropolitan Council and other involved parties, including adjoining local authorities, will be carried out prior to the scheme progressing. ~~However~~ Planning permission will only be granted for the road and bridge if it can be clearly demonstrated that the scheme would not have an unacceptable impact on the capacity of existing highways in the area, so as to ensure that it does not prevent or delay the development of key employment sites. Mitigation measures may be required to ensure this. ~~It is not considered to be appropriate to permit the scheme until Cadishead Way Stage 2 has been completed.~~
- MOD 379
- MOD 380

Policy A10

PROVISION OF CAR, CYCLE AND MOTORCYCLE PARKING IN NEW DEVELOPMENTS

Development will be required to:

- i) Make adequate provision for disabled drivers, cyclists and motorcyclists in accordance with the minimum standards set out in Appendix 2 of the UDP;
- ii) Not exceed the maximum car parking standards set out in Appendix 3 of the UDP; and
- iii) Provide the parking facilities in a manner consistent with the provision and maintenance of adequate standards of safety and security.

Within town centres, mixed use areas and major developments incorporating a range of employment and leisure uses, developers will be required to investigate the use of shared parking facilities that further reduce the need for car parking provision.

MOD 381

Car parking provision in residential developments will be assessed on a case by case basis, having regard to the type and accommodation of the properties, their location, the availability of and proximity to public transport, the availability of shared parking facilities, and the existing level of on-street parking. Development with more than 1.5 off-street parking spaces per dwelling or unit of accommodation, averaged over the City area, is unlikely to be regarded as sustainable.

Where appropriate, on street parking controls will also be introduced to complement and reinforce levels of parking associated with new developments, and planning conditions or obligations may be used to secure their provision as part of those developments.

Reasoned Justification

MOD 382

Appendix 2 sets out minimum standards for parking for disabled drivers, cyclists and motorcyclists, which will be applied to new developments. While the City Council looks for compliance with these standards, it recognises that for some minor development and in certain situations it may be impracticable to comply, or unreasonable to require full compliance. Consequently, the standards will be applied flexibly in relation to such developments, having regard to the particular circumstances of the case.

Appendix 3 sets out the maximum standards for car parking provision. All standards are consistent with regional and national planning policy guidance. Further work is taking place at a Greater Manchester level to derive a common set of standards for the whole conurbation.

Provision of shared parking in town centres or as part of mixed-use areas and developments will enable economy in the use of land and contribute towards sustainable development objectives. The use of on street parking controls, for example in areas adjacent to major travel generating developments, can help to minimise the potential displacement of parking where on site parking provision is limited. However such measures need to take account of the needs of local residents and also the potential in some circumstances for well designed on-street parking to raise development densities and reduce traffic speed.

All parking areas should be designed and located so as to enable natural surveillance to minimise the potential for crime and maximise community safety. Appropriate levels of lighting should be provided, consistent with the protection of amenity, and CCTV where necessary.

Policy A11

PROVISION OF LONG STAY COMMUTER CAR PARKS

MOD 383

~~Within the Chapel Street East and Chapel Street West mixed-use areas, as defined in Policy MX1 and on the Proposals Map, planning permission for the provision of long stay surface commuter car parking will only be granted where the development would:~~

- ~~i) Provide very high levels of personal safety and vehicular security;~~
- ~~ii) Not prejudice the development of the site for other purposes;~~
- ~~iii) Be consistent with the implementation of the Chapel Street Regeneration Strategy, and any associated supplementary planning guidance; and~~
- ~~iv) Not be detrimental to visual amenity.~~

Planning permission will not be granted for long-stay surface commuter parking other than in the following circumstances:

- a) When expressly provided in association with new development; or
- b) For a temporary period on land proposed for redevelopment.

Permission will only be granted where the development would:

- i) Provide high levels of personal safety and vehicular security;

- ii) Not prejudice the development of the site for other purposes; and**
- iii) Be consistent with the regeneration strategy of the UDP;**

Reasoned justification

The provision of large areas of surface car parking for use by commuters on a long stay basis can represent an inefficient use of land and deter built development. It can also undermine efforts to reduce reliance on the private car and secure a modal shift towards public transport and other more sustainable travel options.

Within the Chapel Street mixed-use areas, the emphasis is on securing the redevelopment of existing surface car parking. Therefore, new planning permissions, and the renewal of existing temporary permissions, will only be granted for non-operational, long stay surface car parking where it can be clearly demonstrated that the proposal would not deter the development of the site for other purposes. All new permissions will be given on a short-term temporary basis. Where the site's development is a priority, its temporary use for car parking will not be permitted if it is considered that this could delay proposals coming forward or being implemented.

Policy A12

PROVISION OF COACH AND LORRY PARKS

Provision of coach and lorry parks will only be permitted where the development:

- i) Has good access to the motorway network and can access the network via roads which can satisfactorily accommodate significant levels of lorry and/or coach movement;**
- ii) Would not give rise to unacceptable levels of traffic congestion on surrounding roads;**
- iii) Would not have an unacceptable impact on highway safety by virtue of traffic generation, access and servicing arrangements;**
- iv) Would not have an unacceptable impact on residential amenity, or the amenity of other environmentally sensitive properties such as schools or hospitals, by virtue of noise, vibration, odour, air pollution, hours of operation or other nuisance; and**
- v) Would not have an unacceptable impact on areas of recreational use, areas of high archaeological, ecological or geological value, features of landscape interest, conservation areas, woodlands, agricultural land, or any nationally or locally designated area of landscape protection or nature conservation.**

Traffic management measures will also be utilised to control the location and supply of on-street overnight coach and lorry parking provision.

Reasoned Justification

Maintenance of an adequate supply of parking for coaches and lorries is an important component of economic development and urban regeneration. However, careful consideration needs to be given to the potential impacts of such developments in traffic, environment and amenity terms.

The overnight parking ban on lorries and coaches and the provision of specific parking spaces for such vehicles within the motorway box have proved extremely successful, particularly in protecting the amenity of residential areas. Consideration will be given to the extension of such measures to other areas of the City.

Policy A13

FREIGHT TRANSPORT

Planning permission for developments that are likely to generate substantial freight movements will only be granted where the development:

- i) Has good access to the motorway network and can access the network via roads which can satisfactorily accommodate significant levels of freight movement;**
- ii) Would, where feasible, maximise the use of any available rail or water based transport infrastructure, thereby minimising the use of road based freight movement;**
- iii) Would not give rise to unacceptable levels of traffic congestion;**

- MOD 384
- iv) Would not have an unacceptable impact on ~~highway safety~~ **the safe and efficient operation of the highway network** by virtue of traffic generation, access and servicing arrangements;
- v) Would not have an unacceptable impact on residential amenity, or the amenity of other environmentally sensitive properties such as schools or hospitals, by virtue of noise, vibration, odour, air pollution, hours of operation or other nuisance;
- vi) Would not have an unacceptable impact on areas of recreational use, areas of high archaeological, ecological or geological value, features of landscape interest, conservation areas, woodlands, agricultural land, or any nationally or locally designated area of landscape protection or nature conservation; **and**
- MOD 385
- vii) Complies with other relevant policies and proposals of the Unitary Development Plan.

Development comprising the provision of major freight interchange facilities will only be permitted where all of the above criteria can be satisfied and, in addition, the applicant can clearly demonstrate that:

- a) The development forms part of a wider sustainable freight transport strategy designed to minimise road based freight movements and maximise the use of rail and/or water based freight handling and distribution facilities;
- b) In the case of rail based freight interchanges, the development would not have an unacceptable impact in terms of rail based passenger services; and
- c) The development is consistent with the provisions of the Regional Transport Strategy, the Regional Freight Strategy, and the Greater Manchester Local Transport Plan.

Reasoned Justification

Adequate provision of freight handling and distribution facilities is essential to the maintenance of a successful local economy but road based freight traffic in particular can cause significant problems for local communities in terms of noise, pollution and traffic congestion. The Manchester Ship Canal, the Bridgewater Canal and the railway network all present opportunities to promote more sustainable forms of freight movement that would also create employment opportunities and stimulate wider regeneration. A railhead has already been provided at the Agecroft Commerce Park (Policy E3/12), and there is potential to make better use of this facility.

*However, all freight developments have the potential to cause significant environmental problems and it is therefore important to balance the advantages of such developments to the local economy against their potential environmental impact. A specific opportunity for a multi-modal freight interchange is identified at the Barton ~~Regional Investment Site~~ **Strategic Regional Site** in Policy E1. Nevertheless, such a facility would need to accord fully with the provisions of this policy.*

MOD 386

Policy A14

BARTON AERODROME

Barton Aerodrome will be retained and protected for General Aviation purposes. Development at or close to the aerodrome, which is incompatible with any existing or potential aviation operation, will not be permitted.

Planning permission will be granted for development that would improve aviation facilities, provided this would not have an unacceptable impact on residential amenity, nature conservation and ~~the safe and efficient operation of the highway network~~ **highway safety, and is otherwise compatible with other policies in the Unitary Development Plan.**

MOD 387

Reasoned Justification

Barton Aerodrome is an historic airfield of national importance. Many of the original buildings have survived, three of which are Grade II listed, as well as the original grass runways. The aerodrome provides important training facilities, a base for emergency services and a recreational facility for both fliers and spectators, and also supports the local economy. The City Council is therefore keen to see the aerodrome retained and improved as a local and regional resource.

Positive consideration will also be given to development or redevelopment of the A57, Liverpool Road, frontage to the aerodrome for employment purposes, where this would support and

complement the continued existence and improvement of the aerodrome for General Aviation purposes. General Aviation is defined as all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Policy A15

SAFEGUARDING POTENTIAL TRANSPORT ROUTES

Former railway lines, shown on the Proposals Map, will be safeguarded from developments that would be likely to prevent their future re use as transport routes.

Reasoned Justification

The City's former railway lines have the potential to broaden transport choices, particularly by accommodating the provision of public transport infrastructure, such as an extension of the Metrolink network as proposed by Policy A3.

MOD 388

Most of the lines currently form part of the Countryside Access Network protected by policy R5 and their use for public transport will be conditional upon pedestrian and cyclist access being retained, wherever practicable. There are specific pedestrian routes associated with the former Carrington-Glazebrook railway line, which will need to be retained or otherwise satisfactorily diverted if that particular transport route is to be reused.

Chapter 12

Environmental Protection and Improvement

INTRODUCTION

- MOD 389 12.1 A high quality urban environment is not a luxury, but rather a prerequisite of successful urban renaissance and regeneration. It is central to realising the Community Plan and UDP vision of ~~the CitySalford~~ being a ~~good place to live, work and visit~~ beautiful and welcoming city, and will be secured in a variety of ways.
- MOD 390
MOD 391 12.2 The City's key environmental assets will be protected and improved, for the benefit of both current and future generations, supporting the regeneration process. Minimising the loss of ~~greenfield land~~ previously undeveloped land to built development will be an important aspect of this, and will be achieved through a general preference for ~~the brownfield~~ development of previously developed land (Policy ST11), the protection of open land, and by encouraging the reclamation of derelict and contaminated land.
- 12.3 Development will be controlled so as to minimise its negative environmental impacts, for example in terms of pollution and its contribution to the risk of flooding. Development will be expected to have at least a neutral, and preferably a positive, impact on environmental quality, and planning conditions and obligations will be used to secure this by providing for mitigation measures and environmental enhancements both on and off site. Regard will be had to both the local and global impacts of development.

Policy EN1

DEVELOPMENT AFFECTING THE GREEN BELT

- MOD 392 Other than in very special circumstances inappropriate development will not be permitted within the Green Belt.

The construction of new buildings within the Green Belt will be considered to be inappropriate unless it is for the following purposes:

- i) Agriculture and forestry (unless permitted development rights have been withdrawn);
- ii) Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of Green Belt and do not conflict with the purposes of including land within it; or
- iii) Limited extension, alteration or replacement of existing dwellings, provided this would not result in disproportionate additions over and above the size of the original building, or, in the case of replacement, the new building is not materially larger than the one it replaces.

The reuse of buildings within the Green Belt will not be considered to be inappropriate providing:

- a) It does not have a materially greater impact than the present use on the openness of Green Belt and the purposes of including land within it;
- b) Any extension of, or uses on surrounding land associated with, the reused building do not conflict with the openness of Green Belt and the purposes of including land in it (for example, because they involve extensive external storage, or extensive hardstanding, car parking, boundary walling or fencing);
- c) The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and
- d) The form, bulk and general design of the buildings are in keeping with their surroundings.

MOD 393

The carrying out of engineering and other operations and the making of material changes in the use of land are inappropriate development unless they maintain openness and do not conflict with the purposes of including land in the Green Belt.

Planning permission will not be granted for development within or conspicuous from the Green Belt that might be visually detrimental by reason of its siting, materials, or design, even where it would not prejudice the purposes of including land in the Green Belt

Planning permission will be granted for the working of minerals, provided that high environmental standards are maintained, the affected sites are well restored, and the development is consistent with other policies and proposals of the Plan.

Reasoned Justification

The purposes of the Green Belt are:

- 1) *To check the unrestricted sprawl of large built up areas;*
- 2) *To prevent neighbouring towns from merging into one another;*
- 3) *To assist in safeguarding the countryside from encroachment;*
- 4) *To preserve the setting and special character of historic towns; and*
- 5) *To assist in urban regeneration by encouraging the recycling of derelict land and other urban land.*

MOD 394

The extent of the Green Belt in Salford is defined on the Proposals Map. ~~Regional Planning Guidance~~ The Regional Spatial Strategy for the North West states that the boundary of the Greater Manchester Green Belt should not be reviewed before 2011, and the City Council supports this approach. Having given detailed consideration to development needs within the City, it is considered that there is no overriding need to allocate sites for development within the existing Green Belt.

MOD 395

A key aim of the policy is to protect the Green Belt's most important attribute, its openness, and ensure that inappropriate development does not take place. Inappropriate development is, by definition, harmful to the Green Belt and such development will only be approved in ~~exceptional~~ very special circumstances. Consequently, new buildings will only be permitted where they are genuinely required as part of a use that maintains the openness of the Green Belt, or where they replace an existing dwelling.

Policy EN2

WORSLEY GREENWAY

Development will not be permitted where it would fragment or detract from the openness and continuity of the Greenway, or would cause unacceptable harm to its character or its value as an amenity, wildlife, agricultural or open recreation resource.

Reasoned Justification

The Worsley Greenway is a strategically important "green wedge" within the Worsley area. It covers some 195 hectares, and is of great value to the City and local area. It provides amenity open space, recreational land and facilities, attractive landscapes, farmland, water features such as Old Warke Dam, public access, strategic recreation routes, areas of ecological importance, attractive woodland, features of historic and heritage importance, and relief within an urban area. It also provides the setting for the settlements of Worsley, Roe Green, Beesley Green, and the Bridgewater Canal, and is an essential element of their historic character. The protection and enhancement of Worsley Greenway, in its entirety, is therefore of great strategic and local importance.

Policy EN4**AGRICULTURAL LAND**

Development that would involve the loss of the best and most versatile agricultural land (Grades 1, 2 or 3a) will only be permitted where it can be demonstrated that there are no appropriate alternative sites available on lower grade agricultural land or on non-agricultural land.

Reasoned Justification

Agriculture is a major land use within the City, and the best agricultural land represents an important long-term economic asset. Much of this land is high quality (Grades 1, 2, and 3a), and should be protected from permanent damage or loss wherever possible, in accordance with strategic and Government guidance.

In determining whether potential alternative sites are appropriate, particular regard will be had to the following factors:

MOD 396

- i) ~~The impact on sites or features of archaeological, ecological, geological, landscape or recreation value; heritage, biodiversity, geological, landscape and amenity value, including public rights of way;~~*
- ii) ~~The impact on public rights of way; Accessibility, including to infrastructure, workforce and markets; and~~*
- iii) ~~The impact on the viability of agricultural holdings; The impact on the viability of agricultural holdings and on maintaining viable communities;~~*
- iv) ~~The impact on the openness of the Green Belt;~~*
- iva) ~~The locational requirements of the proposed development; and~~*
- v) ~~Consistency with the other policies and proposals of the UDP.~~*

MOD 397

Policy EN5**FARM DIVERSIFICATION**

~~Planning permission will be granted for development involving the following methods of farm diversification where it is consistent with and supports other policies and proposals of the plan:~~

- ~~i) Outdoor recreational uses that protect the open character and amenity of the area;~~
- ~~ii) Farm shops;~~
- ~~iii) Farm-based food processing and packing;~~
- ~~iv) Farm services;~~
- ~~v) Farm workshops;~~
- ~~vi) Publicly accessible woodland or nature conservation areas;~~
- ~~vii) Farm-based tourism uses;~~
- ~~viii) Farm-based education uses; and~~
- ~~ix) Energy crops and renewable energy production.~~

Reasoned Justification

~~Despite the large areas of high grade farmland around the western edges of Salford, the traditional farm economy, based around mass crops, is declining. Between 1987 and 1997, land put to horticultural crops fell by 56%, and the total agricultural workforce fell by 40%.~~

~~Diversification of farmland is already taking place through recreation activities, new crops and woodland planting. The trend towards diversification looks set to continue. Appropriate farm diversification can be a way of maintaining a quality and diverse landscape, and protecting a valuable resource, whilst support economic activity. Farm vitality will also be supported by encouraging farmers' markets in town and neighbourhood centres.~~

Policy EN5**FARM DIVERSIFICATION**

Proposals involving the diversification of farms into non-agricultural activities will be permitted where they would :

- i) Contribute to the sustainable development objectives expressed in the aims of the UDP;**
- ii) Help to sustain rather than replace the agricultural enterprise;**
- iii) Be consistent in their scale with their rural location;**
- iv) Not result in excessive expansion and encroachment of built development into the countryside;**
- v) Reuse or replace existing buildings where feasible; and**
- vi) Not have an unacceptable impact on the amenity of nearby residents, other rural businesses, or recreational users of the area.**

Reasoned Justification

Despite the large areas of high-grade farmland around the western edges of Salford, the traditional farm economy, based around moss crops, is declining. Between 1987 and 1997, land put to horticultural crops fell by 56% and the total agricultural workforce fell by 40%.

Diversification into non agricultural activities may be vital to the continuing viability of many farm enterprises, and therefore to the protection of the existing landscape, and so the city council will be supportive of well conceived farm diversification schemes.

Within the Green Belt, which covers a very large proportion of the agricultural area of the City, favourable consideration will be given to proposals for diversification that preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Where a proposal comprises inappropriate development in the Green Belt, any wider benefits resulting from the diversification may contribute to the 'very special circumstances' required for the development to be granted permission.

