



A fairer city
Salford City Council

Salford Local Plan:
Development Management Policies
and Designations

Adopted 18 January 2023

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Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਉਰਜਮਾ ਤੁਹਾਡੀ ਭਾਸ਼ਾ ਵਿੱਚ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਰਿਪਾ ਕਰਕੇ ਹੇਠ ਦਿੱਤੇ ਨੰਬਰ ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।

Tigrinya

ከዚ ሰነድ ናብ ቋንቋኹም ከቱርጉሙ ኢኹም፡ በዚ ኣብ ታሕቲ ተጠቐሱ ዘሉ ቁጽሪ ተሌፎን ደግልኩም ተወከሱ።

Arabic

إذا احتجت لأن تترجم هذه الوثيقة الى لغتك، فالرجاء الاتصال بنا على الرقم المبين اسفله.

Farsi

اگر شما ترجمه این مطلب را به زبان خود نیاز دارید، لطفاً از طریق شماره تلفن زیر با ما تماس بگیرید.

Kurdish Sorani

ئەگەر دەخوازیت ئەم دۆکیۆمێنتە (بەلگە نامەییە) وەرگیردرێت بۆ زمانی خۆت، ئەوا تەکایە پەڕیوەندیمان بۆ بە لێرەگە ئەم ژمارەییە خوارەو.

Pashto

کچیری ددی سند ترجمه پخپله ژبه غواری، لطفاً په لاندی شمیره مونږ سره اړیکه ونیسي.

Urdu

اگر آپ اس دستاویز کا اپنی زبان میں ترجمہ چاہتے ہیں، تو برائے مہربانی نیچے دئیے گئے نمبر پر رابطہ کیجئے۔

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Chapter 1: Introduction

What is the Salford Local Plan: Development Management Policies and Designations?

- 1.1 The primary purposes of the 'Salford Local Plan: Development Management Policies and Designations' (SLP; DMP) are to:
- Provide the main policies that will be used to manage development and determine planning applications
 - Identify the designations that will protect the city's most important environmental assets, town centres and infrastructure
 - Support the delivery of key infrastructure, such as transport and utilities
- 1.2 It covers the period up to 2037, although its contents may also be relevant after that date.
- 1.3 The 'Salford Local Plan: Development Management Policies and Designations' is one of the documents that forms the development plan for Salford. The other documents that are, or will be, part of the development plan for the city are the:
- Greater Manchester Joint Waste Development Plan Document (adopted in April 2012)
 - Greater Manchester Joint Minerals Development Plan Document (adopted in April 2013)
 - Places for Everyone joint Development Plan Document of 9 Greater Manchester districts (under production)
 - Salford Local Plan: Core Strategy and Allocations (to be produced)
- 1.4 The development plan is important as planning law requires that applications for planning permission be determined in accordance with it unless material considerations indicate otherwise¹.
- 1.5 It is possible that local communities may use their powers under the Localism Act 2011 to produce neighbourhood plans for their areas. Such documents would also form part of Salford's development plan, and hence would have significant weight in decision-making. Neighbourhood plans must be in general conformity with the Places for Everyone joint DPD and the strategic policies of the Local Plan. The policies in this Development Management Policies and Designations document that are defined as strategic policies are identified in Annex E.
- 1.6 This Development Management Policies and Designations document includes a series of policies organised by topic. Policy text is in bold. Before each policy is a reasoned justification, which explains and justifies the approach in the policy. The plan also contains a series of diagrams, which illustrate the

¹ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990

various policies and assist in their understanding. A Policies Map has been published which shows the areas of land that have been given a protective designation or otherwise relate to specific policies in this plan. The existing adopted map layers from the Greater Manchester Joint Waste Development Plan Document (April 2012) and Greater Manchester Joint Minerals Development Plan Document (April 2013) will be retained and are listed on the Policies Map for information.

How does this document relate to the Places for Everyone joint Development Plan Document?

- 1.7 Places for Everyone is a strategic plan that will cover nine of the ten Greater Manchester districts, and is being produced collaboratively by the Mayor of Greater Manchester and the nine local authorities². Places for Everyone will set out the overall spatial strategy for the nine Greater Manchester districts, including identifying the appropriate scale and distribution of housing and employment development. This includes specifying the housing requirement for Salford. Places for Everyone will also contain a series of strategic policies and allocations aimed at delivering economic, social and environmental benefits for the nine districts.
- 1.8 Some of the major decisions regarding Salford's future development will effectively be taken through Places for Everyone. Salford-specific parts of the development plan need to be in general conformity with Places for Everyone. All decisions about whether Green Belt boundaries in Salford should be altered, including whether any existing Green Belt should be de-designated so that it can be developed, will be made through Places for Everyone.

How does this document relate to the proposed Salford Local Plan: Core Strategy and Allocations document?

- 1.9 The city council initially started preparing a single Salford Local Plan, the scope of which would have covered both the contents of this Development Management Policies and Designations document and the proposed Core Strategy and Allocations document. However, it is not possible to complete those elements relating to the scale and distribution of development in Salford, and the allocations required to deliver it, until Places for Everyone is adopted. Due to delays in producing a joint plan (including previous work on the Greater Manchester Spatial Framework), it was decided that rather than continuing to delay the Salford Local Plan as a result, it would be preferable to narrow its scope so those elements relating to development management policies and designations could be adopted much more quickly.
- 1.10 Hence the first part of the Salford Local Plan is this Development Management Policies and Designations document. The second part will be the Core Strategy and Allocations document, but it will not be possible to complete it until Places for Everyone has been adopted. The Core Strategy

² Bolton Council, Bury Council, Manchester City Council, Oldham Council, Rochdale Council, Salford City Council, Tameside Council, Trafford Council, and Wigan Council

and Allocations document will update the overall planning strategy for the city, provide additional detail on the scale and distribution of development proposed for Salford, and allocate individual sites for particular types of development. The timetable for producing it will be set out in the Local Development Scheme.

Are there any other planning documents relevant to this plan?

- 1.11 The city council has produced a series of supplementary planning documents (SPDs), which provide more detailed advice on how some of the existing Unitary Development Plan policies will be implemented. These SPDs will be updated to reflect the policies in this Development Management Policies and Designations document once it is adopted, and additional SPDs will be produced where required. The SPDs do not form part of the development plan but are nevertheless important material considerations in decision-making.

What has been the process for producing the Salford Local Plan: Development Management Policies and Designations?

- 1.12 The process for producing this plan has been largely set by Government policy and statutory requirements. Four stages of consultation were undertaken, followed by a period for representations on the publication plan and a further period for representations on the proposed amendments to the publication plan, as shown in Table 1 below. The first four consultation stages all related to a full Salford Local Plan, before the scope of the document was reduced to focus on development management policies and designations.

Table 1: Stages of consultation undertaken

Stage	Dates
Call for sites consultation Stakeholders were invited to nominate sites which they considered should be allocated for development (no longer within the scope of this plan), or land which should be given some form of protective designation. There was an extensive response to this consultation and a significant number of sites were nominated by landowners, developers and the local community.	February to April 2013
Suggested sites consultation The city council reviewed all of the nominated sites, and published detailed assessments of their suitability for development or protective designation in a series of 'suggested sites consultation' documents.	January to March 2014

Stage	Dates
Draft Local Plan consultation The Draft Local Plan was an initial full draft for consultation, and provided an opportunity for the community and other stakeholders to comment on the policies and proposals and suggest alternative approaches.	November 2016 to January 2017
Revised Draft Local Plan consultation The Draft Local Plan was comprehensively modified and a Revised Draft Local Plan was published for consultation. This provided an opportunity for the community and other stakeholders to comment on the revised policies and proposals and suggest alternative approaches.	January 2019 to March 2019
Publication Local Plan: Development Management Policies and Designations – period for representations The scope of the plan was narrowed to focus on development management policies and designation, and to exclude allocations and the overall scale and distribution of growth. This stage provided an opportunity for people to make representations on the version of the document that the city council would like to adopt, with those representations then being submitted along with the plan to the Secretary of State for a public examination.	January 2020 to March 2020
Publication Local Plan: Development Management Policies and Designations - Proposed Modifications Addendum – period for representations A series of main and additional modifications to the Publication Local Plan: Development Management Policies and Designations were identified and consulted upon. Updates to the plan's evidence base were also published. This stage provided an opportunity for people to make representations on the proposed amendments to the publication plan, with those representations and the representations received at the previous stage then being submitted along with the plan to the Secretary of State for a public examination.	February to March 2021

- 1.13 Following consultation on the Addendum, the plan was submitted to the Secretary of State in June 2021 for examination. Public hearings took place in December 2021 and consultation on proposed Main and Additional Modifications ran from May to July 2022.

Sustainability appraisal

- 1.14 A sustainability appraisal report has been produced to accompany this plan, which appraises it against each of the 21 sustainability objectives. The sustainability appraisal report identifies a number of mitigation measures which, if implemented, could assist in improving the overall sustainability of the plan, and these have been incorporated in this version as far as possible. The appraisal also indicates that the updated policy framework and additional details within this plan would be expected to bring additional benefits in relation to a number of the sustainability objectives.

Review and update

- 1.15 There is a legal requirement to review a local plan every five years, in order to determine whether the plan or any of the policies within it need to be updated. Chapter 27 (in particular paragraphs 27.11 and 27.12) outlines the issues that will be taken into account in determining whether the plan needs to be reviewed more regularly or updated.

Chapter 2: Spatial Portrait

About Salford

- 2.1 The city of Salford is located at the heart of the metropolitan area that runs across the southern part of the North West Region of England. It lies on the western side of Greater Manchester, sharing boundaries with Bolton, Bury, Manchester, Trafford, Warrington and Wigan.
- 2.2 City Centre Salford, Salford Quays, and some adjoining areas have experienced significant growth and investment in recent years and provide a major concentration of employment, retail, leisure, tourism and cultural opportunities. However, some of the inner neighbourhoods surrounding the City Centre are characterised by high levels of deprivation, and contribute towards Salford being identified as the 19th most deprived local authority in England.³ They form part of a much wider concentration of deprivation at the heart of the conurbation which extends into Manchester and Trafford. The River Irwell is a distinctive landscape feature running through this eastern part of the city, but it results in parts of the most accessible, economically important and socially deprived areas being at significant risk of flooding.
- 2.3 The rest of the city is generally much more suburban in character. It includes some of Greater Manchester's most affluent residential areas such as Worsley, Boothstown and Ellesmere Park, and fulfils an important economic function with some of the city's best performing employment areas such as Agecroft and Northbank. There are however concentrations of deprivation in some neighbourhoods such as Little Hulton and Eccles which share similar challenges to large parts of the centre of the conurbation.
- 2.4 In recent years, Salford has seen a substantial amount of investment in new homes, businesses, infrastructure and the public realm. The delivery of major projects such as MediaCityUK, Greengate, Port Salford and the AJ Bell Stadium, and the revitalisation of road and riverside corridors, has transformed large areas of Salford and had a significant impact on the city's economy and profile. However, Salford has not yet reached its full potential and increasing numbers of people are choosing it as a place to live, work, invest and visit. With a population of 254,400, the city has experienced significant growth over the last 15 years, and this has been at a considerably higher rate (17%) than Greater Manchester (11%) or the North West (7%)⁴.
- 2.5 There is a huge agglomeration of economic activity at the centre of Greater Manchester, including parts of south-east Salford and stretching into central Manchester and north-east Trafford. This central economic area (as shown on Figure 1) accommodates a large number of jobs and diverse range of businesses and is fundamental to the success of Greater Manchester. Salford is a strategically important location not just within Greater Manchester but the

³ Ministry of Housing, Communities & Local Government (September 2019) *The English Indices of Deprivation 2019*

⁴ Office for National Statistics (June 2019) *2018 mid-year population estimates*

north of England as a whole. It includes the confluence of the M60, M61, M62 and M602 motorways, one of the busiest stretches in the country, as well as rail infrastructure that is vital to the functioning of the wider network. This transport infrastructure provides direct links to Leeds and Liverpool, and Manchester Airport, which is just 10 miles to the south of the city. High levels of congestion on parts of the transport network threaten some of these locational advantages.

- 2.6 Salford is a major employment centre which makes a significant contribution towards Greater Manchester's economy. There are over 9,500 active businesses in the city⁵, and a large number of these are concentrated within City Centre Salford and Salford Quays. Total employment reached over 132,000 in 2016⁶ across a wide range of sectors, however local employment is heavily dependent on service sectors, with the city having a strong financial and services market, and an expanding creative, media, digital and technological cluster concentrated at MediaCityUK. Salford is home to a number of major employers including the BBC, ITV, TalkTalk, Bupa, University of Salford and Salford Royal Hospital. Taken together, MediaCityUK, the University of Salford and Salford Royal Hospital provide a significant clustering of innovative activity across a range of sectors, referred to as the Salford Innovation Triangle. Although the city's unemployment rate has seen a substantial recent reduction, falling to 5.1% in the year to March 2019, this is still above the regional and national rates of 4.4% and 4.0% respectively.⁷
- 2.7 Salford shares its city centre with neighbouring Manchester, with the main retail offer being located within Manchester. The City Centre is hugely important to the region's economy as its primary employment, retail, tourism and leisure destination. The areas of the City Centre which are located in Salford are experiencing a period of considerable transformation, and these distinct neighbourhoods, and the cultural and historic assets and spaces within them, make a significant contribution to the successful functioning of the City Centre as a whole. There is a network of six town centres and 20 local centres across the city, which meet a range of shopping needs and act as a focal point for local communities, contributing towards local identity and the successful functioning of the city's neighbourhoods.
- 2.8 Housing is an issue of great significance within the city. Average house prices have increased rapidly in recent years and are now around 19% above the previous peak of 2007⁸. The house price to income ratio has risen above 5.8 (with above 4 being deemed unaffordable), indicating that there are affordability issues in the city⁹. Although the ratio is considerably lower than the average for England as a whole (8.0), a significant number of households

⁵ Office for National Statistics (November 2017) *Business Demography 2016*

⁶ Oxford Economics (January 2017) *Greater Manchester Forecasting Model 2017*

⁷ Unemployment rate - aged 16-64 (%) ONS – *Annual Population Survey*

⁸ HM Land Registry UK House Price Index – comparing a three-month rolling average price for all property types for November 2007 and June 2019

⁹ Office for National Statistics (March 2019) *House price to workplace-based earnings ratio*, using median house price to median gross annual workplace-based earnings 2018

still find it financially difficult to access the right type of housing. Over the last 15 years a very strong apartment market has developed in and around the City Centre and Salford Quays, accounting for a significant number of Salford's new dwellings. This is reflected in the higher than average proportion of dwellings in Salford that are apartments (28.8%), when compared to the Greater Manchester (19.4%) and England (22.1%) averages.¹⁰

- 2.9 The city's historic environment makes a significant contribution towards the character and identity of Salford. The city currently has 235 listed buildings, 16 conservation areas, three scheduled ancient monuments and two registered parks and gardens, as well as a broad range of other heritage assets, including archaeology dating back to the city's beginnings and features such as the Bridgewater Canal and Barton Aerodrome that represent the city's legacy of industrial and transport heritage.
- 2.10 Despite being at the heart of a large conurbation, Salford accommodates a wide range of green and blue infrastructure, consisting of green spaces, parks, woodlands, nature reserves, canals, golf courses, allotments and gardens. Over 30% of Salford's land area is Green Belt. There are two major areas of green infrastructure in Salford which are sub-regionally important, stretching beyond the city's boundaries. The Irwell Valley is a key landscape corridor connecting the urban area to the countryside and fulfilling a wide range of functions including recreation, biodiversity and flood risk mitigation. Chat Moss is the largest area of open land within the city, providing a distinctive landscape which forms part of a wider area of mossland that extends into Wigan and Warrington. The environmental quality of Chat Moss has been degraded over many decades as a result of peat cutting and agricultural activity, however some parts of the area are already under restoration to lowland raised bog and there remain significant opportunities for securing further restoration. The West Salford Greenway provides a more locally significant area of green infrastructure, extending through the central western part of the city.
- 2.11 Salford contains 1,800 hectares of the best and most versatile agricultural land (grades 1 and 2), all of which is located in Chat Moss. This represents approximately 36% of all grade 1 and 2 land in Greater Manchester, and it is therefore a resource of sub-regional importance.
- 2.12 Per capita carbon emissions in Salford have reduced significantly over recent years, from 8.4 tonnes in 2005 to 5.0 tonnes in 2017¹¹. However, despite this drop, Salford has the second highest per capita emissions of the ten Greater Manchester districts, primarily due to the impacts of traffic on the motorways and A roads across the city. In July 2019, the city council declared a climate

¹⁰ Office for National Statistics (December 2012) *Key statistics for local authorities*, property types

¹¹ Department for Business, Energy & Industrial Strategy (June 2019) *UK local authority and regional carbon dioxide emissions national statistics*.

emergency, identifying the need for governments at all levels to make the issue their top priority.

- 2.13 There are considerable challenges within the city with regards to health, education and skills. Salford currently suffers from very significant health inequalities, and average health levels in the city are much worse than the national average. Male life expectancy at birth for Salford residents is 2.5 years less than the UK, and female life expectancy at birth is 2.0 years less.¹² There are also significant inequalities across the city with the average life expectancy in the city's most deprived areas being 10.9 years lower for men and 7.6 years lower for women than its least deprived areas.¹³ Whilst there have been some significant improvements in educational performance in recent years, Salford remains below the national average for key indicators and there are also large disparities in educational attainment across the city.

Challenges

- 2.14 The next 20 years or so are going to be very important for Salford. Substantial progress has been made in securing the city's regeneration, but there are significant challenges ahead in meeting Salford's future development needs whilst tackling inequality and protecting its valued and attractive environment. It will be essential that new development is carefully integrated into the city in such a way that maximises benefits for all Salford residents and responds to the identified challenges so that the city can prosper.

- 2.15 Some of the key challenges include how to:

- Tackle inequality, promote fairness, and ensure that all residents share in the benefits of development
- Increase average levels of health and educational attainment, and reduce disparities
- Accommodate Salford's growing population¹⁴, in housing that meets the full range of needs
- Continue to develop a strong, diverse economy that can withstand economic shocks and provide a range of accessible employment opportunities
- Facilitate the continued success of those locations that are essential to Greater Manchester's future prospects, such as the City Centre and Salford Quays
- Cope with the demand for travel associated with residents, businesses and tourists, in a sustainable way without worsening congestion
- Deliver the infrastructure required to support new development, including transport, schools and health facilities
- Ensure that development has a positive impact on environmental and heritage assets, and contributes to attractive and distinctive places

¹² Salford City Council (February 2018) *Life Expectancy at Birth 2016: Analysis*

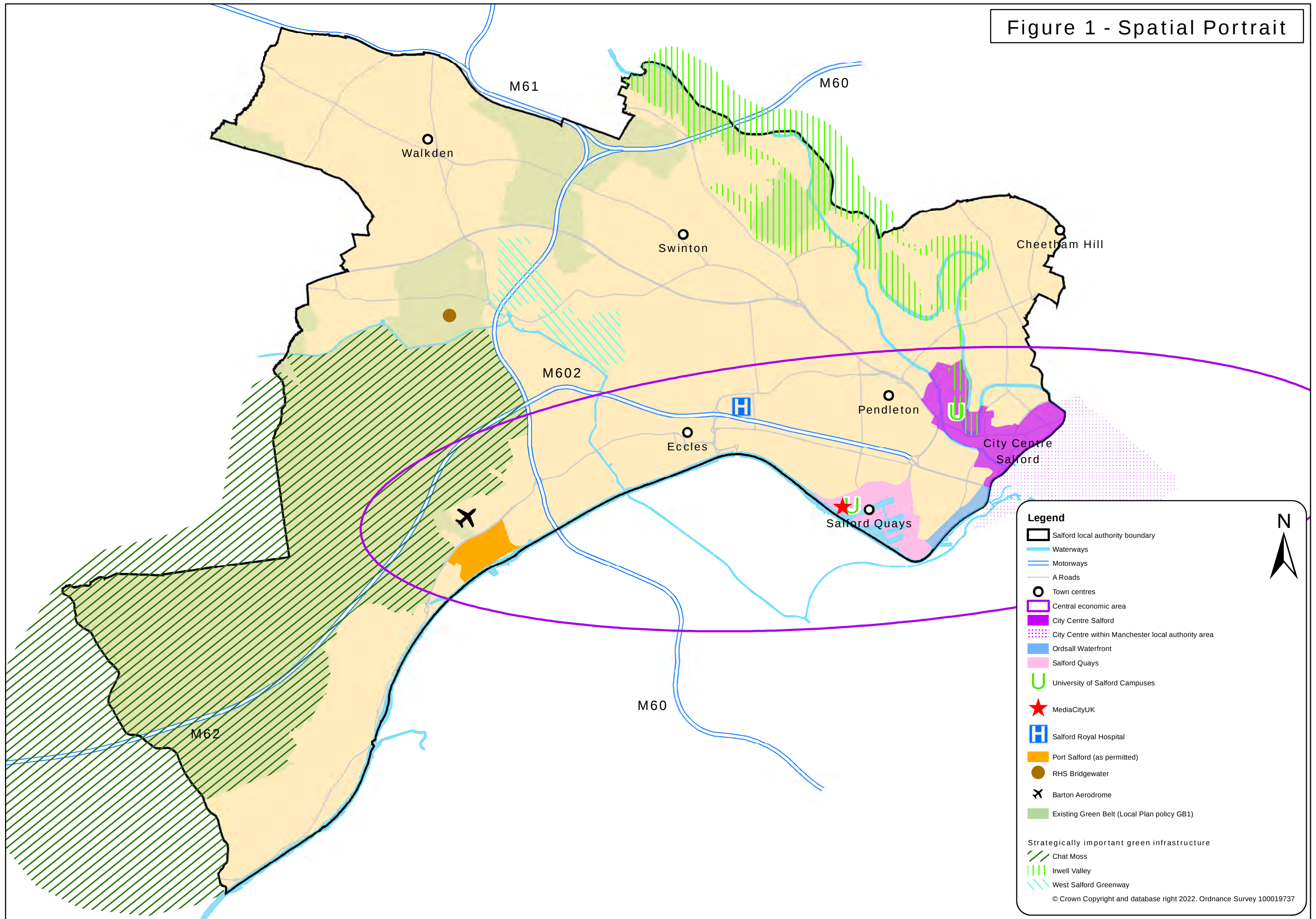
¹³ Public Health England (2018) *Salford Health Profile 2018*

¹⁴ The ONS 2016-based population projection for Salford in 2037 is almost 287,000, an increase of 14% on the 2017 population

Adopted 18 January 2023

- Minimise contributions to climate change and adapt to its effects, including reducing the risk and impacts of flooding

Figure 1 - Spatial Portrait



Chapter 3: Purpose and objectives

- 3.1 The vision of Salford City Council is to create a better and fairer Salford for all. The purpose of this plan is to provide the policies for managing development, and the land use designations, that will help to deliver that vision. The Places for Everyone joint DPD and a future Salford Core Strategy and Allocations document will identify the appropriate scale and distribution of future development for the city, and the key site allocations required to deliver it.
- 3.2 Salford has seen a turnaround in its fortunes over recent years, reversing decades of population decline and securing high levels of investment. The city is now delivering major growth, in both housing and jobs, and is helping to drive forward the Greater Manchester economy. However, despite these successes, there remain significant inequalities across the city and areas of deprivation.
- 3.3 Over the next 20 years, Salford will continue its evolution into a modern global city, and one of the best business and residential locations in the country. This is likely to result in high levels of demand for new development, particularly in and around City Centre Salford and Salford Quays, which will need to be carefully managed so that any future growth contributes fully to the long-term success of the city, a high quality of life for residents, and greater environmental sustainability.
- 3.4 Fairness is at the heart of this plan. There will be a strong focus on tackling poverty and securing social value from development. Those wanting to invest in Salford will be welcomed, on the basis that they will do their best to improve the lives of all residents in the city. This will involve helping to address inequalities, both within Salford and with other parts of the country, for example in terms of health, skills, incomes and opportunities. As part of this, there will be an expectation that all developers sign up to the City Mayor's Employment Charter demonstrating their commitment to acting responsibly and supporting social inclusion, including paying a "Living Wage"¹⁵.
- 3.5 The city council declared a climate emergency in July 2019, reflecting the urgent need to meet the challenges of climate change, both in terms of reducing greenhouse gas emissions and adapting to the impacts of a shifting climate. If Salford is to achieve its aim of being carbon neutral by 2038, then all new development will need to play a full role, including through its location, connectivity, density and design.
- 3.6 More generally, it will be important that development is genuinely sustainable, supporting economic, social and environmental objectives in a way that addresses the challenges facing Salford. This will include making an appropriate contribution to key aims such as:

¹⁵ Paying or working towards paying a 'Living Wage' as set by the Living Wage Foundation.

- Future-proofing the city
- Regenerating urban areas
- Maximising the reuse of previously-developed land and ensuring that land is used efficiently as part of new developments
- Reducing the need to travel and maximising the ability to do so by sustainable modes
- Providing distinctive and thriving neighbourhoods that support wellbeing, with high levels of green infrastructure
- Achieving high quality design
- Supporting healthy lifestyles
- Improving air quality and reducing pollution
- Tackling the scandal of fuel poverty
- Addressing problems of housing affordability and availability to avert a housing crisis
- Delivering more accessible and adaptable homes so that all needs can be met, including those of disabled people and older people
- Ensuring a good range of easily accessible shops and facilities, with strong town centres and local centres
- Providing more local employment opportunities and training opportunities
- Protecting and enhancing environmental and heritage assets, including strategically important green infrastructure
- Securing a net gain in biodiversity value, with a 10% net gain in major developments

Strategic objectives

3.7 The following strategic objectives will be central to achieving the above aims, and provide the basis for the plan's monitoring framework. The policies and designations of the plan are designed to support the achievement of these objectives. There are also more detailed indicators and targets at the end of each chapter, which will be used to monitor the policies within them.

3.8 All indicators/targets below relate to the period 2019-2037 unless otherwise stated.

1) To enable all residents to share in the benefits of economic growth

Key targets:

- a) Reduction in the difference in median household incomes between the city and the national average
- b) Reduction in the proportion of children (under 16s) in low income households
- c) Reduction in unemployment rates
- d) Increase in the proportion of the working age population qualified to NVQ level 3+ and above

2) To support improvements in the average health of residents and reduce health inequalities

Key targets:

- a) Increase in average life expectancy at birth
- b) Reduction in the difference in average life expectancy at birth between wards in Salford
- c) Reduction in the gap between the UK and Salford average life expectancy at birth
- d) Increase the percentage of people leading active lives
- e) No part of the city is within an air quality management area by 2024¹⁶

3) To enable more households to access suitable and affordable housing

Key targets:

- a) Improvement in housing affordability

4) To support regeneration and the efficient use of land

Key target:

- a) Delivery of at least 85% of new dwellings on previously-developed land

5) To enable the provision of facilities and services to support new developments and existing communities

Key targets:

- a) Maintain an appropriate number of surplus pupil places in each pupil planning area
- b) Maintain an appropriate provision of health and social care facilities
- c) Increase occupancy levels in each designated centre

6) To enhance the network of green infrastructure across Salford and protect important green spaces

Key targets:

- a) Increase in the proportion of households that meet defined recreation access standards
- b) Increase in percentage of surface water bodies of at least good ecological status or potential, with as many as possible at this level by 2037

7) To support a net gain in Salford's biodiversity

Key targets:

¹⁶ The Environment Act 1995 (Greater Manchester) Air Quality Direction 2019 was served on all 10 Greater Manchester councils in July 2019, instructing nitrogen dioxide levels must be compliant by 2024 at the latest.

- a) Significant increase in the area of Chat Moss that is being restored to lowland raised bog or a complementary wetland habitat
- b) Increase in the area of land in positive nature conservation management

8) To minimise contributions to, and risks from, climate change

Key targets:

- a) All new development to be net zero carbon by 2028, working towards carbon neutrality by 2038
- b) Significant increase in the capacity of renewable and low carbon energy production

9) To significantly enhance accessibility and reduce congestion

Key targets:

- a) Increase in the proportion of journeys that are by walking, cycling and public transport
- b) Improvement in journey times on the key route network

10) To deliver high quality development that makes a positive contribution to the character, heritage and identity of Salford and its neighbourhoods

Key targets:

- a) No net reduction in the number of designated heritage assets
- b) Increase in the proportion of major developments¹⁷ subject to a design review process

¹⁷ Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Chapter 4: A fairer Salford

- 4.1 The United Nations has identified 17 sustainable development goals to transform our world¹⁸, and this chapter helps to ensure that the Local Plan fully supports their achievement:



- 4.2 Delivering a fairer Salford is central to everything that the Local Plan is seeking to accomplish. As the city's anti-poverty strategy explains:

“Salford has ambitious plans to become a modern global city and significant public and private investment over the last ten years has helped to create more new jobs and opportunities than ever before. But despite the success of the city's continued growth, it is clear that not all of Salford's residents are sharing in the benefits of this prosperity. The fact remains that significant levels of poverty continue to exist in many parts of the city.”¹⁹

- 4.3 Addressing this poverty is fundamental to achieving a fairer Salford. More broadly, it will be essential that everyone is enabled to take advantage of the opportunities within Salford and beyond, able to play a full part in society, and not held back due to their personal characteristics or identity such as disability, age, gender, sexuality, ethnicity or social class. It will also be important that our focus is not just on the present, but that we ensure that decisions today open up rather than compromise the prospects of future generations.
- 4.4 Realising a fairer, more equal and more pleasant Salford will require a wide range of actions, cutting across many stakeholders and areas of work. Development activity has a key role to play in this, and hence the Local Plan seeks to maximise its potential contribution to an inclusive city. Foremost in

¹⁸ Courtesy of <https://www.un.org/sustainabledevelopment/sustainable-development-goals/>

¹⁹ Salford City Partnership (February 2017) *No One Left Behind: Tackling Poverty in Salford*, p.1

relation to this is the need to respond urgently to the challenges of climate change.

An inclusive development process

- 4.5 Development is vital to delivering a fairer Salford, helping to meet essential needs and providing employment, leisure and other opportunities. However, too often people feel excluded from the development process, only having the opportunity to be involved when a planning application has been submitted, which can lead to a process characterised by objections rather than collaboration.
- 4.6 Early and continuous engagement of local stakeholders, including residents, can help to achieve greater ownership and acceptance of development. It also provides the potential to identify and incorporate opportunities to deliver social value outcomes. This more collaborative approach can provide benefits not just for local communities but also to developers, investors, and future occupiers, helping to speed up the development process, enabling new development to be better integrated into existing places, providing positive publicity, and supporting the long-term success of development.

Policy F1: An inclusive development process

Developers are strongly encouraged to involve local residents, businesses and other stakeholders throughout the development process, including:

- 1) Understanding the varied needs of residents, businesses and other stakeholders and how the development could help to meet them;**
- 2) Collaboratively drawing up development proposals with residents, businesses and other stakeholders particularly where they would involve the provision of public spaces or facilities, or would have a significant impact on the local area;**
- 3) Communicating with local residents and businesses throughout the construction phase, keeping them informed and minimising any adverse impacts on their usual activities; and**
- 4) Seeking feedback on how the operation and management of completed developments could be improved in order to maximise their positive contribution to the local area and address any adverse impacts.**

Social value and social inclusion

- 4.7 If a fairer Salford is to be delivered, then it will be necessary for new development to take all practicable measures to maximise its wider social value and its contribution to social inclusion. The opportunities to deliver social value through new development arise throughout its lifecycle, including both the construction and operational phases.

- 4.8 A key aspect of this is economic inclusion, ensuring that residents share in the benefits of development and economic growth. Despite recent high levels of investment, Salford has an above average level of resident unemployment, and some of the major concentrations of job opportunities are located immediately adjacent to neighbourhoods suffering from low household incomes and poor health. Through the careful consideration of economic inclusion, for example by helping Salford residents into employment and/or training, new development can help to tackle deprivation by raising people out of poverty and reducing inequalities, whilst benefiting directly in terms of improved access to a larger, healthier and more highly skilled labour supply. The city council is particularly keen for employers to sign up to the City Mayor's Employment Charter, which seeks to ensure that employers put Salford first, buy goods and services within Salford, and adopt the best possible working conditions.
- 4.9 The production of a Social Value Strategy for major developments provides a mechanism for thinking about how social value and social inclusion can be maximised, securing the implementation of suggested measures, and enabling the public to understand the positive impact that new development will have on their neighbourhood and community. The city council will positively engage with developers in the production and implementation of their Social Value Strategies, but the involvement of other stakeholders including local residents is also strongly encouraged in order to maximise their impact and the acceptance of new development.

Policy F2: Social value and inclusion

All development shall be located, designed, constructed and operated so as to maximise its social value and contribution to making Salford a more socially inclusive city reflecting the city council's vision and "Great Eight" priorities.

All major developments shall submit a Social Value Strategy at the planning application stage for the approval of the city council. A condition will be included on all relevant planning permissions to ensure the implementation of any approved Social Value Strategy, including requiring compliance with the relevant parts of the strategy to be confirmed prior to the commencement and the occupation of the development.

The Social Value Strategy shall identify how the development will support social inclusion and deliver social value throughout its lifecycle. This shall include demonstrating how the development will maximise its positive contribution, as relevant, to:

- 1) Reducing inequalities in Salford and their adverse impacts on residents;**
- 2) The ability of local residents and vulnerable groups to fully participate in society;**
- 3) Inclusive places, in accordance with Policy F3;**
- 4) Economic inclusion, with positive consideration given to:**

- a) Ensuring that access arrangements cater for all needs, including maximising opportunities for walking and cycling;
- b) Promoting on-site employment opportunities to Salford residents;
- c) Providing training opportunities for Salford residents;
- d) Utilising local supply chains; and
- e) Signing up to the City Mayor's Employment Charter; and

5) Good mental and physical health, in accordance with Policy HH1.

A framework of measures will be established to assist developers in identifying how development can maximise its social value. Appropriate measures from the framework can be selected having regard to the scale and location of the proposed development and identified local needs. Further guidance on delivering social value may be developed through a supplementary planning document (SPD).

Definitions

For the purposes of this policy, social value is defined as the range of potential social, economic and environmental benefits to communities in Salford, including existing residents, businesses and other stakeholders in the local area.

Major development is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Inclusive places

- 4.10 The way in which places evolve, and the role of individual developments within them, can have an enormous impact on levels of social inclusion. Places can open up opportunities for everyone to realise their potential, but they can also narrow down prospects and introduce barriers that prevent people from meeting their needs or enjoying active lives.
- 4.11 Enabling people to live healthier lives is a vital aspect of delivering social inclusion, particularly within Salford where there are significant health inequalities. The role of green infrastructure is especially important, encouraging people to spend time outdoors, contributing to the provision of high quality walking and cycling options that encourage active travel, mitigating pollution, reducing the adverse impacts of climate change, and more generally adding to quality of life, notwithstanding its broader environmental benefits such as in terms of enabling the movement of wildlife. This needs to be set within a broader strategy of delivering more walkable and cyclable streets.

- 4.12 Central to inclusive places is equality of accessibility and opportunity, enabling everyone to participate fully in society and people to remain in their homes and communities as their needs change. Relatively small modifications can have a significant impact on the ability of people to enjoy their local area, such as incorporating appropriate lighting to reduce the fear of crime, providing places for people to rest and socialise, and incorporating public toilets into large developments. Careful design can ensure that places are welcoming for all generations, for example by integrating play areas that encourage children to lead more active lives, avoiding unnecessary clutter that reduces the accessibility of the public realm for those with restricted mobility and minimising disorienting noise and lighting for those with dementia.

Policy F3: Inclusive places

All places and developments shall be as inclusive as possible, capable of adapting to a broad range of changing needs and delivering a high quality of life, where no one is potentially excluded because of disability, age, gender, sexuality, ethnicity or social class. Achieving this will involve, where appropriate to the function of the area and relevant to the type of development:

- 1) Developing and sustaining a distinctive local character, whilst enabling individuals to be confident in their own identity;**
- 2) Providing an attractive, safe and inviting environment and public spaces, free from excessive air and noise pollution;**
- 3) Integrating a high level of green infrastructure that raises the human spirit as well as contributes a variety of important environmental functions;**
- 4) Making it easy and attractive to walk, cycle and use public transport, with motor vehicles not being allowed to dominate;**
- 5) Offering excellent external connections, both through sustainable transport links and digital connectivity, that enable people to take full advantage of wider opportunities;**
- 6) Delivering a diverse mix of decent and adaptable homes, including affordable housing that enables everyone to meet their housing needs;**
- 7) Providing a varied choice of business accommodation, including for start-ups and small and medium enterprises (SMEs) and spaces for innovation; and**
- 8) Incorporating a range of amenities and facilities to meet different local needs.**

Fairness for all generations

- 4.13 The purpose of the planning system is to contribute to the achievement of sustainable development²⁰, and the United Nations has adopted the Brundtland Commission's definition of sustainable development as "meeting the needs of the present without compromising the ability of future generations to meet their own needs"²¹. Hence, fairness between generations is at the heart of planning, and the Local Plan must aspire to leave the environment and society in a better position and not just the economy. In particular, it must be effective in addressing the ongoing climate emergency, which threatens the wellbeing of future generations.
- 4.14 Many different aspects of the Local Plan will contribute to fairness between generations, helping to ensure that the diversity of cultural and environmental resources is maintained and enhanced, and the prospects of younger and future generations are not diminished. For example, the requirements under Policy EG1 for enhanced energy efficiency requirements in new homes and under Policy A10 for the incorporation of electric vehicle charging points will help to reduce the city's contributions to climate change, minimise energy costs for future generations, and lessen the need for potentially expensive retrofitting. The requirement for all developments to deliver a net gain in biodiversity under Policy BG2 and maximise the provision of green infrastructure under Policy GI1, coupled with the approach to Chat Moss set out in GI2 will help to enhance Salford's environmental capital. Policy WA4 on flood risk, Policy WA5 on surface water and sustainable drainage, Policy D5 on amenity and Policy PH1 on air quality will all help to address pollution issues. More importantly, it is the collective implementation of the policies of the Local Plan that will help to ensure that development in Salford is genuinely sustainable and that the interests of future generations are properly protected and advanced.

Policy F4: Fairness between generations

Development shall promote the interests of future generations, including by:

- 1) Minimising carbon emissions and maximising carbon sequestration;**
- 2) Maximising the resilience of buildings and places, such as to the impacts of climate change;**
- 3) Enhancing environmental capital, such as through a net gain in biodiversity;**
- 4) Addressing pollution issues, such as by improving air and water quality, and tackling land contamination;**
- 5) Enabling cultural and place-based identities to flourish;**
- 6) Protecting and enhancing the city's heritage assets; and**
- 7) 'Future-proofing' buildings and places, so as to minimise the need for future generations to pay for their retrofitting in response to changing technologies and environmental standards.**

²⁰ Ministry for Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 7

²¹ Resolution 42/187 of the United Nations General Assembly

Monitoring

Indicator	Baseline position	Target
Permitted Major developments ²² with an approved Social Value Strategy	This is a new policy requirement.	All permitted major developments to be accompanied by an approved Social Value Strategy

- 4.15 Due to the cross cutting nature of this chapter, indicators identified within various chapters of the plan will be used to monitor the outcomes that this chapter is seeking to achieve. This will include the relevant indicators within the economic development, housing, health, accessibility, water, energy, green infrastructure and air quality chapters.

²² Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Chapter 5: Climate change

Creating a fairer Salford by:

- Reducing the burden that falls on future generations of responding to climate change
- Tackling the negative impacts of climate change, particularly on human health, which are more likely to be felt by the most vulnerable
- Supporting the achievement of a carbon neutral Salford by 2038

- 5.1 Climate change is defined by the Intergovernmental Panel on Climate Change²³ as a change in the state of the climate that persists for an extended period, typically decades or longer. There is clear evidence that the global climate is warming and sea levels are rising, with more severe and sustained rainfall events projected in the UK²⁴.
- 5.2 Although natural factors influence variations in the climate, human influence on it is clear²⁵ and it is extremely likely that human activity has been the dominant cause of warming since the mid-20th Century²⁶ by increasing the concentration of greenhouse gases in the atmosphere, which trap heat there. The greatest contribution to climate change has been from carbon dioxide, the primary source of which is fossil fuel use, through deforestation, land clearance for agriculture and degradation of soils also contribute to its release. Other greenhouse gases include methane (such as from agricultural activities, fossil fuel extraction and the decay of organic waste in landfill sites), nitrous oxides (from agricultural activities, especially nitrogen-fertilised soils and livestock waste, and industrial processes), and hydrofluorocarbons (which are used as refrigerants, aerosol propellants, solvents and fire retardants).
- 5.3 The Climate Change Act 2008 introduced a legally binding target for the UK to reduce its carbon emissions by at least 80% by 2050 compared to 1990 levels. In June 2019, the Prime Minister announced that this will be strengthened to a net zero target for 2050. The net zero target equates to a requirement to reduce the UK's net emissions of greenhouse gases by at least 100% relative to 1990 levels by 2050. It is set out in The Climate Change Act 2008 [2050 Target Amendment] made in June 2019.
- 5.4 More ambitious and challenging targets have been established at the local level. In July 2019, Salford City Council declared a climate emergency. This included setting a date of 2038 for carbon neutrality in Salford, which matches the target for the whole of the sub-region established in the 5-Year

²³ Intergovernmental Panel on Climate Change (IPCC) (2013) [Fifth Assessment Report. Climate Change 2013. The Physical Science Basis.](#)

²⁴ Committee on Climate Change (July 2016) *UK Climate Change Risk Assessment 2017 – Synthesis report: priorities for the next five years*, p.2

²⁵ Intergovernmental Panel on Climate Change (IPCC) (2013) [Fifth Assessment Report. Climate Change 2013. The Physical Science Basis.](#)

²⁶ [Committee on Climate Change](#)

Environment Plan for Greater Manchester²⁷. To help achieve carbon neutrality by 2038, a target has been set that all new development should be zero carbon from 2028.

- 5.5 Salford has seen major progress in recent years, with a 33% reduction in total carbon dioxide emissions over the period 2005-2017, and a 41% reduction in per capita emissions. However, the city has the second highest per capita emissions of the ten Greater Manchester districts, at 5.0 tonnes per annum compared to the sub-regional average of 4.3 tonnes per annum. This is largely due to large contributions from transport, particularly from traffic on the motorways and A roads in the city, which are the highest per capita in Greater Manchester.
- 5.6 The widespread and potentially devastating impacts of climate change place a responsibility on us all to minimise our carbon emissions, and this must be seen as an essential component of all development. As well as taking actions to reduce emissions, it will also be important to maximise natural processes that can take carbon out of the atmosphere and lock it into features such as peat and trees, known as 'carbon sequestration'.
- 5.7 Even with concerted action now, current levels of greenhouse gases in the atmosphere will lead to changes in the climate, such as increased average global temperatures, more extreme weather events and heightened flood risk. It will be vital to the long-term sustainability of Salford, and the health, safety and quality of life of its residents, that the city is designed to adapt to changes in the climate. Green infrastructure will have a major role to play in this, helping to mitigate the impacts of high temperatures, reduce flood risk, and maintain biodiversity.
- 5.8 Some of the necessary actions for tackling climate change, such as improving energy efficiency and increasing the provision of green infrastructure, could have direct benefits for residents by reducing energy bills and providing a higher quality environment. They may also open up business opportunities that will help Salford to develop a low carbon economy.
- 5.9 Climate change is a cross cutting theme of the Local Plan, with the majority of chapters contributing to mitigating and adapting to climate change and particularly those on energy, air quality and pollution and hazards, biodiversity, water, green infrastructure, accessibility, design, efficient and coordinated use of land, economic development and housing.

Policy CC1: Climate change

Development shall support Salford becoming carbon neutral by 2038, through where relevant:

²⁷ Greater Manchester Combined Authority (March 2019) *5-Year Environment Plan for Greater Manchester*

- A) Minimising carbon emissions, including by:**
- 1) Being located so as to minimise the need to travel and maximise the ability to make trips by sustainable modes of transport (in accordance with policies A2 and A3)**
 - 2) Delivering a density of development that makes the most of accessible sites (in accordance with policies EF1 and H3)**
 - 3) Contributing to more walkable and cyclable neighbourhoods that reduce demand for car use (in accordance with policies A2 and A3)**
 - 4) Incorporating electric vehicle charging points (in accordance with policy A10)**
 - 5) Protecting and taking opportunities for the more sustainable movement of freight (in accordance with policies EC2 and A5)**
 - 6) Adopting the principles of the energy hierarchy, with new build residential development exceeding the fabric energy efficiency required under Part L of the Building Regulations 2013 by 19%, and new build non-residential development of 1,000m² or more achieving at least BREEAM very good or an accepted equivalent, or meet the standard required by any subsequent revision to building regulations, working towards a target that all new development shall be zero net carbon from 2028 (in accordance with policy EG1)**
 - 7) Taking opportunities to incorporate and connect to renewable and low carbon energy infrastructure wherever possible (in accordance with policies EG1 and EG2)**
 - 8) In the case of existing buildings, retrofitting them with measures to reduce energy consumption, in a manner consistent with their heritage interest (in accordance with policies EG1 and HE1)**
- B) Maximising carbon storage and sequestration, including by:**
- 9) Protecting, managing and where appropriate supporting the provision or restoration of habitats that provide a carbon storage function, such as lowland raised bog in Chat Moss (in accordance with policies GI1, GI2 and BG2)**
 - 10) Incorporating green infrastructure, such as trees and woodland, that helps to sequester carbon from the atmosphere (in accordance with policies GI1 and GI5)**
 - 11) Minimising degradation and erosion of soil (in accordance with policy GB2)**
- C) Mitigating and adapting to the impacts of climate change, including by:**
- 12) Managing flood risk associated with higher peak river flows and more extreme weather events, and relocating vulnerable uses where appropriate (in accordance with policies WA3, WA4 and WA5)**
 - 13) Providing shade and green infrastructure to reduce overheating of urban areas during warmer summers (in accordance with policy GI1)**

- 14) **Creating a place that promotes social interaction, since people who are isolated can be more vulnerable and less able to cope with the impacts of climate change (in accordance with policy D1)**
 - 15) **Delivering a net gain in biodiversity value that enables animals and plants to adjust to a changing climate (in accordance with policy BG2)**
 - 16) **Incorporating appropriate water efficiency and water recycling measures, to help minimise the potential for drought (in accordance with policy WA2)**
 - 17) **Minimising and mitigating air pollution so as to reduce the potential for higher temperatures which in turn leads to poorer air quality (in accordance with policy PH1)**
- D) Responding to the economic and policy changes that are likely to accompany climate change, including by:**
- 18) **Reducing the reliance on the private car (in accordance with policies A1 and A2)**
 - 19) **Protecting high grade agricultural land (in accordance with policy GB2)**
-

Monitoring

5.10 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Per capita carbon dioxide emissions	5.0 tonnes CO2 per person ²⁸	Significant reduction, working towards carbon neutrality by 2038 (2019-37)

²⁸ Department for Business, Energy & Industrial Strategy (June 2019) *UK local authority and regional carbon dioxide emissions national statistics*.

Chapter 6: Efficient and coordinated use of land

Creating a fairer Salford by:

- Maximising the efficient and effective use of land in all neighbourhoods, helping to minimise the loss of green areas and maximise opportunities to make trips by public transport, cycling and walking

6.1 If sustainable development is to be achieved, it will be important to use the city's land and resources in an efficient and coordinated way. This will avoid more sites being developed than is necessary and ensure that development supports the success of the wider area and does not compromise development options on other sites.

Efficient use of land

6.2 The efficient use of land will be particularly important for supporting economic growth, ensuring that the best possible use can be made of the finite land resources within the city. This will help to minimise the potential need for the development of greenfield and Green Belt land, or other sensitive sites.

6.3 The density of development is a key aspect of using land efficiently, supporting efforts to minimise the need to travel and maximise the number of journeys made by more sustainable modes of transport such as walking, cycling and public transport. However, it will be equally important to ensure that other structures, infrastructure, open space, car parking, etc, are also integrated into a site as effectively as possible. Low-rise non-residential developments such as single storey retail units can represent an inefficient use of land, and in some cases it should be possible to increase densities by accommodating residential accommodation above them, particularly in the most accessible locations.

Policy EF1: Efficient use of land

Developments shall use land efficiently. All parts of a site shall have a clear and positive purpose.

Support will be given to the use of suitable previously developed land and appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

The density of a development shall:

- 1) **Respond to the local context, character and distinctiveness; and**
- 2) **Reflect the accessibility of the site:**
 - a) **By public transport, cycling and walking; and**
 - b) **To public services, community facilities, amenity and recreation provision.**

The highest density development shall be in the most accessible locations. Proposed improvements to the accessibility of a site will be taken into account in implementing this policy, but only where there is a high probability of their delivery and long-term retention.

Residential densities shall meet the requirements in Policy H3.

Where low-rise non-residential development is proposed, in order to assist in maximising the efficient use of land, the applicant shall demonstrate that positive consideration has been given to incorporating residential uses above, where this is appropriate to the design context, the function of the surrounding area and the need to ensure that residents would have a good level of amenity.

Co-ordinated development

- 6.4 It is important to ensure that development on one site does not unnecessarily constrain what can be achieved on other potential development sites, as this could lead to the inefficient use of land, poor quality design, or land use conflicts. The possible impacts on other sites will therefore be important factors to be considered by developers when locating and designing their schemes. This principle will also be applied to large sites that are likely to be brought forward by more than one developer.
- 6.5 Whilst masterplans and development frameworks will not be required in the majority of cases, they may be necessary in some locations to ensure that development is properly co-ordinated and contributes to high quality neighbourhoods. This will be especially important for coordinating infrastructure delivery. It is anticipated that organisations other than the city council may produce masterplans/frameworks. However, where this occurs, it will be important for the city council to be involved at all stages of their production so as to ensure that the masterplans/frameworks properly meet policy requirements and to minimise the potential for delays in determining any associated planning applications. The content of the masterplan/framework is to be agreed with the city council, and its scope should address the relevant issues having regard to the individual needs of the site.
- 6.6 If any sites in Salford are allocated in the joint DPD of 9 Greater Manchester districts (Places for Everyone), then they will, by definition²⁹, be of strategic significance. Hence, it will be important for each of them to be subject to a masterplan in accordance with the following policy.

²⁹ Section 334(5) of the Greater London Authority Act 1999, which now also applies to Greater Manchester as a result of paragraph 3(1)(a) of The Greater Manchester Combined Authority (Functions and Amendment) Order 2016, requires that the spatial development strategy must deal only with matters which are of strategic importance to Greater Manchester

Policy EF2: Co-ordinated development

Development will not be permitted if it would unacceptably hamper or reduce the development options for adjacent sites or the wider area. Development must make provision for, and be phased with, supporting infrastructure, facilities, and appropriate environmental mitigation, appropriate to the scale of development proposed.

Development on individual sites will only be required to be guided by a masterplan or framework for the wider area where there is a need to:

- 1) Demonstrate that development options on other sites would not be unacceptably reduced;**
- 2) Secure consistency in layout and/or design across more than one site; or**
- 3) Accommodate and/or fund infrastructure when this would not be possible by viewing individual sites in isolation.**

Where a masterplan/framework is produced by someone other than the city council:

- A) The boundaries and scope of the masterplan/framework area shall be agreed with the city council at an early stage in the production process; and**
- B) The final version of the masterplan/framework shall be considered acceptable by the city council.**

The production process for the masterplan/framework shall:

- i) Ensure the proper consultation of the local community and other stakeholders within and adjoining the masterplan/framework area, meeting the principles set out in Policy F1;**
- ii) Seek to maximise social value and inclusion in any resulting development in accordance with Policy F2; and**
- iii) Identify early in the process whether the scale and nature of the development proposed within the masterplan/framework area is likely to need to be subject to an Environmental Impact Assessment (EIA) and, if so and as far as practicable, use the EIA process to guide the development of the masterplan and identify opportunities to improve it.**

No development will be permitted on sites allocated for development through the Places for Everyone joint DPD until a masterplan/ framework or Supplementary Planning Document (SPD) has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted, by the city council. In circumstances where a masterplan/framework is to be put forward as part of a planning application, in order to meet the requirements of criteria A), B), i), ii) and iii) early and effective engagement with the city council, and

consultation with the local community and other stakeholders should take place in advance of the submission of that application and the submitted masterplan/framework must show how the whole site will be delivered.

Monitoring

6.7 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Proportion of new dwellings on previously developed land	92% of all dwellings completed between 1 April 2018 and 31 March 2019 in Salford were on previously developed land ³⁰	85%

³⁰ Salford City Council (June 2019) *Residential development monitoring: 1April 2018 to 31 March 2019*, page 14

Chapter 7: Planning conditions and obligations

Creating a fairer Salford by:

- Requiring new developments to make appropriate contributions to address their impacts, ensuring that they have a positive overall effect on local communities

- 7.1 Planning conditions and obligations will be used, where required and consistent with national legislation and policy, to ensure that land is utilised 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. Whilst the city council will proactively seek opportunities to secure external public funding to assist in the delivery of infrastructure, it will be very important to ensure that the contributions are sought from developers consistent with the tests set out in national policy and guidance.
- 7.2 Priorities for planning obligations may evolve over the plan period, depending on changing circumstances, but those set out in the following policy reflect the anticipated pressures and additional demands associated with the proposed scale and location of development in Salford. More detailed approaches to planning obligations for some of these priorities are set out in other parts of the plan, including requirements from new residential development for affordable housing (policy H4), education places (policy ED2), recreation provision (policy R1), and biodiversity off-setting (policy BG2).
- 7.3 Planning obligations often have financial implications for developers. In some cases, in the absence of more appropriate alternatives, land may need to be set aside within the development site for the provision of infrastructure such as open space, public realm, and schools. Hence, it will be important to discuss potential planning obligations early on in the development process, to minimise the potential need for scheme re-designs later on and other delays to the planning application process.
- 7.4 The planning obligation requirements set out within this plan have been subject to a plan-wide viability assessment, and any additional guidance produced by the city council will be similarly informed. However, it is recognised that there may be site-specific circumstances where the cumulative effect of policy requirements and planning obligations would compromise development viability for particular schemes, such as where a site requires expensive remediation prior to development. In these instances, an applicant may submit a viability assessment to demonstrate that a lower level of planning obligations would be appropriate in order to enable the development to be delivered. Any subsequent agreement will need to allow for the possibility that viability may turn out to be better than anticipated, and hence 'clawback' clauses will typically be used to ensure that the final

planning obligations reflect actual viability. In considering the purchase of land, developers should take into account the costs associated with delivering the necessary policy requirements as well as any site specific issues which may increase development costs, for example contamination or the presence of heritage assets.

- 7.5 There is a public interest in viability appraisals being available for inspection when these are relied upon to secure planning permission for development that does not deliver the planning obligations required to fully mitigate its impacts. Consequently, in order to provide transparency and maintain public confidence in the planning system, the city council will publish submitted viability appraisals prior to the planning application being determined. Where a developer considers that exceptional circumstances exist that mean that specific details of an assessment should be redacted or withheld, they should clearly set out the circumstances for this to the satisfaction of the city council.

Policy PC1: Planning conditions and obligations

Development that would have an unacceptable adverse impact or would result in a material increase in the need or demand for infrastructure, services, facilities and/or maintenance for which other sources of funding have not been secured in full, will only be granted planning permission subject to planning conditions and/or planning obligations that would ensure adequate mitigation measures are put in place.

Where a site is in multiple ownership, it shall be ensured that all developers make a proportionate contribution to any developer contributions required to enable the delivery of the whole site as well as those specific to their individual development.

Artificial splitting of sites

Where there is evidence that a site or a development has been artificially split in order to avoid policy requirements by being below any relevant size/dwelling threshold, the council will consider whether it would be appropriate to apply the policy requirements to each of the smaller sites individually irrespective of their size/number of dwellings in order to secure planning obligations in accordance with this plan. In determining whether separate sites should be aggregated to form a single site for the purposes of applying this policy, the city council will consider:

- 1) Existing and previous land ownership;**
- 2) Whether the areas of land could be considered to be a single site for planning purposes; and**
- 3) Whether the development should be treated as a single development.**

The city council will consider each application on the facts as a matter of planning judgement.

Priorities for the use of planning obligations

Priorities for planning obligations will include (in no order of prioritisation):

- A) Transport
- B) Public realm
- C) Open space, informal sports facilities, allotments and green infrastructure (including as set out in policies R1 and GI1)
- D) Outdoor and indoor sports facilities (as set out in policy R5)
- E) Education (as set out in policy ED2)
- F) Health
- G) Affordable housing (as set out in policy H4)
- H) Biodiversity off-setting (as set out in policy BG2)
- I) Other site-specific contributions

Long term maintenance

Where new or improved open space, green infrastructure or public realm is secured, appropriate provision for its long-term maintenance will also be required.

Reduced planning obligations

Development will be permitted with reduced planning obligations compared to policy requirements only where:

- i) The applicant has submitted a viability appraisal that is based upon and refers back to the viability assessment that has informed this plan³¹, and provides evidence to justify the level of planning obligations proposed;
- ii) The value of the planning obligations has been maximised having regard to likely viability;
- iii) A clawback mechanism has been incorporated into a legal agreement, where appropriate, to ensure that additional mitigation is provided if final development viability is better than anticipated in the viability assessment; and
- iv) The benefits of the development outweigh the lack of full mitigation for its impacts, having regard to other material considerations.

The price paid for land is not a relevant justification for failing to accord with relevant policies in this plan and any planning obligation requirements set out in a supplementary planning document. Landowners and site purchasers should consider this when agreeing land transactions.

Where a viability appraisal is submitted by an applicant in order to justify a reduced contribution, it and any revisions to it will be published prior to the determination of the planning application unless there are exceptional circumstances. Where such exceptional circumstances exist, an executive

³¹ Three Dragons (January 2021) Salford City Council: Local Plan assessment of residential viability – addendum

summary that includes sufficient information to enable the public to fully understand the main inputs and conclusions of the appraisal must be provided and published.

Chapter 8: Area policies

Creating a fairer Salford by:

- Ensuring that areas with the highest pressures for development are carefully managed in a way that positively enhances the environment, maximises the benefits for deprived communities, supports economic opportunities, and mitigates negative impacts such as poor air quality

8.1 Much of Salford is seeing pressure for development, but there are some areas where there are particularly high levels of interest. This chapter sets out policies specifically for those areas. Other parts of the city are also important, but the policies in the other chapters of this plan are considered to provide sufficient guidance to manage development within them.

City Centre Salford

8.2 The City Centre lies within both Manchester and Salford and is already hugely important not just to the Greater Manchester economy but to the North of England more generally. It provides around 10% of all jobs in Greater Manchester, and is the primary focus for business, retail, leisure, culture and tourism activity in the sub-region. The Greater Manchester Local Industrial Strategy identifies that it will further strengthen as the most significant economic location in the UK outside London³².