Policy EN6**IRWELL VALLEY**

Development within the Irwell Valley will not be permitted where it would:

- i) Result in the severance or fragmentation of the open land resource;**
- ii) Reduce the public accessibility of the valley, or sever or fragment any existing or potential strategic recreation routes within the valley;**
- iii) Have an unacceptable impact on the landscape or wildlife interest of the valley;**
- iv) Result in the unacceptable loss of land of acknowledged existing or potential recreation value;**
- v) Have an unacceptable impact on important views into, through, or within the valley;**
- vi) Have an unacceptable effect on water quality and levels of river flows;**
- vii) Have an unacceptable impact on the visual quality of the river frontage; or**
- viii) Have an unacceptable impact on the amenity of other valley users.**

Reasoned Justification

The Irwell Valley is an environmental and cultural resource of sub-regional importance, forming a strategic wedge of open land penetrating into the heart of urban Salford. It is a major landscape feature in its own right, and presents a series of linked opportunities for outdoor sports, informal recreation, wildlife/biodiversity, and access. It includes an integral part of the Irwell Sculpture Trail, which stretches from Manchester City Centre to Bacup in Lancashire. The valley forms part of a Core Forest Area in the Red Rose Forest Plan, and is regarded as a major opportunity to deliver the vision of the community forest. In addition, where development is appropriate adjacent to it, the valley provides an important urban design asset.

The policy seeks to protect the character of the valley and to promote the continuity of open land throughout the area. In recent years, there have been a number of strategic decisions made that have resulted in urban intrusions within the valley. Maintaining the remaining continuity of access, and preventing further fragmentation of the valley landscape, are the key policy objectives.

In recent years, the City Council has worked to reclaim many of the derelict and despoiled areas of land within the valley, focusing mainly on improvements to access and appearance. This work will continue, but there will be an increased emphasis on the provision of a mix of open land uses and recreational opportunities, particularly within the four Key Recreation Areas falling within the valley. These areas in particular will help to satisfy the needs of local residents, thereby fulfilling the strategic role of the valley as a major community forest resource for the benefit of Salford, as well as potentially forming an important part of a Regional Park in the future (Policy R3).

Policy EN7A

NATURE CONSERVATION SITES OF INTERNATIONAL IMPORTANCE

Development directly connected with, or necessary for, the management for nature conservation purposes of an existing or candidate Special Area of Conservation will be permitted.

Any development that would adversely affect the integrity of an existing or candidate Special Area of Conservation will only be permitted where:

- MOD 398
- i) ~~It has been clearly demonstrated that there are no less damaging alternatives, in terms of the availability of other sites or different, practicable approaches to meeting development needs; and It has been clearly demonstrated that there are no alternative solutions in terms of suitable and available sites which are reasonable alternatives for the proposed development or different practicable approaches which would have a lesser impact; and~~**
 - ii) There are imperative reasons for the development of overriding public interest; and**
 - iii) Where the site hosts a priority habitat or species, those imperative reasons relate to human health, public safety, or beneficial consequences of primary importance to the environment.**

Where appropriate, conditions or planning obligations will be used to ensure the protection, enhancement and management of the site's nature conservation interest.

Reasoned Justification

At present there are no nature conservation sites of international importance within Salford, although parts of the mossland have the potential to be restored to such a level. The Astley and Bedford Moss Site of Special Scientific Interest in Wigan, which lies close to the Chat Moss area of Salford, is a candidate Special Area of Conservation. Development proposals within Salford could have an impact on the integrity of this site, and will therefore be judged accordingly.

The integrity of a site is defined as the coherence of its ecological structure and function, across its whole area, which enables it to sustain the habitat, complex of habitats, and/or the levels of populations of the species for which it was classified. It will be the responsibility of the applicant to provide details of the likely effects of the proposed development on the site, and to demonstrate that less damaging alternatives have been fully considered. Priority habitats and species are currently defined in Annexes I and II of the Habitats Directive (EC Council Directive 92/43/EEC).

Policy EN7B

NATURE CONSERVATION SITES OF NATIONAL IMPORTANCE

Development that would adversely affect the special interest of a Site of Special Scientific Interest (SSSI) will only be permitted where:

- a) The benefits of the development clearly outweigh the reduction in the special interest for which the site is designated as a SSSI;**

MOD 399

- b) The benefits of the development clearly outweigh the contribution that the site makes to retaining a full range of natural and semi-natural habitats, and geological and physiographical features, within England; **and**
- c) The detrimental impact on the nature conservation interest of the site has been minimised as far as is practicable, and all reasonable action will be taken to make good any damage; **and**
- ~~d) The landowner and/or occupier enter into a management scheme to ensure the conservation and/or restoration of the features of the land that make it a SSSI.~~

Where appropriate, conditions or planning obligations will be used to ensure the protection, enhancement and management of the nature conservation interest of SSSIs.

Reasoned Justification

The purpose of Sites of Special Scientific Interest (SSSIs) is to safeguard, for present and future generations, the full range of habitats, species, and geological and physiographical features throughout England. At present, there are no SSSIs within Salford, although Botany Bay Woods are currently under consideration for designation. Sites of international importance are also all identified as SSSIs, but are afforded specific protection in this UDP by Policy EN7A.

The protection and management of SSSIs is seen by the Government as a key aspect of achieving sustainable development, and meeting their biodiversity objectives. SSSIs are afforded statutory protection under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000.

Therefore, SSSIs will be strongly protected from operations that damage, or are likely to damage, their special interest. Planning permission will only be granted for such activities where the benefits of the proposed development clearly outweigh the adverse impacts on nature conservation. In determining this, regard will be had to the importance of the site in maintaining a full range of the nation's most important habitats and earth science sites. The City Council is required to consult English Nature before granting permission for the development of land in a SSSI, or adjacent to a SSSI that would be likely to affect it. Some development activities affecting SSSIs that do not require planning permission may still require specific consent from English Nature, as set out in the notification of the SSSI.

The sensitive management of SSSIs is essential to their long-term protection, and the City Council will encourage landowners and occupiers to enter into management schemes with English Nature. Where appropriate, the granting of planning permission may be conditional upon the entering into of such an agreement. ~~Where appropriate, this may be a condition of planning permission.~~ Improvements to public access will also be encouraged, where these are consistent with the safeguarding of the nature conservation interest of the SSSIs.

MOD 400

Policy EN7C

NATURE CONSERVATION SITES OF LOCAL IMPORTANCE

Development that would adversely affect the nature conservation value of a Site of Biological Importance, a Local Nature Reserve, or a priority habitat for Salford as identified in the Greater Manchester Biodiversity Action Plan, will only be permitted where:

- a) The benefits of the development clearly outweigh the reduction in the nature conservation interest for which the site is protected or identified as a priority habitat;
- b) The detrimental impact on the nature conservation interest of the site has been minimised as far as is practicable; and
- c) Appropriate mitigation is provided to ensure that the overall nature conservation interest of the area is not diminished.

Where appropriate, conditions or planning obligations will be used to ensure the protection, enhancement and management of the nature conservation interest of these sites and habitats.

Reasoned Justification

Salford contains a number of sites that are of considerable local importance. It is important that these valuable natural environmental assets are protected and enhanced, and, wherever possible, improvements to their management are secured.

MOD 401 Sites of Biological Importance (SBIs) are identified by the city council, based on assessments by the Greater Manchester Ecology Unit, but are not afforded the ~~same~~ statutory protection ~~as that~~ SSSIs are. The SBIs are given one of three gradings based on their ecological value - County Importance (Grade A), District Importance (Grade B), or More than Local Importance (Grade C). The following attributes are primarily used in site selection:

- i) Exemplification of a habitat type;
- ii) Biodiversity of habitats/species;
- iii) Rarity of species present;
- iv) Naturalness of the site/substrate; and
- v) Fragility of the site.

MOD 402 Within Salford, there are ~~32~~ 33 SBIs, some of which include priority habitats as identified in the UK Biodiversity Action Plan. The SBIs are shown on the Proposals Map and are listed below:

- 1) Great Woollen Wood, Cadishead
- 2) Bridgewater Canal, Eccles/Winton/Barton
- 3) Three Sisters, Eccles
- 4) Old River Irwell, Irlam/Cadishead
- 5) Towns Gate Marsh, Irlam
- 6) Woodland North of Moss Farm, Irlam
- 7) Kersal Dale, Kersal
- 8) Kersal High School Grounds, Kersal
- 9) Kersal Moor, Kersal
- 10) Marsh and Pool at Greenheys, Little Hulton
- 11) Ponds North of Cleworth Hall, Little Hulton
- 12) Salford Quays North, Ordsall
- 13) Brindleheath Junction, Pendlebury/Pendleton
- 14) Grassland and Heath off Clively Avenue, Pendlebury
- 15) Manchester, Bolton and Bury Canal, Pendlebury
- 16) Marsh near Clifton Junction, Pendlebury
- 17) Oakwood, Pendlebury
- 18) PFA Site, Agecroft, Pendlebury
- 19) Unity Brook, Pendlebury
- 20) Blackleach Reservoir, Walkden North
- 21) Clifton Moss (South), Walkden North/Pendlebury
- 22) Springside Reservoirs, Walkden North
- 23) Brickfield Wood, Walkden South
- 24) How Clough, Walkden South
- 25) Ponds near New Manchester, Walkden South
- 26) Walkden Reservoir, Walkden South
- 27) Foxhill Glen, Winton
- 28) Alder Forest Marsh, Worsley & Boothstown
- 29) Bittern Pits Wood, Worsley & Boothstown
- 30) Botany Bay Wood, Worsley & Boothstown
- 31) Middlewood, Worsley & Boothstown
- 32) Worsley Woods, Worsley & Boothstown

MOD 403 33) Twelve Yards Road, Irlam

MOD 404 Local Nature Reserves (LNRs) are declared by local authorities under the National Parks and Access to Countryside Act 1949. They are habitats of local significance, which give the public an opportunity to see, learn about and enjoy wildlife. At present, there are ~~no~~ three LNRs in Salford (Blackleach, Kersal Dale and Clifton Country Park), but a number of other sites are currently under consideration for such designation.

There is a national commitment in the UK Biodiversity Strategy to reversing the decline of a range of habitats and species, and securing the restoration of viable areas and population levels. A number of these habitats and species are identified as specific priorities for Salford in the Greater Manchester

Biodiversity Action Plan. Further guidance will be produced on the distribution of these priority habitats and species, targets for their protection and enhancement, and proposals for improvement.

Where a development proposal could adversely affect a protected site, applicants will be expected to provide a full assessment of the existing nature conservation value of the site and the likely impacts of their development proposal on it. Where the damage to, or the loss of, the nature conservation value of the site is considered to be acceptable, appropriate compensatory measures will be required to ensure that the overall nature conservation interest and biodiversity resources of the City are not diminished.

Policy EN7D

WILDLIFE CORRIDORS

Development that would affect any land that functions as a wildlife corridor, or that provides an important link or stepping stone between habitats, will not be permitted where it would unacceptably impair the movement of flora and fauna.

Where development is permitted, conditions or planning obligations may be used to secure the protection, enhancement and/or management measures designed to facilitate the movement of flora and fauna across or around the site.

Reasoned Justification

Land both within and outside designated nature conservation sites can play an important role in maintaining the diversity of flora and fauna, by enabling the migration, dispersal and genetic exchange of species. Features as diverse as canals, rivers, railways, woods, parks and playing fields can all make a significant contribution in this regard, particularly where they help to form a continuous link between habitats and green spaces. Therefore, a vital aspect of protecting and enhancing the nature conservation interest within the City will be to minimise, wherever possible, the negative impacts of development on the ability of flora and fauna to move within and through an area. These impacts are most likely to be in the form of the degradation in the quality and extent of habitats, and the impairment of the continuity of wildlife corridors.

Where development is permitted that would affect the functioning of a wildlife corridor or any other important link between habitats, it will normally be required to incorporate satisfactory provision for movement of flora and fauna, for example through the inclusion of sensitive landscaping and planting that incorporates native species. Where habitats are to be created as part of the development, these should, wherever possible, relate to the priorities of the UK and Greater Manchester Biodiversity Action Plans.

The key areas of search for wildlife corridors are shown on the Proposals Map, and represent the main open spaces and linear features that connect through to the countryside. It is recognised that not every parcel of land within the areas shown on the Proposals Map will be important for the movement of flora and fauna, and each proposal will be judged on its merits. Equally, however, there will be other areas of land in the City that are not shown as areas of search on the Proposals Map that will also have an important role in enabling the movement of flora and fauna. This role of these sites will also be protected by this policy.

Policy EN7E

PROTECTION OF SPECIES

Development that would be likely to have an adverse impact on legally protected species will only be permitted where mitigation measures are put in place to maintain current population levels of the species the population level of the species at a favourable conservation status within its natural range.

Where the development would adversely affect a European protected species, it will also need to be demonstrated that:

MOD 405

- i) There is no satisfactory alternative, in terms of the form of, or location for, the development, that would have a lesser negative impact on the species; and
- ii) There are imperative reasons for the development of overriding public interest.

Reasoned Justification

MOD 406

A number of species of flora and fauna are protected by the European Habitats Directive and/or national legislation, and the presence of such species is a material consideration when considering development proposals. This policy only relates to those species that are protected from being killed injured or having their place of shelter/protection disturbed or damaged.

MOD 407

The maintenance of current population levels will be the key test for all developments that are likely to affect protected species, whilst recognising that these levels do naturally fluctuate depending on factors such as the time of year. The key test for all developments will be the impact on the population level of the species, primarily in terms of whether the long-term viability of the species would be maintained for the foreseeable future. Two additional tests will be applied to species that are protected under the Habitats Directive, to ensure that any adverse impacts are minimised as far as possible, and that there is an overriding public interest in securing the development that justifies harm to the species. This public interest may be in terms of public health, public safety, beneficial consequences of primary importance to the environment, or other reasons of a social or economic nature.

Where it is considered that a protected species could be adversely affected by a development proposal, the applicant will be required to submit an ecological assessment with any planning application. This assessment should include an appraisal of the likelihood and level of presence of the protected species, and the potential impact on it of the development. Where protected species are found to be present on a site, and development is considered acceptable, planning conditions and obligations will be used to secure the protection of the species, both during construction and operation of the development, and the future management of the habitat on which the protected species depends.

Policy EN8

MOSSLANDS

MOD 408

Any development that would adversely affect the integrity of existing or restored lowland raised bog habitat will only be permitted where:

- 1) **There are no less damaging alternatives, in terms of the availability of other sites or different, practicable approaches to meeting development needs; and**
- 2) **There are imperative reasons for the development of overriding public interest that relate to human health, public safety, or beneficial consequences of primary importance to the environment.**

Development within, or potentially affecting, the Mossland Heartland will only be permitted where it would not prevent the restoration of any part of the Mossland Heartland to lowland raised bog habitat, or it would meet criteria 1 and 2 above.

Elsewhere within the mosslands, development will only be permitted where:

- A) **In the case of major developments on sites that have the potential to be restored to lowland raised bog habitat:**
 - i) **The development would not prevent that restoration in the future; or**
 - ii) **As part of the development, provision would be made for the restoration of an area of lowland raised bog elsewhere within the mosslands, commensurate to the area of potential lowland raised bog habitat lost as a result of the development; or**
 - iii) **Criteria 1 and 2 above are met.**
- B) **In the case of major developments on sites that cannot be restored to lowland raised bog habitat:**
 - i) **The overall nature conservation interest of the mosslands is maintained at least to an**

- ~~equivalent level; and~~
- ~~ii) The development would not prevent the potential of any other site to be restored to lowland raised bog habitat, or would make appropriate mitigation in accordance with criteria A(ii) above.~~
- ~~C) In the case of minor developments, the overall nature conservation interest of the mosslands is maintained.~~

~~Where appropriate, conditions or planning obligations will be used to ensure the protection, enhancement and management of the mosslands' nature conservation interest.~~

In the Mosslands:

- A. Development that would affect the conservation value or the integrity of an existing or restored lowland raised bog habitat will only be permitted subject to the criteria (a) to (c) of Policy EN7C;
- B. Development that would affect land which has the potential to be restored to lowland raised bog habitat will be permitted:
- a) In the Heartland: only where the development would not prevent that restoration in the future; and
- b) Elsewhere in the mosslands only where:
- i) The development would not prevent that restoration in the future; or
- ii) Provision is made as part of the development for the restoration of an area of lowland raised bog habitat elsewhere in the mosslands, equivalent to that potential area lost as a result of the development; or
- iii) The development secures major nature conservation benefits for the mosslands if it has been clearly demonstrated that either restoration pursuant to (i) is not practically feasible or the major conservation benefits outweigh the benefits that would arise from restoration pursuant to (ii);
- C. Development on land that cannot practicably be restored to lowland raised bog habitat will be permitted provided it would not prevent the restoration of other land to that habitat; or as part of the development, provision is made in accordance with criterion B(ii).

In every case, the overall nature conservation interest of the mosslands will be maintained.

Where appropriate, conditions or planning obligations will be used to ensure the protection, enhancement and management of the mosslands' nature conservation interest.

Reasoned Justification

The mosslands within Salford, as shown on the Proposals Map, are of considerable landscape and nature conservation value. Parts of the mosslands have the potential to be restored to lowland raised bog, which is a habitat of international importance, has special status under the EU Habitats Directive, and is identified as a priority habitat in the UK Biodiversity Action Plan. The City Council is committed to securing the restoration of lowland raised bog habitat, and the protection of the wider mosslands area, whilst also ensuring that a sustainable and successful rural economy is maintained.

MOD 409

Agricultural practices and mineral extraction over many decades have caused serious damage to the lowland raised bog habitat of the Chat Moss area of Salford, but in many cases there is the potential to reverse that damage. Regional ~~Planning Guidance~~Spatial Strategy for the North West sets a target of improving 1,000 hectares of degraded raised bog by 2015, and the Greater Manchester Biodiversity Action Plan has targets of establishing appropriate hydrological conditions capable of supporting lowland bog species on 100 hectares of Chat Moss by 2010, and a further 100 hectares by 2020.

MOD 410

Some existing or restored lowland raised bog habitat has the status of a Site of Biological Importance (SBI), and is therefore subject to the provisions of Policy EN7C. Other land may achieve a similar nature conservation value through restoration work. In order to provide an appropriate and consistent level of protection to such land, development affecting it will be subject to the same tests of Policy EN7C, as if it had the equivalent status.

MOD 411 *Given the importance of lowland raised bog habitat, the UDP seeks to protect any land within the City (and through EN7A, land on the edge of the City within Wigan) that has the potential to be restored to a lowland raised bog. This restoration potential requires a minimum depth of peat and particular hydrological conditions to be successful. Proposals for development involving the removal of peat with the potential for restoration to lowland raised bog habitat will be required to demonstrate that these conditions will exist and that the potential of other land to be restored to that habitat will not be impaired. This restoration potential requires an absolute minimum depth of 0.5m of ombrotrophic peat over an absolute minimum of 0.5m of humified or fen peat. Development that would reduce peat depths to below these thresholds, either directly or indirectly (for example through development on adjoining sites that affects the hydrology of land where these peat depths are present), will only be permitted in limited circumstances.*

The focus of protection will be on the Mossland Heartland, which adjoins the candidate Special Area of Conservation at Astley and Bedford Moss in Wigan. The Mossland Heartland is considered to have the most potential for securing a significant area of lowland raised bog within the City in the future. Outside the Mossland Heartland, the mosslands area is primarily agricultural in nature, and it will be important to support the farm economy, and where appropriate farm diversification, whilst maintaining the overall nature conservation value of the mosslands.