8.3 The City Centre is mainly contained within the inner relief road, but now extends beyond to surrounding areas such as Middlewood, Chapel Street and the Crescent in Salford, and NOMA, Ancoats, New Islington and Oxford Road in Manchester. Over recent years, there has been significant developer interest in areas within City Centre Salford (those parts of the City Centre that are located in Salford), with major office and apartment developments under construction and with planning consent.

8.4 The continued evolution of the City Centre will require a careful balancing of its various functions. The priority must be to protect its fundamentally important economic role, and so those areas of City Centre Salford that form part of the commercial core of the City Centre will need to be used predominantly for office, tourism and cultural development. However, there will still be scope for residential uses alongside this, taking advantage of the lifestyle opportunities that a City Centre location can offer, and supporting sustainability objectives by enabling people to live close to where they work and socialise.

³² HM Government (June 2019) *Greater Manchester Local Industrial Strategy*, p.86

- 8.5 It will be important for each part of City Centre Salford to have its own easily recognisable identity and function, providing a series of neighbourhoods that have a distinctive character but also contribute to a coherent and integrated City Centre. This neighbourhood character will be based not only on the uses within them, but also their heritage assets, green infrastructure, public realm, design, and local facilities.
- 8.6 The success of the City Centre depends on a wide range of factors. It is essential that it is easy to travel to and around it by public transport, cycling and walking, ensuring that the huge number of employment opportunities are accessible to residents across Greater Manchester and beyond, and providing an enormous labour market that is attractive to businesses. Investment in transport infrastructure serving the City Centre is ongoing and improved linkages and the removal of physical barriers will improve its connectivity with surrounding areas.
- 8.7 The density of development within the City Centre makes delivering a significant increase in the quantity and quality of the area's green infrastructure a high priority, contributing to an attractive urban environment and helping to address issues such as the urban heat island, biodiversity and flood risk. All potential options to 'green' developments will need to be explored. The provision of a new Greengate Park will be fundamental to the future success of the eastern part of City Centre Salford, given the ongoing scale of development in that area, making a major contribution to quality of life and allowing people to connect with nature.

Policy AP1: City Centre Salford

Neighbourhoods

Development in City Centre Salford shall be fully integrated into, and contribute to the success and strong sense of place of, both the neighbourhood within which it is located and the City Centre as a whole, in accordance with the following:

- A) Greengate – The medieval heart of Salford, the area is now emerging as a new mixed-use neighbourhood distinguished by its cultural vitality and high quality public realm stretching through it and connecting across the river to Manchester. Key elements of Greengate's future form, which will be essential to its successful functioning, will include a new park (see 'Environmental quality' section below), a new Greengate Boulevard fronted by active ground floor uses and providing a direct physical connection between the historic Market Cross and the grade II* listed Collier Street Baths, high-density housing, and re-invigorated heritage assets.**
- B) Chapel Wharf – The area will maintain its diverse mix of uses and range of heritage assets, providing an important link between Greengate and**

New Bailey, and a key connection between the Salford and Manchester parts of the City Centre.

- C) New Bailey – The area will continue to be primarily characterised by office, leisure and tourism uses, forming part of the commercial core of the City Centre, with excellent connections across the river to Spinningfields in Manchester. Significant improvements to Salford Central rail station will further enhance the attractiveness of the area.**
- D) Middlewood, New Bailey West and Wilburn Basin – These areas will provide residential-led mixed-use neighbourhoods that make the most of the waterfront settings (the Manchester, Bolton and Bury Canal, the River Irwell and Wilburn Basin, respectively) in accordance with policy D9.**
- E) Chapel Street and Islington – Chapel Street itself will be further enhanced as a key corridor into the core of the City Centre, with high quality public realm and flanked by historically important buildings. Development will be carefully designed to respect the numerous heritage assets.**
- F) Adelphi – This residential-led mixed-use area will take maximum advantage of the attractive riverside location overlooking The Meadow, providing a high quality setting for the area’s open spaces and riverside walkway and cycleway in accordance with policy D9.**
- G) Crescent, University of Salford and Innovation Park – The area will provide a distinctive western entrance to the City Centre. Its historic buildings, coupled with enhanced views and connections to surrounding open spaces, will offer an attractive context for any further development. The green character of Peel Park will be extended across the A6 around Fire Station Square, and high quality public realm will unify the important cluster of heritage, cultural and university assets, providing a strong, active focus for the area. The university campus will continue to be improved (see Policy ED3), and the adjacent Innovation Park enhanced for knowledge-based uses. Residential uses will be focused in the area to the south of The Crescent. The line of the former Manchester Bolton and Bury Canal provides an opportunity to open up new green infrastructure through this area.**
- H) The Meadow and Peel Park – The Meadow and Peel Park will provide one of the largest integrated areas of greenspace in the City Centre, with improved connections to surrounding areas.**

Uses

Development shall maintain the wide range of uses in City Centre Salford, reflecting its importance within the wider City Centre, supporting its roles as a business location, tourism, cultural and leisure destination, centre of learning and knowledge, and home to a series of residential neighbourhoods:

- 1) **Business, tourism, cultural and leisure development will be appropriate across the area. Development in New Bailey, and between New Bailey Street and Dearmans Place, shall be predominantly for offices, tourism, cultural and leisure uses, reflecting its role as part of the commercial core of the City Centre.**
- 2) **The continued enhancement of the facilities at the University of Salford campus will be supported, with student housing focused within and immediately around the campus. The western end of the University of Salford area will remain predominantly in use for university-related activities and other knowledge-based uses.**
- 3) **Residential-led mixed-use development will be appropriate across the rest of City Centre Salford. This will be primarily in the form of apartments, reflecting the area's locational advantages, but may also include houses built at high densities.**
- 4) **Retail and leisure uses, community and social facilities (including health and education facilities) and other amenities to support the residential, business and visitor populations will be permitted. These facilities shall be focused on prominent frontages, busy intersections with high footfall, and where they can add vibrancy and best meet the needs of the neighbourhood.**

Transport and movement

In order to support the successful functioning of the City Centre, particularly in terms of facilitating people to travel to and around it by sustainable modes of transport, the following initiatives will be promoted and development shall not compromise their delivery, and where appropriate facilitate them:

- 5) **The development of further public transport links into the City Centre's existing rail stations, employment, cultural and leisure opportunities**
- 6) **The continued improvement of Salford Central Station as the main western rail gateway to the commercial core of the City Centre, including through works which enable more services and longer trains to stop at the station**
- 7) **The transformation of Salford Crescent Station into a major public transport interchange for rail, Metrolink and bus services, with the continued improvement of the station itself as a key rail facility serving the Crescent / Chapel Street and the University of Salford and the investigation into the potential to increase the number of platforms**
- 8) **A new Metrolink line connecting Salford Quays and Salford Crescent Station, supporting the integration of the City Centre with Salford Quays, potentially with a quality bus transit scheme being developed initially**
- 9) **A new footbridge from the Crescent across the River Irwell, enabling The Meadow and Peel Park to act as a key green space in the City Centre and forming part of the wider Irwell River Park**
- 10) **A new pedestrian bridge between New Bailey West and the St John's quarter in Manchester**

Environmental quality

In order to achieve the high environmental quality that is essential to the long-term success of the City Centre, development, where appropriate, shall:

- 11) Protect and enhance important heritage assets and their setting, including conservation areas and key landmarks such as Salford Cathedral, St. Philip's Church, Sacred Trinity Church and Collier Street Baths
- 12) Support a significant increase in the quantity and quality of City Centre Salford's green infrastructure, taking an innovative approach to the incorporation of green infrastructure within a high-density context
- 13) Contribute to the provision of high quality public realm across City Centre Salford that promotes walking and cycling, provides green infrastructure, incorporates a variety of functions, and is fronted by activity
- 14) Respond positively to the viaducts and their associated opportunities, including delivering additional and improved pedestrian routes through them, providing active uses within the railway arches that add to the vibrancy of the area, greening the infrastructure, and enabling appreciation of their heritage interest
- 15) Provide a riverside walkway and cycleway and connected open spaces, which are integrated into the wider Irwell River Park and designed to enhance the ecological role of the river
- 16) Deliver a new Greengate Park, which:
 - a) Is of sufficient scale to fulfil a wide variety of functions, meeting the needs of those living and working in the area, and drawing in visitors to support local businesses and cultural activity;
 - b) Responds to the rich heritage of the area, including the historic routes of Greengate and Gravel Lane;
 - c) Complements and is fully integrated with the other public spaces and streets in the area, including Greengate Square, Greengate Boulevard and Market Cross; and
 - d) Fulfils a range of functions, including bringing nature into the City Centre, incorporating trees and biodiverse planting areas, and being capable of holding events
- 17) Development alongside the line of the Manchester Bolton and Bury Canal shall facilitate its restoration, or where this is not practicable, provide open space incorporating walking and cycling routes and heritage interpretation features in accordance with policy HE6. In places where the original line of the canal has been severed by significant infrastructure or where the protection of the original line would prevent the delivery of vital infrastructure or where development would on balance result in significant benefit in terms of regeneration or sustainable development, some deviation from the original line will be acceptable. In such cases the development shall maintain provision for a continuous route that could be restored to be fully navigable in the future.

18) Manage flood risk in accordance with WA4

Figure 2 - City Centre Salford

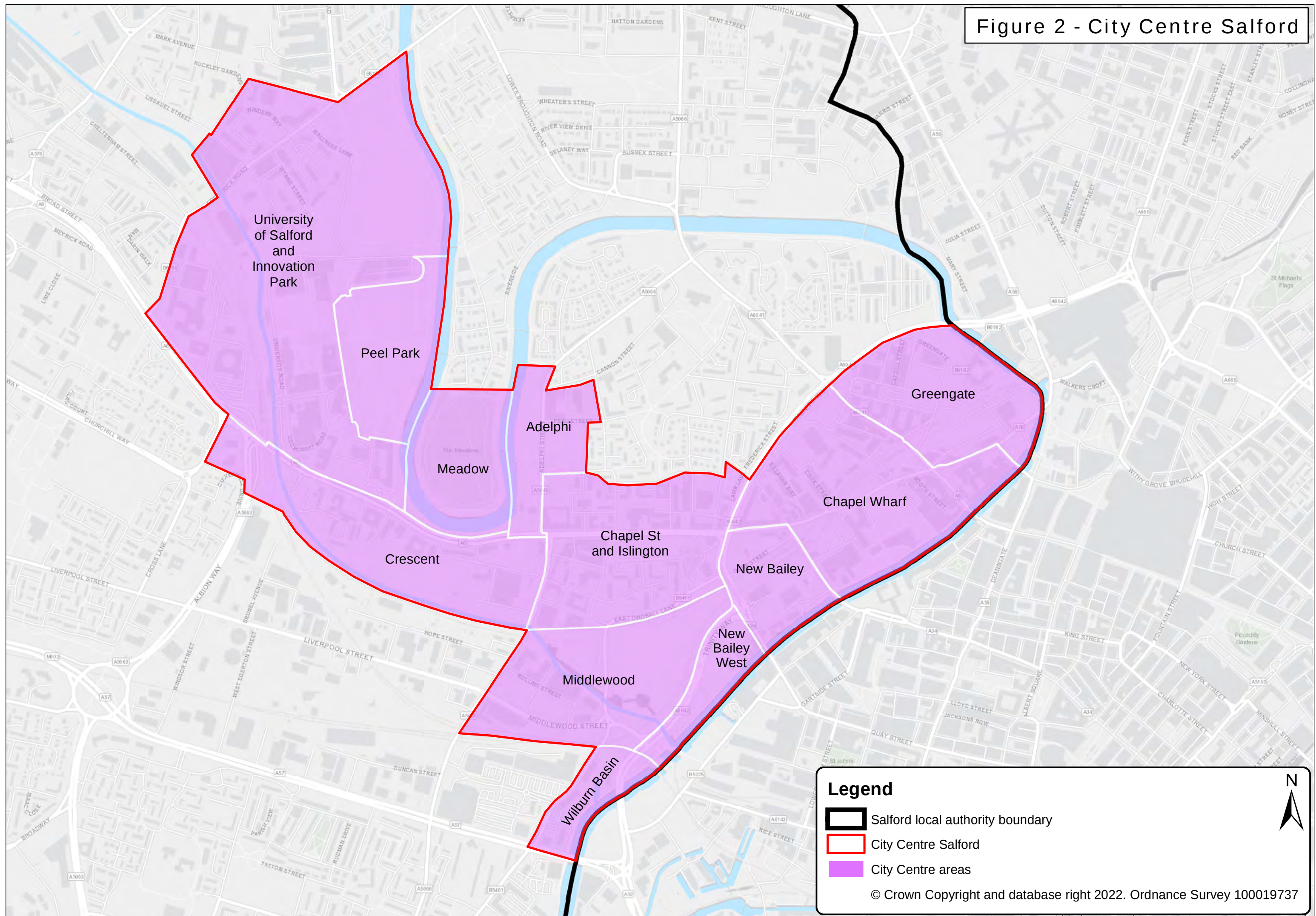
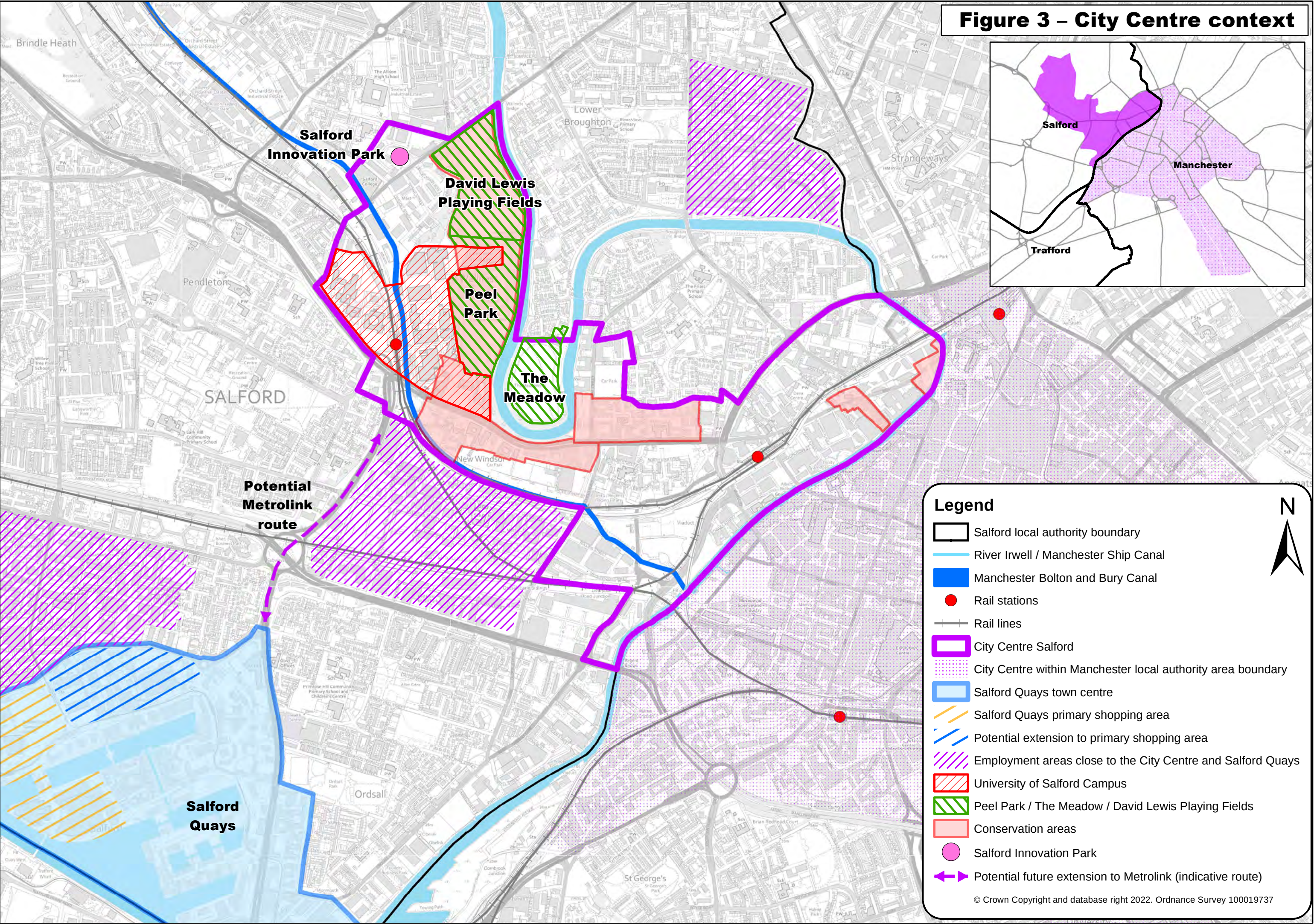


Figure 3 – City Centre context



Salford Quays

- 8.8 Since the 1980s, Salford Quays has gradually been transformed from derelict docklands into a vibrant mixed-use area with well-established tourism, employment, retail, leisure and residential functions, taking advantage of the high quality environment and waterside setting. Balancing these various important functions will be a key challenge for the area's continued success.
- 8.9 The development of MediaCityUK over the last decade has helped to establish a major cluster of creative, media, digital and technology uses at Salford Quays, including a specialist campus of the University of Salford. Salford Quays also has a wider business function and is one of the primary office locations within Greater Manchester. There is significant demand for additional employment floorspace to support these important roles and the economic growth of Greater Manchester.
- 8.10 Salford Quays is one of the main tourism destinations in the sub-region, with the Lowry arts centre being the most visited attraction in Greater Manchester³³. There is potential to improve integration with surrounding tourism locations such as the City Centre, Old Trafford and the Trafford Centre in order to increase the attractiveness of Greater Manchester as a visitor destination. Salford Quays is also a residential neighbourhood in its own right, with residential development dating back to the 1980s, when a mixture of terraced town houses, mews properties and low-rise apartment blocks were built. These developments including homes at Merchants Quay, Labrador Quay and Vancouver Quay provide quieter well established neighbourhoods. High density housing has since followed, with additional dwellings permitted and yet to be built. The environmental quality of the area is a major contributor to its identity and success, and further enhancements will be sought.
- 8.11 The ongoing investment in the area's public transport, walking and cycling network will help to reduce the proportion of trips made by private car. It will be important to maximise connections to the new Trafford Park Metrolink line to the south, which will provide further options. A much wider range of bus routes is needed, but the most effective way of enhancing public transport accessibility more widely is likely to be by securing high capacity rapid transit to rail stations in the City Centre, including Salford Crescent and Manchester Piccadilly. Although the emphasis must be on improving the use of more sustainable modes of transport, some highway improvements may also be required.

Policy AP2: Salford Quays

Uses

³³ Marketing Manchester (July 2018) [*One Stop Intelligence Document – Greater Manchester's Tourism Sector*](#), p.4

Development shall maintain the wide mix of uses in Salford Quays, with its business, housing, shopping, tourism/leisure, food and drink, and cultural roles all being managed in a mutually supportive way, reinforcing the area's interest, vibrancy and identity, in accordance with the following:

- 1) A highly diverse economy will be maintained, and the success of the internationally important cluster of creative, media, digital and technology industries supported. Business floorspace will be primarily located on and around MediaCityUK, MediaCityUK East and Anchorage Quay, with a smaller but still significant cluster around Exchange Quay.
- 2) The further development of the tourism role of Salford Quays will be supported, with visitor facilities and attractions being appropriate uses across the area.
- 3) Residential development will complement rather than be at the expense of the important business and tourism functions of Salford Quays. New housing will be primarily in the form of apartments but may also include houses built at high densities.
- 4) Salford Quays is designated as a town centre. Relevant uses will be managed in accordance with policies TC1 to TC4.

Transport and movement

In order to support the successful functioning of Salford Quays, including facilitating people to travel to and around it by sustainable modes of transport, and enhancing connections to the City Centre, the following initiatives will be promoted, and development shall where appropriate, enable and be coordinated with them:

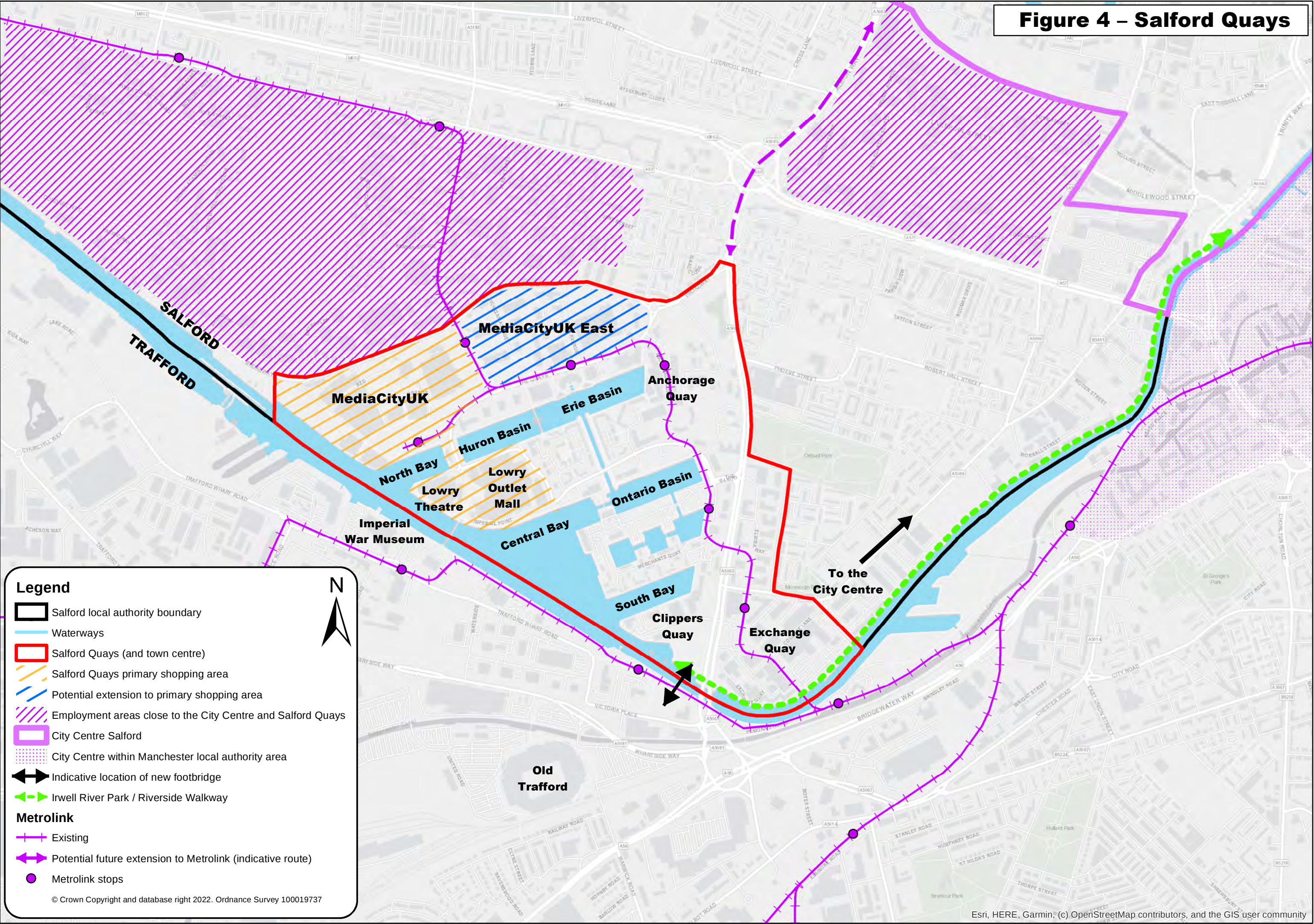
- 5) A new Metrolink line connecting Salford Quays and Salford Crescent Station, improving sustainable transport access to Salford Quays and its integration with the City Centre and the rail network, potentially with a quality bus transit scheme being developed initially
- 6) Enhance opportunities to interchange at Eccles as a gateway to the area
- 7) Improved bus access from across the city
- 8) A reduction in traffic levels within the area bounded by Trafford Road, Broadway and the Manchester Ship Canal, helping to improve the environmental quality of the area, and including carefully controlling the location of, and access to, parking for cars and coaches
- 9) Significant enhancements in walking and cycling routes, providing high quality connections throughout Salford Quays and to surrounding areas, including to the City Centre as part of Irwell River Park
- 10) A new footbridge across the Manchester Ship Canal from Clippers Quay, enabling better connections to the new Trafford Park Metrolink line

Environmental quality

Development shall maintain and enhance the high environmental quality of Salford Quays, which is central to the area's success, including by:

- 11) Ensuring that it supports the distinctive identity of Salford Quays, based around the waterways, tree-lined walkways, high quality architecture and major public spaces**
- 12) Providing a variety of public spaces that allow different user experiences and connect into the wider Irwell River Park**
- 13) Considerably increasing the level of greenery across the area**
- 14) Balancing the recreational use of the basins alongside their role in supporting wildlife, ensuring the protection of the existing site of biological importance and the successful management of their water quality**
- 15) Managing flood risk in accordance with WA4**

Figure 4 – Salford Quays



Legend

- Salford local authority boundary
- Waterways
- Salford Quays (and town centre)
- Salford Quays primary shopping area
- Potential extension to primary shopping area
- Employment areas close to the City Centre and Salford Quays
- City Centre Salford
- City Centre within Manchester local authority area
- Indicative location of new footbridge
- Irwell River Park / Riverside Walkway

Metrolink

- Existing
- Potential future extension to Metrolink (indicative route)
- Metrolink stops

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Ordsall Waterfront

- 8.12 Ordsall Waterfront is situated in a strategically important location between two of Greater Manchester's key economic areas and tourism destinations, the City Centre and Salford Quays. As a result, the corridor has a significant profile, and has already seen several recent major apartment developments.
- 8.13 It is essential to the character and long-term success of the area that any development takes full advantage of the location, opening up the waterside to public access, improving the quality of the existing waterside walkway and cycleway, presenting an attractive backdrop that promotes its use, and incorporating green infrastructure wherever possible. A key priority is that development should interact with public routes and spaces, providing strong frontages, promoting animation and overlooking. Opportunities to improve access across the water, especially to the key transport interchange of Cornbrook Metrolink stop, will be sought.
- 8.14 Development should also support the functioning of Ordsall Lane as an attractive residential street, complementing the existing housing to the west. One of Salford's most important and visited buildings, the grade I listed Ordsall Hall, is located on the opposite side of Ordsall Lane, and it is vital that its setting is fully respected. All of this will require great care in terms of the scale and design of development, and particularly the location of tall buildings, so as to avoid schemes that create an unattractive public realm along either the waterfront or Ordsall Lane.

Policy AP3: Ordsall Waterfront

Uses

Development shall be consistent with the evolution of Ordsall Waterfront into a residential-led mixed-use corridor.

Small scale active uses at ground floor level, including local needs retail and leisure uses, will be permitted in prominent locations along Ordsall Lane and the waterfront, where they will help to serve the needs of the growing population and generate activity. Additional social infrastructure such as health facilities will be encouraged.

Other uses compatible with the residential environment will be permitted, particularly at the northern and southern ends which are more commercial in character and more accessible by public transport.

Transport and movement

In order to improve the integration of Ordsall Waterfront with surrounding areas and public transport facilities, development shall:

- 1) Accommodate existing, and provide new, high quality publicly accessible routes linking Ordsall Lane to the waterside walkway and cycleway, including the following new routes:
 - a) Along Worrall Street, aligned with the junction with Ordsall Lane and Oldfield Road
 - b) Aligned with St. Clement's Drive, leading to the grade II listed St Clement's Church
- 2) Contribute to the provision of an attractive waterside walkway and cycleway throughout the area, forming part of the wider Irwell River Park and connecting the City Centre and Salford Quays, which must be of sufficient width to:
 - a) Meet the requirements of Policy D9;
 - b) Prevent a canyoning effect against the buildings fronting on to it;
 - c) Allow pedestrians and cyclists to pass safely; and
 - d) Ensure good visibility along the route

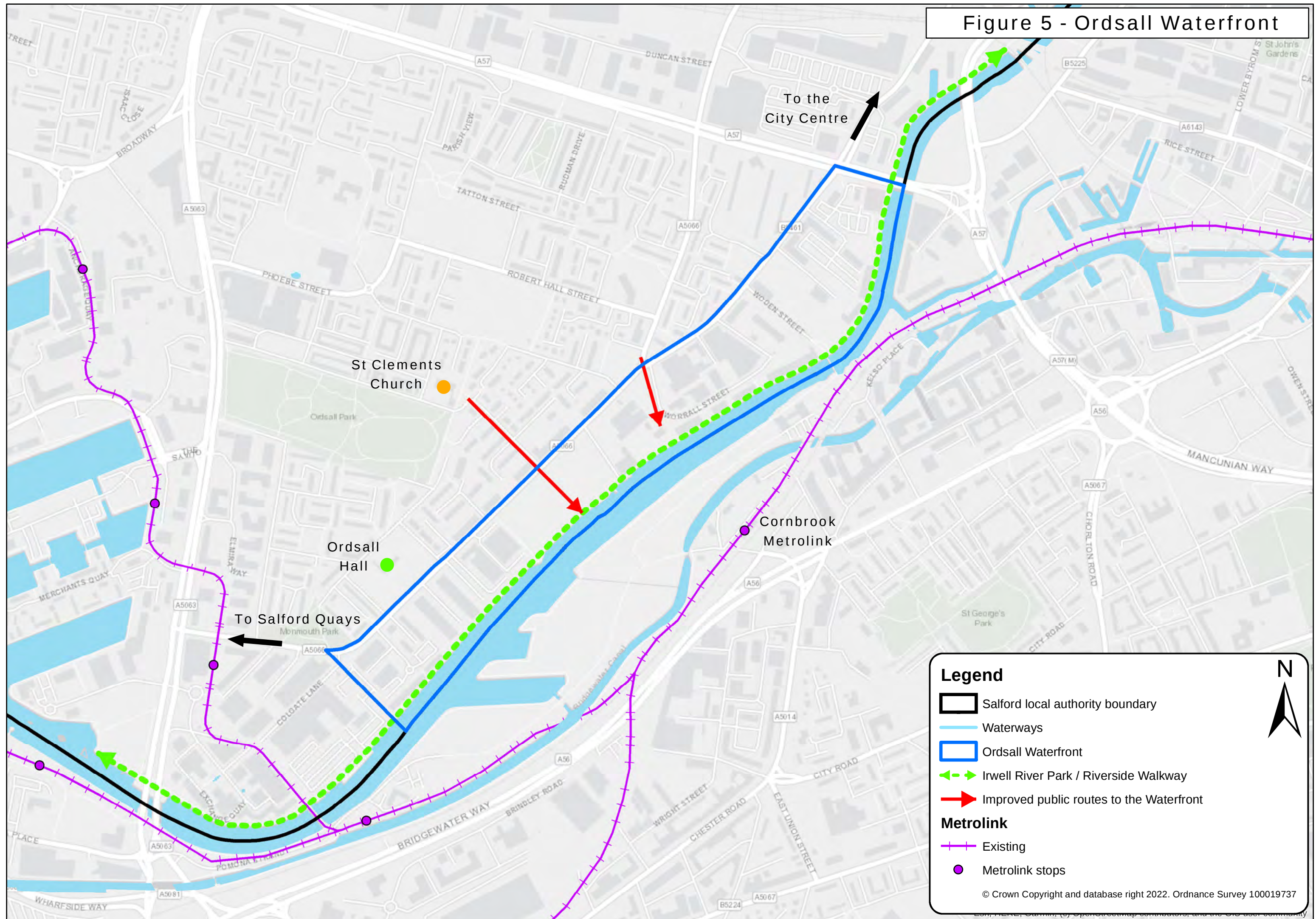
Improvements to cross river/canal connections will be sought.

Environmental quality

Development shall:

- 3) Be of a density that reflects the opportunities presented by the area's waterside location and strategic position between the City Centre and Salford Quays
- 4) Avoid overly dominating dwellings to the west of Ordsall Lane, particularly in terms of building heights
- 5) Protect and enhance the setting and views of the grade I listed Ordsall Hall
- 6) Manage flood risk in accordance with WA4

Figure 5 - Ordsall Waterfront



Salford Innovation Triangle

- 8.15 Innovation is an essential driver of economic progress, helping to support new business opportunities, increase productivity, and develop new products and services for consumers. Salford is renowned for its history of innovation, for example being home to key transport advancements such as the first industrial canal (the Bridgewater Canal) and the only swing aqueduct in the world, important inventions such as the steam hammer, and major scientific advancements such as those of James Prescott Joule who laid the foundations for the first law of thermodynamics.
- 8.16 This innovative nature remains strong today. Salford has one of the fastest rates of growth in business start-ups and, with MediaCityUK, is home of the country's largest digital, creative and media cluster outside London. It will be important to Salford's long-term success that the whole of its economy is innovative, but there are also advantages in focusing particularly high levels of innovation within a concentrated area, the benefits of which can then diffuse more widely across the city and sub-region.
- 8.17 The Salford Innovation Triangle seeks to secure maximum gain from key innovation and research assets such as MediaCityUK (which is home to major companies such as the BBC, ITV and Red Bee, as well as over 250 small and medium-sized enterprises), the University of Salford, and Salford Royal Hospital. Together these provide an internationally significant clustering of innovative activity across a range of sectors, with potential for further major intensification within the Triangle.
- 8.18 The Triangle does not have rigid boundaries, and inevitably there will be nearby locations that can contribute to and benefit from innovation and research activities. There are also some established residential neighbourhoods within the broad area of the Triangle that are unlikely to see significant change. There are separate policies in this plan relating to key parts of the Triangle, such as Salford Quays (Policy AP2), the University of Salford (Policy ED3), and Salford Royal Hospital (Policy HH3).
- 8.19 Two locations within the Triangle with significant opportunities for a greater focus on knowledge-based businesses are the existing employment areas at Liverpool Street and Eccles New Road, given their size and strategic location close to key assets. They will be managed in accordance with Policy AP5. In order to deliver the vibrant, high quality places that will support continuous innovation and attract skilled workers, it may be appropriate to introduce some residential accommodation into these locations, with supporting local facilities such as shops and cafes. However, it will be essential that any residential uses are complementary to the primary economic function of these areas, maximising employment and being designed to avoid constraining the types of business activity that can locate there, and so will only be permitted where they fully comply with a council-endorsed masterplan in accordance with Policies AP5, EF2 and EC1. There is also considerable potential for the better utilization of Salford Innovation Park, where there are opportunities to support business start-ups and small and medium-sized enterprises (SMEs) looking to

capitalise on the high quality research undertaken by the neighbouring university.

- 8.20 The success of the Triangle will in part depend on the ability to deliver infrastructure improvements, not only in terms of better public transport but also the high quality digital infrastructure required by knowledge-based businesses. Equally, the Triangle can only be deemed successful if surrounding residents are able to access the employment and education opportunities within it. The improved functioning of the Triangle may also help to support the regeneration of surrounding areas, such as Eccles Town Centre which provides rail, Metrolink and bus interchange opportunities, and which has the potential to act as an important gateway to it.
- 8.21 The Triangle is not an island, and connections to broader economic opportunities can deliver even greater benefits, such as to the wider City Centre, the wider Salford Quays area, the Oxford Road Corridor in Manchester (which provides the other major innovation cluster in the conurbation core), and Trafford Park in Trafford (which provides one of the largest employment areas in Europe).

Policy AP4: Salford Innovation Triangle

Development within the Salford Innovation Triangle shall:

- 1) Support its role as the key focus for innovation-led economic growth within the city**
 - 2) Maximise the benefits of its three primary anchors:**
 - a) MediaCityUK (see Policy AP2)**
 - b) University of Salford (see Policy ED3)**
 - c) Salford Royal Hospital (see Policy HH3)**
 - 3) Enable enhancements in the area's infrastructure, including:**
 - i) Delivering the latest digital infrastructure throughout the area**
 - ii) Providing a new Metrolink line between Salford Quays and Salford Crescent Station, potentially with a bus transit scheme being developed initially, better connecting the two anchors of MediaCityUK and the University of Salford**
 - iii) Expanding the use of low-carbon energy systems**
 - 4) Contribute to the provision of vibrant places with distinctive identities across the Triangle**
-

Employment areas close to the City Centre and Salford Quays

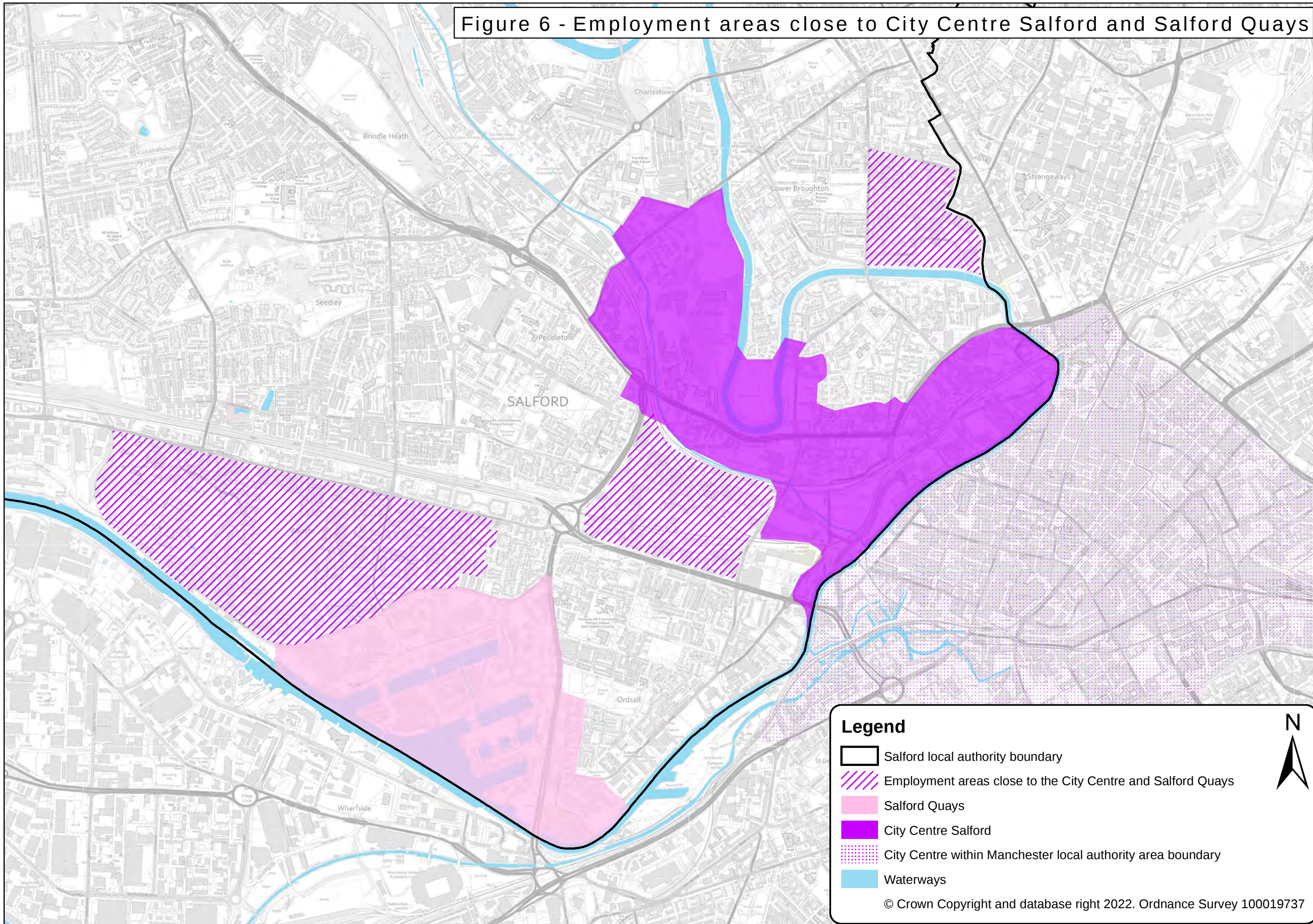
- 8.22 There are three important existing employment areas on the edge of the City Centre and Salford Quays, at Eccles New Road, Liverpool Street and Cambridge, providing a range of valuable economic functions. Each of these areas has its own distinctive opportunities and challenges.

- Eccles New Road lies immediately to the north of Salford Quays and already accommodates uses associated with the important digital and creative cluster there. The Salford Quays Metrolink line runs through the area, and the major health campus of Salford Royal Hospital lies just to the north-west, with Trafford Park to the south.
 - Liverpool Street immediately adjoins the City Centre, with high levels of ongoing development to the east, the University of Salford and the key interchange of Salford Crescent to the north, and the proposed Metrolink route between Salford Quays and Salford Crescent just to the west.
 - Cambridge lies to the north of the City Centre, with the Strangeways employment area adjoining it to the east in Manchester, but the major issue for the area is the need to take a coordinated approach to reducing and managing flood risk.
- 8.23 The success of the City Centre and Salford Quays is leading to increasing development pressures in these three employment areas, including for uses such as housing that would change their character and role. The central location makes it particularly important that the best possible use is made of these areas. The significance of the Eccles New Road and Liverpool Street areas is further increased by their location within the Salford Innovation Triangle (see Policy AP4).
- 8.24 Further analysis is required to determine the scale and type of change that may be appropriate in each of these employment areas, having regard to their individual issues and potential. Where change is suitable, this will need to be carefully managed to ensure that it results in high quality development that delivers successful areas, rather than incremental schemes that compromise the effective functioning of each area or adversely impact on any important uses to be retained. It will also need to be ensured that any redevelopment does not detract, or divert investment away, from the key locations of the City Centre and Salford Quays, and fully supports the success of the Salford Innovation Triangle.

Policy AP5: Employment areas close to the City Centre and Salford Quays

Masterplans/frameworks will be produced for the Eccles New Road, Liverpool Street and Cambridge employment areas, and any development within them will be expected to accord with the relevant masterplan/framework in accordance with Policy EF2. Each of these three areas will continue to be protected as an existing employment area in accordance with Policy EC1, unless such masterplans indicate otherwise.

Figure 6 - Employment areas close to City Centre Salford and Salford Quays



Chapter 9: Economic development

Creating a fairer Salford by:

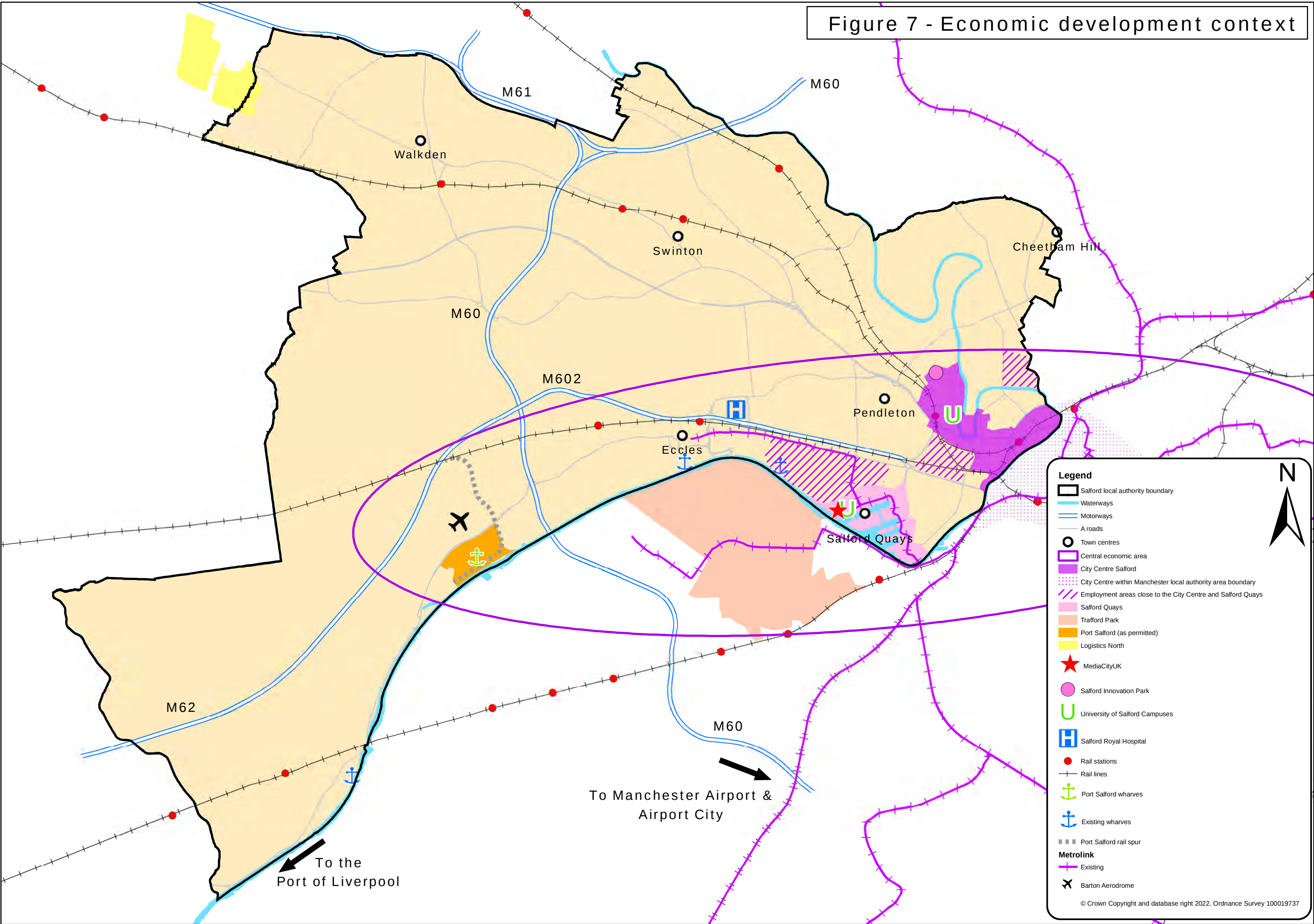
- Enabling the provision of a diverse range of job opportunities that are accessible to local residents
- Protecting existing employment areas to ensure a supply of sites and premises that enable people to start their own businesses

- 9.1 Salford is transforming into a modern global city. Significant investment in recent years has delivered large numbers of new jobs and opportunities, and forecasts suggest a highly positive economic future.
- 9.2 The city has a range of attributes that makes it highly attractive to a wide range of businesses, developers and investors, including a location at the heart of the extensive Greater Manchester conurbation, easy access to a large pool of skilled labour, excellent transport links via motorway, rail, water and air, and key clusters such as MediaCityUK.
- 9.3 The south-eastern area of Salford forms part of Greater Manchester's largest concentration of economic activity, stretching from Central Park in Manchester in the east through the City Centre and Salford Quays to Trafford Park, the Trafford Centre and Port Salford. This central economic area provides an enormous number of jobs and diverse range of businesses that are fundamental to the success not just of Greater Manchester but also the North of England more generally. Within this area, the Salford Innovation Triangle is particularly significant, providing a high concentration of innovation and research activity focused around its three nodes of MediaCityUK, the University of Salford, and Salford Royal Hospital.
- 9.4 Future economic development will need to be managed in a careful and sensitive way, ensuring that short-term economic growth does not undermine the longer term prospects of the city, for example through the degradation of important environmental assets. It will also be critical that its benefits are felt by all segments of the population, with the city evolving in an inclusive way, and public, private, community and social sectors working together to create opportunities that are accessible to all, as set out in policy F2 (Social value and inclusion).
- 9.5 Many parts of this plan are relevant to economic development, helping to create the conditions in which businesses can invest, expand and adapt, in accordance with national policy³⁴. As a result, this economic development chapter is quite short, focusing on the issues that are not addressed elsewhere. For example, other chapters of the plan seek to ensure that development is managed so as to:

³⁴ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 81

- Maximise its economic benefits for local residents (Policy F2)
- Reinforce the roles of City Centre Salford and Salford Quays as primary office locations (policies AP1 and AP2)
- Realise the potential of the Salford Innovation Triangle the key focus for innovation-led economic growth (policy AP4)
- Protect and enhance town centres (chapter 12)
- Support Salford's roles as a tourism, sporting and leisure destination (chapter 10)
- Deliver better transport connections that connect people to jobs and businesses to suppliers and markets (chapter 15)
- Significantly enhance the digital connectivity of the city (chapter 16)
- Provide the high quality housing that will help to attract and retain skilled workers (chapter 11)

Figure 7 - Economic development context



Existing employment areas

- 9.6 Salford's existing employment areas have a vital role to play in the city's future economic success, providing a broad range of job opportunities that are accessible to local communities, and a varied portfolio of sites and premises for all types of businesses from start-ups to major inward investments. It will be important to ensure that their economic function is not unnecessarily lost because of pressure for sites to be redeveloped for other uses such as housing.
- 9.7 It is anticipated that during the plan period there will be some existing employment areas, and parts thereof, that will find it increasingly difficult to attract and retain businesses due to their location and/or quality of accommodation. The release of such sites and areas for other uses may be appropriate, and this could be a significant source of land for housing. However, it will be important to carefully control this process so as to ensure that it is only those sites and areas that are unable to secure a long-term economic future, or that have been identified through an appropriate process as being essential for other uses, which are released. A more flexible approach is taken within the City Centre, Ordsall Waterfront and Salford Quays, because it is anticipated these areas will be redeveloped for high-density schemes that will, overall, provide much greater numbers of jobs as well as a range of other uses including housing.

Policy EC1: Existing employment areas

There will be a strong emphasis on protecting and enhancing the economic function of Salford's existing employment areas, helping to provide a wide choice of premises and ensure that a broad range of businesses, including start-ups, can locate in Salford.

The following will be encouraged within existing employment areas:

- 1) The improvement and development of sites and premises for:**
 - A) Industry and warehousing, and other employment-generating uses of a similar nature**
 - B) Offices of a scale that does not detract from the role of the City Centre, Salford Quays and other designated centres as the primary focus for office activity**
- 2) The provision of training facilities and similar uses directly connected to employment**
- 3) Environmental improvements that enhance the appearance and overall quality of the employment area, including addressing issues such as flood risk**

The following will be supported within existing employment areas where they would not have any significant adverse impact on the overall economic potential or successful functioning of those areas:

- 4) Waste management development that promotes recycling and delivers high environmental standards, where it is consistent with the policies of the Greater Manchester Joint Waste Development Plan Document
- 5) The provision of sites for travellers where they involve a significant employment function as well as residential accommodation
- 6) The provision of community facilities where they cannot be adequately located elsewhere within the local area that they would serve

Uses other than those identified above will only be permitted within existing employment areas where:

- 7) They would not have any significant impact on the activities of the employment uses remaining within the employment area or the potential to reuse vacant sites and buildings for employment uses; and
- 8) One or both of the following two criteria are met:
 - A) The site or wider employment area is specifically identified as being appropriate for other uses in a plan or strategy that has been subject to public consultation and formally endorsed by the city council;
 - B) The site and premises have been subject to a detailed market appraisal that clearly demonstrates that there is no current or likely future demand for them. The appraisal should take a long-term view of the economic prospects of the site/premises and include:
 - i) An explanation as to why it is not possible to retain or replace any existing occupiers;
 - ii) Consideration of the potential to reuse, refurbish and redevelop the site to accommodate the full range of uses that would be appropriate within an existing employment area. A flexible approach should be adopted including both freehold and leasehold options;
 - iii) An analysis of recorded and potential interest in the site/premises for a use appropriate within an existing employment area. This analysis should be informed by the findings of a comprehensive and prolonged marketing exercise of the site and premises (typically in excess of 12 months) and have regard to enquiries and deals relating to similar sites/premises in the local area; and
 - iv) Detailed consideration of the context of the economic health and future role of the wider employment area of which the site/premises forms a part and other employment areas in the local area.

This policy does not apply to employment areas within City Centre Salford (AP1), Salford Quays (AP2) and Ordsall Waterfront (AP3).

Definitions

For the purposes of this policy, an existing employment area is defined as one or more sites and/or buildings that are currently used, have been designed to

be used, or where vacant were last used, for non-retail employment uses and fall within one or more of the following categories:

- a) Five or more adjacent units of self-contained business accommodation**
- b) Total continuous site area of 1 hectare or greater**
- c) Total floor area of 5,000m² or greater**

Non-retail employment uses include offices, research and development, industry, storage, distribution, waste management, and other uses of a similar nature that are typically found in an employment area.

Other areas of land or buildings that are not, or have not previously been, used for non-retail employment uses but are entirely or predominantly surrounded by land/buildings that fall within the above definition of an existing employment area will themselves be considered to form part of an existing employment area.

For the purposes of this policy, the term “Travellers” encompasses both “gypsies and travellers” and “travelling showpeople” as defined in Planning policy for traveller sites.

Port Salford

- 9.8 Port Salford is a scheme with planning permission that is currently under construction alongside the Manchester Ship Canal, to the south of the A57 and west of the M60. Once completed, it will include an inland port, a container terminal, and around 150,000m² of employment floorspace. The delivery of a rail spur, new canal berths and highway improvements are integral parts of the scheme, essential to its success.
- 9.9 The tri-modal connections providing ship, rail and road links will help to improve the sustainability of Greater Manchester’s distribution and supply chain activity, enabling goods and components to be moved by more sustainable modes closer to their origin or destination, and reducing the total distances travelled by road. The direct connections via the Manchester Ship Canal to the post-Panamax facilities at the Port of Liverpool will provide easy access to the very largest container ships. Port Salford will help to boost the competitiveness of Greater Manchester by significantly enhancing its logistics capabilities and the quality of investment opportunities, both in the immediate vicinity of the freight terminal and at nearby employment areas in both Salford and Trafford.
- 9.10 The combination of high quality water, rail and road connections, and associated employment floorspace, will make Port Salford unique in Greater Manchester. Hence, even though it is not yet completed, it is important that the facility is protected in the long-term.

Policy EC2: Port Salford

Port Salford, as shown on the Policies Map (EC2/1), will be protected as a tri-modal freight terminal and employment area.

The line of the rail link between Port Salford and the Manchester-Liverpool rail line, as shown on the Policies Map (EC2/2), will be protected.

Monitoring

9.11 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Median household incomes	2018 Median household incomes: Salford = £26,456 England = £30,444 ³⁵	Improvement against national average
Proportion of children (under 16) living in low income households	Rate of 21.1% in 2016 ³⁶	Reduction on current levels
Unemployment rates	Rate of 5.1% in 2018/2019 ³⁷	Reduction on current levels
% working age population qualified to NVQ level 3+ and above	Rate of 52.7% in 2018 ³⁸	Increase on current levels

³⁵ Experian (2018) *Mosaic*

³⁶ Public Health England (2016) *fingertips.phe.org.uk*, data sourced from HM Revenue and Customs (Personal Tax Credits: Related Statistics - Child Poverty Statistics)

³⁷ Nomis (2019) *Annual Population Survey*, data relates to population aged 16 to 65, April 2018 to March 2019

³⁸ Nomis (2019) *Annual Population Survey*, data relates to population aged 16 to 65, January to December 2018

Chapter 10: Culture and tourism

Creating a fairer Salford by:

- Improving access for all residents to leisure and tourism destinations
- Providing opportunities for artistic activity and individual expression

- 10.1 Salford has a wealth of historic and culturally significant buildings, a thriving artistic community and a diverse range of leisure opportunities, green spaces, parks and waterways, making it an attractive location for visitors. Existing tourism locations vary enormously in character, from the vibrant areas of the City Centre and Salford Quays, containing well-loved facilities such as the Lowry arts centre and MediaCityUK, to the tranquillity of the countryside in the west of the city. The forthcoming RHS Garden Bridgewater will bring another major visitor attraction to the city.
- 10.2 The tourism and cultural economy has a significant role in raising the city's profile and improving its competitiveness, but also in providing employment, creative and leisure opportunities for local residents. It is therefore important that this plan supports its continued success.

Policy CT1: Tourism development

Development shall protect and enhance the tourism function of the key tourism locations in Salford in a manner consistent with the following criteria:

- 1) Salford Quays**
 - a) Consolidating its position as an important established tourism destination containing major visitor attractions; and**
 - b) Focusing on its roles as a centre for culture, arts, media, retail, business and watersports;**
- 2) City Centre Salford**
 - a) Taking advantage of its close proximity to attractions and facilities in Manchester and the role of the wider City Centre as the primary leisure and business tourism destination in Greater Manchester;**
 - b) Making the most of the area's rich heritage and culture, vibrant neighbourhoods, green spaces (including The Meadow and Peel Park), assets such as Irwell River Park and Salford Museum and Art Gallery; and**
 - c) Providing a new Greengate Park as part of a continuous area of high quality public realm in the east of the area, drawing visitors into the area and providing an events space**
- 3) Worsley Village, RHS Garden Bridgewater and the Bridgewater Canal**
 - a) Enhancing, and enabling the appreciation of, the area's unique heritage and environmental quality;**

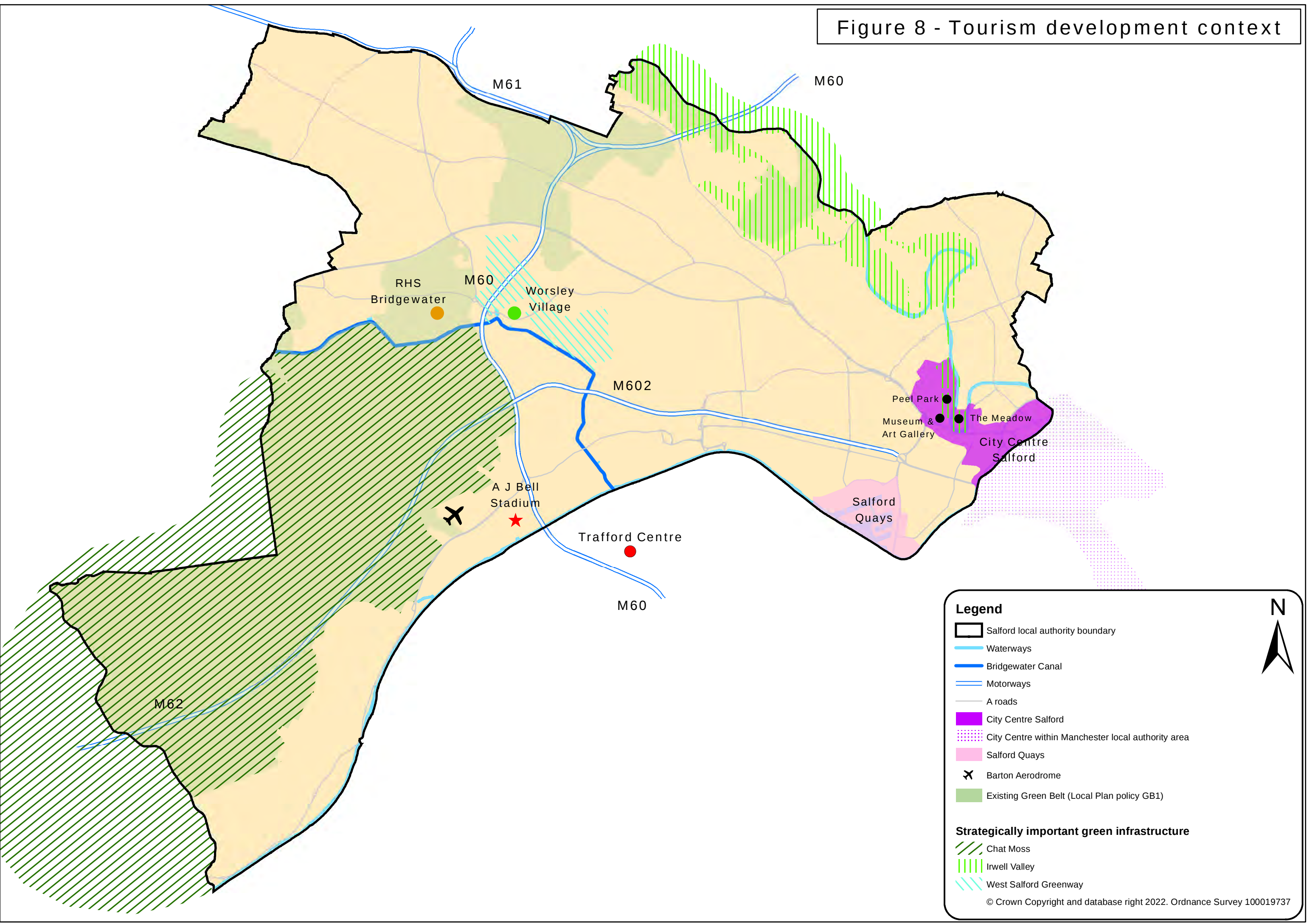
- b) Improving and diversifying the recreation and leisure facilities, with activity clustered in a small number of key locations along the canal corridor to promote linked trips; and
 - c) Promoting improved access by public transport, cycling and walking
- 4) The stadium area and Barton Aerodrome
 - a) Supporting the success of the stadium;
 - b) Protecting and improving Barton Aerodrome as a general aviation facility and heritage asset; and
 - c) Promoting improved access by public transport, cycling and walking

Hotel development shall be focused within and on the edge of these locations and the city's town centres in accordance with policy TC2.