MOD 412 *Nevertheless, there are substantial peat deposits within this wider mosslands area that have the potential to be restored to lowland raised bog habitat, and these will also be afforded some protection. The loss of the potential of such sites to be restored to this habitat because of major development will only be considered acceptable where a commensurate area of lowland raised bog is restored and/or managed elsewhere in the mosslands area as a result of the development, or other major nature conservation benefits are secured. In implementing this, the emphasis will be on the creation of areas of lowland raised bog that are large enough to allow an independent hydrological regime to be established, rather than the restoration of small, isolated pockets of this habitat that will be more easily damaged. Where issues of land ownership make this impractical, the provision of an alternative high quality habitat within the City may be considered acceptable. For the purposes of this policy, whether a proposal is considered to constitute minor or major development will be dependent on the nature, scale and likely impacts of the development. This approach seeks to balance the objectives of nature conservation and habitat improvement with the need to support the rural economy.*

MOD 413

Where a major development proposal could adversely affect a site that is, or has the potential to be restored to, a lowland raised bog habitat, applicants will be expected to provide details of the depths and quality of peat, and of existing habitats, and a full assessment of the long-term impacts of development on them and their potential to be restored to lowland raised bog habitat. It will be assumed that a site does have the potential to be restored to lowland raised bog habitat unless the applicant can clearly demonstrate otherwise.

Sites that cannot be restored to a lowland raised bog habitat also play an important nature conservation role as part of the wider mosslands area. It will be important that any development on these sites supports this wider nature conservation value, either through the protection, provision or management of appropriate habitats on-site, or the improvement or management of such habitats elsewhere within the mosslands area, commensurate with the scale of development and its ecological impact.

MOD 414 *Supplementary planning guidance will be produced to provide additional detail on the implementation of this policy, and the requirements for habitat restoration. The proposed Nature Conservation and Biodiversity Supplementary Planning Document will provide further guidance on the implementation of this policy. Regard should also be had to Policy M2 of this UDP, which addresses the issues relating to peat extraction and minerals development on the mosslands.*

Policy EN9

IMPORTANT LANDSCAPE FEATURES

Development that would have a detrimental impact on, or result in the loss of, any important landscape feature will not be permitted unless the applicant can clearly demonstrate that:

- i) The importance of the development plainly outweighs the nature conservation and amenity value of the landscape feature; and
- ii) The design and layout of the development cannot reasonably make provision for the retention of the landscape feature.

If the removal of an important existing landscape feature is permitted as part of a development, a replacement of at least equivalent size and quality, or other appropriate compensation, will be required either within the site, or elsewhere within the area.

Where appropriate, conditions or planning obligations will be used to secure the appropriate management of important landscape features.

Reasoned Justification

Landscape features include, amongst other things, trees (single or grouped), copses, woodland, hedges, ponds, streams, ditches and lakes. Such features play a vital part in creating an attractive and pleasant environment for the people of Salford, and help to support an abundance of wildlife. The protection of these features from adverse development, and their replacement when they are lost in order to secure the same amenity value for the area, will assist in enhancing the attractiveness and image of the City. The Red Rose Community Forest will have a particularly important role in developing a diverse range of landscapes throughout Salford, in addition to woodland.

MOD 415

In determining the importance of any landscape feature, regard will be had to its:

- *Value within the context of the community forest;*
- *Value within the wider setting;*
- *Value for wildlife or biodiversity;*
- *Contribution towards the viability of a wildlife corridor; and*
- *Contribution towards the local amenity of the area in which it is found.*

Policy EN10

PROTECTED TREES

Development that would result in the unacceptable loss of, or damage to, protected trees will not be permitted. Where the loss of trees is considered acceptable, adequate replacement provision will be required.

Reasoned Justification

Protected trees include all trees within conservation areas and those covered by Tree Preservation Orders (TPOs). Such trees are protected because of their high amenity value, and positive contribution to the environmental quality of the City. It is important that this is not gradually eroded, and so there is a presumption against their damage or loss. Where the benefits of development clearly outweigh the loss of protected trees, or the health of the trees has already been compromised, their removal may be permitted, but only where adequate replacements are provided. This will normally be within the site, and on a basis of at least two for one, with the replacements being of an appropriate size and maturity to secure the same amenity value for the area. The City Council will keep existing TPOs under review, and will designate new TPOs where appropriate, to ensure that the amenity, environmental quality and nature conservation value of the City are all protected.

Policy EN11

DERELICT, UNDERUSED AND NEGLECTED LAND

MOD 416

~~Development that would result in the reclamation and improvement of derelict, underused or neglected land will be permitted where it would:~~

- ~~i) Reduce physical risks to the public to acceptable levels;~~
- ~~ii) Create site conditions appropriate to the proposed use of the land;~~
- ~~iii) Adequately address contamination problems, consistent with Policy EN13; and~~

- iv) ~~Where appropriate, protect the existing ecological value of the site, and seek to enhance it in any reclamation and remediation work undertaken.~~

Development involving the reclamation, remediation or improvement of derelict, underused or neglected land should include measures to ensure that:

- i) Physical risks to the public are reduced to acceptable levels;
 ii) Site conditions appropriate to the proposed use of the land are created;
 iii) Contamination of the land is addressed in accordance with the provisions of Policy EN13;
 and
 iv) Where appropriate, the existing ecological value of the site is protected or enhanced.

Reasoned Justification

Despite the reclamation of several very large areas of derelict land in recent years, Salford is still faced with a large variety of derelict, underused and neglected sites. Bringing derelict land back into productive use is an essential part of the City Council's drive to recycle ~~brownfield previously developed~~ land in order to achieve sustainable urban regeneration and environmental improvement, particularly with benefits for the community forest.

In some cases, derelict land has an intrinsic value as an ecological or recreational resource and is worthy of retention or enhancement for this purpose. The City Council will wish to take this into account in determining the need for development, and appropriate afteruses, and will have regard to the potential to support the objectives and targets of the Greater Manchester Biodiversity Action Plan.

It is recognised that some sites will be more expensive to reclaim than others, particularly where they suffer from problems of contamination, instability, physical danger, or gas, which may pose a threat to groundwater or human health. Where appropriate, a Site Investigation report will be required to determine the extent of the problems posed by a site and the options for reclamation. The report will be expected to demonstrate how issues of contamination, land instability, gas, groundwater and ecological interest will be dealt with.

Policy EN12

UNSTABLE LAND

Development on known or suspected unstable land will only be permitted where effective measures can be taken to treat, contain or control any instability so that:

- i) **There is no unacceptable risk to the occupiers of the development or adjoining land;**
 ii) **The development would not cause instability to adjoining land or buildings; and**
 iii) **There is no unacceptable threat to structural integrity during the construction or life of any new buildings.**

Development proposals that are subject to such considerations will be required to be accompanied by a stability report that describes and analyses issues relevant to the nature of the instability and indicates how they will be overcome. Any measures necessary to stabilize land will be required to be put in place before the relevant phase of development commences.

Reasoned Justification

Significant areas of the City have been subject to mining activity, which has left a legacy of mine and ventilation shafts, other openings, and areas of potential instability.

As part of its commitment to the reuse of ~~brownfield previously developed~~ land, the City Council is keen to ensure the full and effective reuse of unstable land. It will be important to ensure that the issue of land instability is properly addressed in determining the nature of development, appropriate land use and details such as the design and methods of land stabilization.

MOD 417

MOD 418

Where development falls within a part of the city known to suffer from previous mining activity, the developer will be required to contact the Coal Authority for the most up to date information on the existence and condition of shafts and openings, which should be included in any planning application.

Whilst the local authority is advised to draw attention to the general areas where instability may occur, the onus of proof that there is no problem or that any instability can be overcome rests with the developer.

Policy EN13

CONTAMINATED LAND

Development proposals on sites known or thought to be contaminated will require the submission of a site assessment as part of any planning application, identifying the nature and extent of the contamination involved, the risk it poses to future users/occupiers of the site, and the practical remedial measures proposed to deal with the contamination.

Planning permission for development on or near to contaminated land will only be granted where the development would not:

- i) Expose the occupiers of the development and neighbouring land uses to unacceptable risk;**
- ii) Threaten the structural integrity of any existing or proposed building on or adjoining the site;**
- iii) Lead to the contamination of any watercourse, water body, or aquifer; or**
- iv) Cause the contamination of adjoining land or allow such contamination to continue.**

Remedial measures agreed as part of any planning permission will be required to be completed as the first step of the development.

Reasoned Justification

Contaminated land is an important environmental issue, and it will be important to address it in order to maximise the supply of ~~brownfield~~ previously developed land.

The City Council is anxious to ensure that development on or in close proximity to toxic and /or decomposing materials, colliery spoil heaps, landfill gas and leachate does not introduce an unacceptable risk to the environment, occupiers, nearby resident, or wildlife communities. Risk assessments will be an important way of determining the level of risk posed to humans, wildlife and controlled waters, taking into account the use to which the land is intended to be put. Contamination and its remediation can result in groundwater pollution. As part of any remediation scheme, the specific consent and cooperation of the sewerage undertaker will be required before foul or surface water sewers can be used for the collection and transfer of contaminated runoff.

In applying this policy, the City Council will have regard to advice given by the Environment Agency and other relevant bodies.

Policy EN14

POLLUTION CONTROL

~~Development proposals that would be likely to cause or contribute towards a significant increase in pollution to the air (including dust pollution), water or soil, or by reason of noise, odour, artificial light or vibration, will not be permitted unless they include mitigation measures commensurate with the scale and impact of the development. Potential releases of pollution must be capable of being adequately regulated by the relevant pollution control authority under the pollution control framework.~~

~~When assessing such proposals, particular regard will be had to the proximity of the development and its effect upon environmentally sensitive uses, buildings, features, areas and considerations such as:~~

MOD 419

MPOD 420

- ~~i) Housing~~
- ~~ii) Schools, hospitals, nursing homes or similar institutions~~
- ~~iii) Areas of open space used frequently for recreation purposes;~~
- ~~iv) Industrial processes and utilities infrastructure that require specific operating conditions;~~
- ~~v) The landscape;~~
- ~~vi) The quality of soil, air, and ground and surface waters;~~
- ~~vii) Nature conservation;~~
- ~~viii) Agricultural land quality;~~
- ~~ix) Water supply; and~~
- ~~x) Archaeological designations.~~

~~Consideration will also be given to:~~

- ~~a) The cumulative effect of pollution, having regard to the effects of existing sources of pollution;~~
- ~~b) Any balancing benefits of the development.~~

~~In areas where existing levels of pollution exceed local or national standards, planning permission will be granted for environmentally sensitive developments only where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.~~

~~Development proposals that would be likely to cause or contribute towards a significant increase in pollution to the air (including dust pollution), water or soil, or by reason of noise, odour, artificial light or vibration, will not be permitted unless they include mitigation measures commensurate with the scale and impact of the development. Potential releases of pollution must be capable of being adequately regulated by the relevant pollution control authority under the pollution control framework.~~

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- ~~i) housing;~~
- ~~ii) schools, hospitals, nursing homes or similar institutions;~~
- ~~iii) areas of open space used frequently for recreation purposes;~~
- ~~iv) Industrial processes and utilities infrastructure that require specific operating conditions;~~
- ~~v) the landscape;~~
- ~~vi) the quality of soil, air, and ground and surface waters;~~
- ~~vii) nature conservation;~~
- ~~viii) agricultural land quality;~~
- ~~ix) water supply; and~~
- ~~x) archaeological designations.~~

~~Consideration will also be given to:~~

- ~~a) the cumulative effect of pollution, having regard to the effects of existing sources of pollution;~~
- ~~b) any balancing benefits of the development.~~

~~In areas where existing levels of pollution exceed local or national standards, planning permission will be granted for environmentally sensitive developments only where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.~~

Reasoned Justification

Pollution has a major impact on health, amenity and quality of life. The planning system will be used in conjunction with other powers in order to minimise the generation and effects of pollution as far as

~~possible, for example by controlling development likely to give rise to an increase in pollution, and ensuring that uses sensitive to pollution are appropriately located.~~

~~The acceptability of air pollution, noise pollution, light pollution, vibration and odour will be judged with reference to the relevant national regulations, Government guidance and standards set out by regulatory bodies such as the local authority, Environment Agency and the Health and Safety Executive. The assessment of potential air quality impacts will also have regard to the National Air Quality Strategy (2000), the Air Quality Regulations (2000), and the Local Air Quality Management Area and associated Action Plans. An air quality assessment will need to be submitted as part of any Transport Assessment where a development could have significant air quality impacts, along with details of proposed mitigation measures.~~

~~Mitigation measures and contributions to pollution reduction may come in many forms, including green travel plans, public transport improvements, cycle facilities, building design, noise barriers, lighting cowls, beam angle reduction, tree planting, and other landscaping.~~

~~Pollution has a major impact on health, amenity, natural resources and quality of life. The planning system will be used in conjunction with other powers, co-ordinated with the pollution control regimes exercised by other agencies, in order to minimise the generation and effects of pollution as far as possible, for example by controlling development likely to give rise to an increase in pollution and ensuring that uses sensitive to pollution are appropriately located.~~

~~The acceptability of development giving rise to pollution of all kinds will be judged by reference to national regulations, and to standards set by regulatory bodies and the local authority. Planning applications should contain sufficient information for the local authority to assess the likelihood of pollution and its potential effects. An air quality assessment will need to be submitted as part of any Transport Assessment where a development could have significant air quality impacts, along with details of mitigation measures.~~

~~Mitigation measures and contributions to pollution reduction may come in many forms, including pre-emission treatment, engineering works, the adoption of alternative working practices, building design, noise attenuation, travel plans, public transport improvements, cycle facilities, lighting cowls and beam angle reduction, tree planting and landscaping.~~

Policy EN15

PROTECTION OF WATER RESOURCES

Development will not be permitted where it would have an unacceptable impact on surface or ground water in terms of its quality, level or flow.

Reasoned Justification

Water is an essential resource for humans and wildlife. Natural and manmade waterways, such as lakes, rivers, streams, ponds and canals, form an important part of Salford's environment and heritage. It is therefore important to protect water resources and their flow levels, in order to safeguard human health, amenity, ecological assets and the economy. The City Council is a partner in the Mersey Basin Campaign, which is working to improve the quality of all rivers, canals, lakes and watercourses to a standard that will at least sustain fish life.

The quality and levels of surface and ground waters are affected by many aspects of every day human and economic activity, including:

- Effluent from sewage treatment works;
- Storm sewage discharges to watercourses;
- Industrial and agricultural discharges;
- Run-off from roads and urban areas;
- Accidental or illegal discharges;
- Litter and illegal tipping;
- Leachate from contaminated sites and abandoned mine workings, particularly if disturbed;

- Active minerals development; and
- Wells, water abstraction points, and irrigation.

When assessing development proposals, the City Council will, in consultation with the Environment Agency, pay due consideration to the potential impact(s) on surface and groundwater resources. The City Council will also have regard to the relevant Local Environment Agency Plans and the Groundwater Vulnerability and Source Protection Maps where relevant.

Policy EN16

FLOOD RISK AND SURFACE WATER

Development, including the alteration of land levels, 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 for the City Council or any other agency in terms of dealing with flooding issues.

MOD 421

~~Where development would be subject to a significant flood risk, including on allocated sites, and it is not possible to reduce that risk to an acceptable level through design solutions or other mitigation measures secured as part of the development, then the granting of planning permission will be linked to the improvement of flood defences identified in Policy EN16A.~~

Any application for development that is considered likely to be at risk of flooding, or to increase the risk of flooding elsewhere materially, will need to be accompanied by a formal flood risk assessment that should accurately assess the level of flood risk involved. Where appropriate, it should clearly identify the mitigation or other measures to be incorporated into the development or undertaken on other land which are designed to reduce that risk of flooding to an acceptable level.

In determining the potential impact of the proposed development on the risk of flooding elsewhere, particular regard will be had to the extent to which the development:

- Is located within or impacts upon a functional floodplain or floodzone;
- Incorporates protection, attenuation or mitigation measures, including a reduction in culverting, and the use of source control techniques and sustainable drainage systems; and
- Provides adequate access to watercourses for maintenance purposes.

~~Any application for development that is considered likely to be at risk of flooding, or to materially increase the risk of flooding elsewhere, will need to be accompanied by a formal flood risk assessment. This should accurately assess the level of flood risk involved and, where appropriate, clearly identify any mitigation measures to be undertaken as part of the development in order to reduce that risk to an acceptable level.~~

Where development would be subject to a significant flood risk, including on allocated sites, and it is not possible to reduce the risk to an acceptable level through design solutions or other measures secured through the development, it will be allowed to proceed only in co-ordination with the completion of those elements of the River Irwell Flood Control Scheme which are necessary to mitigate the identified risk satisfactorily.

Development will not be permitted unless adequate provision is made for the discharge of foul and surface water associated with the proposal.

Reasoned Justification

Flooding in Salford is mainly due to high water tables, and surcharged watercourses, culverts and sewers. It can affect parts of Lower Broughton, Charlestown, Kersal and Clifton Junction lying in the flood plain of the River Irwell: parts of Barton, Peel Green, Winton, Worsley and the Linnshaw area of Walkden lying in the flood plain of several brooks: parts of Irlam falling in the flood plain of Platt's

MOD 422

MOD 423 *Brook and the River Irwell (old course): land adjoining the Glaze Brook in Cadishead; and land adjoining the Shaw Brook and Whitehead Brook to the north of Worsley Moss, in Worsley and Boothstown. These areas are shown diagrammatically in Appendix 4 and in greater detail on the Environment Agency's Indicative Flood Plain Maps. Development can have significant implications for flood risk. Within areas susceptible to flooding, new development may itself be at risk of flooding and may in turn increase the risk of flooding elsewhere by reducing the capacity of land to naturally drain and/or increasing surface water run-off. Risk, and the measures which may be required to mitigate it, will be assessed by reference to the Council's Strategic Flood Risk Assessment from local knowledge and in consultation with the Environment Agency, and with reference to Flood Risk Maps and local knowledge.*

MOD 424 *For sites thought to be at risk from flooding developers will be required to undertake an assessment of flood risk and the run off implications of their proposals that is appropriate to the scale and nature of the development and the risks involved. but for which flood risk information is not yet available, the developer will be required to undertake detailed hydrological investigations to determine the level of risk. Where a site is identified as being at sufficient risk or where development could potentially contribute to a risk elsewhere, the developer will be required to implement agreed mitigation measures. Where mitigation measures are not sufficient to reduce the flood risk to an acceptable level, development will not be allowed to proceed, even where a site is allocated for development in this UDP, until such time as flood defence works for the area concerned have been improved to an acceptable standard. The City Council is currently in discussions with the Environment Agency to secure improvements to flood defences within the City, which are considered essential to the City's regeneration, with a view to securing implementation during the early part of the Plan period.*

Waterside development is playing an important role in the City's regeneration but, in areas that are at risk of flooding, development may only be appropriate where design solutions are used to minimise that risk to an acceptable level.