Development that would compromise the tourism role of the above locations will not be permitted.

The city's network of green infrastructure will continue to be protected and enhanced as an important part of Salford's recreation and tourism offer, with Chat Moss, the Irwell Valley and West Salford Greenway being identified as strategically important areas of green infrastructure.

Figure 8 - Tourism development context



Art and culture

- 10.3 Art and culture are critical elements of Salford's identity and character, contributing to the city's economy and supporting inclusive communities and well-being. They will become increasingly important in developing the distinctive places that are essential to competitiveness and the ability to attract residents, businesses and tourists.
- 10.4 The city already has a good range of facilities and is making a significant and increasing contribution to Greater Manchester's world class artistic and cultural status. Significant concentrations of cultural activity exist within the City Centre and Salford Quays. Facilities include the internationally renowned Lowry arts centre, MediaCityUK, Salford Museum and Art Gallery, Islington Mill, Hot Bed Press, the Working Class Movement Library, Ordsall Hall, local libraries and various performance venues. Salford also benefits from its proximity to nearby cultural facilities in Manchester.
- 10.5 The continued enhancement of artistic and cultural opportunities is seen as central to place-making in Salford and contributing to a good quality of life. It will help to deliver the experiences that prompt reflection, engender debate and critical thinking, and deepen our understanding of the world, which will all be essential for Salford to be a sustainable and inclusive city. This importance of art and culture will need to be reflected in the way in which Salford and its neighbourhoods develop, with individual developments contributing towards this.
- 10.6 Many of the city's cultural assets are located in mixed use areas with sensitive uses in close proximity, including existing and proposed residential development. The 'agent of change' principle will therefore be crucial to the ongoing viability of some of the city's cultural assets and will help to ensure that mixed-use areas function successfully, enabling noisier cultural activities that are important to adding vibrancy and interest to an area to be located near to uses that may be sensitive to noise. For example, if a residential development is proposed that could be affected by noise from a cultural venue, then as the agent of change it would be the residential development that would need to ensure sufficient mitigation to avoid any potential complaints from future residents. Conversely, if a cultural venue is proposed that could generate noise affecting the amenity of existing residents in an area, then as the agent of change the responsibility for appropriate works would fall on the cultural venue. In either case, this could include both on-site and off-site works.

Policy CT2: Art and culture

Development shall:

- 1) Maintain and, where appropriate, enhance the provision of cultural activities and facilities across the city, including workspaces and studios; and**

- 2) In the case of major developments, where practicable and appropriate to the location, incorporate cultural activities (which may include the provision of public realm capable of hosting events and performances, as well as cultural space within buildings).

The temporary use of sites and premises for cultural activities, particularly in locations where they can help to animate the public realm, and the provision of public art will be supported.

If a development would potentially result in conflict between a cultural activity and another use, especially in terms of noise, then the development responsible for the change must secure the implementation of appropriate mitigation before it is completed (known as the ‘agent of change’ principle).

Definitions

Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Monitoring

10.7 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Number of visitors to key tourist attractions in Salford	Total number of 996,091 visits to key attractions in 2018 ³⁹ Total in 2018 comprised visitors to the Lowry, Salford Museum and Art Gallery, Ordsall Hall, and BBC and CBBC tours MediaCityUK.	Significant increase (2019-2037)

³⁹ Marketing Manchester (September 2019) *One Stop Intelligence Document – Greater Manchester’s Tourism Sector*

Chapter 11: Housing

Creating a fairer Salford by:

- Significantly increasing the supply of affordable homes across the city, helping to meet the needs of those on low incomes
- Ensuring a diverse mix of high quality accommodation of different types and tenures, so that everyone can find a suitable home
- Supporting the delivery of specialist accommodation, including for older residents, in a way that enables people to remain within their existing communities
- Requiring new homes to meet good space standards, be designed to adapt to changing needs and to contribute to sustaining and enhancing local character and distinctiveness.

11.1 If Salford is to be successful in the long-term then it will be essential that the quality, adaptability and affordability of its housing are improved. This applies as much to the dwellings that already exist as it does to the new homes that will be constructed during the Local Plan period. Salford's population has grown by around 17% since 2001⁴⁰, whilst a 12% increase is forecast over the plan period⁴¹. This plan does not specify the scale of growth that should be accommodated over the next few decades, and it will be the Places for Everyone joint DPD that will identify the annual housing requirement for Salford. However, until Places for Everyone is adopted, in accordance with national guidance, the housing target for the city will be the Local Housing Need figure calculated using the latest published Government methodology. As of 31 December 2019, this is 1,370 dwellings per annum⁴².

11.2 It will be important to ensure that everyone is able to access suitable accommodation to meet their needs at a price they can afford. This raises a variety of issues around securing an appropriate mix of different types and tenures of housing across the city, including increasing the delivery of affordable housing. It will be vital that new and improved homes are set within high quality places that provide an attractive living environment, and support better health. Different parts of the city have quite different housing roles, with locations such as City Centre Salford and Salford Quays characterised by high-density apartments, whereas some other parts of the city are distinguished much more by lower density houses.

11.3 The wider impacts of new housing also need to be taken into account, with a strong emphasis on using land efficiently (policy EF1) and minimising

⁴⁰ Office for National Statistics (June 2019) *2018 mid-year population estimates*: 2001 population = 216,978, and 2018 population = 254,408

⁴¹ Office for National Statistics (May 2018) *2016-based sub-national population projections*. 2019 population = 255,800 and 2037 population = 286,800

⁴² Based on the annual average growth in the 2014-based sub-national population projections for the period 2019-2029, and the 2018 ratio of median house price to median gross annual workplace-based earnings

greenhouse gas emissions (policy EG1), as well as with dealing with the infrastructure implications such as transport (chapter 15), education places (policy ED2), health and social care facilities (policy HH2), green infrastructure (policy GI1), and recreation facilities (policy R1).

Type of new homes

- 11.4 It will be important to ensure that a good range of housing comes forward across Salford, in order to meet the diverse needs of different types of household such as singles, couples and families with children. The type of housing that different types of household occupy is constantly changing, and in recent years there has been an increasing tendency for smaller households to occupy apartments rather than houses. This is likely to be due to a range of factors including affordability, the central location of many apartments, and lifestyle choices. This trend is expected to continue, but it will still be important to secure new houses as well as apartments, in order to accommodate a full range of households, and enable people to remain in Salford as their housing needs change.
- 11.5 Some sites in the city will be much more appropriate for apartments than houses due to their location, context and characteristics, such as City Centre Salford and Salford Quays, which have a key role at the sub-regional level in providing a large number of high quality apartments, and potentially also town centres, local centres and other areas with very high levels of accessibility. The fact that some sites will only deliver apartments means that it will be necessary for many other sites to provide high proportions of houses in order to achieve a good overall choice of dwellings across the city. Hence, it is appropriate to seek to maximise the number of houses coming forward on many sites.

Policy H1: Type of housing

Individual new residential developments shall contribute to the provision of a broad mix of housing options across Salford and within the local area, ensuring that identified housing needs can be met. This includes:

- A) Within City Centre Salford, Ordsall Waterfront, Salford Quays and the other town centres, incorporating ground floor duplexes and other larger dwellings where practicable that enable a wider range of households to live in these locations; and**
- B) Within the rest of the city, providing at least 80% of the net increase in dwellings in the form of houses, with a lower proportion of houses only being acceptable where:**
 - 1) The proportion of houses, and other dwelling types with at least three bedrooms and private amenity space, is still being maximised as far as possible; and**

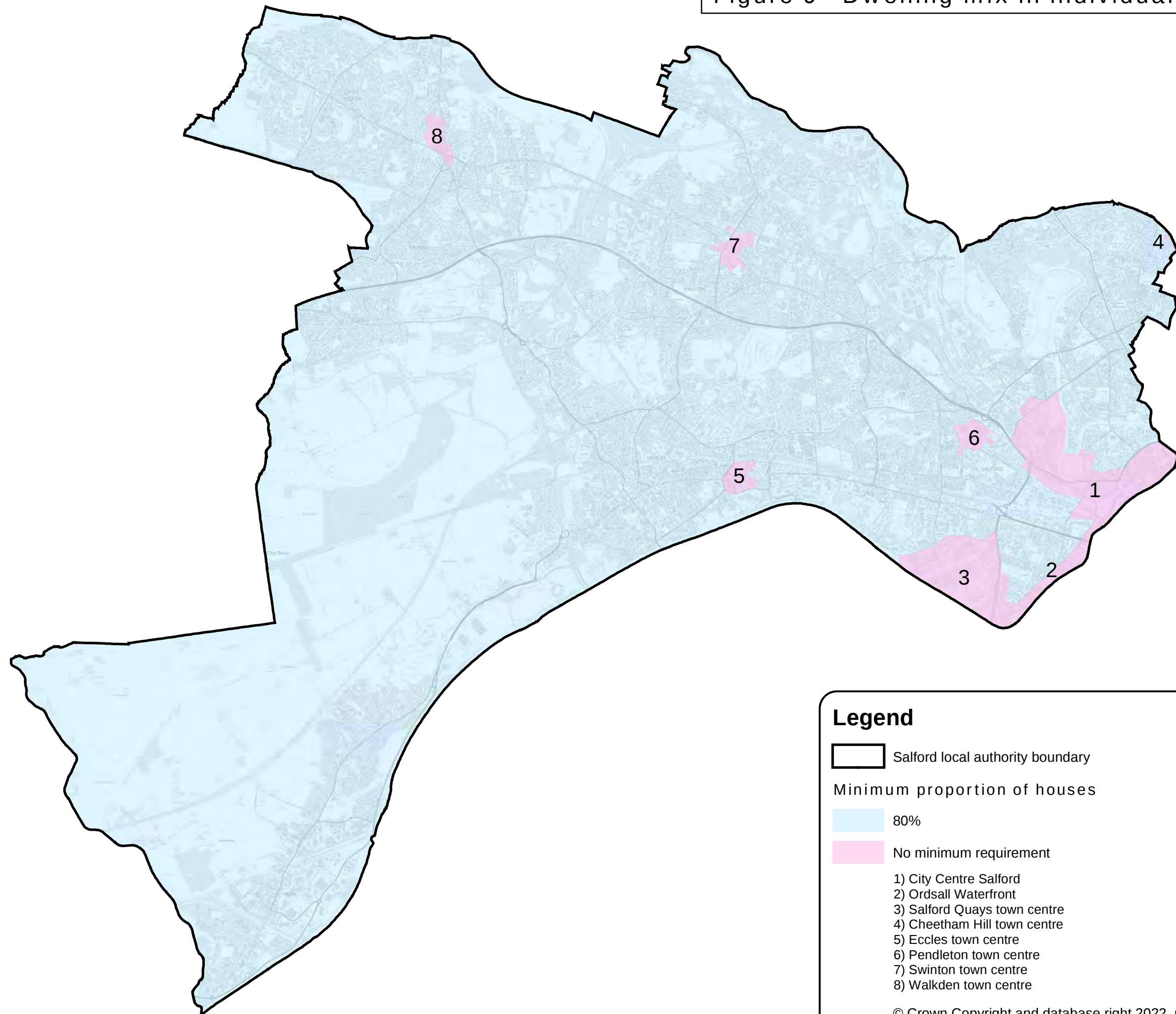
- 2) At least one of the following apply:
- a) It can be clearly demonstrated that the site has distinct characteristics that make a higher proportion of houses inappropriate or impracticable to provide, such as financial viability, flood risk or design context or the site is located within a designated local centre where higher density development would be appropriate due to surrounding context;
 - b) The development provides specialist accommodation, such as for older people, or there is a demonstrable need for different types of dwellings; or
 - c) The minimum density requirements in Policy H3 can only be met through a higher proportion of apartments.

Definitions

For the purposes of this policy, a dwelling is defined as a self-contained unit of accommodation. Self-containment is where all of the rooms (including the kitchen, bathroom and toilet) in a household's accommodation are behind a single door and are not shared with other households. A cluster of non-self-contained household spaces at the same address is counted as a single dwelling. Therefore, a dwelling can consist of one self-contained household space, or two or more non-self-contained household spaces at the same address. A house is specifically defined as:

- i) Self-contained residential accommodation with direct access from the ground floor and no adjoining accommodation either above or below, such as detached, semi-detached, terraced, townhouse and mews dwellings;
- ii) Other forms of self-contained residential accommodation that would have a similar function to the above in category (i), having regard to the size and layout of their internal and external space, particularly in terms of the likelihood of them being occupied by households with children.

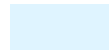
Figure 9 - Dwelling mix in individual developments



Legend

 Salford local authority boundary

Minimum proportion of houses

 80%

 No minimum requirement

- 1) City Centre Salford
- 2) Ordsall Waterfront
- 3) Salford Quays town centre
- 4) Cheetham Hill town centre
- 5) Eccles town centre
- 6) Pendleton town centre
- 7) Swinton town centre
- 8) Walkden town centre



Size of new homes

- 11.6 A good mix of dwellings in terms of size will be required if the full range of housing needs in Salford is to be met. Size is partly related to the type of new homes discussed above, with houses typically providing larger internal space than apartments. As with dwelling type, the balance of dwelling sizes can vary considerably over time, depending on changing preferences of residents and wider housing market conditions.
- 11.7 Smaller dwellings have an important role in meeting housing needs and enabling more people to secure their own home, whilst reducing the amount of land that is required to accommodate new housing. However, smaller dwellings are generally less adaptable and will only be able to meet the requirements of some households. If too many are provided then this could restrict the type of households that are able to live in Salford and the ability of people to remain in their home or find a new home within the same community as their needs evolve. Controls over the mix of dwellings sizes are therefore necessary. The fact that it is often impossible to increase the internal size of an apartment once constructed heightens the importance of ensuring that new apartment developments offer a range of sizes that are flexible enough to meet a variety of needs.
- 11.8 Good internal space standards, both in new dwellings and conversions, are vital to ensuring that people can access decent housing and hence to delivering a fairer and more inclusive Salford. Inappropriately small homes can negatively impact on health, and so minimum size standards are required. More spacious dwellings can also allow more people to work from home, thereby supporting economic growth whilst minimising travel and meeting specifically identified local needs.

Policy H2: Size of dwellings

Residential development shall deliver a balanced mix of dwelling sizes across Salford, enabling people to access housing with sufficient space to meet their needs and support good health.

Number of bedrooms

All developments providing net additional dwellings shall deliver a range of dwelling sizes in terms of the number of bedrooms.

In new developments providing apartments, a minimum of 50% of the apartments shall contain at least two bedrooms. A lower proportion may be permitted where it can be clearly demonstrated by the applicant that smaller accommodation is required to meet an identified local need of acknowledged importance, such as the provision of affordable housing (in accordance with the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any subsequent definition), housing for older people or other specialist accommodation.

Space standards

In the following cases, the gross internal floor area of new dwellings shall as a minimum meet the nationally described space standards (or any subsequent standards):

- 1) All dwellings in new build developments, including dwellings in build to rent schemes unless this can be clearly justified otherwise by local housing market issues such as demonstrable need for a particular size of housing or that the internal floorspace within a dwelling provides an appropriate living environment when regard is also had to the provision of any internal communal space. Where internal communal space is provided, a gross internal floorspace below the nationally described space standards for individual dwellings will be acceptable only where the communal space has a clear amenity function that is available to all occupiers of a development, such as dining rooms, gyms, home cinemas and homeworking / study spaces, and is well-managed. In determining whether the internal floorspace of individual dwellings is acceptable, regard will be had to the total floorspace of the communal amenity space that is provided within the development
- 2) Where practicable, having regard to the physical constraints of the existing building, changes of use and conversions

A summary of the nationally described space standards is shown in the table below, and the full standards are at Annex A of this Local Plan.

Minimum gross internal floor areas and storage (m²)

Number of bedrooms (b)	Number of bedspaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
1b	2p	50	58		1.5
2b	3p	61	70		2.0
2b	4p	70	79		2.0
3b	4p	74	84	90	2.5
3b	5p	86	93	99	2.5
3b	6p	95	102	108	2.5
4b	5p	90	97	103	3.0
4b	6p	99	106	112	3.0
4b	7p	108	115	121	3.0
4b	8p	117	124	130	3.0
5b	6p	103	110	116	3.5
5b	7p	112	119	125	3.5
5b	8p	121	128	134	3.5
6b	7p	116	123	129	4.0
6b	8p	125	132	138	4.0

***Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39 square metres to 37 square metres, as shown bracketed.**

Garages and balconies do not contribute towards meeting the minimum space standards. Built-in storage areas, and buildings detached from the main dwelling that provide liveable space and are fully watertight with electricity supply, are included within the overall minimum gross internal areas.

The nationally described space standards will not be applied to co-living developments, purpose-built student accommodation, hotels, residential institutions (including secure institutions), and dwellings with furnished layouts⁴³. Developments that do not meet the minimum space standards because they incorporate furnished layouts will be permitted subject to a condition or planning obligation requiring them to be first occupied and retained in perpetuity as furnished accommodation. For the purposes of this policy, a dwelling will only be considered to have a furnished layout if it incorporates all furniture that is likely to be required by a typical household occupying the dwelling.

Houses in multiple occupation

The nationally described space standards will not be applied to houses in multiple occupation (HMOs). All HMOs shall instead meet the minimum room size and amenity standards set out in the city council's published handbook for such properties, where practicable having regard to the physical constraints of the existing building.

Density of new housing

11.9 The appropriate minimum density of new housing will vary across the city, but many areas will require some increase in densities in order to deliver a sustainable Salford. Enabling more people to live in locations that are well-served by public transport and have good access to local facilities such as town and local centres will support the achievement of goals that are partly reliant on reducing road traffic, such as lowering climate change emissions and enhancing air quality, as well as promoting a higher quality of life. Making the most efficient use of land will also help to minimise, both now and in the future, the need to release parts of the Green Belt to meet development requirements for housing and employment premises.

11.10 Density considerations need to be assessed alongside the aim of delivering an appropriate mix of dwelling types and sizes. It should be possible to construct houses at densities up to around 70-80 dwellings per hectare, with apartments typically being required to achieve higher densities, and so the

⁴³ In accordance with the notes added to the Nationally Described Space Standards on May 2016 (point four), which states that furnished layouts are not required to demonstrate compliance with the standards.

minimum density requirements should not prevent compliance with the type and size requirements in policies H1 and H2 on most sites.

Policy H3: Housing density

New residential development shall achieve the minimum densities in the table below:

Location (use the highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare) - Within the location	Minimum net residential density (dwellings per hectare) - Within 400 metres	Minimum net residential density (dwellings per hectare) - Within 800 metres
<i>Designated centres:</i>			
City Centre	200	120	70
Town centres	120	70	50
Local centres	70	50	35
<i>Public transport stops:</i>			
Salford Central Station, Salford Crescent Station and all Metrolink stops	N/A	200	120
Eccles Station	N/A	120	70
Irlam Station, Swinton Station, Walkden Station and other rail stations with a frequent service ⁴⁴	N/A	70	50
Existing or potential bus stops on main bus corridors ⁴⁵	N/A	50	35
Areas within GMAL 6 and above ⁴⁶	50	35	35
Minimum net residential density of 35 dwellings per hectare in all other locations			

Lower densities will only be acceptable where they can be clearly justified by:

- 1) Local housing market issues, including site specific viability issues / a demonstrable need for a particular type of housing that cannot be delivered at a higher density and would otherwise not be met; or

⁴⁴ Rail stations that are not named in the policy are not currently considered to have sufficiently frequent services for these higher minimum densities to apply, but this may change during the plan period as rail timetables and franchises are reviewed.

⁴⁵ This includes all stops on the Leigh-Salford-Manchester Busway

⁴⁶ GMAL is an abbreviation of Greater Manchester Accessibility Layer, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.

2) Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and their setting.

Affordable housing

- 11.11 Housing affordability in Salford is worsening and is a major challenge for many households. Housing costs can place significant pressures on household finances, particularly for those on low incomes or in insecure employment. Significantly increasing the supply of affordable housing is therefore a key priority, and a vital component of delivering a fairer Salford.
- 11.12 In recent years, Salford has been very successful at attracting large levels of new residential development, but there has been widespread public concern about the low proportion of affordable homes that have been delivered in private sector developments and, in particular, the large number of schemes that have provided no affordable housing at all.
- 11.13 As of 1 September 2019, there were 6,514 households on the housing register seeking affordable housing in Salford, with the vast majority of these being in priority need. Using the methodology in the national planning practice guidance, the 2019 Greater Manchester Strategic Housing Market Assessment⁴⁷ identifies a need for 613 affordable homes per annum in Salford if the backlog of need were to be addressed over the next five years.
- 11.14 Given this scale of need and the fundamental right of people to have access to a decent home at a cost they can afford, it will be necessary for all major housing developments to support the delivery of new affordable homes as far as possible⁴⁸. This will be vital to ensuring that inclusive communities are achieved and housing needs are met.
- 11.15 In light of these issues, the city council considers that at least 20% of new dwellings on every major residential development in Salford should be in the form of affordable housing wherever possible (including in build to rent (see Policy H5)) and purpose-built student housing (see Policy H7) schemes). This will help to deliver a continued supply of new affordable homes to meet the substantial need that has been identified, whilst also supporting diverse neighbourhoods and enabling households of varying means to stay within or close to their community.

⁴⁷ Greater Manchester Combined Authority (January 2019) *Greater Manchester Strategic Housing Market Assessment*

⁴⁸ Paragraph 64 of the National Planning Policy Framework sets out that affordable housing should not be sought for residential developments that are not major developments. Annex 2 of the National Planning Policy Framework defines 'major' for housing developments as 10 or more homes, or the site has an area of 0.5 hectares or more.

- 11.16 Government policy⁴⁹ states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, as part of the overall affordable housing contribution from the site. Having regard to the characteristics of households in need and the existing tenure mix, taking such an approach in Salford would significantly prejudice the ability to meet affordable housing needs in the city and hence is not appropriate. Instead, the tenure mix of the affordable housing should typically be three-quarters for rent (evenly split between social rent and affordable rent) and one-quarter for shared ownership. Other forms of affordable home ownership will typically only be appropriate where viability is especially challenging. This approach will help to ensure that there is a diverse range of new affordable homes coming forward in the city to meet a variety of needs whilst being targeted particularly at the high proportion of households in need who are unable to afford any model of home ownership.
- 11.17 The strategic viability assessment⁵⁰ that has been produced by the city council suggests that delivering 20% affordable housing for some types of residential development in some parts of the city may be very challenging. This is based on a range of assumptions that may vary on individual sites, with some developments being more viable and some less viable than indicated in the assessment depending on factors such as the specific site characteristics, the funding model and tendering process for the development, and the market conditions at the time. This variability in viability, both between sites and over time, means that it is appropriate that the assessment is the starting point rather than the only determinant of the affordable housing policy.
- 11.18 The use of a minimum figure of at least 20% across Salford helps to clarify the expectation that all major developments will make an appropriate contribution to meeting a range of housing needs including those requiring affordable homes. Where viability is more challenging, there may still be opportunities to achieve the 20% figure, including by attracting funding from third parties such as registered providers and through the use of affordable housing tenures that require lower subsidies. Nevertheless, there will be situations where it is appropriate to reduce or even waive the affordable housing requirement, and/or agree an affordable housing tenure mix with higher levels of affordable home ownership than would normally be appropriate, due to the specific circumstances of the development and where the benefits of providing new homes outweigh the lack of compliance with the affordable housing policy requirements.
- 11.19 The strategic viability assessment indicates that viability is sufficiently strong in some parts of Salford to support more than 20% affordable housing in new residential developments. These are the areas with the highest house prices in the city, and hence where the provision of affordable housing is especially important if a diverse range of people are to be able to access a suitable

⁴⁹ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 65

⁵⁰ Three Dragons (January 2021) *Salford City Council: Local Plan assessment of residential viability – addendum*

home within them. Hence, it is appropriate to set higher minimum requirements than 20% in such areas in order to deliver sustainable communities and maximise the provision of new affordable homes to address the identified need within Salford.

- 11.20 Although the affordable housing requirements in this policy only apply to major developments in accordance with Government policy, the delivery of affordable housing on smaller schemes is strongly encouraged. The city council will work in partnership with registered providers, Homes England, developers and landowners to maximise opportunities for affordable housing delivery across Salford.

Policy H4 : Affordable Housing

A significant improvement in the availability of affordable housing in Salford will be delivered through a combination of public funding, investment by registered providers, and developer contributions, enabling people to find a home at a cost they can afford.

Minimum affordable housing requirements

All developments that provide 10 or more net additional dwellings, or are on a site of 0.5 hectares or more in size and provide any number of dwellings, shall deliver at least 20% of those dwellings as affordable housing. Within some of the value areas listed in the following table (and shown in Figure 10), developments shall deliver a higher minimum affordable housing requirement in accordance with that table (or any future update of the table published by the city council in a supplementary planning document in response to changing levels of viability).

Dwelling type	Residential value area	Minimum proportion of affordable housing
Houses	Premium	50%
Houses	High	35%
Houses	All other value areas (Mid/high, mid, low/mid and low)	20%
Mid-density apartments	Premium	40%
Mid-density apartments	All other value areas (High, mid/high, mid, low/mid and low)	20%
High density apartments	All value areas	20%

*** For the purposes of this table, mid-density apartment schemes are those comprising fewer than six storeys. High-density apartment schemes are those of 6 or more storeys.**

All minimum affordable housing requirements shall be rounded to the nearest full dwelling once the relevant proportion has been applied.

Where there is evidence that a site or development has been artificially split in order to avoid policy requirements by being below the dwelling or site size threshold identified above, in accordance with Policy PC1 the city council will consider whether it would be appropriate to apply the policy requirements to each of the smaller sites individually irrespective of their number of dwellings or site area in order to secure the delivery of affordable housing in accordance with this policy.

Green Belt land is not covered by the value areas, as new housing development within the Green Belt that is in excess of the thresholds in this policy will by definition be inappropriate. If very special circumstances exist to justify such development in the Green Belt, then the proportion of dwellings that are affordable must be maximised.

A reduced proportion of affordable housing from the above requirements may be considered acceptable only where:

- 1) It has been clearly demonstrated that all practicable options have been exhausted for delivering the minimum affordable housing requirement, including by partnering with registered providers and accommodating affordable homes financed through various sources such as Homes England, investment funds and commuted sums from other sites; and
- 2) The requirements of criteria i-iv in Policy PC1 have been met.

The provision of affordable housing at higher levels than the minimum requirements of this policy will be strongly supported.

Tenure of new affordable housing

New affordable housing provision shall deliver the following mix of tenures to ensure that there is a diverse range of new affordable homes that meets the nature of the need within Salford:

Tenure	Proportion of the affordable homes
Social rented	37.5%
Affordable rented	37.5%
Shared ownership	25%

A different affordable housing tenure mix from the table above may be acceptable where there is clear evidence this would help to better meet specifically identified local needs and address site-specific circumstances. The identification of any such need will be informed by discussions with the city council, and registered providers where they are to manage the affordable housing, having regard to the:

- A) Choice based lettings data from Salford Home Search⁵¹;

⁵¹ Salford Home Search allows those who are eligible and registered as having a need for affordable housing to make a 'bid' for affordable properties when they become available for letting. Data that Salford Home Search provide includes the number of bid per property by size, type and location.

- B) Characteristics of the households likely to be allocated to the affordable dwellings;
- C) Existing supply of affordable housing in the local area, including the size and type;
- D) Characteristics of the site;
- E) Scale of the proposed development;
- F) Level of local house prices and incomes; and
- G) Financial viability of the proposed scheme.

Type and size

Given that there is a demonstrable need for all types (houses and apartments) and sizes (bedrooms and floorspace) of affordable housing, in the first instance the city council will expect that the affordable dwellings shall reflect the dwelling mix across the development as a whole.

A different mix of types and sizes may be appropriate on an individual site where there is clear evidence that this would help to better meet specifically identified local needs and address site-specific circumstances. The identification of any such need will be informed by discussions with the city council, and registered providers where they are to manage the affordable housing, and having regard to criteria A-G of this policy.

On-site and off-site provision

The mechanism for providing the affordable housing shall be agreed with the city council, having regard to local factors and the desirability of delivering mixed communities. In some circumstances this will mean that on-site provision is most appropriate, whereas in other circumstances off-site provision or the payment of a commuted sum may enable the more effective delivery of affordable housing to meet local needs. The value of any commuted sum will be calculated on the basis of the above table, or any subsequent update in a supplementary planning document, and spent having regard to the latest evidence of need.

Design

Within mixed-tenure developments, the appearance of the affordable dwellings shall be indistinguishable from the open market dwellings and shall normally be “pepper-potted”.

Small clusters of up to ten affordable dwellings will typically be acceptable given the practicalities of managing and maintaining units, although larger clusters may be appropriate where:

- i) A high proportion of units are affordable; or
- ii) An identified Registered Provider considers that larger clusters are required to ensure the efficient and effective management of the affordable housing.

Where a registered provider is involved, the developer shall, unless otherwise agreed, build the dwellings to the specification of the registered provider.

Delivery

The provision of affordable housing will be secured through a section 106 agreement. This will specify the timing of the delivery of any dwellings and/or payment of commuted sums.

Engagement

Early involvement of the city council and registered providers in site discussions and design is strongly encouraged, preferably at the pre-application stage, in order to ensure that affordable housing provision will meet relevant requirements and standards.

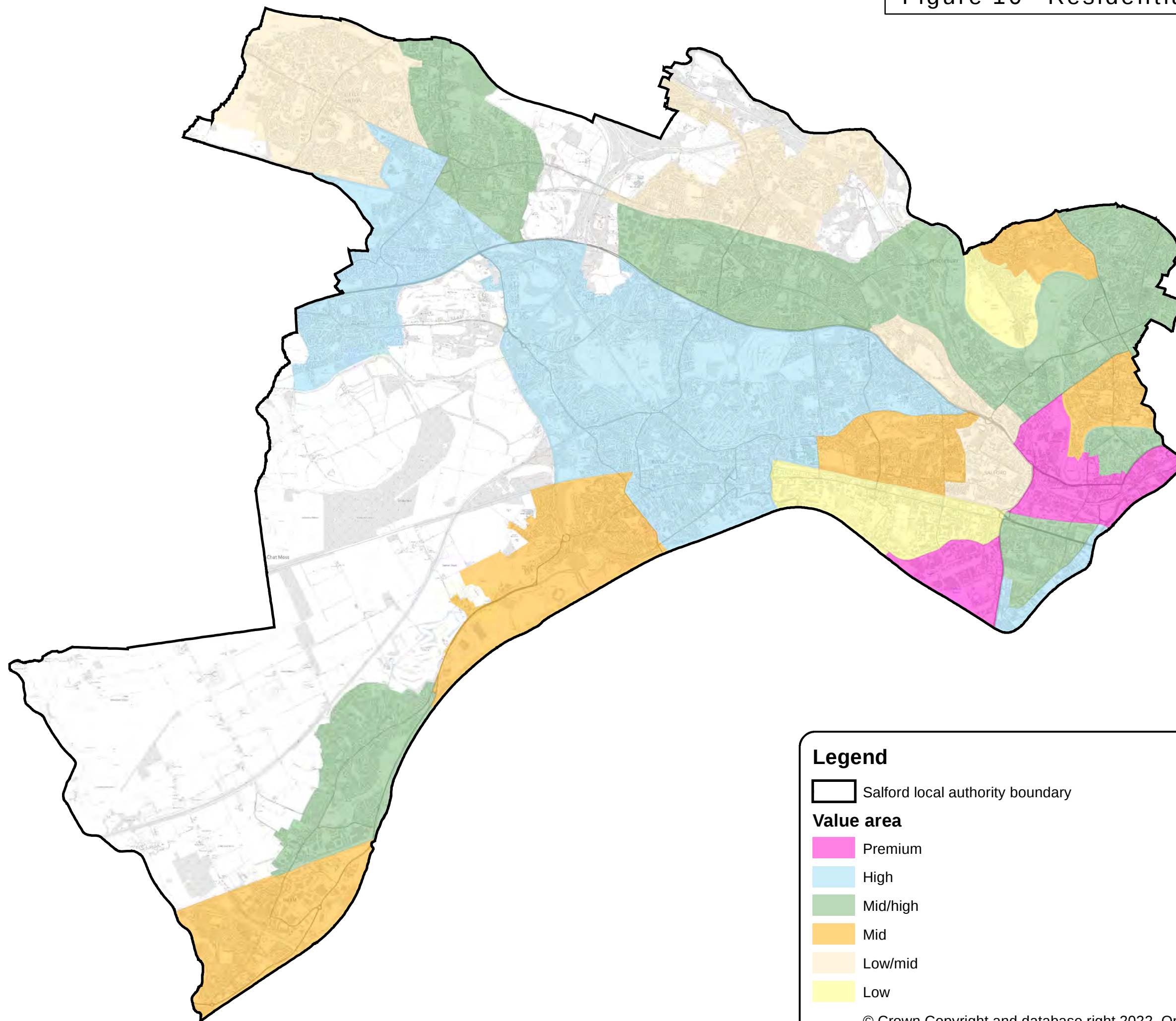
Definitions

Affordable housing is defined in Annex 2 of the National Planning Policy Framework. Homes for Affordable Rent shall be capped to Local Housing Allowance (LHA) Rates.

Social Rent and Affordable Rent housing, and affordable home ownership routes where public grant funding is provided shall include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. For discounted market sales housing, provisions will be put in place to ensure housing remains at a discount for future eligible households.

The requirement for affordable housing in developments for older people shall be provided in accordance with Policy H6. In build to rent developments, including co-living developments, affordable housing shall be provided in accordance with Policy H5. In purpose-built student housing developments, affordable housing shall be provided in accordance with Policy H7. All other types of self-contained residential development, as defined in policy H1, shall provide affordable housing in line with this policy. Other housing that is not in the form of individual units of self-contained accommodation, as may be seen for example in care homes and nursing homes, will not be required to provide affordable housing.

Figure 10 - Residential value areas



Build to rent dwellings

- 11.21 Over recent years the city council has granted planning permission for a significant number of build to rent schemes, particularly in City Centre Salford and Salford Quays. Many of these schemes are currently under construction, with further schemes continuing to be proposed, demonstrating the demand for build to rent developments in Salford.
- 11.22 Build to rent can be an effective means of securing forward-funding for larger apartment developments in locations such as City Centre Salford, Salford Quays, Ordsall Waterfront, and the town centres. However, it will be important to ensure that build to rent adds to the diversity of housing options, and does not unduly dominate provision in these areas. There will also be opportunities for build to rent in other parts of the city, including for houses where this complements the delivery of owner-occupied and affordable dwellings, helping to meet the needs of different demographic and social groups.
- 11.23 As with other private developments, build to rent schemes will need to make appropriate provision for affordable housing, helping to deliver more inclusive communities and a fairer Salford. This will typically be in the form of affordable private rent, but the provision of, or financial contributions towards, social rent, affordable rent or shared ownership will also be appropriate where it is of at least a commensurate financial value.

Policy H5: Build to Rent

The development of build to rent schemes will be supported, particularly in City Centre Salford, Salford Quays, Ordsall Waterfront and town centres. Build to rent schemes shall:

- 1) As a whole be under common ownership and management control for the long term;**
- 2) Usually offer tenancies of three or more years to all tenants (except where this would interfere with planned refurbishment works), with tenants having the option to terminate at one month's notice, after the first six months, without a break fee being payable;**
- 3) Comply with the space standards in policy H2 in the case of non-furnished developments, apart from in schemes that are for co-living; and**
- 4) Be consistent with the need to deliver a broad range of tenures across Salford and within individual areas, including owner-occupied dwellings.**

All build to rent schemes on sites of 10 or more dwellings, or having an area of 0.5 hectares or more irrespective of the number of dwellings, shall provide a minimum of 20% of the dwellings in the form of affordable private rent, with these dwellings being:

- a) At a rent that is at least 20% less than the local market rent⁵² (inclusive of service charges) for an equivalent dwelling;
- b) Maintained as affordable private rent in perpetuity;
- c) Distributed throughout the development and physically indistinguishable from the market rent homes in terms of quality and size; and
- d) Occupied by eligible households having regard to household income levels and local rent levels to address local affordable housing needs, as agreed between the city council and operator,

A reduced proportion of affordable housing from the above requirement may be considered acceptable only where the requirements of criteria i-iv in Policy PC1 have been met.

Changes of use of existing buildings to uses that are similar in nature to build to rent, such as from purpose-built student housing, will be expected to comply with the above affordable housing requirements.

The change of affordable private rent dwellings to another tenure will be permitted only where:

- A) It is clearly impracticable to retain the dwellings in affordable private rent, for example because the build to rent development is being converted to owner-occupation; and
- B) The full value of the subsidy for the affordable private rent dwellings is recycled, potentially paid as a commuted sum to the city council, for reinvestment in the provision of affordable housing in Salford of a social rented, affordable rented and / or shared ownership tenure.

Definitions

Built to Rent is defined in Annex 2 of the National Planning Policy Framework.

Housing for older people

11.24 Ensuring that all age groups have access to suitable housing is an important aspect of delivering a fairer and more inclusive Salford. The latest projections produced by the Office for National Statistics indicate that around 37% of the population increase in Salford over the period 2019-2037 will be people aged 65 or over, equating to 13,600 people overall⁵³. Similarly, the number of

⁵² Although Annex 2 of the National Planning Policy Framework sets out the requirement for the rent in affordable private rent schemes to be 20% less than the 'local market rent' (inclusive of service charges), the national planning practice guidance on build to rent (paragraph 003) identifies that affordable private rent should be set at a level that is at least 20% less than the 'private market rent' (inclusive of service charges). For the purposes of this policy it is considered that the two terms have the same meaning.

⁵³ Office for National Statistics (May 2018) *2016-based sub-national population projections*

households in Salford in which the household head is aged 65 or over is forecast to increase by 38% over the period 2019-2037⁵⁴.

- 11.25 This increase in older people and households in Salford is to be welcomed, but it is likely to present some challenges including in terms of ensuring that appropriate housing is available to meet everyone's needs. The relationship between housing quality and health is especially important for older people, and so providing suitable accommodation for them has much wider benefits.
- 11.26 A key principle in meeting the housing needs of older people will be to maximise their ability to live independently for as long as they are able and wish to do so. It will also be vital that they feel empowered to make choices regarding their accommodation and housing-related services.
- 11.27 Although the majority of older people will live in mainstream housing, it is likely that new specialist accommodation such as sheltered and extra-care housing will be required during the Local Plan period, and such provision can help people to downsize and free up family houses for others. The precise amount and type of specialist accommodation required will depend on a range of factors including the choices of individual people and households. Incorporating such provision within larger housing developments will help to ensure a good range of housing for older people across the city, in mixed communities with good access to local facilities and services.
- 11.28 As well as considering housing needs, it will also be important to ensure that the requirements of older people are appropriately reflected in development more generally, for example in terms of the design of public spaces and the type of recreation facilities that are provided. This will help to ensure that all areas of the city embody the concept of "lifetime neighbourhoods" as far as practicable.

Policy H6: Housing for older people

A broad range of housing choices will be secured for older people in Salford, maximising their ability to live independent lives and retain control over their accommodation and services, including through:

- A) Requiring all new dwellings to meet the accessible and adaptable standards under requirement M4(2) of Schedule 1 to the Building Regulations 2010 for England (see Policy D7), except where it can be clearly demonstrated that this is impracticable due to site-specific constraints;**
- B) Supporting the improvement of existing, and the development of new, specialist accommodation, including sheltered housing, extra-care housing, nursing homes and residential care homes.**
- C) The provision of at least 20% of dwellings being affordable in developments for older people that provide 10 or more net additional**

⁵⁴ Office for National Statistics (September 2018) *2016-based household projections*

dwelling, or are on a site of 0.5 hectares or more in size and provide any number of dwellings. The tenure of the affordable dwellings shall be 37.5% social rented, 37.5% affordable rented and 25% shared ownership. This requirement does not apply to assisted living (extra-care) dwellings for older people.

New residential accommodation specifically targeted at older people will be supported where it:

- 1) Is well-integrated with the wider neighbourhood and would not lead to a demonstrable oversupply of a particular type of accommodation;
- 2) Offers easy access to community facilities, local services and public transport;
- 3) Provides sufficient car parking for both occupiers (dependent on the nature of the development) and visitors (see policy A7);
- 4) Is designed to reflect relevant best practice, including the Housing our Ageing Population Panel for Innovation (HAPPI) ten key design elements⁵⁵:
 - i) Space and flexibility;
 - ii) Daylight in the home and in shared spaces;
 - iii) Balconies and outdoor space;
 - iv) Adaptability and 'care ready' design;
 - v) Positive use of circulation space;
 - vi) Shared facilities and 'hubs';
 - vii) Plants, trees, and the natural environment;
 - viii) Energy efficiency and sustainable design;
 - ix) Storage for belongings and bicycles; and
 - x) External shared surfaces and 'home zones'; and
- 5) Where appropriate, provides a range tenures.

Given the increased scale of demand and the need to create mixed and sustainable communities, the incorporation of housing provision specifically targeted at older people within new residential developments will be strongly encouraged.

Definitions

Older people is defined in Annex 2 of the National Planning Policy Framework.

Student housing

11.29 The universities within the City Centre, including the University of Salford, are essential facilities that contribute to the economic growth and social advancement of Greater Manchester. It is therefore important that appropriate

⁵⁵ Homes and Communities Agency et al (December 2009) *HAPPI – Housing our Ageing Population: Panel for Innovation*, p.3 (see also p.38-39 of main document)

housing is available to accommodate the students of those universities. Some of this accommodation will be open market housing (for example in shared houses or in private rented sector apartment schemes), but a large amount is likely to be designed specifically for students.

- 11.30 The provision of significant levels of on-site student accommodation is an integral part of the University of Salford's vision for transforming its main Peel Park and Frederick Road campus. It will enhance the liveliness and successful functioning of the campus, thereby helping to attract and meet the aspirations of students. This will in turn support the university's role as a key economic driver and educational facility. Consequently, this main campus is considered to be a priority location for new purpose-built student housing, along with that part of Salford Quays in close proximity to the university's MediaCityUK campus where over 1,500 students are currently taught.
- 11.31 Given the central location of the university campuses, the need to minimise car use and the low levels of car ownership amongst students, it is vital that any off-campus student accommodation has very easy access to the campuses by walking, cycling and public transport. Student housing should also positively contribute to the character and quality of places, and avoid becoming a dominant feature. Within lower density housing areas there is much greater potential for it to negatively impact on neighbourhood character and so large numbers of student units are unlikely to be appropriate.
- 11.32 The future scale of demand for student accommodation is constantly evolving as it is influenced by a broad range of factors, including the overall quantity of accommodation, tuition fees, private sector rental levels and graduate employment prospects. It is therefore essential that any new off-campus student accommodation is designed to be easily converted to other uses if demand reduces. Early discussions with the University of Salford and Salford City Council on potential demand are encouraged.
- 11.33 Financial pressures on students have increased significantly in recent years. The Institute for Fiscal Studies has estimated that on graduation from a three-year course the average student debt nationally will be £50,000, with the figure increasing to £57,000 for students from the poorest backgrounds⁵⁶. As a result, in order to promote equality of access to university education in accordance with the fairness theme at the heart of the Local Plan, it is appropriate to seek the provision of affordable housing in new purpose-built student accommodation, using a similar approach to that specified for build to rent developments in Policy H5.

⁵⁶ Institute for Fiscal Studies (July 2017) [*Higher Education funding in England: past, present and options for the future*](#)

Policy H7: Student housing

New student housing in Salford shall be concentrated in the following locations:

- A) Within and immediately adjacent to the University of Salford campus at Peel Park/Frederick Road**
- B) In close proximity to the University of Salford campus at Salford Quays, whilst ensuring that it does not detract from the important business, tourism, leisure and residential functions of the area**

The limited provision of student housing elsewhere will be permitted where:

- 1) It is of a modest scale, not exceeding 100 individual bedrooms/studios;**
- 2) It is located within easy walking distance of either the Peel Park/ Frederick Road or Salford Quays campuses of the University of Salford, or is very close to a public transport stop that has frequent and direct services with short journey times to either campus;**
- 3) It would be well-served by local shops and other services;**
- 4) It can be demonstrated that there is likely to be a demand for the accommodation from students, having regard to, amongst other things:**
 - a) Occupancy levels in existing student housing developments;**
 - b) Schemes for student housing with extant planning permission; and**
 - c) Any proposals for additional student accommodation within and immediately adjacent to the University of Salford campus at Peel Park/ Frederick Road, or in close proximity to the University of Salford Campus at Salford Quays;**
- 5) It can be demonstrated that the accommodation could easily be converted into mainstream housing through post-completion adaptation compliant with other planning policies, in the event that there is insufficient long-term demand for continued use as student housing;**
- 6) It would not have an unacceptable impact, either individually or cumulatively, on the character of the area or the amenity of existing occupiers; and**
- 7) In the case of mixed-use developments, it would be located within separate buildings from other residential uses.**

New purpose built student housing schemes on sites of 10 or more bedrooms/studios, or having an area of 0.5 hectares or more irrespective of the number of bedrooms/studios, shall provide a minimum of 20% of the bedrooms/studios in the form of affordable private rent in accordance with the approach set out in Policy H5 (Build to rent). The affordable bedrooms/studios shall be allocated through a nominations process agreed with Salford City Council and the University of Salford.

A reduced proportion of affordable housing from the above requirement may be considered acceptable only where the requirements of criteria i-iv in Policy PC1 have been met.

Travelling people

- 11.34 It is important in delivering a fairer and more inclusive city that appropriate sites are available for travelling people. Salford is already well-served with such sites, with one site for gypsies and travellers at Duchy Road providing 25 pitches, and three sites for travelling showpeople at Lower Broughton, Duchy Road and Little Hulton collectively providing 87 plots. Nevertheless, the latest needs assessment⁵⁷ indicates that additional sites may be required for gypsies and travellers (both permanent and transit pitches) and travelling showpeople.
- 11.35 National planning policy states that criteria-based policies for the provision of sites for travelling people “should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community”, and that local planning authorities “should ensure that traveller sites are sustainable economically, socially and environmentally”⁵⁸. A particularly important consideration for such sites in Salford is flood risk, as caravans, mobile homes and park homes intended for permanent residential use are identified in national guidance⁵⁹ as highly vulnerable uses that should not be located in flood zone 3 and must pass the exception test (see policy WA4) to be located in flood zone 2. Given the combination of storage, maintenance and residential uses, existing employment areas are likely to be the primary source of new travelling showpeople sites, as allowed for under policy EC1.

Policy H8: Gypsies, travellers and travelling showpeople

New sites to meet the needs of gypsies and travellers and travelling showpeople will be supported where they:

- 1) Have a lower than 1 in 100 year risk of flooding;**
- 2) Have good access to local facilities and services;**
- 3) Are designed and laid out in accordance with best practice⁶⁰, including making adequate provision for the parking, servicing and turning of vehicles;**
- 4) Are properly serviced with the necessary utilities infrastructure;**

⁵⁷ ARC4 (July 2018) *Greater Manchester Gypsy and Traveller and Travelling Showperson Accommodation Assessment Update 2018: final report*

⁵⁸ Department for Communities and Local Government (August 2015) *Planning policy for traveller sites*, paragraphs 11 and 13

⁵⁹ Ministry of Housing, Communities and Local Government (March 2014) *Planning practice guidance: Flood risk and coastal change*

⁶⁰ A Good Practice Guide for Designing Gypsy and Traveller Sites was published by DCLG in May 2008. Although this was withdrawn on September 2015, the city council considers that it remains a useful reference tool for considering the design and layout of gypsy and traveller sites.

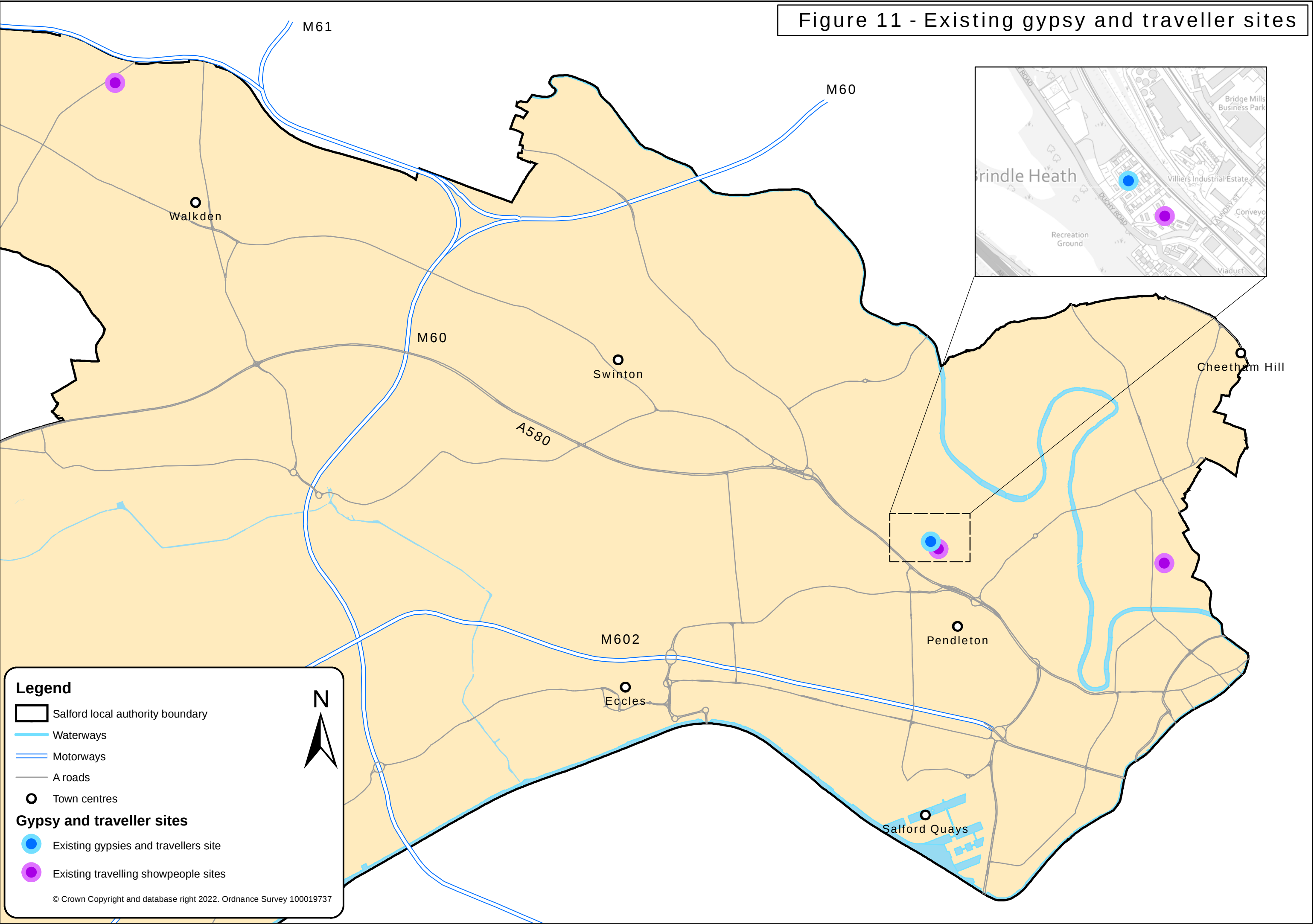
- 5) In the case of sites for travelling showpeople and transit sites for gypsies and travellers, are easily accessible from the strategic highway network; and
- 6) In the case of sites for travelling showpeople, make adequate provision for storage and other business needs whilst ensuring that the amenity of residents both on the site and in the surrounding area is protected.

Definitions

For the purposes of this planning policy, “gypsies and travellers” and “travelling showpeople” are defined in Planning policy for traveller sites ⁶¹.

⁶¹ Department for Communities and Local Government (August 2015) *Planning policy for traveller sites, Annex 1: Glossary*

Figure 11 - Existing gypsy and traveller sites



Custom, self-build and community-led housing

- 11.36 Custom, self-build and community-led housing can play a role in increasing housing supply and housing choice, as part of a wider package of measures to secure greater diversity in the housing market, as well as helping to deliver the homes people want. However, groups and organisations who want to bring forward such developments face a range of challenges, in particular they may struggle to access suitable land.
- 11.37 Local authorities are required to hold a register of individuals and associations of individuals who express an interest in acquiring a serviced plot of land in the authority's area for custom and self-build housing, and to give planning permission for enough suitable and serviced plots to meet that demand (there is however no such requirement for community-led housing). As of 30 October 2019 there were 36 individuals and 1 association of individuals made up of 4 members on the council's register. By seeking to increase the availability of custom, self-build and community led housing plots, the following policy will help prospective housebuilders to develop their own housing, supporting the local economy by providing work for local builders and tradesmen, increasing the diversity of housing supply, and encouraging sustainable construction methods.

Policy H9: Custom, self-build and community-led housing

A supply of suitable opportunities for prospective custom, self-build and community led housebuilders will be secured by:

- 1) Favourably considering planning applications for custom, self-build and community-led housing where this is consistent with other policies, proposals and wider objectives of the Local Plan; and**
- 2) Encouraging developers of larger sites to make plots available for custom, self-build and community-led housing as part of their development.**

The nationally described space standards as required by policy H2 shall apply to custom, self-build and community-led housing.

Definitions

Self-build is where an individual (or an association of individuals) purchases land and builds their own house on a single plot. The individual or association of individuals may build the house themselves or employ a builder, architect and, if necessary, a project manager to oversee the build.

Custom housebuilding is similar to self-build but facilitated in some way by a developer. This still offers the chance to have a unique home, but through a more hands-off approach than a traditional self-build. Custom build can mean a single one-off home commissioned by an individual and built by a developer, through to a group of homes, built by a developer, but with considerable bespoke design for the individual.

Community-led housing is where people and communities play a leading role in addressing their own housing needs. It comprises the following three principles:

- i) A requirement that meaningful community engagement and consent occurs throughout the process. The community does not necessarily have to initiate and manage the development process, or build the homes themselves, though some may do;**
- ii) The local community group or organisation owns, manages or stewards the homes and in a manner of their choosing; and**
- iii) A requirement that the benefits to the local area and/or specified community must be clearly defined and legally protected in perpetuity.**

The definition of community-led housing includes various forms of community-led housing such as cohousing, housing cooperatives, community land trusts, self-help housing, other Community Interest Company models, and non-profit self-build groups

Conversions, changes of use and non-self-contained residential units

11.38 The high proportion of apartments in the supply of new dwellings in Salford makes it important to ensure that the supply of existing houses is protected and maintained as far as possible so that a good mix of housing opportunities is maintained across the city. The supply of new apartments will mean that there should be little need for existing houses to be converted into apartments, except where this is required to meet an unmet need in a particular local area.

11.39 There are a number of specialist residential uses that are essential to a successful society and sustainable communities, such as nursing homes, children's homes and hostels. Finding appropriate and cost-effective accommodation that helps to integrate the occupants into the local community can be difficult, and the conversion of houses that are currently being used as single dwellings may sometimes provide the best opportunity.

11.40 It is important that conversions to such uses, and to more commercial uses such as offices and hotels, are carefully controlled so that they do not compromise the attractiveness of the wider neighbourhood as a residential location or the amenity of individual dwellings. Some uses can be quite transitory in nature, having a relatively rapid turnover of occupants, and consequently a high concentration of them can adversely affect the stability of a neighbourhood. Some uses can also increase the pressures on their surroundings and local infrastructure (such as electrical circuits and waste water systems), due to an increase in the number, or a change in the type, of occupants. It is beneficial if uses such as hostels, care homes and children's homes can be spread across the whole city so that they are easily accessible

for all communities, rather than being concentrated in a small number of locations.

- 11.41 The significant growth in the sharing economy in recent years has significant implications for the housing stock in Salford. The short-term letting of properties that have long-term occupants, such as when those occupants are on holiday, can help to secure the more efficient use of buildings and enable more people to visit the city. However, the more continuous use of housing for short-term letting reduces the supply of homes for permanent residents, and can result in worsening affordability. The greater intensity of activity often associated with short-term lets can also create amenity issues for neighbouring occupiers, detracting from the attractiveness of residential areas. Consequently, the city council will resist the use of dwellings for short-term letting where this prevents or is inconsistent with their occupation by permanent residents, except where they are designed specifically for this purpose such as in the form of serviced apartments.
- 11.42 It is important to note that some of the uses covered by the following policy may not always require planning permission for conversion from a single dwelling, because they may be subject to permitted development rights or the proposed use may be judged not to be materially different from the existing use. It will not be possible to apply this policy in such situations.