New development often increases the demands of the local foul and surface water drainage systems, and it is important that these have adequate capacity to cope with this. Where they would not, developers will be expected to contribute to their improvement. The use of sustainable drainage systems to slow down drainage and create water-holding features may be necessary, together with maintenance provision where appropriate, as may other features required to ensure that the risk of flooding for others is not increased. Sustainable drainage systems may also have potential added benefits of creating environmental features from areas set aside for the collection and passive treatment of surface water, for example new wetland habitats, bringing amenity and nature conservation benefits. However, it should be noted that the sewerage undertaker may not always agree to adopt sustainable drainage systems.

MOD 425 *The culverting of watercourses should be avoided wherever possible, because of the adverse effects on flood defences and ecology. Applications involving the culverting of a watercourse will only be permitted if there is no reasonably practical alternative or if the effects would not justify a more costly alternative. In all cases, where it is appropriate to do so, adequate mitigation must be provided for any damage caused. The reopening of culverted watercourses where this leads to environmental and flood defence improvements, will be encouraged.*

Policy EN16A

RIVER IRWELL FLOOD CONTROL

Within the area shown on the Proposals Map, planning permission will not be granted for any development that would prejudice the provision of flood storage basins or associated water channel improvements to be undertaken as part of the River Irwell Flood Control Scheme.

Reasoned Justification

Planning permission was granted in August 1994 for the construction of flood storage basins in the Lower Kersal area of the City, and associated channel improvement works, as part of the River Irwell Flood Control Scheme. Some initial flood control measures have subsequently been installed at

Littleton Road playing fields, but additional works, particularly at Castle Irwell and along the banks of the river, will be required to bring the flood defences in this part of the City up to a 1 in 100 year standard.

These works are seen as essential to the successful regeneration of Broughton, Charlestown, Lower Kersal, and the surrounding area, and, accordingly, any development that would prevent the satisfactory completion of the flood control scheme will be resisted. The City Council and the Environment Agency are working together to secure the completion of the flood defence works as a priority.

Policy EN17

RENEWABLE ENERGY

Planning permission will be granted for renewable energy development provided that the impact on environmental quality and amenity does not outweigh the benefits of the development's potential contribution to reducing carbon dioxide emissions, diversifying the country's energy supply, and meeting national targets for the production of renewable energy.

Reasoned Justification

MOD 426

The Government has proposed that 10% of the UK electricity requirements should be met from renewable energy sources by 2010, and 20% by 2020. Renewable energy sources can potentially make a significant and sustainable contribution towards meeting the City's energy needs, and will be encouraged wherever possible, provided that they do not have unacceptable environmental impacts in themselves. Development proposals should demonstrate any environmental, economic and social benefits as well as how any environmental and social impacts have been minimised through careful consideration of location, scale, design and other measures.

MOD 427

Within Salford, there is likely to be greatest potential for the use of solar energy, although there may also be opportunities for the use of other technologies such as geothermal energy and energy crops. The impact on the operational integrity and safety of Manchester Airport will be an important consideration in any development involving wind turbines, and the City Council is required to consult Manchester Airport on all such developments (see Policy DEV7).

Policy EN17A

RESOURCE CONSERVATION

MOD 428

Development proposals for more than 100 dwellings or 5,000 square metres of floorspace will only be permitted where it can be demonstrated that:

- a) The impact on the conservation of non-renewable resources, and on the local and global environments, has been minimised as far as practicable; and**
- b) Full consideration has been given to the use of realistic renewable energy options, and such measures have been incorporated into the development where practicable.**

~~Development will not be permitted if it would be likely to have an unacceptable impact on the conservation of non-renewable resources or on the local or global environments. In determining the level of this impact, regard will be had to:~~

- ~~i) The efficiency with which energy is used and conserved, through the appropriate location, siting, design, layout, orientation and screening of buildings;~~**
- ~~ii) The use of building materials and construction methods that minimise any potential detrimental environmental impacts;~~**
- ~~iii) The minimisation and amount of waste produced during construction and operation;~~**
- ~~iv) The use and disposal of water in a responsible and efficient manner;~~**
- ~~v) The ability to reuse existing buildings, where this is compatible with urban regeneration objectives; and~~**
- ~~vi) The use of building forms that can adapt to changing requirements and accommodate different uses and needs, where this is appropriate to the location and character of the area.~~**

~~For developments that would consume large amounts of energy, the applicant will be required to demonstrate that full consideration has been given to the use of realistic renewable energy options, and that such measures will be incorporated into the development where economically feasible.~~

Reasoned Justification

MOD 429

All buildings have an impact on the environment through the consumption of finite materials, energy and water. In the UK, buildings produce 50% of total carbon dioxide emissions and consume half the nation's energy requirement. Careful design and construction can help to minimize the harmful impacts of buildings and contribute to reductions in the rate of climate change, levels of acid rain and ozone depletion. It can also help to enhance social equity and tackle the problem of 'fuel poverty', where people are unable to afford the cost of heating their homes. In considering the potential for minimising the unnecessary use of non-renewable resources, regard will need to be had to issues such as:

MOD 430

- i) The efficiency with which energy is used and conserved, through the appropriate location, siting, design, layout, orientation and screening of buildings;
- ii) The use of building materials and construction methods that minimise any potential detrimental environmental impacts;
- iii) The minimisation and amount of waste produced during construction and operation;
- iv) The use and disposal of water in a responsible and efficient manner;
- v) The ability to reuse existing buildings, where this is compatible with urban regeneration objectives; and
- vi) The use of building forms that can adapt to changing requirements and accommodate different uses and needs, where this is appropriate to the location and character of the area.

MOD 431

Developments that would result in the consumption of ~~very~~ large amounts of energy should seek to minimise the environmental impact of this consumption as much as possible, and the use of renewable energy wherever feasible is one way of achieving this. The use of combined heat and power technology to provide efficient heat and electricity, and the orientation of buildings to maximise solar gain, can both help to reduce the energy requirements of new developments and therefore their contribution to climate change.

MOD 432

Proposals that incorporate new technologies in resource conservation will be permitted, where these do not have a detrimental impact on overall design quality and are compatible with other relevant UDP policies. By encouraging the use of sustainable construction materials and methods, for example by using recycled materials or carefully managed natural materials, and locating buildings to take advantage of solar gains for lighting and heating, the City Council can promote building types and forms that may help reduce the detrimental impacts buildings have on the local and global environment. Developers should take account of the principles found in Salford's Green Development Advice Guide. Where possible, developments should incorporate sustainable drainage systems, in accordance with Policy EN16.

In many circumstances, the reuse of existing buildings can help to minimise resource requirements, and can also help to maintain local identity and character. The use of adaptable building forms in new development can assist in ensuring that new buildings will have a long life, but this needs to be compatible with the character of the area.

Policy EN18

ENVIRONMENTAL IMPROVEMENT CORRIDORS

MOD 433

Development along any of the City's major road, rail and water corridors will be required to **preserve, or** make a positive contribution to the corridor's environment and appearance.

In determining the extent to which a development would achieve this, regard will be had in particular to:

- i) The quality of design and landscaping, particularly in terms of elevational treatments and the impact on views;
- ii) The extent to which the proposal would assist in the implementation of corridor improvement strategies;
- iii) The impact on the quality, management and maintenance of the public realm;
- iv) The contribution that would be made towards air quality improvement and accessibility, particularly by promoting improved public transport and access by foot and cycle;
- v) The impact on historic and tourism-related features; and
- vi) The extent to which wildlife habitats are protected and improved.

Reasoned Justification

The City's road, rail and water corridors present the public face of Salford, and are very important in terms of local pride for those that live and work in the City, and the image that is presented to visitors. However, as the corridors have evolved over many years, parts of them have developed a range of environmental problems relating to poor air quality, congestion, and design quality. Their environmental improvement is therefore an important objective of the UDP. Where resources allow, corridor improvement strategies will be produced to coordinate the improvement of individual corridors, both through environmental enhancements and transport improvements. In determining applications for development within or affecting the corridors, particular regard will be had to the design and accessibility policies of the UDP. It is accepted that the extent of the positive contribution that developments will be able to make to the environment and appearance of a corridor will be partly dependent on the type of development proposed and the characteristics of the particular site. It is also recognised that, in the case of development of land along the Manchester Ship Canal that is related to its operational role, it might not always be practicable to preserve or make a positive contribution to the environmental improvement corridor.

MOD 434

The corridors covered by this policy include:

- 1) *The Strategic Route Network, particularly:*
 - a) *The A6 (Chapel Street, Salford to Manchester Road West, Little Hulton);*
 - b) *The A57 and B5320 (Eccles New Road/Liverpool Road/Cadishead Way);*
 - c) *The A56 (Bury New Road);*
 - d) *The A580 (East Lancashire Road);*
 - e) *The A576 (Eccles Old Road → / Gilda Brook Road); and*
 - f) *The A666 (Bolton Road);*
- 2) *The rail network, particularly:*
 - a) *The Manchester/Liverpool line;*
 - b) *The Manchester/Bolton line; and*
 - c) *The Manchester/Wigan line; and*
- 3) *The waterway network, particularly:*
 - a) *The River Irwell/Manchester Ship Canal;*
 - b) *The Bridgewater Canal; and*
 - c) *The Manchester, Bolton and Bury Canal.*

MOD 435

Chapter 13 The City's Heritage

INTRODUCTION

- 13.1 The City has a rich and varied heritage, much of it dating from Salford's central role in the industrial revolution. The Bridgewater Canal was a fundamental part of this, and has been identified by the Government for nomination as a World Heritage Site.
- 13.2 The City's heritage has an important role to play in Salford's future, by supporting its regeneration and tourism development, enhancing urban environmental quality, and making a major contribution to local identity and distinctiveness. It will therefore be protected and enhanced, whilst encouraging its positive use for the benefit of the City and its residents.
- 13.3 The City's historic features can also play an important ecological role. For example, historic buildings often providing roosts for bats, which are a protected species, and so regard should be also had to the policies contained in the Environmental Protection and Improvement Chapter of the UDP.

MOD 436

~~Policy CH1~~

~~PROPOSED WORLD HERITAGE SITE~~

~~Planning permission will not be granted for development that would detract from the character, appearance or setting of the proposed World Heritage Site.~~

~~Reasoned Justification~~

~~The Bridgewater Canal, Worsley Village and Barton Swing Aqueduct are on the Government's shortlist for nomination for World Heritage Site status, as part of a larger site incorporating Castlefield and Ancoats. This recognises the outstanding international importance of the site, and its key role in the industrial revolution, and highlights the need to protect its historic features and environmental quality. The awarding of World Heritage Site status could provide significant benefits for the City.~~

~~The policy applies to all development that is within or would materially affect the proposed World Heritage Site~~

MOD 437

~~Policy CH2~~

~~WORKS TO LISTED BUILDINGS~~

~~Proposals involving the alteration, extension or change of use of a listed building will only be permitted where they would preserve or enhance the character and features of special architectural or historic interest that contribute to the reasons for its listing.~~

~~A change of use from the original use of a listed building will only be permitted where it is not practical or economically feasible to continue that original use, or a new use is required to secure the long-term future of the listed building.~~

~~Reasoned Justification~~

~~Listed buildings form an important part of the City's heritage, and need to be appropriately protected. It needs to be ensured that alterations, extensions and changes of use do not result in the erosion of architectural and historic character, for example through poorly designed alterations, or the destruction or obscuring of significant features. The City Council is committed to monitoring the condition of all listed buildings, supporting the Buildings at Risk register.~~

The most effective way of preserving the character and features of a listed building is normally to retain it in its original use. Where listed buildings can no longer support their original use, their reuse for other purposes is encouraged, but this needs to be done carefully, and should not be at the expense of the historic or architectural character of the building.

MOD 438

Policy CH3

DEMOLITION OF LISTED BUILDINGS

~~Partial demolition of a listed building will be permitted where it would improve the character and appearance of the listed building concerned.~~

~~Any other development involving the total or partial demolition of a listed building will only be permitted where:~~

- ~~i) It is not practicable to continue to use the building for its existing or a previous purpose;~~
- ~~ii) It can be clearly demonstrated that there is no other viable use of the building; and~~
- ~~iii) Demolition, and any proposed redevelopment or the creation of a cleared site, would not cause unacceptable harm to the setting of any remaining listed buildings.~~

~~Where demolition is approved in accordance with criteria i to iii above, it will be subject to conditions requiring:~~

- ~~a) The prior approval of detailed plans for the replacement development, together with the letting of a contract for the development; and~~
- ~~b) The recording of the details of the listed building.~~

Reasoned Justification

The demolition of a listed building represents the loss of an important part of the City's and nation's built heritage, and will therefore only be permitted in exceptional circumstances. Where it is permitted, it will be important to secure a full record of the building to be demolished, so that the heritage is not completely lost. It may also be appropriate to require the storage and reuse of materials and features from the listed building.

Demolition includes the loss of any feature of special architectural or historic interest that contributes to the reasons for the building or structure being listed.

MOD 439

Policy CH2

WORKS TO, AND DEMOLITION OF LISTED BUILDINGS

~~**A. Proposals for the alteration, extension, change of use or demolition, whether partial or total, of a listed building will be considered in relation to the effect on:**~~

- ~~a) The importance of the building;~~
- ~~b) The particular physical features of the building;~~
- ~~c) The building's setting and contribution to the local scene; and~~
- ~~d) The extent to which the proposed works would bring substantial benefits for the community.~~

~~**B. Proposals involving the alteration, extension, change of use or partial demolition of a Listed Building will be permitted only where they would preserve or enhance the character and features of special architectural interest that contribute to the reasons for its listing.**~~

~~**C. Total or partial demolition of a listed building, or its change of use, will be permitted only where:**~~

- ~~a) It is not practicable or economically feasible to continue to use the building for its existing or a previous purpose;~~
- ~~b) It can be clearly demonstrated that there is no other viable use of the building and no alternative viable means of securing its preservation; and~~
- ~~c) That in relation to total demolition, any proposed redevelopment or the creation of a cleared site would not cause unacceptable harm to the setting of any remaining listed~~

buildings.

- D. Where consent for demolition is granted in accordance with criteria C (a) – (c) above, it will be subject to conditions requiring:**
- a) The prior approval of detailed plans for the replacement development, together with the letting contract for the development; and**
 - b) The recording of details of the listed building.**

Reasoned Justification

Listed buildings form an important part of the City's and the nation's built heritage, and need to be appropriately protected.

In considering the effect of alterations, extensions, changes of use or demolition on the relevant criteria set out in the Policy, the importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms, will be taken into account. Particular physical features of the building, which justify its inclusion on the list, may include its design, plan, materials or location. The building's setting and its contribution to the local scene may be important particularly where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or detail with other buildings nearby. The economic regeneration of the area or the enhancement of its environment may be examples of substantial benefits for the community gained by the proposed development/works.

It needs to be ensured that alterations, extensions, changes of use or partial demolition do not result in the erosion of architectural and historic character, for example through poorly designed alterations, or the destruction or obscuring of significant features. The City Council is committed to monitoring the condition of all listed buildings, supporting the Buildings at Risk register.

The most effective way of preserving the character and features of a listed building is normally to retain it in its original use. Where listed buildings can no longer support their original use, their reuse for other purposes is encouraged, but this needs to be done carefully, and should not be at the expense of the historic or architectural character of the building.

The demolition of a listed building will only be permitted in exceptional circumstances. Where it is permitted, it will be important to secure a full record of the building to be demolished, so that the heritage is not completely lost. It may also be appropriate to require the storage and reuse of materials and features from the listed building.

Demolition includes the loss of any features of special architectural or historic interest that contributes to the reasons for the building or structure being listed.

Policy CH4**DEVELOPMENT AFFECTING THE SETTING OF A LISTED BUILDING**

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

Reasoned Justification

The setting of a listed building forms an integral part of its character, and may consist of adjoining open space such as a garden or square, or nearby buildings that form part of the streetscene. It therefore needs to be afforded appropriate protection. It will be important to ensure that all development, and advertising, within the setting of a listed building is appropriately designed, particularly in terms of its siting, scale and quality.

Policy CH5**WORKS WITHIN CONSERVATION AREAS**

MOD 440

Development in conservation areas will only be permitted where it would preserve or enhance the character **and or** appearance of the conservation area. In determining this, regard will be had to the extent to which the proposal:

- i) Retains or improves features that contribute to the character or appearance of the conservation area;
- ii) Is of a high standard of design, consistent with the design policies of the plan;
- iii) Retains existing mature trees;
- iv) Secures environmental improvements and enhancements; and
- v) Protects and improves important views within, into and out of the conservation area.

Reasoned Justification

MOD 441

*The purpose of designating conservation areas is to afford protection not just to individual buildings, but also to the quality of the townscape, which makes a significant contribution to local distinctiveness and can play an important role in regeneration. Particular regard needs to be had to preserving **and or** enhancing the character and appearance of such areas, and this will be achieved both through the control of development and advertisements, and by undertaking improvement schemes where funds allow. The features that contribute to the special character of the City's conservation areas will be set out in individual conservation area appraisals.*

Within conservation areas, outline planning applications will not normally be approved, because they provide insufficient information to determine the impact of development on the character and appearance of the area. The City Council will seek to enter into planning obligations with developers to secure improvements to the public realm of conservation areas, to ensure that the overall impact of development on an area's character and appearance is positive.

The City currently has sixteen conservation areas:

- 1) Flat Iron, Blackfriars
- 2) The Crescent, Blackfriars
- 3) Adelphi and Bexley Square, Blackfriars
- 4) The Cathedral, Blackfriars
- 5) The Cliff, Kersal/Broughton
- 6) Ellesmere Park, Eccles
- 7) Monton Green, Eccles
- 8) Barton-upon-Irwell, Barton
- 9) St. Augustine's, Pendlebury
- 10) Irlams O' Th' Height, Claremont
- 11) Radcliffe Park Road, Claremont
- 12) St. Marks, Worsley and Boothstown
- 13) Worsley Village, Worsley and Boothstown
- 14) Worsley Old Hall, Worsley and Boothstown
- 15) Roe Green/Beesley Green, Worsley and Boothstown
- 16) Mines Rescue Station, Worsley and Boothstown

Consideration will be given as to whether further conservation areas should be designated, and existing designations will be reviewed from time to time.