Policy H10: Conversion and change of use of existing houses and new build residential developments of non-self-contained units

The conversion of existing houses into any of the following uses will be carefully controlled to ensure that a good supply of houses is maintained within Salford and the positive character of neighbourhoods is protected:

- A) Apartments**
- B) Student housing**
- C) Houses in multiple occupation**
- D) Hotels and guest houses**
- E) Residential institutions**
- F) Hostels, children's homes and similar uses**
- G) Non-residential uses such as offices**

Conversions to any of the above uses will only be permitted where it can be demonstrated that the proposal would not, either individually or cumulatively with other completed developments and schemes with planning permission or prior approval:

- 1) Have an unacceptable impact on the positive residential character of the surrounding neighbourhood, having particular regard to potential increases in:**
 - a) Noise and disturbance;**
 - b) On-street car parking;**
 - c) Waste management; and**

- d) Population turnover levels that could reduce community stability;
- 2) Result in the infrastructure capacity of the site or local area being exceeded; and
- 3) Result in any house that is in use as a single dwelling being immediately adjacent to more than one property in uses B) to G) above (immediately adjacent properties include properties directly behind and opposite, as well as to either side).

New build developments of non-self-contained units of accommodation in categories C-G will be judged by the same criteria.

Except in the case of developments specifically designed as serviced apartments, the short-term letting of dwellings will not be permitted where this would result in them not being available for use as the primary residence of a household. This will be achieved, where appropriate, by:

- i) Taking enforcement action where short-term letting results in the material change of use of a dwelling
- ii) Refusing planning permission for a change of use from a dwelling to short-term letting
- iii) Applying conditions to new developments that prevents the short-term letting of dwellings within them

Some changes of use may constitute development but not require planning permission because of permitted development rights set at the national level. If there is evidence that such changes of use are having a significant negative impact on the character of residential neighbourhoods then the city council will introduce an Article 4 Direction covering part, or all, of Salford to remove the relevant permitted development rights.

Definitions

Houses and a self-contained unit of accommodation are defined in policy H1.

Monitoring

11.43 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
The net increase in new build dwellings granted planning permission in the form of houses (in locations other than City Centre Salford, Ordsall Waterfront, Salford)	67% between 1 April 2020 and 31 March 2021	At or close to 80%

Indicator	Baseline position	Target
Quays and the other town centres)		
Median house price to median gross annual workplace-based earnings ratio	Ratio in Salford for 2018 was 5.85 ⁶²	A ratio in Salford of less than 4.0
Supply of new affordable homes	224 gross affordable dwellings completed between 1 April 2018 and 31 March 2019 ⁶³ , which is 6.7% of the total gross completions	20% of all gross completions being affordable homes
Proportion of dwellings that are vacant	3.3% in April 2019 ⁶⁴	Reduce vacancy rate to below 3%
Supply of plots for self-build and custom housebuilding	6 plots granted to meet demand from those registered in the first base period (1 April 2016 to 30 October 2016) ⁶⁵	Grant sufficient planning permissions to match demand on the self-build and custom housebuilding register

⁶² Office for National Statistics (March 2019) *House price to workplace-based earnings ratio*, table 5c

⁶³ Salford City Council (2019) *Housing Strategy and Enabling team monitoring data*

⁶⁴ Salford City Council (April 2019) *Extracted from Council tax database*

⁶⁵ Salford City Council (November 2019) *Self-build and custom house building annual monitoring report*

Chapter 12: Town centres, retail development and community facilities

Creating a fairer Salford by:

- Ensuring that all communities have access to a good range of shops, services and community facilities within attractive town and local centres
- Avoiding the inappropriate overconcentration of food and drink uses that could detract from quality of life

- 12.1 Salford's network of town and local centres plays an important role in meeting the varied needs of people of all ages, through the provision of a range of shops, services, community, leisure and employment opportunities, and public transport options. The centres are an important contributor to local identity, acting as a focal point for surrounding communities.
- 12.2 Salford is near some of the region's largest centres for retail and leisure uses, including the primary shopping area of the City Centre in Manchester, Bolton town centre, and the Trafford Centre. The City Centre and the Trafford Centre in particular account for a major proportion of Salford's comparison goods expenditure and this is unlikely to change significantly during the plan period. It will be important to ensure that Salford residents can continue to take full advantage of the broad range of high quality shopping and leisure opportunities just outside the city, and improved public transport access will be a key aspect of this.
- 12.3 The proximity of these major facilities outside Salford results in the town and local centres in the city generally functioning at a more local level, playing a vital role in meeting the everyday needs of residents. The exception to this is Salford Quays, which is unique compared to other town centres in terms of its role, the substantial development opportunities that it offers, and its physical nature and layout. It has well established tourism, employment, retail, leisure and residential functions, but currently has a more limited role in meeting the day-to-day needs of residents for shops and services. The designation of Salford Quays town centre is considered to complement the existing hierarchy and it is not considered that this would have an adverse impact on existing centres.
- 12.4 Maintaining the vitality and viability of centres will be an ongoing challenge as shopping patterns and service delivery models change, especially with the growth of online retailing. Careful management of centres will be required in order to ensure their long-term success, with a clear focus on sustaining and creating vibrant destinations where activity can continue into the evening, with the retention of a robust retail presence complemented by a varied mix of uses including a strong leisure and community offer. At the same time opportunities will be taken to make the most of the unique identity of centres and the key assets and opportunities within them, improve walking and cycling access to and through centres, and deliver improvements to the public realm.

Any comprehensive redevelopment of centres should be guided by a masterplan endorsed by the city council. Increasing the number of people living within and around the centres will help to generate the footfall necessary to support a good range of shops and services but it will be important that residential uses do not displace the essential retail, leisure, service, employment and community functions of the city's designated centres. All occupiers of residential properties should enjoy a high level of amenity, but in these areas it is reasonable for residents to expect a certain level of activity and noise close to their homes.

- 12.5 As well as identifying the boundaries of the centres themselves, this plan also defines primary shopping areas, for the town centres. The City Centre lies within both Manchester and Salford with the primary shopping area located wholly within Manchester. None of the city's local centres are considered to be of a sufficient scale to make a distinction between a primary shopping area and other parts of the centre.
- 12.6 Retail development within Salford Quays is currently concentrated in the Quayside MediaCityUK shopping centre⁶⁶ but it is anticipated there will be a future need for additional shops, services and leisure uses to support the area's residential, business and tourism populations. As there are few opportunities within this part of the town centre to accommodate further uses, the Salford Quays primary shopping area not only includes the Quayside MediaCityUK shopping centre, The Lowry theatre and plaza area but also the existing MediaCityUK area (as shown on Figure 4).
- 12.7 The MediaCityUK area has a limited retail function but there are a range of food and drink uses and other main town centre uses including a hotel and office development. Given the proximity of MediaCityUK to the shopping centre and it is a major hub of activity, this area has a role in accommodating additional retail development and other main town centre uses. Land at MediaCityUK East is expected to be subject to further development activity forming part of future phases of MediaCityUK, as such the area provides a significant opportunity to further expand, diversify and complement the existing main town centre use offer at Salford Quays. For these reasons, this part of the town centre is identified as a potential extension to the primary shopping area.

Policy TC1: Network of designated centres

The following network of centres within Salford, as shown on the Policies Map, will be protected and enhanced:

City centre

- 1) City Centre (located in both Manchester and Salford) in accordance with policy AP1**

⁶⁶ Formerly The Lowry Outlet Mall

The primary shopping area in Manchester will continue to provide the main focus for regional scale retail activity within the City Centre and larger shopping developments of a regional scale should be located in Manchester City Centre's primary shopping area. City Centre Salford, is an appropriate location for other town centre uses.

Town centres (listed in no priority order)

- 2) Cheetham Hill (predominantly in Manchester)
- 3) Eccles
- 4) Pendleton
- 5) Salford Quays
- 6) Swinton
- 7) Walkden

The network of the city's town centres will meet the majority of the everyday needs of Salford's residents for shops, other main town centre uses and facilities. A coordinated approach will be taken to the improvement of each town centre, with an emphasis on taking advantage of the unique character of the centre and delivering a diverse range of uses that supports its vitality and viability. High density housing will be encouraged above active ground floor uses within town centres. Housing at ground floor level will be required to complement and not displace main town centre uses, in accordance with policy TC3.

Local centres (listed in no priority order)

Within Central Salford

- 8) Broughton Village
- 9) Charlestown
- 10) Hope
- 11) Irlams o' th' Height
- 12) Langworthy Road
- 13) Leicester Road
- 14) Mocha Parade
- 15) Ordsall
- 16) Regent Road

Within Salford West:

- 17) Bolton Road, Pendlebury
- 18) Boothstown
- 19) Cadishead
- 20) Clovelly Road, Worsley
- 21) Ellenbrook
- 22) Higher Irlam
- 23) Lower Irlam
- 24) Little Hulton

- 25) Monton
- 26) Patricroft
- 27) Peel Green

The network of local centres will have an important role in providing local shops, leisure opportunities, food and drink uses (subject to policy TC4), services and community facilities for the surrounding neighbourhoods. There will be an emphasis on maintaining a strong convenience goods retail function in each centre, so they can continue to provide sustainable top-up shopping facilities and minimise the need for residents to travel further, complemented by a range of other town centre uses. This will be achieved through the careful management of changes of use within the centres. Residential uses above ground floor level will be encouraged within local centres. Housing at ground floor level will be required to complement and not displace main town centre uses, in accordance with policy TC3.

Primary shopping areas

Primary shopping areas are those parts of a defined centre where retail development is concentrated with commercial, business and service uses also focussed in these areas. It is important that the shopping, leisure, business and service function of these areas is maintained to support the overall vitality and viability of that centre.

The primary shopping areas for each of the city's town centres together with the potential extension to the Salford Quays primary shopping area are shown on the Policies Map insets and in Annex B. For local centres the entirety of such centres are defined as the primary shopping area.

Centres can evolve over time and changes to the role and function of primary shopping areas, should be guided by a masterplan or comprehensive redevelopment strategy.

Development involving main town centre uses

- 12.8 Locating retail, service, community and leisure facilities within the City Centre, town centres and local centres is considered to be the most sustainable way of meeting the needs of Salford's residents. It helps to maximise the accessibility of facilities for more people and promotes linked trips, which in turn reduces the need to travel and can increase footfall and hence improve trading conditions within centres. Scattering facilities across a wider area would be likely to adversely affect the vitality and viability of the centres, leading to their gradual decline and reducing their ability to attract new retail floorspace to the city and serve the needs of residents.
- 12.9 It is therefore essential that as much new retail floorspace and other main town centre uses as possible are located within Salford's centres, in

accordance with the sequential approach set out in the National Planning Policy Framework. Although significant population growth is projected, the scale and extent of the various centres designated in policy TC1 is considered sufficient to accommodate the vast majority of retail and other facilities that will be required. Retail together with commercial, business and service uses will be focused within the primary shopping areas of the centres so as to maximise their vibrancy. Any significant out-of-centre main town centre use floorspace in Salford beyond current commitments, other than where specifically referred to elsewhere in the Local Plan, is considered unnecessary and would be likely to reduce the success of some of the city's centres.

12.10 Due to the limited opportunities within the existing primary shopping area and the potential requirements for additional retailing in Salford Quays to support the area's residential, business and tourism populations, an extension to its existing primary shopping area may be required. Once occupied by such uses, the potential extension to the Salford Quays primary shopping area east of the existing MediaCityUK site will become part of the primary shopping area. Whilst this core area should be the main focus for activity, some small scale shops and food and drink uses outside of the primary shopping area and expansion area within the boundary of the town centre would add to the success of Salford Quays.

12.11 Planning applications for main town centre uses need to be accompanied by an appropriate level of information so as to enable the city council to determine whether their impact on existing centres would be acceptable. For the purpose of the impact assessment, the boundary of a defined centre is the blue line as shown on the Policies Map.

Policy TC2: Development involving main town centre uses

Sequential approach⁶⁷

Main town centre uses⁶⁸ shall be located in accordance with the following sequential approach (highest priority first) and the table below:

- A) Within designated centres ('in centre')**
- B) In locations on the edge of designated centres ('edge of centre')**
- C) Accessible sites which are well connected to a designated centre**
- D) Other locations that are accessible by walking, cycling and public transport**

Proposals in sequentially less preferable locations will only be supported where it can be demonstrated that there are no available suitable sites or premises in sequentially preferable locations, and that a flexible approach to scale and format has been applied.

⁶⁷ For the purpose of applying the sequential approach, the requirements of the policy apply to main town centre uses which constitute development in the Town and Country Planning (Use Classes) Order 1987 (as amended)

⁶⁸ Main town centre uses are defined in the Annex 2 to the National Planning Policy Framework

The sequential approach applies to new floorspace, extensions to existing floorspace, changes of use and applications seeking variations to conditions.

The table below defines ‘in centre’ and ‘edge of centre’ for the designated centres in Salford that are identified in policy TC1. For some centres, the table sets out a more detailed sequential approach that commercial business and service uses in Class E must follow (highest priority first), subdividing ‘in centre’ and/or ‘edge of centre’ locations, in order to support the successful functioning of those centres.

Proposals for Class E uses within City Centre Salford will only be required to consider ‘in centre’ Manchester City Centre primary shopping area locations in preference where the proposals would:

- i) Be likely to have a significant adverse impact on the primary shopping area of the City Centre or on any other designated centre; or**
- ii) Not provide an appropriate mix of uses for the purposes of policy AP1.**

Within Salford Quays town centre, offices are acceptable outside of the primary shopping area. Small scale shops and food and drink uses will also be supported in areas outside of the Salford Quays primary shopping area where they would:

- 1) Be of a scale that reflects the level of demand in the immediate catchment. Where these uses are proposed as elements of large scale developments, the scale should be proportionate to the overall scale of the development to provide vibrancy and animation; and**
- 2) Not be of a scale likely to have a detrimental impact on the vitality and viability of the primary shopping area.**

Centre type	Sequential approach by use and type of centre (highest priority first for each centre and use) - Class E uses	Sequential approach by use and type of centre (highest priority first for each centre and use) - Other main town centre uses
City Centre Salford	<i>In centre</i> 1) Within the City Centre Salford boundary⁶⁹	<i>In centre</i> 1) Within the City Centre Salford boundary <i>Edge of centre</i> 2) Within 300 metres of the City Centre Salford boundary
Salford Quays town centre	<i>In centre</i> 1) Within the Salford Quays primary shopping area 2) Within the potential extension to the Salford Quays primary shopping area <i>Edge of centre</i> 3) Elsewhere within the Salford Quays boundary 4) Outside the Salford Quays boundary but within 300 metres of the Salford Quays primary shopping area or its potential expansion area	Leisure and food and drink uses comprising cinemas, theatres, casinos, concert halls, bars and public houses shall follow the same approach as for Class E uses. Offices and other main town centre uses: <i>In centre</i> 1) Within the Salford Quays boundary <i>Edge of centre</i> 2) Within 300 metres of the Salford Quays boundary
All other town centres	<i>In centre</i> 1) Within the primary shopping area of the town centre <i>Edge of centre</i> 2) Elsewhere within the town centre boundary 3) Outside the town centre boundary, but within 300 metres of the primary shopping area of the town centre	<i>In centre</i> 1) Within the town centre boundary <i>Edge of centre</i> 2) Within 300 metres of the town centre boundary

⁶⁹ The primary shopping area of the City Centre is located wholly within Manchester.

Centre type	Sequential approach by use and type of centre (highest priority first for each centre and use) - Class E uses	Sequential approach by use and type of centre (highest priority first for each centre and use) - Other main town centre uses
Local centres	<i>In centre</i> 1) Within the local centre boundary <i>Edge of centre</i> 2) Within 300 metres of the local centre boundary	<i>In centre</i> 1) Within the local centre boundary <i>Edge of centre</i> 2) Within 300 metres of the local centre boundary

Impact assessment

An impact assessment will be required for development proposals outside the boundary of a designated centre identified in policy TC1 that would involve:

- a) An increase of more than 500m² (gross) of shop floorspace (within Class E) or leisure floorspace; or
- b) An increase of between 250m² and 500m² (gross) of shop floorspace (within Class E) where any of the following raise concerns in relation to an existing centre:
 - i) The scale of the proposal relative to the size of the units in the centre;
 - ii) The health and vulnerability of the centre;
 - iii) The nature of the proposal;
 - iv) The potential cumulative effects of recent developments; or
 - v) The likely effects of the proposed development on the implementation of a relevant council strategy or any planned investment in the centre.

These thresholds apply to new floorspace, extensions to existing floorspace, changes of use that constitute development and applications seeking variations to conditions.

For the purpose of applying the impact assessment, leisure development includes cinemas, restaurants, drive-through restaurants, bars and public houses, nightclubs, casinos, health and fitness centres, indoor bowling and bingo halls.

Where permission is sought for an open Class E development, parts a) or b) of this policy will be applicable. This is unless a restrictive condition is applied, limiting the use to Class E but excluding shops, restaurants, indoor bowling and health and fitness centres which are subject to assessment under parts a) or b).

12.12 Successful town and local centres are underpinned by a strong retail function both in terms of convenience and comparison goods, and this role should be protected and retained. This is important in meeting the day-to-day needs of residents. Centres must also have an appropriate mix of leisure, community, cultural and service provision, and this will be increasingly important for ensuring that they can generate the footfall necessary to remain attractive in the face of the growth in online shopping.

12.13 As a result, it is vital that changes of use and redevelopments within designated centres are carefully controlled, so as to support the long-term success of the centres and their ability to meet local needs. In this context, it is recognised that Salford's town and local centres vary in scale, function and composition of uses, and this needs to be taken into account in the determination of individual proposals.

Policy TC3: Changes of use and redevelopments within designated centres

The role of Salford's centres in meeting a wide range of local needs will be protected and enhanced. A strong shopping function will be retained for each centre, and the primary shopping areas of the town centres will have a particularly important role in this regard. Retail uses will be complemented by a broad range of other services, community uses and leisure opportunities.

Redevelopment proposals and change of use that constitute development within designated centres will be carefully controlled to ensure that they support, rather than detract from, the successful functioning of the centres and their ability to meet local needs. All such proposals will be required to:

- 1) Make a positive contribution to the vitality, viability and diversity of the centre;**
- 2) Not unacceptably impact on daytime footfall;**
- 3) Maintain a strong role for the centre in providing a varied range of convenience goods and meeting other day-to-day needs;**
- 4) Positively restore and/or enhance the character and appearance of the frontage;**
- 5) Maintain the continuity of active frontages; and**
- 6) Be of a scale and type of use appropriate to the size and function of the centre, or part of the centre concerned.**

The positive use of underused and vacant space on upper floors of properties within town or local centres, including for housing, will be encouraged. All ground floor residential uses which constitute development will only be acceptable:

- a) In designated centres where there is no realistic prospect of securing an active use in an existing unit; and**
- b) In town centres where they are in frontages with low levels of footfall; or**
- c) Where they form part of a masterplan consistent with policy EF2**

For the purpose of permitted development rights, the local centres and the primary shopping areas of town centres are classified as key shopping areas.

Food and drink uses

12.14 Bars, restaurants, cafes and similar uses can broaden the daytime attraction of a centre, as well as supporting a vibrant evening economy, and they have an important role to play in the long-term success of Salford's designated centres. However, the overconcentration of such uses in a centre can create significant problems. It will be important to ensure that such development cumulatively does not harm the character and function of a centre, undermine its vitality and viability, or lead to significant problems of crime, disorder and noise that would unacceptably impact on the amenity of those living and working in the area.

12.15 Within Monton local centre there has been a marked increase in the number of food and drink uses in recent years, and it is considered that a tipping point has been reached, whereby further changes of use to food and drink would be likely to harm the retail character and function of the centre as well as the amenity of neighbouring residents.

Policy TC4: Food and drink uses within designated centres

A successful daytime and evening leisure-based economy within Salford's designated centres will be encouraged. Development proposals for cafes, restaurants, public houses, drinking establishments and hot food takeaways within designated centres will be supported where they are in accordance with Policy TC3 and:

- 1) There would be no likely unacceptable impact, either individually or cumulatively, on the amenity and character of the surrounding area, particularly due to noise, litter, odour, traffic generation, parking or disorder/nuisance; and**
- 2) In the case of Monton local centre, it can be clearly demonstrated through extensive marketing for a period of at least 12 months that there is a lack of demand for reoccupation by:**
 - a) Active main town centre uses other than cafes, restaurants, public houses, drinking establishments and hot food takeaways; or**
 - b) Community facilities.**

In Monton local centre, where permission is sought for an open Class E development or for a use that falls within Class E other than a restaurant or café, a restrictive condition will be applied, preventing a further change to a restaurant or café without first applying for planning permission.

Community facilities

- 12.16 Community facilities play an important role in supporting and contributing to healthy, vibrant and inclusive places. They often are a focal point of local people, providing a place to meet, learn, socialise or exercise and are key in promoting the health and well-being of people who live and work in Salford. Community facilities can include community centres, places of worship, recreation uses, arts and cultural facilities, public houses as well as other local services such as health care facilities, libraries, schools and nurseries.
- 12.17 Community facilities can also add to the vitality and viability of centres. Proposals for community uses which are also main town centre uses will be expected to accord with the provisions of the sequential approach and where applicable the impact assessment. However, some community facilities serve more localised catchment areas, such as GP practices, community halls and places of worship and will be more appropriately located close to the population they serve

Policy TC5: Community facilities

Planning permission will be granted for new community facilities where:

- 1) It is a main town centre use and compliance with the sequential approach in policy TC2 has been demonstrated, or outside of centres, there is a clear identified local need; or**
- 2) For other community facilities⁷⁰ it is accessible to the community it serves by a range of sustainable transport modes including walking, cycling and public transport; and**
- 3) For any proposal, it will not have an unacceptable impact on residential amenity and is consistent with other policies in the plan.**

Development resulting in the loss of a premises or land currently or last in use as a community facility, will only be permitted where:

- A. Adequate alternative provision exists, or prior to commencement of development, a satisfactory replacement facility will be provided in a suitably accessible location for the community it serves; or**
- B. The existing use is not financially or operationally viable and evidence has been provided to confirm that there has been a genuine effort to market the property/land for a reasonable period of time, and there has been no realistic interest shown for the retention of the current use.**

⁷⁰ Applies to community facilities falling outside the definition of main town centre uses in NPPF Annex 2: Glossary.

Monitoring

12.12 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Proportion and amount of new Class E floorspace (gross) granted consent and delivered within designated centres	Refer to the council's town and neighbourhood centre review ⁷¹	No target
Vacancy levels in each designated centre	Refer to the council's town and neighbourhood centre review ⁷²	Decrease (2019-2037)
Changes in % of floorspace occupied by the following uses in each centre: • Class E comparison shops • Class E convenience shops • Class E service • Class E financial and professional services • Class E café or restaurants • Sui generis pub or drinking establishment • Sui generis hot food takeaway • Other uses	Refer to the council's town and neighbourhood centre review ⁷³	Maintain a balanced mix of uses within individual centres to support their vitality and viability

⁷¹ Salford City Council (October 2016) *Town and neighbourhood centres review*. Centre surveys updated every two years

⁷² Ibid

⁷³ Ibid

Chapter 13: A learning city

Creating a fairer Salford by:

- Maximising the ability of all residents to acquire knowledge and skills throughout their lives, thereby enabling them to take advantage of the varied social and economic opportunities available
- Enabling all children to have a good start in life through the provision of appropriate early years facilities
- Ensuring appropriate provision of school places throughout the city, so that all children can enjoy a high quality education
- Maximising the benefits of the University of Salford for the city

- 13.1 Learning is transformative. It opens up new opportunities for people, not just in terms of jobs but also the ability to pursue interests and make new connections. It empowers people to make more active choices and protect their rights, as well as to adapt to changes in society and in their environment. The act of learning itself can make us more positive and reduce social isolation, and the results can improve health and wellbeing. Learning will be key to the move towards a more sustainable city, tackling deprivation, supporting economic growth and delivering social value.
- 13.2 In this context, delivering a learning city needs to be all-embracing. Academic learning will be a central component, but the concept extends beyond formal education to include learning opportunities throughout our lives, from early years learning to apprenticeships and work-related training, and through to increased participation of older people.
- 13.3 Whilst there have been some considerable improvements in educational performance in recent years, Salford remains below the national average for key indicators and there are also large disparities in educational attainment across the city. Improving educational performance will depend on a very wide range of factors, many of which are outside the influence of planning, but the continuing enhancement of education facilities will have an important role to play.
- 13.4 Other parts of the plan will also support the continued development of Salford as a learning city, including by encouraging developers to provide training opportunities for Salford residents and sign up to the City Mayor's Employment Charter (policy F2), supporting the development of training facilities in existing employment areas (policy EC1), enabling the expression of ideas by supporting artistic and cultural activity (policy CT2), providing high quality new homes that can help to attract and retain skilled workers (chapter 11), enabling people to understand better their local history (chapter 20 on heritage), and enhancing Salford's digital infrastructure which opens up the widest possible range of learning opportunities (policy DG1).

Early years, schools and post-16 education

- 13.5 The demand for education places in an area can change quite rapidly, not just because of the impacts of new housing, but also due to changes in the birth rate and the type of households migrating into and out of the city. Over recent years, Salford has experienced a very significant increase in the requirement for early years and primary school places, and this is now starting to cascade through to the secondary sector. New housing over the plan period will create an additional requirement for education places over and above this, and the need for further expansion across all age ranges is anticipated. This is likely to involve both the extension of existing facilities and the provision of new buildings, responding to changing patterns of demand and the Government's commitment to widening educational choice.
- 13.6 Delivering improvements in education facilities is likely to require a reasonably flexible approach given the availability of sites and the competing demands for land resources in Salford. Nevertheless, it will be important to ensure that schools and further education facilities function effectively in the long-term, and do not suffer from locational or design failings that significantly constrain their ability to deliver improved learning outcomes. It will also be important to ensure that education facilities are welcomed by the surrounding communities rather than having a significant negative impact on them, for example by enabling facilities to be used as a community resource and addressing concerns about transportation issues such as car parking.

Policy ED1: Early years, schools and post-16 education facilities

Improvements in the quality and accessibility of early years, schools and post-16 facilities will be supported.

New early years, schools and post-16 facilities shall:

- 1) Be highly accessible to their intended catchments, particularly by walking, cycling and public transport;**
- 2) Be located, designed and managed to minimise the impacts of associated traffic and car parking on the surrounding area;**
- 3) Provide high quality indoor and outdoor facilities suitable for the intended number and age range of students; and**
- 4) Wherever practicable and appropriate, provide for the community use of playing fields and other facilities.**

A flexible approach will be taken to the reuse and redevelopment of redundant education sites, particularly where this would support the provision or improvement of education facilities elsewhere in the city. Such sites may be protected for educational use where this is necessary to secure an appropriate scale and distribution of education facilities to meet future needs.

Residential development and education places

- 13.7 It will be vital to the sustainability of local neighbourhoods that new housing developments support the delivery of the additional education places for which they generate the demand, otherwise there may be problems of overcrowding and people may need to travel inappropriately long distances to access early years facilities, schools and further education colleges. This may involve residential developments making financial contributions to the provision of new places and/or setting aside land/space within the development for their provision.
- 13.8 The preferred approach is usually to expand facilities on their existing sites, but this is likely to be increasingly difficult as many buildings have already seen recent extensions. Consequently, some of the larger major developments will need to incorporate additional education provision within their sites. Information on the average number of pupils of different ages that would be likely to occupy any new dwellings, and the average capital cost of providing additional education places, will be updated regularly and published on the city council's website. Where costs cannot be updated annually, they will be increased in line with the Retail Prices Index (all items).

Policy ED2: Residential development and education places

Where a residential development would contribute to a projected shortfall in education places, it shall enable an increase in education places proportionate to the number of people aged 0-19 that it is likely to accommodate. This will typically involve making a financial contribution to the expansion of an existing education facility or the provision of additional education facilities in other locations that can meet the needs of the development.

For each relevant type of education provision, the scale of any financial contribution will be calculated using the following formula:

$$\text{Financial contribution} = \text{Pupil yield factor} \times \text{Cost per pupil place}$$

Where it is not practicable for the city council to expand capacity within existing education facilities sufficient to accommodate the additional requirement for education places that will be generated by a major development, and there are no alternative solutions available in this regard, the city council will negotiate with developers to secure the setting aside of land to accommodate additional education provision. Land set aside for education provision should be in a location and of a size and shape that enables criteria 1-4 of policy ED1 to be met.

In accordance with policy PC1, development will only be permitted where planning conditions and/or planning obligations are in place to address any

projected shortfall in education places. In all cases, development shall be phased so that the education places are delivered before demand exceeds existing capacity.

Definitions

This policy applies to all education places required to meet the needs of those aged 0-19 years, including special educational needs, and both temporary and permanent needs where relevant.

The pupil yield factor for a particular type of education provision is the average number of people of the relevant ages that would be expected to occupy the proposed dwellings. This will be calculated using evidence from recent residential developments.

The cost per pupil place is the average capital cost of creating an additional education place through new-build construction and/or extension. The most up-to-date published cost at the point of an application's determination will be used.

Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

University of Salford

13.9 Universities have a key role to play in supporting a learning city and economic growth, not just in terms of increasing the number of people with high level qualifications but also through their research activities, links to the business community and the creation of spin-off companies. The University of Salford currently has around 19,000 students, with a strong reputation for delivering high quality teaching, undertaking world-class research, and facilitating business enterprise. The university is a hugely important institution for the city, and one of its largest employers, making a significant contribution to the local economy. It forms part of a much larger concentration of student and academic activity at the heart of Greater Manchester, with the University of Manchester and Manchester Metropolitan University only a short distance away.

13.10 The University of Salford is particularly well-located to take advantage of, and support, the economic growth opportunities in the city, with its main Peel Park and Frederick Road campus located at the western end of the City Centre, and its MediaCityUK campus at the heart of the concentration of media and digital industries in Salford Quays. There are numerous opportunities within the employment areas around these campuses to significantly increase business links with the university, including at Salford Innovation Park.