Policy CH6**DEMOLITION OF BUILDINGS WITHIN CONSERVATION AREAS**

Demolition within a conservation area will only be permitted where:

- i) The structure to be demolished makes no positive contribution to the character or appearance of the area;
- ii) It can be clearly demonstrated that there is no viable use of the structure, and the cost of repairing and maintaining it, or that part to be demolished, to a reasonable and structurally

sound condition is prohibitive, taking into account the potential availability of grants from public funds; or

- iii) The proposals would make a vital contribution to the regeneration of the local area, and any replacement structure would be of at least equal design quality to the structure to be demolished.

If demolition is considered to be acceptable, consent will only be given if detailed proposals for the reuse of the site, including any replacement building or other structure, have been approved.

Reasoned Justification

Buildings and features that contribute towards the character or appearance of a conservation area will be protected from demolition, in order to ensure that the City's heritage is retained. Listed buildings and items identified on the Local List of Buildings, Structures and Features of Architectural, Archaeological or Historic Interest will be given particularly strong protection. Where demolition of a building is permitted, it may be necessary to enter into a planning obligation, in accordance with Policy DEV5, to ensure that any approved and required reuse/redevelopment of the site is implemented.

Policy CH7

ARCHAEOLOGY AND ANCIENT MONUMENTS

Planning permission will not be granted for development that would have an unacceptable impact on an ancient monument, or site or feature of archaeological importance, or its setting.

Where planning permission is granted for development that will affect known or suspected remains of local archaeological value, planning conditions will be imposed to secure the recording and evaluation of the remains and, if appropriate, their excavation and preservation and/or removal, prior to the commencement of the development.

Reasoned Justification

Archaeological remains are a finite and non-renewable resource, which are often highly fragile and vulnerable to damage and destruction. A Sites and Monuments Record is maintained, providing information on known archaeological remains. In addition, there are three sites within the City that are designated as Scheduled Ancient Monuments, and a fourth that is proposed, giving them a very high degree of protection:

- 1) *The Delph, Worsley Road, Worsley (the canal tunnel entrances and wharf, dating back to 1759-60);*
- 2) *Wardley Hall, Wardley Hall Road, Wardley (a moated site with island occupied by medieval hall and gardens);*
- 3) *Promontory Fort, 300m west of Great Woolden Hall Farm, Cadishead (a promontory hill fort dating back to the Iron Age); and*
- 4) *Lime Kiln, Barton Road, Worsley (proposed).*

Wherever possible, development should be located and designed so as to avoid damage to archaeological remains, ensuring that they are preserved in situ. Where this is not possible, or appropriate, the developer will be required to make suitable provision to ensure that the archaeological information is not lost, and in many cases to secure the preservation of the remains.

Policy CH8

PARKS AND GARDENS OF HISTORIC INTEREST

Planning permission will not be granted for development that would have an unacceptable impact on the historic character or setting of any part of a historic park or garden defined on the Proposals Map.

Reasoned Justification

English Heritage maintain a Register of Parks and Gardens of Special Historic Interest, and the City has two sites included on this:

- 1) Buile Hill Park, Weaste and Seedley; and
- 2) Weaste Cemetery, Weaste and Seedley.

These two sites have played an important part in the history of the City, as well as containing individual features of historic importance. The City Council is therefore committed to their protection, improvement and maintenance. Buile Hill Park will have an important role to play in the regeneration of the local area, and a masterplan is being developed for its enhancement. In addition to the two registered sites, other historic parks within the City, such as Peel Park, will be protected and improved, and their regeneration role maximised.

Policy CH9

MANCHESTER, BOLTON AND BURY CANAL

Planning permission will be granted for the restoration of the Manchester, Bolton and Bury Canal.

The line of the canal will be protected. Development that would prejudice the reinstatement of the canal and its towpath will not be permitted.

MOD 442

~~Where appropriate, development adjacent to the canal will be required to contribute to its restoration, improvement and/or maintenance.~~

In circumstances where the restoration or improvement of the canal or towpath is necessary to enable development to proceed satisfactorily, or where the development would benefit directly from the restoration or improvement, contributions will be sought with a view to securing such restoration or improvement.

Reasoned Justification

The Manchester, Bolton and Bury Canal is an important historic linear feature, which extends from the edge of Manchester City Centre through Salford and beyond, as well as potentially being an important catalyst for regeneration. Although some stretches, particularly in the Clifton area north of Park House Bridge, remain in water and are of acknowledged ecological value, much of the canal has in the past been drained and filled in. However, there is still an opportunity to secure the restoration of the canal, and permission will not be granted for development that would compromise this objective, or that would not provide an appropriate setting to the restored canal, in line with Policy DES6. Part of the canal is designated as a Site of Biological Importance, and any restoration activity will therefore need to be consistent with Policy EN7C.

MOD 443

~~In most cases, it will be appropriate for development adjacent to the canal, or its line, to contribute to its restoration, improvement and/or maintenance, in order to ensure a successful long term future for both the canal and the development itself. This contribution may come in many forms, including: New development adjacent to the canal provides the opportunity to secure its restoration or improvement. Subject to the terms of Policy DEV5 and in conjunction with Policy DES6, contributions will be sought to achieving those ends by negotiation, with a view to ensuring a successful long-term future for both the canal and the development itself. Where it is appropriate for contributions to be made, they may be in kind or of a financial nature. They may come in many forms, including:~~

- i) The actual restoration to agreed specifications of the section of canal adjacent to the development;
- ii) Clearance of the line by removing buildings, fill, etc;
- iii) Transfer of the line of the canal and towpath to British Waterways for a nominal sum;
- iv) The provision of, or improvements to, the towpath and associated landscaping;
- v) The maintenance of areas provided as part of the development; and
- vi) Financial contributions to any restoration, improvement or maintenance works.

The exact scale and form of the contribution that is considered appropriate will depend on a number of factors, including:

- *The size of the development;*
- *The length of the site's canal frontage;*
- *The extent to which the development would benefit from the presence of the canal; and*
- *The potential impact of the development on the canal.*

MOD 444

Policy CH10

LOCAL LIST OF BUILDINGS, STRUCTURES AND FEATURES OF ARCHITECTURAL, ARCHAEOLOGICAL OR HISTORIC INTEREST

The impact of development on any building, structure or feature that is identified on the Council's Local List of Buildings, Structures and Features of Architectural, Archaeological or Historic Interest will be a material planning consideration.

Reasoned Justification

The City Council maintains a Local List of around 450 buildings, structures and features that have been identified as being of value due to their contribution to the local street scene or their local historical association. Whilst these buildings, structures and features do not enjoy the protection of statutory listing, which is the responsibility of English Heritage, nevertheless the buildings are of some local value.. Accordingly, any material impact that a proposed development might have upon a building, structure or feature identified on the Local List will be taken into account as part of the development control process.

Chapter 14 Recreation

INTRODUCTION

- 14.1 The UDP seeks to secure a high standard of recreation provision throughout the City, ensuring that all residents have good access to a variety of opportunities. A key priority, identified by local residents, will be to ensure that there are things for young people to do.
- 14.2 High quality recreation provision will be secured in a variety of ways, such as by protecting and improving existing facilities, securing the provision of new facilities, particularly in areas of deficiency, and through the allocation of new sites for recreation use.
- 14.3 It will be important to secure a variety of recreation provision, from small local parks and play facilities, to larger Key Recreation Areas, through to the establishment of a major Regional Park facility stretching into neighbouring local authority areas and serving the western side of the conurbation. The sustainable use of the City's countryside, urban fringe and waterways is considered to be very important in providing recreation opportunities for local people. Improved recreation facilities will also be provided for as part of Policy MX4, which allocates a site for mixed-use development in Lower Broughton.
- 14.4 The approach taken to recreation in the UDP is based on a comprehensive audit of urban open space carried out in 2001/2, and a playing pitch assessment carried out for sports pitches in 2000/1. These audits will be reviewed at an appropriate time, and will be further supplemented by the production of ~~an Urban Open Space Strategy~~ [the Salford Greenspace Strategy Supplementary Planning Document, production of which has been identified in Salford's Local Development Scheme, which will form supplementary planning guidance to the UDP.](#)

MOD 445

Policy R1

PROTECTION OF RECREATION LAND AND FACILITIES

The development of existing recreation land or facilities will not be permitted unless:

- i) The development is for formal or informal recreation purposes that would contribute to the continued recreation use of the site;
- ii) Adequate replacement recreation provision, of equivalent or better accessibility, community benefit and management, is made in a suitable location, to the satisfaction of the City Council;
- iii) It has been clearly demonstrated that the site is surplus to recreational requirements, and [the development would facilitate the wider regeneration of the local area;](#)
- iv) The development is ancillary to the principal use of the site.

MOD 446

Reasoned Justification

The policy applies to all existing sites and facilities that have a recreation use and value, irrespective of whether they are owned or managed by the public, private, or voluntary sectors. This will include outdoor facilities such as parks, urban greens, playing fields (including school playing fields that have a community use), waterways, golfing facilities, allotments, and other land used for informal recreation pursuits such as walking, cycling, horse riding, fishing, sitting, and quiet contemplation, as well as indoor recreation facilities such as sports halls and swimming pools. School playing fields are afforded additional protection through Policy EHC0B (Redevelopment of Redundant Schools and Colleges) of the plan, and the majority of outdoor facilities will also be protected by the sequential approach to development set out in Policy ST11 (Location of New Development). The impact on nature conservation will be an important material consideration, which will be assessed against the policies of the Environmental Protection and Improvement Chapter, having regard to the Greater Manchester Biodiversity Action Plan.

Recreation provision is a vital means of maintaining and improving the quality of life within the City, and assisting the process of urban regeneration. Recreation land, such as parks, playing fields, and other areas of open space, can also make a significant contribution to the greening of the urban environment and the character of local areas. It is therefore important that recreation land and facilities receive protection in the UDP from development pressures.

MOD 447

In determining whether a development proposal would have a detrimental impact on the provision of outdoor recreation facilities in the local area, the City Council will have regard to the ~~Urban Open Space Strategy, Salford Greenspace Strategy Supplementary Planning Document, which has been identified for production in Salford's Local Development Scheme and which will form part of Salford's Local Development Framework which forms supplementary planning guidance to the UDP.~~ This will set out minimum standards for the provision of outdoor recreation facilities within the City, as well as identifying those recreational resources that need to be retained. Open space will not be considered surplus for the purposes of this policy if its loss would result in the minimum standards for open space not being met. Any demonstration that a site is surplus to recreational requirements must be based on a carefully quantified assessment of current and future needs. Where appropriate, local communities will be consulted on the provision of replacement facilities.

Policy R2

PROVISION OF RECREATION LAND AND FACILITIES

MOD 448

Planning permission for recreation development will be **granted unless it would: permitted unless the development would:**

- i) Have an unacceptable impact on residential amenity in terms of noise, traffic generation, light pollution, hours of operation, visual amenity, or any other disturbance;
- ii) Have an unacceptable impact on highway safety in terms of traffic generation, parking or servicing;
- iii) Fail to make adequate provision for cyclists, pedestrians and disabled people;
- iv) Have an unacceptable impact on the quiet enjoyment of the open countryside;
- v) Have an unacceptable impact on sites or features of archaeological, ecological, geological or landscape value; or
- vi) Have an unacceptable impact on existing recreation facilities.

MOD 449

In considering proposals for new or improved recreational land or facilities the City Council will seek to ensure that the following standards are met:

- a) **All households to be within:**
 - i) **400 metres walking distance of a Locally Equipped Area of Play;**
 - ii) **1000 metres walking distance of a Neighbourhood Equipped Area of Play;**
 - iii) **1200 metres walking distance of a Neighbourhood Park; and**
 - iv) **3200 metres walking distance of a District Park.**
- b) **A full range of youth and adult facilities available in each Service Delivery Area;**
- c) **A minimum of 0.73ha of high quality managed sports pitches per 1000 population;**
- d) **A minimum of 0.25ha of equipped children's playspace per 1000 population; and**
- e) **Amenity open space to a standard reasonably related in scale and kind to the development it serves and sufficient to meet the need for casual children's play space.**

Reasoned Justification

The provision of recreation land and facilities by the public, private or voluntary sectors is important to ensure that recreation needs are satisfied. As well as recreation and sports facilities within the urban area and alongside the City's waterways, recreation development may also include ancillary facilities such as visitor/education, equipment hire, and interpretation facilities aimed at enhancing the enjoyment of the countryside.

However, some recreation development, such as children's play areas, skateboard parks, and kickabout areas, can sometimes have a negative impact, particularly in terms of compatibility with other land uses such as housing. As a result, equipped play areas will normally be expected to be at least 30m from the nearest dwelling.

Where necessary, conditions will be used to ensure amenity is protected, for example through limits on hours of operation, particularly for floodlighting. Recreation sites in the countryside will need to make adequate connections to, and where appropriate improvements to, the network of Strategic Recreation Routes in accordance with Policy R5 (Countryside Access Network) and Policy DEV5 (Planning Conditions and Obligations).

MOD 450

~~Through the UDP and the emerging Urban Open Space Strategy, the City Council is seeking to ensure that the following standards are met:~~

- ~~a) All households to be within 400 metres of a Local Equipped Area of Play;~~
- ~~b) All households to be within 1,000 metres of a Neighbourhood Equipped Area of Play;~~
- ~~c) All households to be within 1,200 metres of a Neighbourhood Park;~~
- ~~d) All households to be within 3,200 metres of a District Park;~~
- ~~e) A full range of youth and adult facilities available in each Service Delivery Area; and~~
- ~~f) A minimum of 0.73ha of high quality, managed sports pitches per 1,000 population.~~

~~The City Council will give priority to those areas suffering a deficiency in facilities when allocating its own resources.~~

MOD 451

The standards set out within the Policy are derived from audits of current recreational provision in the City, and the guidance of the National Playing Fields Association. They will apply in relation to the provision of recreational facilities in all circumstances, including proposals considered under Policies R6 and H8. The calculation of the amount of amenity open space required in any individual case will have regard to existing provision and needs, as set out in the Council's Salford Greenspace Strategy.

Policy R3

REGIONAL PARK

MOD 452

~~A Regional Park will be developed within the City, in accordance with Policy ST10 and consistent with other policies and proposals of the Plan, focusing around the following assets:~~

- ~~a) Salford's Countryside;~~
- ~~b) Key Recreation Areas;~~
- ~~c) River Irwell;~~
- ~~d) Bridgewater Canal;~~
- ~~e) Manchester, Bolton and Bury Canal; and~~
- ~~f) Barton Aerodrome.~~

~~The purpose of the Regional Park will be to:~~

- ~~i) Provide a wide range of open land based recreation opportunities for the residents of the City and the region;~~
- ~~ii) Facilitate public access to those recreation opportunities;~~
- ~~iii) Enhance the City's open space network;~~
- ~~iv) Improve biodiversity and the City's landscapes;~~
- ~~v) Protect and maximise interest in the City's heritage;~~
- ~~vi) Secure the reclamation of derelict and contaminated land;~~
- ~~vii) Support the Red Rose Forest initiative;~~
- ~~viii) Ensure the active management of the City's countryside and urban fringe;~~
- ~~ix) Enhance the image and appearance of the City;~~
- ~~x) Support tourism within the City; and~~
- ~~xi) Provide educational opportunities~~

A Strategic Regional Park will be established within the Countryside and Urban Fringe of Salford, (as defined in the Spatial Framework), and the Irwell Valley (as defined in Policy EN6). The contribution that development would make to the achievement of the objectives of the Regional Park will be a material consideration in the determination of proposals within it. Development which would unacceptably prevent or inhibit the achievement of those objectives will not be permitted.

Reasoned Justification

Salford has the potential to act as the hub for a Regional Park serving the western side of the conurbation, and extending into parts of Bolton, Bury, Manchester, Trafford and Wigan. Proposals are being developed in conjunction with the local authorities for these five areas. A Regional Park would be a major asset for the City, providing a wide range of recreation and tourist-related facilities for local residents, as well as helping to attract visitors and new residents from outside Salford, and supporting the City's regeneration.

The exact boundaries of the Regional Park within Salford will be set out in supplementary planning guidance, which will also contain details of the recreation facilities to be provided within it. It will be important to ensure that any development associated with the Regional Park does not have an unacceptable impact on the environmental and cultural assets on which it is based. Some of the facilities may be of a significant scale, but will need to be consistent with Green Belt policy as set out in Policy EN1 and national guidance. Development within or affecting the Regional Park will be expected to be consistent with and, where appropriate, support its establishment and improvement.

Regional Spatial Strategy for the North West supports the provision of Strategic Regional Parks in and around the North West Metropolitan Area, which includes Salford. Strategic Regional Parks are extensive areas connected by a variety of natural landscape and/or cultural heritage where the co-ordinated promotion of opportunities predominantly for informal outdoor recreation and leisure, and sporting provision, together with positive planning and management, based on the Core Development Principles of the Regional Spatial Strategy, will complement the regional effort to secure an urban and rural renaissance.

A Strategic Framework Document for the Regional Park is to be prepared at the regional level which among other things will establish its broad vision and objectives, and a set of overarching guiding principles for projects being promoted within it.

For Salford, the purpose of the Regional Park would be to:

- Provide a wide range of open land based recreation opportunities for the residents of the City and the Region;
- Facilitate public access to those recreation opportunities;
- Enhance the city's open space network
- Improve biodiversity and the city's landscapes;
- Protect and maximise interest in the City's heritage;
- Secure the reclamation of derelict and contaminated land;
- Support the Red Rose forest initiative;
- Ensure the active management of the City's countryside and urban fringe;
- Enhance the image and appearance of the City;
- Support tourism within the City; and
- Provide educational opportunities.

The Regional Park will build on the physical, environmental, cultural and recreational assets of the area, in particular the following: Salford's Countryside: Key Recreation Areas: the River Irwell: The Bridgewater Canal: the Manchester, Bolton and Bury Canal and Barton Aerodrome. More detailed policy for the Regional Park will be incorporated into successor documents to the UDP at the time of periodic review. In the meantime, other policies in the UDP seek to promote or protect those assets consistent with the general objectives of the Regional Park.

Policy R4

KEY RECREATION AREAS

Planning permission will only be granted for development within, adjoining or directly affecting a Key Recreation Area where it would be consistent with the following objectives:

- MOD 453
- i) The protection and enhancement of the existing and potential recreational use of the area;
 - ii) The protection and improvement of the amenity of the area;
 - iii) The protection of existing trees, woodlands and other landscape features;
 - iv) Where appropriate, the provision, improvement and maintenance of new areas of woodland planting;
 - v) The provision, improvement and maintenance of public access where appropriate, for walking, cycling ~~and, where appropriate~~, horse riding and water-based recreational activities;
 - vi) The provision, improvement and maintenance of accessible, open land recreation uses; and
 - vii) The protection, provision, improvement and maintenance of the quality and diversity of wildlife habitats.

Reasoned Justification

The City Council has identified a series of Key Recreation Areas, which are of City-wide importance and are linked by the network of Strategic Recreation Routes. These Key Recreation Areas include areas of Green Belt, open land and the Worsley Greenway, which have great potential to help meet the demand for recreational uses, in a sustainable way, by providing formal and informal recreational opportunities close to where a large number of residents live. It may not be possible to provide unrestricted public access across the whole of the Key Recreation Areas, but such access will be maximised as far as possible. Parts of the Key Recreation Areas also lie within the wider Core Forest Areas identified in the Red Rose Forest Plan.

MOD 454
MOD 455

Some of the Key Recreation Areas comprise neglected and underused land, which is to be the recipient of funding under the Newlands ~~and Newleaf~~ Programmes. This will help to achieve transformations in the landscape of a scale that will change the image of the City and secure substantial local benefits. Together, the Key Recreation Areas could form an important "green gateway" to Salford and a central component of the Regional Park (Policy R3). A number of the Key Recreation Areas have the potential to form an important green gateway to Salford and to contribute to the objectives of the Regional Park (Policy R3).

There are eight Key Recreation Areas, and these are shown on the Proposals Map:

- 1) Blackleach Country Park
- 2) Clifton Country Park
- 3) Clifton/Wardley Moss
- 4) Littleton Road/The Cliff
- 5) Peel Park/The Meadows
- 6) Slack Brook Country Park
- 7) Worsley Woods and Greenway
- 8) Salford Quays

MOD 456

~~*Supplementary planning guidance will be produced to outline the vision, opportunities and constraints for each of the Key Recreation Areas, and their relationship to the proposed Regional Park, the Newlands and Newleaf areas, the Red Rose Forest, and urban regeneration within the City.*~~

Further guidance on Key Recreation Areas will be included in the proposed Salford Greenspace Strategy Supplementary Planning Document. In the event that any of the Key Recreation Areas are identified as a Regional Park Project, then a Regional Park Project Plan will be prepared, outlining its relationship with the proposed Regional Park and other related initiatives.

Policy R5

COUNTRYSIDE ACCESS NETWORK

Planning permission will not be granted for development that would result in the permanent obstruction or closure of any part of the Countryside Access Network, unless an alternative route is provided that is equally attractive and convenient.

New development that is proposed on a site needed for the provision of a new route or link as part of the Countryside Access Network will be required to incorporate that route/link as part of the development.

Reasoned Justification

The Countryside Access Network is formed by a number of existing and proposed Strategic Recreation Routes, which are shown on the Proposals Map. The purpose of the network is to facilitate safe and effective access for pedestrians, cyclists and, where appropriate, horse riders to the countryside and other important recreation sites. The protection and improvement of the network is therefore an important factor in ensuring that local people have access to a range of good quality recreation opportunities.

Opportunities to expand the network will be taken where possible. Development that increases the demand for access to the countryside will need to make a contribution towards improved access arrangements and/or management, in accordance with policy DEV5 (Planning Conditions and Obligations). Additional protection is provided to Public Rights of Way by Policy A2. ~~Where it is impracticable to provide a new Strategic Recreation Route on the line shown on the Proposals Map, then a high quality alternative should be provided as close to that line as possible. Where it is impracticable to provide a new Strategic Recreation Route on the line shown on the proposals map, then an alternative, which will be well designed, effective, accessible and safe for users should be provided as close to that line as possible.~~

MOD 457

Policy R6

NEW AND IMPROVED RECREATION LAND AND FACILITIES

The following sites are allocated for new or improved recreation use:

- 1) Glazebrook Valley, Cadishead (7.4ha)
- 2) Liverpool Road / Mytholme Avenue, Cadishead (0.7ha)
- 3) ~~Land adjoining The Duncan Mathieson Playing Fields and adjoining land, Claremont (3.1)~~ (11.6ha)
- 4) Land off Rutland Road / Chatsworth Road (Three Sisters), Eccles (4.3ha)
- 5) Former Ferry Hill Tip, north of Ferry Road, Irlam (10.6ha)
- 6) Land off Sandy Lane, Irlam (1.1ha)
- 7) River Irwell Old Course, Irlam (6.1ha)
- 8) Land at Kersal High School, Kersal (4.0ha)
- 9) Land to south and west of former Peel Hall Hospital, Little Hulton (5.0ha)
- 10) Former Stowell Memorial Playing Fields, Ordsall (0.6ha)
- 11) Former Robin Hood Sidings and adjacent land, Pendlebury (17.2ha)
- 12) Land at Duchy Road, Pendleton (14.3ha)
- 13) Land at rear of Coniston Road, Valley Estate, Swinton South (1.0ha)
- 14) Ellenbrook Brickworks, Walkden South (7.7ha)
- 15) Land at Bedford Fields, Walkden South (4.0ha)
- 16) Alder Forest, Winton ~~(9.4ha)~~ (9.0ha)
- 17) Cleavley Nursery, Winton (3.4ha)
- 18) Brookhouse Community Woodland, Worsley and Boothstown (22.1ha)
- 19) Land adjacent to Bridgewater Canal, Worsley and Boothstown (20.5ha)
- 20) Land to north of Simpson Grove, Worsley and Boothstown (1.6ha)

MOD 458

MOD 459

In addition to the above sites, the following sites are allocated under Policy MX3 for a mix of open space and development:

- a) Clegg's Lane, Little Hulton (Policy MX3/1); and
- b) ~~Wharton Lane, Little Hulton (Policy MX3/2);~~
- c) Whit Lane, Pendleton (Policy MX3/3), and
- d) ~~Former Swinton Sewage Treatment Works, Swinton South (Policy MX3/4).~~

MOD 460

MOD 461

Reasoned Justification

The development and improvement of the sites listed above will help to contribute towards ensuring the adequate provision and distribution of both formal and informal recreation land and facilities throughout the City. Many will also support the Red Rose Forest initiative. Where appropriate, planning obligations will be used to secure their recreation use as part of new housing developments in the local area, in accordance with Policies H8 and DEV5. The nature conservation value of the sites should be protected and enhanced wherever possible.

Policy R6/1 Glazebrook, Cadishead (7.4ha)

The Glazebrook Valley is an attractive area on the western fringe of the City. In the past, access and landscape improvements have been carried out, and the Glazebrook Trail runs through the site forming part of the Strategic Recreation Route. Further improvements are required to address issues of past tipping and establish new landscaping.

Policy R6/2 Liverpool Road / Mytholme Avenue, Cadishead (0.7ha)

This untidy site detracts from one of the gateways to the City. It offers potential for environmental improvements and could be linked to the Glazebrook Valley by the provision of a footpath from Liverpool Road. This footpath would form part of the City's Strategic Recreation Route Network.

MOD 462

Policy R6/3 ~~Land adjoining Duncan Mathieson Playing Fields, Claremont (3.1ha)~~ The Duncan Mathieson Playing Fields and adjoining land, Claremont (11.6ha)

MOD 463

~~This site is owned by the City Council, but is currently unused, and lies adjacent to an area of privately owned sports pitches that are also in need of improvement. The site will be improved for recreational use when resources permit. This land comprises the present privately owned Duncan Mathieson Playing Fields and 3.1ha of adjoining unused land in the Council's ownership. The former are under-used and would benefit from improvement, while the latter provides the opportunity to build on the present resource by concentrating a large number of high quality sports pitches within a single location. Together the land could contribute substantially to the Council's emerging Salford Greenspace Strategy as a key location with the potential to harness both public and private funding for the provision of a wide range of recreational facilities. There is also an identified need for the provision of equipped children's play areas. In view of the proximity of the site to housing, care will be necessary to ensure any proposals respect the need to protect the amenity of local residents.~~

Policy R6/4 Land off Rutland Road / Chatsworth Road (Three Sisters), Eccles (4.3ha)

MOD 464

This site is valued by local people as an informal recreational area and local wildlife resource. The majority of it is classified as a Site of Biological Importance, and it will be important to protect this ecological role. This site requires further environmental, access and landscape improvements, including the assimilation of part of the former playing pitch at the Greenwood School ~~(the rest of the site being allocated for housing development under Policy H9/10)~~ The remainder of the Greenwood School site has planning permission for housing development and care will need to be taken in the design and landscaping of both the housing development and the recreation land to ensure a sensitive and sympathetic boundary between the two.

Policy R6/5 Former Ferry Hill Tip, north of Ferry Road, Irlam (10.6ha)

This is the site of a former domestic refuse tip, which has received additional waste material from a housing development site at Fairhills Road. A restoration scheme includes improved drainage, landscaping, footpaths, and access controls. In addition to its value for informal and passive leisure pursuits, it has the capacity to provide additional facilities for more active recreational uses.

Policy R6/6 Land off Sandy Lane, Irlam (1.1ha)

MOD 465

This existing open space is located within a densely developed residential area, and is currently used largely for amenity and as a kick about. The site will be improved by additional landscaping, provision of footpaths, access controls, and play facilities. Particular care should be made in the design of the facility to ensure that the amenity of neighbouring residents is not unduly affected, and to attract use by younger children and parents in order to encourage supervision.

Policy R6/7 River Irwell Old Course, Irlam (6.1ha)

The Old River Course is a site of local interest, and Site of Biological Importance. It is well used by local anglers, but is silting up at the western end. A landscaped buffer zone needs to be established and maintained between the southern bank of the Old River Course and the proposed housing development at Fairhills Road.

Policy R6/8 Land at Kersal High School, Kersal (4.0ha)

MOD 466

This steeply sloping woodland site currently suffers from neglect, but offers potential to create an attractive link between the Singleton Brook and Castle Hill. It has been identified as a Site of Biological Importance. ~~The adjacent Kersal High School site is allocated in the UDP for housing (Policy H9/11), and if the Kersal High School site were to come forward for development, then this would be conditional on~~ the provision of woodland improvements, footpath access and additional security measures for site R6/8. ~~will be a condition of its development.~~

Policy R6/9 Land to south and west of former Peel Hall Hospital, Little Hulton (5.0ha)

This site comprises mature woodland and open land, which is to be retained and improved as an area of public open space in association with adjoining housing development.

Policy R6/10 Former Stowell Memorial Playing Fields, Ordsall (0.6ha)

This former school playing field has been identified as an important site for improving the image and environment of the area, and offers potential as a valuable play facility for local young people.

Policy R6/11 Former Robin Hood Sidings and adjacent land, Pendlebury (17.2ha)

This site forms part of the Lower Irwell Valley Integrated Action (LIVIA), which aims to improve the economic, environmental and recreational potential of the Clifton Green area. The site is an important open space link between Clifton Country Park and the Slack Brook area. Some footpath works have already taken place, but there is a need to tackle some of the land remediation issues, after which the site has potential for a range of informal recreation activities. The flat, grassed area adjacent to housing has the potential for community play improvements.

Policy R6/12 Land at Duchy Road, Pendleton (14.3ha)

The site is a former industrial site that straddles the Manchester-Bolton railway line. It is currently vacant and overgrown, presenting a neglected image. It is proposed to undertake landscape improvements through woodland management, and to provide access for informal leisure use.

Policy R6/13 Land at rear of Coniston Road, Valley Estate, Swinton South (1.0ha)

This land has been identified by residents on the Valley Estate as an important community and recreation focus. Activity on the site is likely to include improvements to the community centre, a community garden, improved access, a junior football pitch, and security enhancements.

Policy R6/14 Ellenbrook Brickworks, Walkden South (7.7ha)

This former brickworks is largely derelict and has recolonised as a woodland. It forms part of a Site of Biological Importance. Access to the area is established by the former mineral railway line, which is a strategic recreation route for walkers and cyclists. The area has great potential as an important community woodland, but requires substantial work to create a network of safe routes and leisure activities.

Policy R6/15 Land at Bedford Fields, Walkden South (4.0ha)

The site is currently used for informal leisure, but would benefit from a more diverse landscape and some additional informal recreation facilities, linked to the strategic loopline at the southern end of the site.

MOD 467

Policy R6/16 Alder Forest, Winton (9.4ha-9.0ha)

This is a locally valued area of open space with historical interest, and a diverse range of formal sporting and informal leisure activity. There is a wide range of improvements and management required to make it safe and accessible, including for children's play and to improve its landscape and wildlife value. Such improvements will need to have regard to the marsh in the south-west of the site, which is classified as a Site of Biological Importance.

MOD 468

Policy R6/17 Cleavley Nursery, Winton (3.4ha)

This site comprises a derelict horticultural nursery and a former tree nursery, both of which are owned by the City Council. The land is located adjacent to the Cleavley Athletics Track, lying within the corridor of the Worsley Brook, and acts as a landscape buffer to the motorway.

Improvements to the former glasshouse site would increase the potential of the Cleavley Athletics site to deliver a wider range of leisure and/or community activities. The former tree nursery is an important link in the chain of open land uses along the Worsley Brook, with the potential for improved public access and amenity use.

Policy R6/18 Brookhouse Community Woodland, Worsley and Boothstown (22.1ha)

This site of a former refuse tip, lying between the main Liverpool-Manchester railway and the M62 motorway, has seen some enhancements as part of a community woodland proposal. Further environmental and public access improvements are required.

Policy R6/19 Land adjacent to Bridgewater Canal, Worsley and Boothstown (20.5ha)

This large area of land provides an important landscape setting for the Bridgewater Canal, and a key amenity for the residents of Boothstown. Some improvements to the site have already been carried out, but a substantial area of land at the western end remains unimproved. This land will be subject to further landscape and wildlife enhancements, and will provide public access for a range of informal leisure activities.

Policy R6/20 Land to north of Simpson Grove, Worsley and Boothstown (1.6ha)

This site is the only large area of open space to the north of Leigh Road in Boothstown, and as such needs to be protected and improved. In order to improve the site, and achieve its recreational potential, additional drainage and screen planting will be required.

Policy R8

RECREATIONAL USE OF WATERWAYS

The recreation and leisure potential of the City's waterways will be developed during the Plan period. Development proposals that make provision for the recreational and leisure use of the waterways will be permitted where they would:

- i) Maintain high levels of personal safety and security;**
- ii) Not have an unacceptable impact on any commercial use of the waterway; and**
- iii) Where appropriate, maximise public accessibility to the waterway and the associated recreation and leisure opportunities.**

Reasoned Justification

The City benefits from the presence of several important waterways, including the River Irwell, Manchester Ship Canal, and Bridgewater Canal. There are also proposals for the restoration of the Manchester, Bolton and Bury Canal, which are supported by Policy CH9 of the UDP.

These waterways hold significant potential for water-based leisure and recreation use, which in turn would support wider regeneration, tourism and employment initiatives. However, leisure and recreation developments need to have regard to and be compatible with any commercial operations associated with the waterways concerned, if the potential for increased water-based freight handling is to be realised in accordance with Policy A13, particularly in the case of the Manchester Ship Canal. Such developments will also need to ensure public safety and security. Some of the waterways are also of ecological, heritage and visual importance, and developments will therefore need to satisfy the requirements of other relevant UDP policies. For example, the Bridgewater Canal forms the basis of a proposed World Heritage Site, and parts of both this canal and the Manchester, Bolton and Bury Canal are designated as Sites of Biological Importance. Canals are also identified as a priority habitat for Salford in the Greater Manchester Biodiversity Action Plan. Policy DES6 specifically seeks to secure walkways, and where appropriate cycleways, alongside the City's waterways, further supporting their recreational use.

Chapter 15 Development

INTRODUCTION

- MOD 469 15.1 This chapter covers a wide range of issues including telecommunications, advertisements, ~~and~~ development involving or near hazardous uses, and aviation safety. The impact on amenity will be a particularly important consideration for proposals involving any of these.
- 15.2 General issues relating to all development within the City are also included. The control of incremental development is vital for the proper planning of the City, particularly in terms of the regeneration of key areas, where ill-conceived developments can limit the development potential of adjacent sites.
- 15.3 Planning conditions and obligations will be extremely important tools in securing a successful City. They will be used to ensure that the negative impacts of development are minimised as far as is reasonable and possible, and that developments contribute to satisfying the increased demand for infrastructure, services and facilities that they will generate. This will help to ensure that the developments themselves are more successful, as well as supporting the vision of the City being ~~a good place to live, work and visit~~ beautiful and welcoming.
- MOD 470

Policy DEV1

TELECOMMUNICATIONS

- MOD 471 **Proposals for telecommunications development will ~~only be permitted where provided that their impact would be acceptable with respect to:~~**
- ~~i) The development would not have an unacceptable impact on visual amenity; Visual Amenity~~
 - ~~ii) The development would not have an unacceptable impact on residential amenity; Residential amenity;~~
 - ~~iii) The development would not have an unacceptable impact on the appearance, character or fabric of an ancient monument, listed building, or conservation area; and The appearance, character or fabric of an ancient monument, listed building or conservation area; and~~
 - ~~iv) The development would not have an unacceptable impact on sites or features of ecological, geological, archaeological, landscape or recreation value, including trees subject to a Tree Preservation Order; Sites or features of ecological geological, archaeological, landscape or recreational value, including trees subject to a Tree Preservation Order;~~
- and where:
- v) The operator has demonstrated compliance with all relevant ICNIRP standards, taking into account any cumulative emissions from other nearby telecommunications equipment;
 - vi) The need for the development, in terms of its role in the regional or national telecommunications network, has been demonstrated;
 - vii) The rationale and justification for site selection have been set out, and evidence provided that opportunities have been considered for mast/site sharing and locating equipment on existing buildings and structures; and
 - viii) The operator has provided evidence of pre-application discussions in accordance with national guidance and best practice.

Reasoned Justification

The telecommunications industry is constantly evolving, and it is recognised that the planning system has a role in facilitating the improvement and expansion of telecommunications coverage. However, it is important that such development does not compromise environmental quality. ~~The preferred~~

MOD 472

~~location for telecommunications development, particularly larger equipment, will normally be within industrial and other employment areas, where feasible.~~

MOD 473

~~The visual impact of telecommunications development is a particularly important consideration, and factors that will be taken into account in determining this will include the design, siting and colour of the equipment, and its relationship to the surrounding townscape and landscape. Views from residential properties should normally be expected to be free from prominent telecommunications equipment, as far as this is practicable.~~

~~The impact of telecommunications equipment on human health is a major public concern, and all development will be required to meet all relevant standards of the International Commission on Non-Ionizing Radiation Protection (ICNIRP).~~

~~Conditions may be attached to planning permissions to help to reduce the impact on visual amenity, for example by requiring equipment to be painted a certain colour, landscaping to be provided and maintained, protective fencing to be painted or of a certain type, surplus equipment to be removed, or the restoration of a site once a development is no longer required.~~

MOD 474

~~The City Council has prepared supplementary planning guidance on telecommunications development and this is currently being updated and will be published as a Supplementary Planning Document, so as to provide further policy clarification. The City Council and maintains a record of mast locations to assist operators in exploring the options for mast sharing.~~

Policy DEV2

ADVERTISEMENTS

Consent will only be given for the display of advertisements where they would not have an unacceptable impact on amenity or public safety.

All advertisements will be required to:

- i) Be of a size and scale consistent with their surroundings;
- ii) Respect the sensitivity of the location, and minimise any negative impact on residential areas, conservation areas, listed buildings, environmental improvement corridors, public open spaces and the countryside;
- iii) Avoid creating signage clutter, or changing the character of the area;
- iv) Avoid the use of intense or intermittent illumination, where this would have a negative material impact on visual amenity or highway safety; and
- v) Where appropriate, incorporate artistic features, landscaping and decorative fencing.

When advertisements are located on, or immediately adjacent to, an existing building or structure, they will be required to:

- a) Appear as an integral feature of the structure/building;
- b) Not obscure or otherwise detract from any important architectural feature;
- c) Respect the symmetry of the structure/building; and
- d) Not detract from the design or character of the structure/building in any other way.

Reasoned Justification

Government regulations only permit the control of advertisements in the interests of public safety and amenity. This policy provides additional guidance on how it will be ensured that these interests are protected when considering applications for advertisement consent within Salford.

Advertisements are a central part of modern commercial life, but it is important that they do not have a negative impact on environmental quality. They should be designed to fit in with their context, rather than introducing an unsightly feature, and this is particularly important where advertisements are to be located on existing buildings. For example, there is often no need for advertisements above ground floor level, and these can create problems of clutter and interfere with the appearance of buildings.

The cumulative impact of advertisements will be an important consideration in determining applications and the impact on visual amenity, and existing advertisements will not be considered to set a precedent.

The level of commercial activity within an area will influence the sensitivity of the location in terms of determining advertisement applications, with residential areas being particularly sensitive. There may be specific design requirements in certain sensitive locations such as within conservation areas and on listed buildings, where policies CH4 and CH5 will also be relevant.

Conditions may be attached to advertisement consents requiring landscaping or the use of particular materials in order to minimise any negative visual impact of the proposal.

Imaginative temporary advertisements that both screen vacant land or development, and function as public art, will normally be supported. However, advertisement consent may only be granted for a clearly defined temporary period in order to ensure that the permanent reuse/redevelopment of the site is not discouraged, to the detriment of the amenity of the local area.

In terms of public safety, the key requirement is that advertisements must not have the potential to create a hazard by distracting or confusing road traffic, cyclists or pedestrians. The level of illumination, the size and positioning of the advertisements, and their relationship to other road signs will all be important factors in determining the potential impact on safety. Advertisements located adjacent to motorways or directed at motorway traffic will ~~not~~ only be permitted where it can be clearly demonstrated that there would be no unacceptable impact on ~~in the interests of~~ public safety.

MOD 475

Policy DEV3

CONTROL OF HAZARDOUS USES

Applications for hazardous substances consent will not be allowed where they would result, either individually or cumulatively, in any unacceptable:

- i) Risk to the public;**
- ii) Risk to, or deterioration of, the environment;**
- iii) Prejudice to the use or development of other land; or**
- iv) Conflict with the regeneration of the area.**

Reasoned Justification

Establishments that use or store hazardous substances carry a particular risk to the surrounding area, and it is vital that the risks and potential consequences of an accident at such a site are minimised as much as possible. Therefore, developments for which hazardous substances consent is required (known as notifiable installations) should be kept a suitable distance from sensitive uses such as housing and areas of public use, main transport links, and from sensitive environments. Within the sites, the hazardous substances should be stored so as to minimise the impact of any spillage on the environment.

The historic growth of the City means that there are examples within Salford where notifiable installations are located closer to sensitive uses and locations than would be considered ideal. In these cases, proposals for the expansion, alteration or intensification of the hazardous use will need to be very carefully assessed, as will development proposals nearby.

The City Council will consult both the Health and Safety Executive and the Environment Agency on all applications involving hazardous substances, and their advice will be a central material consideration in the determination of such applications.

Policy DEV4**DEVELOPMENT CLOSE TO HAZARDOUS USES**

Proposals for development within the vicinity of notifiable installations will not be permitted where they would result in an unacceptable increase in the risk or consequences of a major accident.

In determining this, regard will be had to:

- i) The location of the development in relation to the notifiable installation;
- ii) The type of hazardous substances and nature of the hazard;
- iii) The scale and type of development proposed, and its importance in the context of urban regeneration; and
- iv) The number of people likely to be using or visiting the development.

Reasoned Justification

This policy applies to any development near to existing installations that use or store hazardous substances above quantities set out in the regulations (known as notifiable installations). The City Council will consult both the Health and Safety Executive and the Environment Agency on all such development proposals.

Policy DEV5**PLANNING CONDITIONS AND OBLIGATIONS**

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

Reasoned Justification

Planning conditions and obligations will be used, where required, to ensure that land is used in the most appropriate and effective manner, to reduce the negative impacts of developments, and to ensure that developments are integrated and coordinated with their surroundings, contributing to the overall health of the area within which they are situated. In addition, the City Council will negotiate with developers to secure additional community and environmental benefits, where appropriate. The use of conditions and obligations will be consistent with the tests set out in national guidance.

The potential scope of planning obligations is very wide and may include:

- *Improvements to transport facilities, infrastructure and services;*
- *Improvements to environmental quality, including maintenance and management;*
- *Provision, improvement and management of wildlife habitats and landscape features;*
- *Improvement, restoration and recording of archaeological and historic sites and features;*
- *Provision, improvement and management of recreation facilities;*
- *Improvements to security and community safety;*
- *Provision of affordable accommodation, and methods to ensure that it remains affordable;*
- *Provision and improvement of social, community and other local facilities;*
- *Provision of waste recycling facilities; ~~and~~*
Provision of local employment opportunities and training; and
- *Anything else related to the development.*

MOD 476

These obligations may either be provided directly by the developer, or a financial sum may be paid to the City Council or another agency or organisation to fund their provision. Area Action Plans and other ~~supplementary planning guidance~~ Local Development Documents will provide more detail on what may be required for particular types of development and in particular locations.

MOD 477

Policy DEV6**INCREMENTAL DEVELOPMENT**

On sites within or immediately adjacent to an area identified for major development, planning permission will not be granted for incremental development that would unacceptably hamper or reduce the development options for that wider area.

Reasoned Justification

MOD 478

Most of the large sites to which this policy applies are identified or allocated elsewhere in the UDP, although further sites will come forward through supplementary planning guidance Local Development Documents and the development of regeneration strategies. It is important to ensure that the development of part of a larger development site does not diminish the opportunities or options to develop the rest of the site (where land ownerships may be different), to the detriment of the regeneration and/or proper planning of the area. In some circumstances, it may be appropriate for development to be resisted until a masterplan has been produced for the wider site.

MOD 479

Policy DEV7**PROTECTION OF AVIATION SAFETY AT MANCHESTER AIRPORT**

Development that would have an unacceptable impact on the operational integrity or safety of Manchester Airport will not be permitted.

Reasoned Justification

Safeguarding zones have been notified to the City Council by the Civil Aviation Authority, defining certain types of development which, by reason of their height, attraction to birds or inclusion of aviation activity require prior consultation with Manchester Airport. This is in order to ensure that the operational integrity or safety of the airport may be assured. However, the safeguarding is neither the responsibility nor the proposal of the City Council. Consultation is required for the following:

- (i) Buildings, structures, erections and works exceeding 90metres in height within the zone identified on the proposals map;*
- (ii) Any development within 13 kilometres of Manchester Airport, as shown on the proposals map that:*
 - (a) Is likely to attract birds, such as proposals involving significant tree planting, minerals extraction or quarrying, waste disposal or management, reservoirs or other significant areas of water, land restoration schemes, sewage works, nature reserves or bird sanctuaries; or*
 - (b) Is connected with aviation use; and*
- (iii) Any wind turbine development, anywhere in the City.*

Chapter 16 Waste Management

INTRODUCTION

- MOD 480 16.1 The ten unitary authorities in Greater Manchester, including Salford, have decided to produce a joint waste development plan in order to provide a co-ordinated strategy and approach to waste disposal for the whole Metropolitan area. The plan, which will become a Development Plan Document (DPD), will be incorporated into the Local Development Framework for Salford, the successor to the UDP. It will include development control policies and the identification of sites and preferred areas for a range of waste management facilities.
- MOD 481 ~~16.1 The approach to waste management in the UDP is focused particularly on encouraging the reuse, recovery and recycling of waste in accordance with the waste hierarchy, and ensuring high standards of sustainable waste management in accordance with the Best Practicable Environmental Option, the proximity principle, and the drive towards greater regional self sufficiency. Planning obligations will be used in accordance with Policy DEV5 to secure new or improved recycling facilities as part of major new developments.~~
- MOD 482 16.2 Until the DPD is adopted, tThe UDP takes a flexible approach to waste issues, focussing particularly on encouraging the reuse, recovery and recycling of waste and using a criteria-based policy rather than specifically allocating sites for waste management uses. This will help to accommodate new technologies and changing working practices, whilst protecting the City's communities and environment. Local waste management facilities can reduce the need to move waste long distances by road, but it is important that such facilities are guided to the least sensitive locations. It is anticipated that a new Civic Amenity site will be provided during the lifetime of the UDP to serve the western part of the City. The City Council is currently working with the Greater Manchester Waste Disposal Authority to identify an appropriate site, and regard will be had to Policy W1 of the UDP in this process. Planning obligations will be used in accordance with Policy DEV5 to secure new or improved recycling facilities as part of major new developments.
- MOD 483 16.3 Waste management has the image of being a bad neighbour use and an unsightly activity, but new technologies and working practices mean that this need not necessarily be the case. All new waste developments will be required to be of a high quality, particularly in terms of site layout, design, screening and landscaping, in accordance with the design policies of the UDP, so that they can be seen as a positive contribution to an area. One of the major environmental impacts of waste development is the generation of traffic, and the use of railways and canals, rather than roads, for the movement of waste will therefore be supported.

Policy W1

WASTE MANAGEMENT

Planning permission will be granted for development involving waste management unless it would:

- MOD 484
- i) **Be inconsistent with the principle of seeking to dispose of waste according to the sequence set out in the waste hierarchy (see policy ST16).**
~~regional self-sufficiency, the proximity principle, and the best practicable environmental option, as set out in Policy ST16;~~
 - ii) **Have an unacceptable impact on health, residential amenity or the amenity of other environmentally sensitive uses (such as schools, hospitals, nursing homes and similar institutions, or open space used frequently for recreational purposes), in terms of visual impact, noise, smell, vermin, dust, vibration, traffic, access arrangements, air pollution, hours of operation, or other nuisance;**
 - iii) **Have an unacceptable impact or would cause unacceptable harm to, the water environment, water resources, surface or groundwater levels or flows;**

- iv) Result in an unacceptable risk of flooding;
- v) Have an unacceptable impact on the stability of surrounding land;
- vi) Have an unacceptable impact on the highway network, in terms of access, traffic generation, safety, or the free flow of traffic;
- vii) Have an unacceptable impact on public rights of way;
- viii) Have an unacceptable impact on the operational safety of Barton Aerodrome;
- MOD 485 ix) Have an unacceptable impact on **the best and most versatile** agricultural land or the viability of agricultural holdings;
- x) Have an unacceptable impact on any listed building or its setting, ancient monument, or conservation area;
- xi) Have an unacceptable impact on sites or features of archaeological, ecological, geological, landscape or recreation value, or on protected species or their habitats;
- MOD 486 xii) Sterilise land with mineral deposits, if mineral extraction is considered to be a viable and appropriate use of the land; **or**
- xiii) Not make satisfactory provision for screening and landscaping of the site whilst it is being used for waste management.
- MOD487 ~~xiv) Have an unacceptable impact on wider regeneration objectives; or~~
- MOD488 ~~xv) Be inconsistent with other policies and proposals of the UDP.~~

In addition, applications for landfill and landraising will only be granted where satisfactory provision is made for:

- a) The progressive working of the site in order to minimise the area of working at any particular time;
- b) Site restoration, management and maintenance, and, in appropriate cases, for progressive restoration whilst the site is being used for waste disposal;
- c) The utilisation of landfill gas for electricity generation or heating, where gas would be produced in marketable quantities, or its venting in other circumstances; and
- d) The management of leachate.

Reasoned Justification

Waste management development is an essential part of the City's infrastructure, to ensure that waste is dealt with as close as possible to its source. However, it is important that such development does not conflict with the other policies and proposals of the plan, particularly in terms of its environmental impact. Both the location and form of development will be strictly controlled to ensure that this is the case. Where appropriate, schemes will be required to provide boundary treatments that are seen as public art rather than hostile barriers, to control the height of the storage of materials, and in certain cases to ensure that all storage and waste management processes take place within buildings, and there is no accidental loss of stored waste. Where site restoration is required, this should seek to maximise the future nature conservation benefits of the site, having regard to the priorities of the Greater Manchester Biodiversity Action Plan.

Waste management developments will be encouraged to utilise rail and water transport where possible, to minimise their impact on road congestion, air pollution and climate change. Landfill gas is a potential resource, and can be used either at source or collected for later use off-site. Landfill with energy recovery lies above basic landfill in the waste hierarchy, and therefore the utilisation of landfill gas is a more sustainable form of waste management.

The policy will be used to determine applications for any development involving waste management, including landfill and landraising, recycling facilities, waste transfer stations, bulk reduction facilities, energy from waste facilities, and extensions to existing facilities.

Chapter 17 Minerals

INTRODUCTION

17.1 The City has a limited range of known mineral deposits, including peat on the mosslands, coal in Little Hulton, and isolated deposits of sand and gravel. The UDP takes a flexible approach to controlling minerals development, using a criteria-based policy rather than specifically allocating sites or defining preferred areas or areas of search. This will help to respond to the varied commercial viability of mineral working within the City, and accommodate new technologies and changing working practices, whilst protecting the City's communities and environment.

Policy M1

PROTECTION OF MINERAL RESOURCES

Known mineral resources that are, or could realistically in the future be, capable of being worked in accordance with Policy M2 will be protected from sterilisation by other forms of development.

Where a development could sterilise such resources, planning permission will only be granted if the extraction of the mineral resource is secured prior to development.

Reasoned Justification

Minerals are required to support economic development, and it is important that known mineral deposits are protected from sterilisation. Sterilisation occurs when building, engineering or other forms of development prevent deposits being worked. Careful planning can ensure that mineral extraction takes place prior to other forms of development being undertaken. If it is currently uneconomic to extract the mineral, and is likely to remain so in the foreseeable future, then development that physically prevents extraction will not be considered to constitute sterilisation for the purposes of this policy.

Policy M2

MINERAL DEVELOPMENT

Planning permission will not be granted for development involving mineral extraction, mineral exploration, the disposal of mineral waste, or the provision of aggregate depots where it:

- i) Would have an unacceptable impact on residential amenity or the amenity of other environmentally sensitive uses (such as schools, hospitals, nursing homes and similar institutions, or open space used frequently for recreational purposes), in terms of visual impact, noise, dust, vibration, traffic, access arrangements, air pollution, hours of operation, or other nuisance;**
- ii) Would have an unacceptable impact or would cause unacceptable harm to, the water environment, water resources, surface or groundwater levels or flows;**
- iii) Would result in an unacceptable risk of flooding;**
- iv) Would have an unacceptable impact on the stability of surrounding land (including drift mining and deep mining where this does not incorporate a satisfactory scheme of working to minimise subsidence and the risk of damage to buildings, structures and land);**
- v) Would have an unacceptable impact on the highway network, in terms of access, traffic generation, safety, or the free flow of traffic;**
- vi) Would have an unacceptable impact on public rights of way;**
- vii) Would have an unacceptable impact on the best and most versatile agricultural land or the viability of agricultural holdings;**
- viii) Would have an unacceptable impact on any listed building or its setting, ancient monument, or conservation area;**

- ix) Would have an unacceptable impact on sites or features of archaeological, ecological, geological, landscape or recreation value, or on protected species or their habitats;
- x) Fails to demonstrate a need for the mineral in circumstances where an Environmental Statement is required, or the benefits of the proposal do not outweigh the planning objections;
- xi) In the case of coal mining, open casting and colliery spoil disposal, does not meet the tests set out in paragraph 8 of MPG3 (1999) or any subsequent guidance;
- xii) Fails to demonstrate the presence of adequate reserves of the mineral in terms of both quality and quantity;
- xiii) Would prevent the working of other mineral deposits of significant value;
- xiv) Does not include a satisfactory scheme for progressive working, where this is feasible;
- xv) Makes unsatisfactory provision for the processing of the mineral;
- xvi) Makes unsatisfactory provision for the disposal of mineral waste;
- xvii) Makes unsatisfactory provision for screening and landscaping whilst working is in progress; or
- xviii) Does not include a satisfactory scheme of restoration and after-care, including
 - a) ~~Progressive progressive restoration where feasible.~~
 - b) ~~Within the Mosslands, restores the site to a lowland raised bog habitat or, where this is not feasible, to a complementary wetland habitat of high nature conservation value~~

MOD 489

Reasoned Justification

It is important to ensure that where mineral extraction, mineral exploration, mineral disposal, and the provision of aggregate depots occur, they do so without causing undue detriment to the environmental, amenity, or economic interests.

MOD 490

~~*In implementing this policy, the City Council will have particular regard to the need to protect sites of ecological value in accordance with Policies EN7A, EN7B, EN7C, EN7D and EN7E, as well as the potential for habitat creation, recreation development, tree planting, landscape restoration and enhancement, particularly within the Mosslands (Policy EN8), subject to compliance with other policies and proposals of the UDP.*~~

~~*Minerals development within the Mosslands is strongly controlled by Policy EN8 as well as by this policy. Together, they allow peat extraction within the Mossland Heartland, but only where this would result in restoration of the site to lowland raised bog habitat, which will be reliant on maintaining an appropriate depth of peat across the whole site. Elsewhere within the Mosslands, the removal of the full depth of peat may be permitted, but only where this would result in restoration of the site to a high quality wetland habitat, and the improvement of an equivalent area of the Mosslands to lowland raised bog habitat.*~~

MOD 491

~~*In implementing this policy, the Council will have particular regard to the need to protect sites of ecological value in accordance with the policies in Chapter 12, as well as the potential for habitat creation, recreation development, tree planting, and landscape restoration and enhancement, for example within the mosslands (Policy EN8), in accordance with other policies and proposals of the UDP.*~~

~~*Applications for mineral development must be accompanied by sufficient information to enable a comprehensive assessment to be made of the impacts of the proposal. In determining applications, regard will be had to advice from external regulatory bodies such as the Environment Agency and the Health and Safety Executive. The level of acceptability of any impact on amenity may be influenced by the potential environmental benefits that may arise from the reclamation of existing derelict land.*~~

~~*Very high standards of site restoration will be required from all mineral developments, especially within the Mossland Heartland and the rest of the Mosslands, in accordance with Policy EN8. The resulting habitats should, wherever possible, contribute to the delivery of the targets of the UK and Greater Manchester Biodiversity Action Plans.*~~

Schemes that comply with the above policy and result in the reclamation of derelict land, the recovery of secondary and recycled materials, and the movement of minerals and mineral waste by alternatives to road transport will be particularly encouraged.

Chapter 18 Monitoring

INTRODUCTION

18.1 The monitoring of the Unitary Development Plan will be a vital part of the successful planning of the City during the Plan period. It will help to determine whether the aims of the UDP are being met, how UDP policies are being implemented, whether they are being effective, whether there is a need for additional guidance or specific projects to assist with the Plan's implementation, and whether there is a need for the Plan to be altered or reviewed.

18.2 A monitoring report will be published on a regular basis, and will include amongst other things:

- i) An assessment of how UDP policies are being used in the development control process;
- ii) The measurement of key indicators, as set out in this chapter;
- iii) The monitoring of other indicators, relating both to specific policies and to the overall health of the City; and
- iv) An assessment of the overall quality of development and the environment.

INDICATORS

18.3 The indicators included in this chapter are limited to those that are considered to most effectively demonstrate whether the Plan is achieving its aims, as set out in the Plan Strategy (Chapter 2). The City Council will undertake additional monitoring to determine the effectiveness of individual policies, focusing on qualitative as well as quantitative measures. This will be particularly important in assessing the effectiveness of the design policies in the Plan.

	AIM	INDICATOR	TARGET
	Vision	1) Population of the City	No target ⁽¹⁾
MOD 492	Aim 1 <i>To Meet the City's Housing Needs</i>	2) Number of additional dwellings completed annually	Average of 530 dwellings per annum up to 2016, net of clearance replacement <u>An average of 530 dwellings per annum plus the annual average number of replacements for dwellings cleared over the plan period.</u>
MOD 493		3) Supply of land for housing development	Sufficient to accommodate 2650 dwellings <u>and the number of dwellings cleared over the plan period, net of clearance replacement</u>
		4) Average density of residential development	40 dwellings per hectare
MOD 494		5) % of residential property that is vacant	Reduce to <u>less than 3% by 2016</u> 5% by 2011 as a step towards meeting the regional target of 3% by 2021
	Aim 2 <i>To Maximise Employment Opportunities for Local People</i>	6) Area of land developed for employment purposes	Annual development average of 11 hectares (net), maintaining current trends
		7) Supply of land for employment development	Sufficient to accommodate 55 hectares of development

	AIM	INDICATOR	TARGET
		8) Unemployment rate for the City	Level at or below the Greater Manchester average by 2011
MOD 495	Aim 3 <i>To Minimise the Need to Travel and Develop a Sustainable and Integrated Transport Network</i>	9) % of new major trip generating development within 400m of a high frequency public transport service 10) Loss of protected transport routes (policies A2, A8 and A14) 11) Total length of cycleways <u>11A) The number of developments permitted subject to a Travel Plan.</u>	100% None By 2012, complete the implementation of the cycle route network, as defined in the Salford City Council Local Cycling Strategy (2003). <u>Increasing the proportion of developments subject to a Travel Plan on a year by year basis.</u>
MOD 496	Aim 4 <i>To Improve Environmental Quality and Community Safety</i>	12) % of applications consistent with the Designing Out Crime Supplementary Planning Guidance 13) Number of residents satisfied with their local area as a place to live	100% Increase over the lifetime of the Plan (±)
MOD 497	Aim 5 <i>To Provide a Comprehensive Range of Accessible Local Facilities</i>	14) % of new retail and leisure floorspace located within the town centres, neighbourhood centres, Salford Quays, Chapel Street, or the Regent Road Retail Warehouse Park 15) % of local playing pitch standards achieved, as set out in the Urban <u>Open Space Greenspace</u> Strategy 16) Area of recreational open space per 1,000 people 17) Length of waterside with public access	85% 100% by 2011 At least 2.43 hectares by 2011 Increase on 2001 levels
	Aim 6 <i>To Protect Natural and Historic Environmental Assets</i>	18) Area of the City that complies with National Air Quality standards 19) Area of Sites of Biological Importance and Sites of Special Scientific Interest 21) Length of watercourses of good or fair quality 22) No of listed buildings or scheduled ancient monuments lost as a result of planning approvals 24) Length of the Manchester, Bolton and Bury Canal that has been restored	Increase on 2001 levels by 2011 No net loss Increase on 2001 levels Zero Whole length through Salford by 2011

	AIM	INDICATOR	TARGET
MOD 498	Aim 7 <i>To Secure Sustainable Resource Management</i>	25) % of new housing development on brownfield <u>previously developed</u> land	90%
MOD 499		26) % of new non-residential development on brownfield <u>previously developed</u> land	85%
MOD 500		27) % of land derelict in 2002 that is reclaimed	50% by 2007 ⁽²⁾
MOD 501		28) Number of waste management developments that incorporate recycling <u>Percentage of waste sent by the local authority for recycling</u>	Increase on 2001 levels <u>Above 33% by 2015⁽²⁾</u>
		29) % of mineral extractions in the Mosslands securing full restoration of the site to a high quality habitat	100%
		30) Loss of known economically viable mineral resources to development	Zero
	General	31) Number of advertised departures from the statutory plan approved by the authority as a percentage of total permissions granted	Top quartile of local planning authorities
MOD 502		32) % of supplementary planning guidance referred to in the UDP that has been prepared <u>Number of Supplementary Planning Documents produced</u>	100% by 2006 <u>All documents listed in the Local Development Scheme, within the timescales indicated.</u>

Notes:

- (1) The Plan Strategy emphasises the high priority that is given to halting the decline of the City's population, and working towards a population increase in the future, and the UDP sets out a number of policies and proposals in order to achieve this. Population levels will therefore be carefully monitored, but it is not considered appropriate to place a time-specific target on this.
- (2) Also a target in the Community Plan.

Appendix 1 ~~Statement of Community Involvement~~ Public Involvement in the UDP

INTRODUCTION

A1.1 The City Council has long recognised the importance of public involvement in both the plan making and development control processes, and has made strenuous efforts to involve local communities and all other interested parties in the review of the Unitary Development Plan. The City Council also recognises that this process of community involvement will need to continue in the future.

PRE-DEPOSIT CONSULTATION

- A1.2 In April 1999 the City Council published a consultation paper on strategic issues for plan review and consulted widely upon it. As part of the consultation process the City Council:
- Sent copies of the issues paper to over 800 consultees;
 - Placed copies of the consultation paper in local libraries and local schools;
 - Included a special feature on the Plan Review process in the Salford People (a free newspaper delivered extensively to households throughout the City); and
 - Gave presentations to the City's nine Community Committees.
- A1.3 The results of the consultation exercise were reported to the then Planning and Development Committee and used to inform the preparation of the First Deposit Draft Plan.
- A1.4 In April 2000 a major Community Conference was held in the Pembroke Halls in Walkden to explore in greater detail local issues that the UDP and the Local Transport Plan should seek to address. Attended by representatives of the City's nine Community Committees, the Conference explored in some depth a wide range of local issues and concerns ranging from transport and housing matters to local service provision, crime and security, and rural issues.
- A1.5 The Community Conference was followed in May 2000 with a Youth Conference, undertaken as part of the City Council's Environment Day celebrations. Approximately 50 young people from secondary schools in the City took part in a number of workshops culminating in a major debate on leisure, transport and living conditions in the City, which were the issues that the Conference delegates themselves had identified as being important for the UDP to address.
- A1.6 Both the Community Conference and the Youth Conference demonstrated that there was a great deal of community interest in the Development Plan process and that there was a need to engage local communities in strategy and policy formulation. As a consequence, the City Council took a conscious decision to delay publication of its First Deposit Draft Replacement Plan whilst it undertook further in depth consultations with Community Committees.
- A1.7 Throughout September and October 2001 the City Council worked closely with local communities to establish a vision for each of the Community Committee areas in the City, expressed in the form of an Area Plan. As a starting point for the exercise, an initial draft statement of issues for each local area was produced and these were then placed on display in local libraries and other community buildings, covered in a special four page spread in the Salford Advertiser, advertised on the Council's Web site and used as a basis for staffed displays in the City's four main town centres and at the Kersal Festival. Interactive workshops, organised in conjunction with North West Planning Aid were also held in each of the nine Community Committee areas, culminating in a stakeholder conference at Salford University. In all some 3,500 comments were received via the consultation exercise and fed back through the Community Committees, enabling the Area Plans to be refined and approved by the City Council. The Area

Plans, when combined with strategic considerations such as those originating from national or regional planning policy guidance or issues of city wide importance, have helped to shape the strategy, policies and proposals First Deposit Draft Replacement Plan.

COMMUNITY INVOLVEMENT IN THE FIRST DEPOSIT PROCESS

A1.8 The First Deposit Draft Replacement Unitary Development Plan was prepared in accordance with the relevant regulations and the code of practice governing development plans. As such, the City Council :

- Allowed a statutory six week period for public consultation on the Draft Plan;
- Published the necessary notices in the Manchester Evening News and the London Gazette;
- Placed the Deposit Plan on the City Council's web site;
- Published details of the deposit process in 'Salford People', the City Council's free magazine distributed to homes in the City;
- Sent copies of the Draft Plan to the Deputy Prime Minister and other statutory consultees;
- Placed copies of the Draft Plan in the Civic Centre Reception Area and all local libraries;
- Published a summary of the Draft Plan highlighting policies and proposals of particular relevance to local areas, and distributed this through Council offices, libraries and schools;
- Sent details of the Deposit process and copies of either the Draft Plan or the summary document to over 900 consultees; and
- Presented copies of the Draft Plan to local schools.

A1.9 Several "planning surgeries" were held during the Deposit period where Council Officers were on hand to explain the Plan's contents and offer assistance to any local resident or business wishing to submit formal representations. Where requested, Council Officers also attended meetings of Community Committees and local community groups, or met with any potential respondents to discuss the Draft Plan. More details of the consultation undertaken as part of the first deposit process are set out in the Statement of Public Consultation accompanying the First Deposit Draft Replacement Plan.

COMMUNITY INVOLVEMENT IN THE REVISED DEPOSIT PROCESS

A1.9a In preparing the Revised Deposit Draft Replacement Plan, the City Council has again complied with the relevant regulations and code of practice, and has sought to maximise opportunities for all interested parties to be made aware of and have an opportunity to comment on the revised Plan. As such, the City Council has:

- Allowed a statutory six-week period for public consultation on the Revised Deposit Draft Replacement Plan;
- Published the necessary notices in the Manchester Evening News and London Gazette;
- Placed the Revised Deposit Draft Replacement Plan on the City Council's web site and made copies of the Plan available in the Civic Centre's main reception area and all local libraries;
- Sent copies of the Revised Deposit Draft Replacement Plan to the Deputy Prime Minister and other statutory consultees;
- Produced a summary document detailing the various changes to the Draft Plan made as part of the Revised Deposit process, and made this available through libraries and other public buildings;
- Written to all those who were initially consulted on, or who commented on, the First Deposit Draft Replacement Plan, giving full details of the Revised Deposit process and including a copy of the summary of changes document;
- Publicised the Revised Deposit process and the major changes proposed to the Draft Plan through the Salford People and local newspapers; and
- Presented details of the Revised Deposit process and the changes proposed to the Draft Plan to the Living Environment Forum and the City's nine Community Committees.

COMMUNITY INVOLVEMENT IN THE FUTURE

A1.10 Community involvement in planning policy formulation and implementation will remain an important commitment of the City Council in the future, through ongoing community involvement in the UDP review process, the eventual switch to a Local Development Framework, the development of local strategies and action plans and the development control process.

- A1.11 The City Council has established a number of community forums as a mechanism for delivering the various themes of the Community Plan. The Living Environment Forum, which is responsible for discussing and agreeing actions relevant to theme 7 of the Community Plan ("A City that is good to live in") will continue to act as a sounding board for housing and environmental initiatives, and will continue to be consulted on future reviews of the Council's planning policies.
- A1.12 The Draft Replacement Plan contains many references to the production of Supplementary Planning Guidance (SPG), which will help to augment the Plans policies and proposals. A key area of work in this regard will be the production of Area Action Plans for the areas set out at the end of Chapter 2. These Area Action Plans will build upon the foundations of the Area Plans, the UDP and the Neighbourhood Renewal Strategy. The City Council is committed to involving local communities in the production of these documents and will work closely with Community Committees and other local stakeholders at each stage of the production process.
- A1.13 The City Council already enables considerable community involvement in the development control process, informing neighbouring properties of development proposals, and having a long history of public speaking at decision-making meetings. It is committed to increasing this level of involvement further, particularly by encouraging developers whose proposals are likely to have a significant impact on local communities to undertake community consultations and have regard to comments received, prior to the submission of planning applications.

Appendix 2 Disabled, Cycle and Motorcycle Parking Standards

MOD 504

A2.1 The parking standards below will be applied flexibly to minor developments having regard to the practicability of full compliance.

Type of development	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1. Food retail <900m ²	Up to 200 Bays 3 bays or 6% of total capacity whichever is greater.	1 per 200m ² – minimum of 2	Individual consideration
Food retail >900m ²	Over 200 Bays 4 bays plus 4% of total capacity	1 per 200m ²	1 per 600m ² , minimum of 2 spaces
A1. Non-food retail <900m ²	Up to 200 Bays 3 bays or 6% of total capacity whichever is greater .	1 per 200m ² – minimum of 2	Individual consideration
Non-food retail >900m ²	Over 200 Bays 4 bays plus 4% of total capacity	1 per 200m ²	1 per 900m ² , minimum of 2 spaces
A2. Financial & professional services	Up to 200 Bays 3 bays or 6% of total capacity whichever is greater . Over 200 Bays 4 bays plus 4% of total capacity	1 per 400m ² , minimum of 2 spaces	Individual consideration
A3. Food & drink	Up to 200 Bays 3 bays or 6% of total capacity whichever is greater . Over 200 Bays 4 bays plus 4% of total capacity	1 per 140m ² public floor area – minimum of 2 spaces	1 per 280m ² public floor area- minimum of 2 spaces

Type of development	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
B1. Business	Up to 200 Bays Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. Over 200 Bays 6 bays plus 2% of total capacity	1 per 400m ² – minimum of 2 spaces	1 per 1,400m ² – minimum of 2 spaces
B2. General industry	Up to 200 Bays Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. Over 200 Bays 6 bays plus 2% of total capacity	1 per 700m ² – minimum of 2 spaces	1 per 2,800m ² – minimum of 2 spaces
B8. Storage or distribution	Up to 200 Bays Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. Over 200 Bays 6 bays plus 2% of total capacity	1 per 850m ² – minimum of 2 spaces	1 per 4,000m ² – minimum of 2 spaces

Type of development	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
C1. Hotels	Up to 200 Bays 3 bays or 6% of the total capacity which ever is the greater. Over 200 Bays 4 bays plus 4% of total capacity.	1 per 10 bedrooms, minimum 2 spaces	1 per 40 bedrooms – minimum of 2 spaces
C2. Residential institutions			
Hospitals	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment
Care / nursing homes	Up to 200 Bays 3 bays or 6% of the total capacity which ever is the greater. Over 200 Bays 4 bays plus 4% of total capacity.	1 per 40 beds, minimum of 2 spaces	1 per 160 beds – minimum of 2 spaces
C3. Dwelling Houses			
Houses	No standard	No standard	No standard
Flats and apartments	Where parking is located centrally for flat/apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant.	Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces.	Individual consideration
Sheltered housing	10% of sheltered housing parking should be disabled persons parking standard compliant.	No standard	No standard

Type of development	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
D1. Non-residential institutions			
Medical or health facility	Up to 200 Bays 3 bays or 6% of the total capacity which ever is the greater.	1 per 10 full time equivalent staff, minimum of 2 spaces	1 per 40 full time equivalent staff, minimum of 2 spaces
Crèche, day nursery or day centre	Over 200 Bays 4 bays plus 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard
Schools		1 per 10 full time equivalent staff + 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces
Higher or further education		1 per 10 full time equivalent staff + 1 per 10 students	1 per 80 full time equivalent staff + 1 per 600 students
Art gallery, museum, exhibition hall or library		1 per 300m ² public floor area – minimum of 2 spaces.	1 per 1200m ² public floor area – minimum of 2 spaces
Public hall or place of worship		1 per 50m ² public floor area – minimum of 2 spaces.	1 per 200m ² public floor area – minimum of 2 spaces

Type of development	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
D2. Assembly & Leisure			
Cinema, bingo hall or casino, concert hall	Up to 200 Bays 3 bays or 6% of total capacity whichever is greater	1 per 80 seats – minimum of 2 spaces	1 per 320 seats – minimum of 2 spaces
Indoor sports or recreation	Over 200 Bays 4 bays plus 4% of total capacity	1 per 250m ² – minimum of 4 spaces	1 per 1,000m ² – minimum of 2 spaces
Outdoor sports and recreation	Individual consideration	Individual consideration.	Individual consideration
Stadia / spectator seating	Up to 200 Bays 3 bays or 6% of total capacity whichever is greater Over 200 Bays 4 bays plus 4% of total capacity	1 per 150 seats – minimum of 2 spaces	1 per 600 seats – minimum of 2 spaces
Railway, bus stations and tram stops	Individual consideration.	Minimum of 10 per station	Individual consideration.

Appendix 3 Car Parking Standards

Type of development	Maximum standard for car parking provision (not including provision for disabled people)	Notes
A1. Shops		
Food retail	1 space per 16m ²	
Non-food retail	1 space per 22m ²	
A3. Food and Drink		
Restaurants	1 space per 7m ² of public floor area	
Fast food - drive through	1 space per 8.5m ² of gross floor area	For predominantly drive-through take away establishments. "Drive-thru" restaurants featuring significant seating should be considered as a conventional restaurant.
B1. Business		
Stand alone offices	1 space per 35m ²	
Business parks	1 space per 40m ²	
B2. General Industry	1 space per 60m ²	
B8. Storage and Distribution	1 space per 45m ²	
C1. Hotels	1 space per bedroom including staff	Additional facilities, such as leisure and conference facilities, should be considered separately if appropriate

Type of development	Maximum standard for car parking provision (not including provision for disabled people)	Notes
D1. Non-Residential Institutions Medical and health facilities Higher and further education	1 space per 2 staff + 3 per consulting room 1 space per 2 staff	To be backed up with a more detailed justification, including Green Transport Plan proposals. Parking for students should be included within this figure. Separate consideration would be required for any parking related to residential facilities.
D2. Assembly and Leisure Cinemas and conference facilities, etc D2 including leisure	1 space per 8 seats 1 space per 25m ²	
Miscellaneous. Stadia	1 space per 18 seats	