- 13.11 The University of Salford is delivering a transformational programme to enhance its facilities, particularly within the Peel Park and Frederick Road Campus, which will enable it to compete successfully for students and offer the best possible learning environment. It will be important to carefully manage improvements so that their benefits for Salford are maximised and any adverse impacts on surrounding areas are minimised. The use of a clear development framework, produced by the university in consultation with key stakeholders, will help to ensure that activity is properly coordinated. Enhancing the accessibility of the university campuses, including movements between them, and managing traffic impacts will be a central component of this. Policy H7 seeks to ensure that an appropriate scale and quality of student accommodation is available within and close to the campuses.

Policy ED3: University of Salford

The continued enhancement of the facilities and campuses of the University of Salford will be supported.

Development proposals for the university shall:

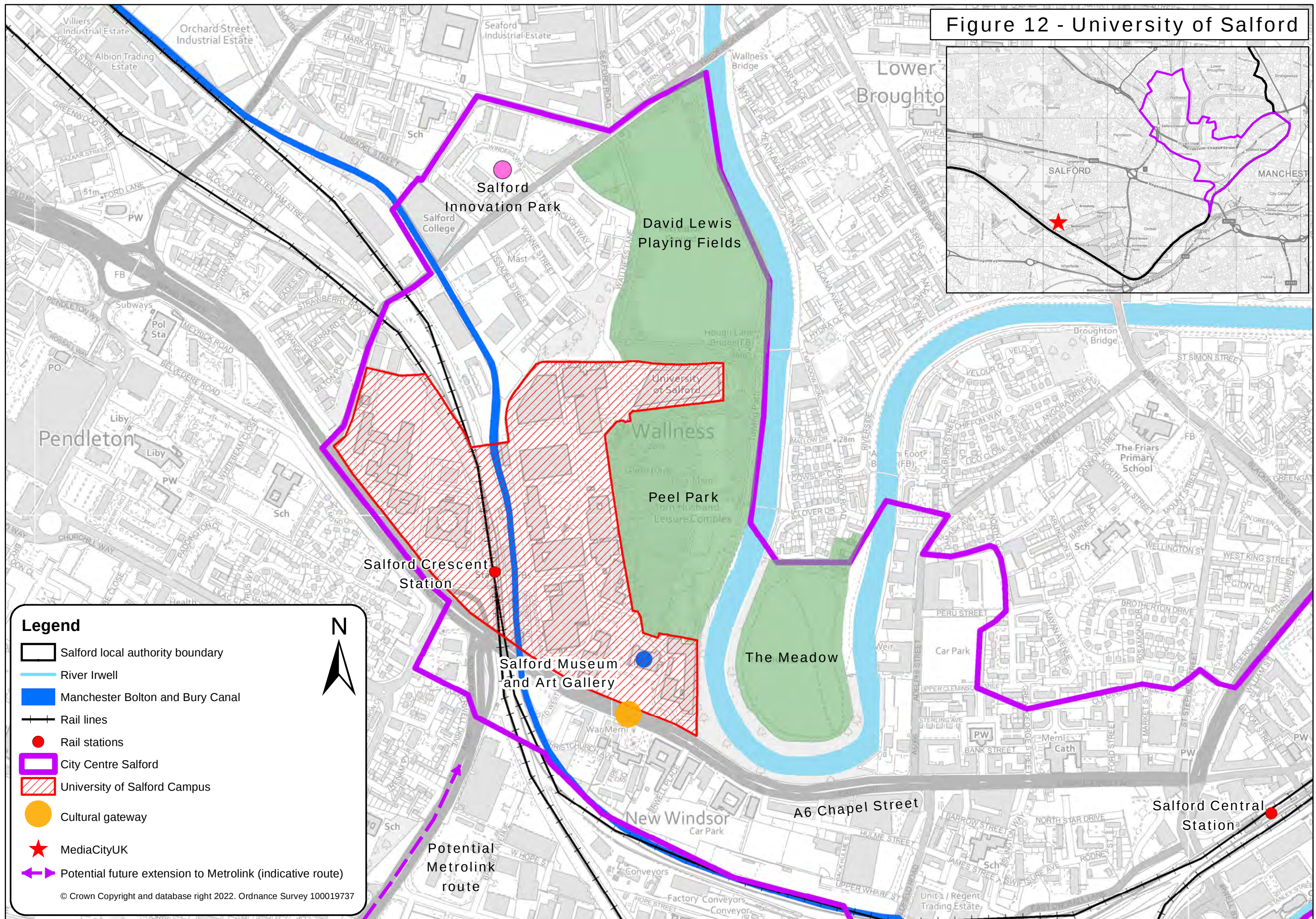
- 1) Form part of a comprehensive development strategy that will ensure that the continued evolution of the university estate is properly coordinated and managed;**
- 2) Support an increase in the proportion of staff, students and visitors who access the university, and move between its campuses, by public transport, cycling and walking;**
- 3) Take advantage of opportunities for greening the campus environment; and**
- 4) Seek to promote links between business sectors and the university's skills and research strengths in support of the university's Industrial Collaboration Zone aspirations. Opportunities for further enhancement include the MediaCityUK campus and its role within the Salford Innovation Triangle (Policy AP4) as well as Peel Park and Frederick Road campuses and their connections to Salford Innovation Park.**

Development proposals for the Peel Park and Frederick Road campus shall:

- 5) Significantly enhance the overall attractiveness of the campus to students, residents and visitors in terms of the quality of new built development, public realm and the overall vibrancy of the area;**
- 6) Improve the physical and functional integration of the campus with its surroundings, through working with partners to improve connectivity with the wider City Centre and enhancing key shared access points into the campus and other facilities such as Peel Park;**
- 7) Enhance pedestrian and cycling routes through the campus and onwards to surrounding areas. The line of the Manchester Bolton and Bury canal provides an opportunity to open up new green infrastructure through the campus;**

- 8) **Minimise the negative impacts of traffic and parking within the campus and on the surrounding area, and significantly reduce the amount of land used for car parking; and**
 - 9) **Contribute towards the development of a Cultural Gateway, focused around Salford Museum and Art Gallery and Fire Station Square, with the latter being animated by new cultural and food and drink uses.**
-

Figure 12 - University of Salford



Monitoring

13.12 The main indicators that will be used to monitor this chapter is:

Indicator	Baseline position	Target
Surplus number of school places in each primary school pupil planning area	The surplus by Pupil Planning Area (PPA) having regard to the pupil admission number and forecast number of children for 2019/20 is as follows⁷⁴: • PPA1: Little Hulton and Walkden = 14% • PPA2: Boothstown and Worsley = 5% • PPA3: Irlam and Cadishead = 7% • PPA4: North Swinton = 12% • PPA5: South Swinton = 5% • PPA6: North Eccles = 21% • PPA7: South Eccles = 5% • PPA8: Claremont = 4% • PPA9: Weaste and Langworthy = 17% • PPA10: Broughton and Kersal = 8% • PPA11: Ordsall = 14% • PPA12: Border = 26%	5% each year (2019-2037)
Surplus number of school places in each secondary school pupil planning area	The surplus by Pupil Planning Area (PPA) having regard to the pupil admission number and forecast number of children for 2019/20 is as follows⁷⁵: • PPA101: Little Hulton, Swinton and Walkden = 1% • PPA102: Eccles, Irlam and Cadishead = 0% • PPA103: Central and Border = 8%	5% each year (2019-2037)

⁷⁴ Salford City Council (September 2019) *Data provided by Children's Services pupil place planning team*

⁷⁵ Ibid.

Chapter 14: Health

Creating a fairer Salford by:

- Helping to tackle health inequalities within the city, and support improved health particularly in the most deprived areas
- Maximising opportunities for physical activity
- Promoting improved access to health facilities
- Controlling the location of uses that could have an adverse impact on health, such as hot food takeaways

14.1 A healthy population is an essential component of a sustainable Salford. Good health not only makes a major contribution to quality of life, but also supports a strong economy. Salford currently suffers from very significant health inequalities, and average health levels in the city are generally much worse than the national average. Male life expectancy at birth for Salford residents is 2.5 years less than the UK average, and female life expectancy at birth is 2 years less. Healthy life expectancy (HLE) is the average number of years a person would expect to live in good health. Males in Salford are expected to spend 75.3% of their lives in good health compared to 79.7% for the UK overall. Females in Salford are expected to spend 73% of their lives in good health compared to 77.1% for the UK overall⁷⁶. Average life expectancy in the city's most deprived areas is 10.9 years lower for men and 7.6 years lower for women than in its least deprived areas⁷⁷. These significant inequalities make it essential that all Salford residents have excellent access to high quality health facilities and have the opportunity to adopt healthy lifestyles.

14.2 Recent years have seen much greater local control over health services and expenditure. In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets. The Health and Social Care Act 2012 gave local authorities responsibilities for public health, joining up local health policy with all other areas of work. A key aim is to better integrate health and social care services including wider community health services. In Salford, the formation of the Salford Together Partnership brings together the city council, the NHS Salford Clinical Commissioning Group (CCG), Salford Royal Foundation Trust, Salford Primary Care Together and Greater Manchester West Mental Health NHS Foundation Trust, to deliver a clear vision for improved and more integrated health care for the people of Salford. Integrated health, social care and public health commissioning between Salford City Council and the CCG further supports this ambition. The Salford Locality Plan sets out the vision for the improvement of wellbeing, health and care outcomes for residents in the city:

⁷⁶ Salford City Council (February 2018) *Life Expectancy at Birth 2016: Analysis*

⁷⁷ Public Health England (2018) *Salford Health Profile 2018*

“Salford people will start, live and age well - People in Salford will get the best start in life, will go on to have a fulfilling and productive adulthood, will be able to manage their health well into their older age and die in a dignified manner in a setting of their choosing. People across Salford will experience health on a parallel with the current “best” in Greater Manchester (GM), and the gaps between communities will be narrower than they have ever been before.”⁷⁸

- 14.3 Salford is also a member of the World Health Organisation global network of Age Friendly Cities and Communities and as such is committed to creating inclusive and accessible urban environments that more effectively meet the needs of an ageing population.
- 14.4 The Local Plan has a significant role to play in delivering the Salford Locality Plan vision, an age friendly city and supporting health improvements more generally. Health considerations are therefore integrated into all aspects of the plan, for example with it:
- Promoting healthy lifestyles and increased physical activity through the design of new development (chapter 19), by improving the city’s green infrastructure network (chapter 22), enhancing the quality and accessibility of recreation opportunities (chapter 24) and expanding the network of attractive pedestrian and cycling routes (policy A3)
 - Reducing contributors to poor health and mitigating their risks, such as those associated with climate change (policy CC1), poor air quality (various policies in the plan including policies PH1 and GI1), flooding (chapter 18), crime (policy D6) and hazardous uses (chapter 25)
 - Promoting a stronger local economy (chapter 9), recognising the clear links between income and health
 - Improving and creating better access to education, training and employment (policy F2 and chapter 13)
 - Supporting good mental health, such as by helping to reduce deprivation (throughout the plan), promoting social interaction through the design of high quality public spaces and places (policy D4), improving access to nature and green spaces (chapters 22-24), and providing decent and affordable homes within an attractive environment (chapter 11)
 - Supporting healthy eating by increasing opportunities for growing food (policy R1) and improving the accessibility of retail facilities selling fresh food (chapter 12)

Development and health

- 14.5 New development has the potential to support significant improvements in human health but can also have considerable adverse impacts on health if it is inappropriately located, designed, constructed and/or operated. Certain

⁷⁸ NHS Salford Clinical Commissioning Group (August 2017) *Locality Plan for Salford: Start Well. Live Well. Age Well*, p.6

types of use can cause detrimental cumulative impacts as a result of their concentration. It is important that specific consideration is given to the potential overall impact of development on health during the planning process, with individual proposals seeking to maximise their positive contribution as far as practicable, recognising that health requirements and issues can vary between different groups of identity and on an individual basis. Health impact assessments will be an important tool for this.

Policy HH1: Development and health

All development shall support an improvement in public health and a reduction in health inequalities, including by:

- 1) Minimising adverse impacts on health;**
- 2) Providing a healthy living and working environment;**
- 3) Supporting healthy lifestyles;**
- 4) Promoting social and economic inclusion; and**
- 5) Ensuring good access to a full range of health facilities.**

Health impact assessments will be required for development proposals that the city council considers would have the potential to have a significant adverse impact on health and wellbeing. Health impact assessments shall:

- i) Appraise the potential positive and negative impacts on health and wellbeing, both on end users and the local population;**
- ii) Consider the impacts on different groups, taking into account that some groups will be more vulnerable to negative impacts; and**
- iii) Set out actions to maximise positive impacts, and minimise and mitigate adverse impacts, on health and wellbeing, having regard to the most affected groups.**

Development that would have an unacceptable impact on health or wellbeing will not be permitted.

In particular, the location and concentration of the following types of development will be carefully controlled to avoid possible adverse impacts on health and wellbeing:

- A) Hot food takeaways**
- B) Off-licences**
- C) Facilities that encourage smoking, for example smoking shelters and shisha lounges**
- D) Payday lenders, betting shops and amusement arcades**

Where uses identified in points A-D above can be justified, these shall be located away from places that are regularly frequented by younger people such as schools and youth facilities. The proximity to other community uses where the residents can be vulnerable will also be considered, for example refuges and temporary accommodation for the homeless.

Health and social care facilities

- 14.6 Health and social care facilities in England have traditionally been administered and accessed separately. As a result of people living longer on average, an increasing number of residents require both health and social care services and current policy is focussed on integrating the two services.
- 14.7 Recent practice mergers have helped to reduce the relatively high proportion of small and sole-practitioner GP practices in the city, and some further consolidation may be necessary to deliver service improvements whilst ensuring that facilities remain easy for residents to travel to. Salford Clinical Commissioning Group (CCG) has identified that whilst a number of neighbourhoods are well-served by modern purpose-built health care facilities, there are parts of the city where improved facilities are required. The vision to transfer all care that does not require hospital facilities to a more accessible neighbourhood setting will need to be taken into account in improving existing and providing new facilities.
- 14.8 The city council will work with the CCG and health care providers to ensure that the capacity of health and social care facilities in Salford increases in line with growing and changing needs. Improving the overall quality and, where needed, capacity of Salford's primary care facilities will be important to supporting good health and quality of life, and should also help to reduce pressure on hospital facilities. Maximising the accessibility of facilities to residents will promote their use, and so town and local centres will often be a suitable location for them.

Policy HH2: Provision of health and social care facilities

Improvements in the quality and accessibility of health and social care facilities will be supported.

Where it would help to improve health outcomes whilst maintaining an appropriate level of accessibility for local residents, the merging of primary health care facilities such as GP practices, and their amalgamation with other health and social care facilities, will be supported.

Primary health care facilities⁷⁹ shall be co-located with other public facilities where possible, in order to provide a stronger focus of public services for local communities and to promote linked trips.

⁷⁹ These facilities include general practice, community pharmacy, dental, and optometry (eye health) services.

Areas that are subject to a masterplan/framework under Policy EF2 shall ensure that appropriate provision is made for primary health care facilities. Where satisfactory provision cannot otherwise be made in the local area, other individual developments that would generate additional demand for primary health care will be required to incorporate appropriate primary health care facilities.

Developers should engage with the Clinical Commissioning Group at the earliest opportunity in order to determine the health care requirements associated with new development. Contact details for the NHS Salford Clinical Commissioning Group can be obtained from the local planning authority.

Salford Royal Hospital

14.9 Salford Royal Hospital is a large and busy teaching hospital, with around 750 in-patient beds. It provides a comprehensive range of services to the population of Salford, as well as a wider range of specialist services for the whole of Greater Manchester and beyond. The hospital is part of the Salford Royal NHS Foundation Trust which employs over 7,000 staff and also provides community, social and primary care services⁸⁰.

14.10 A programme of redevelopment has recently been undertaken at Salford Royal Hospital to deliver high quality new facilities. There is an ambition to move a range of services away from the hospital site and into the community, which will support more integrated services locally and enable more specialist services catering for a wider population to be based on the hospital site. It is likely that further improvements to the hospital will be required, and it is essential that these are coordinated so as to ensure that the site functions as efficiently and effectively as possible, high design standards are achieved, and the impacts on neighbouring communities are minimised particularly in terms of traffic generation and car parking.

Policy HH3: Salford Royal Hospital

The further enhancement of the role of Salford Royal Hospital as both a local facility for the city's residents and a regional centre of excellence will be supported.

Development proposals for the hospital shall:

- 1) Form part of a comprehensive development strategy that will ensure that the continued evolution of the hospital estate is properly coordinated and managed;**

⁸⁰ Salford Royal NHS Foundation Trust (2018) *Annual Report and Accounts 1 April 2017 to 31 March 2018*, p7 and 31

- 2) Support an increase in the proportion of staff, patients and visitors who access the hospital by public transport, cycling and walking; and
- 3) Minimise the negative impacts of traffic and car parking on the surrounding community.

Monitoring

14.11 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Salford average life expectancy at birth	Male: 76.7 years ⁸¹ Female: 80.8 years ⁸²	Increase (2019-2037)
Gap between average life expectancy at birth between wards in Salford	Male: 10.9 years ⁸³ Female: 7.6 years ⁸⁴	Decrease (2019-2037)
Gap between the UK and Salford average life expectancy at birth	Male: 2.5 years ⁸⁵ Female: 2 years ⁸⁶	Decrease (2019-2037)
Percentage of adults (aged 18+) overweight or obese	66.2% ⁸⁷	Decrease (2019-2037)
Excess weight in reception and year 6 children	Reception: 24.3% Year 6: 36.3% ⁸⁸	Decrease (2019-2037)
Percentage of children, young people (CYP) and adults in Salford leading active or fairly active lives	CYP: 17.7% fairly active and 46.2% active ⁸⁹ Adult: 14.5% fairly active and 61.1% active ⁹⁰	Increase (2019-2037)
Type 2 diabetes prevalence	4.6% of Salford residents ⁹¹	Decrease (2019-2037)
Number of off-licences	44 ⁹²	No target

⁸¹ Salford City Council (February 2018) *Life Expectancy at Birth 2016: Analysis*

⁸² Ibid.

⁸³ Public Health England (2018) *Salford Health Profile 2018*

⁸⁴ Ibid.

⁸⁵ Salford City Council (February 2018) *Life Expectancy at Birth 2016: Analysis*

⁸⁶ Ibid

⁸⁷ Public Health England (2017/18) [Public Health Profiles](#)

⁸⁸ Public Health England (2018) *Child Health Profile June 2018*

⁸⁹ Greater Sport – Greater Manchester Sports Partnership (May 2018-2019) *Headline CYP & Adult Active Lives Statistics – Salford overview*. 'Fairly active' is defined as 30-149 minutes a week and 'active' is defined as 150 minutes + a week

⁹⁰ Ibid.

⁹¹ NHS (June 2019) *National Diabetes Audit - Report 1 Care Processes and Treatment Targets 2017-18, Full Report*. % of Salford population with type 2 diabetes registered with a GP practice 2017/18. Based on the 42 of 45 GP practices which completed the data request. <https://digital.nhs.uk/data-and-information/publications/statistical/national-diabetes-audit/report-1-care-processes-and-treatment-targets-2017-18-full-report>

⁹² Salford City Council (June 2019)

Indicator	Baseline position	Target
Provision of primary health care facilities • GP practices • Pharmacies • Dental practices • Opticians	GP practices: 43 ⁹³ Pharmacies: 59 ⁹⁴ Dental practices: 34 ⁹⁵ Opticians: 33 ⁹⁶	No target

14.12 Health is influenced by all aspects of the Local Plan, therefore indicators in other chapters are also relevant to the delivery and monitoring of health improvement, particularly those on recreation, housing, education, accessibility, employment, energy, air quality, climate change, water and pollution and hazards.

⁹³ NHS Digital (31 May 2019)

⁹⁴ Salford City Council (24 June 2019)

⁹⁵ NHS Digital (31 May 2019)

⁹⁶ NHS Digital (31 May 2019)

Chapter 15: Accessibility

Creating a fairer Salford by:

- Improving access for everyone to employment, retail and leisure opportunities within and around Salford
- Providing increased opportunities for walking and cycling, thereby helping to support healthier lifestyles and reduce the costs of travel
- Increasing the proportion of trips that can be made by public transport, to increase inclusivity (especially for the 37% of Salford households that do not have access to a car) and reduce reliance on the private car
- Minimising the negative impacts of car use on quality of life

15.1 Improving accessibility is a central theme of this plan, as it is fundamental to fairness. The overall approach is aimed at ensuring that people can easily access jobs and services, meet up with friends and family, and enjoy their leisure time. It also aims to ensure that businesses have good physical access to suppliers, markets and labour, and that visitors can fully appreciate the city. There is a focus on maximising the ability of this to happen by the most sustainable modes of transport. All of this will be an essential part of delivering sustainable development in Salford, supporting economic growth and promoting social inclusion whilst minimising environmental impacts. In particular, the target of carbon neutrality by 2038 will only be achieved if there is a major reduction in emissions from the transport sector.

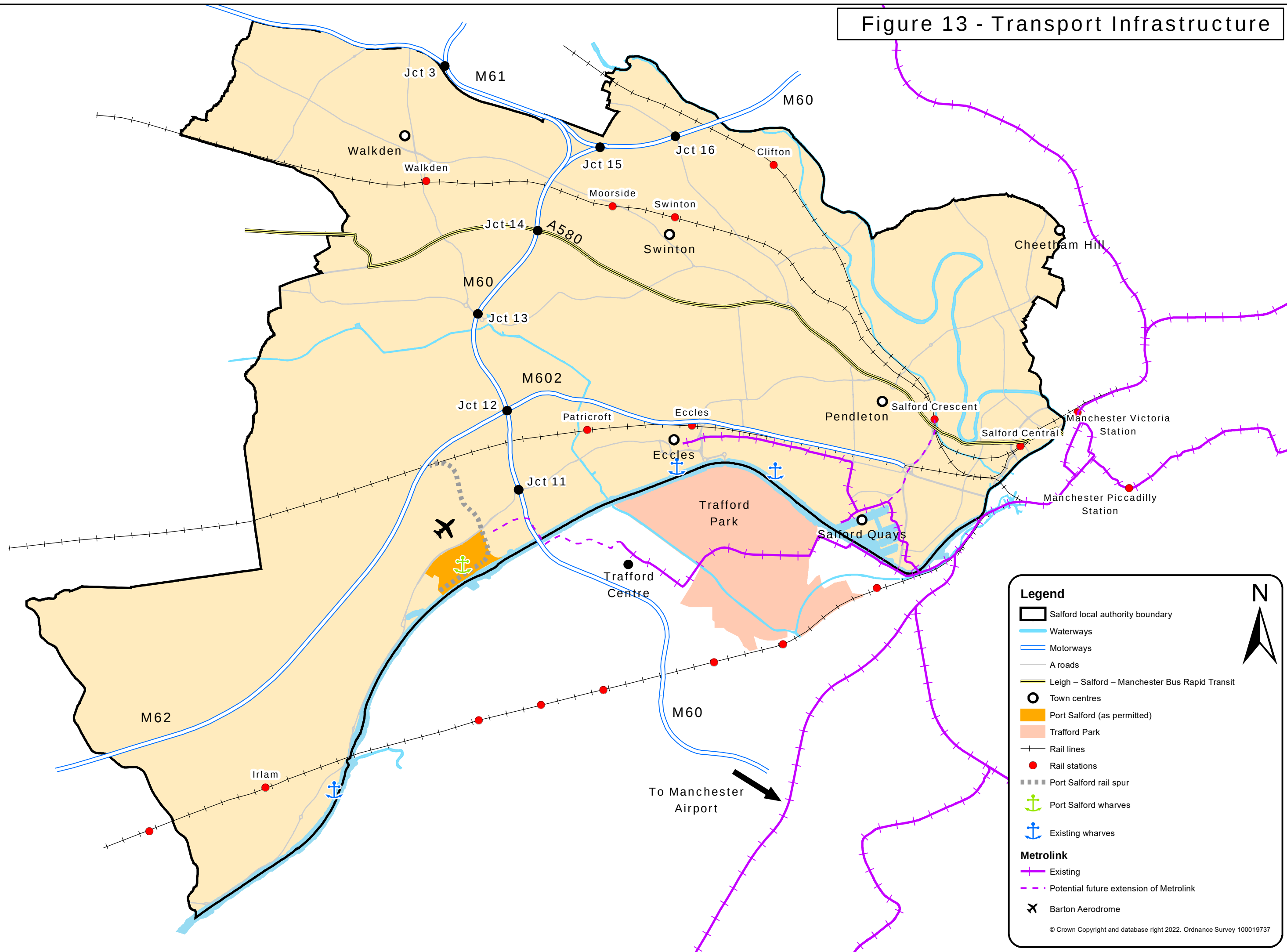
15.2 Although Salford has good strategic road, rail, water and air infrastructure, these networks are already under significant pressure. Some parts of the motorway network are amongst the busiest and most congested in the country, and parts of the rail network are at capacity at peak times. Furthermore, although many areas of the city are well served by public transport, some areas have much more limited access. There are good radial public transport routes into the City Centre, but orbital connections to key employment locations such as Salford Quays and Trafford Park are less well developed. When combined with the costs of travel, these issues can reduce the ability of all residents to share in the benefits of growth. Improving the attractiveness and extent of low-cost travel alternatives such as walking and cycling will be important not just for maximising social inclusion but also supporting healthier lifestyles. The careful location and mix of development, delivered at appropriate densities, can help to minimise journey distances and encourage the use of sustainable transport modes.

15.3 Salford has a relatively settled urban form, and a well-established, fairly extensive transport network. The emphasis in this plan is therefore around enhancing the existing network and adapting it to meet the changing needs of the city's residents. This will be in part achieved through the successful integration of new development and its associated infrastructure, but also through supporting measures to improve the efficiency, capacity and sustainability of the city's transport infrastructure, and technology and

innovation will have a key role to play. The Greater Manchester Transport Strategy 2040⁹⁷ sets out the long-term vision for how the transport system needs to change across Greater Manchester and the key priorities for achieving this. It will be supported by the development of more detailed strategies and delivery plans, and further proposals in Salford may emerge from this and the Places for Everyone joint DPD process.

⁹⁷ Transport for Greater Manchester, Greater Manchester Combined Authority, and Greater Manchester Local Enterprise Partnership (February 2017) *Greater Manchester Transport Strategy 2040: A sustainable urban mobility plan for the future*

Figure 13 - Transport Infrastructure



Policy A1: Supporting sustainable transport

Development shall:

- 1) Help to reduce the overall need to travel through its location, density and mix of uses;**
 - 2) Enable a modal shift towards more sustainable forms of transport such as walking, cycling and public transport;**
 - 3) Minimise any adverse impacts on transport networks; and**
 - 4) Be phased with the provision of sufficient transport infrastructure and services.**
-

Transport hierarchy

- 15.4 The transport hierarchy is an important way in which more sustainable and socially inclusive modes of transport can be promoted. It provides a useful basis for ensuring that the needs of more vulnerable groups, such as pedestrians, cyclists, disabled people, people living with dementia and those with pushchairs, are taken into account in decision-making. This will help to support a modal shift within Salford and improve overall accessibility and fairness. Planning applications should be supported by evidence which demonstrates how the development would implement the transport hierarchy.
- 15.5 Streets are essential components of the life of the city, not just in terms of connecting people to opportunities but also providing important spaces where people can interact. Over recent decades, the role of streets has tended to focus increasingly on the movement of traffic to the detriment of its many other important functions. This process needs to be reversed in the future, so that streets more effectively fulfil a wide range of social, environmental and economic roles simultaneously.
- 15.6 This will require a conscious choice to prioritise people and environmental quality over motor vehicles, in the same way as the transport hierarchy. Streets need to be made more welcoming, comfortable, pleasurable, sociable and inclusive, and recognised as places and destinations in their own right rather than just corridors of movement. This will be particularly important for enabling people to live healthier and happier lives
- 15.7 In applying the hierarchy, and redesigning individual streets, the different functions of highways will need to be balanced and consideration should be given to how a street or area functions in terms of its 'movement' and 'place' roles. Even in areas that are strategically important to the movement network, a balance should be sought that delivers the required sense of place. Whilst policy A2 identifies some key principles, 'Streets for All'⁹⁸ and documents such

⁹⁸ Transport for Greater Manchester, Greater Manchester Combined Authority and Greater Manchester Local Enterprise Partnership (January 2019) *Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025)*

as the Global Streets Design Guide⁹⁹ provide further ideas and guidance with regards to the design and management of streets.

Policy A2: Transport hierarchy and sustainable streets

Development and transport infrastructure schemes shall:

- 1) Be located and designed to promote the following hierarchy (highest priority listed first), helping to maximise the use of those modes towards the top of the hierarchy, whilst ensuring appropriate access for emergency vehicles at all times and taking account of the needs of all users (including those with impaired mobility and their carers) and the function of the street:**
 - a) Pedestrians**
 - b) Cyclists**
 - c) Public transport users**
 - d) Commercial deliveries and specialist service vehicles (e.g. waste collection, taxis/private hire vehicles)**
 - e) Other motor traffic**
- 2) Support the delivery of more sustainable streets, taking into account the wider function of the street, including by:**
 - a) Making it easier and more attractive to walk, cycle and use public transport, which may involve the reallocation of existing road space and the introduction of additional wayfinding signage and crossing points**
 - b) Providing varied spaces for people to meet, linger and rest, and for children to play, enabling greater social interaction**
 - c) Incorporating high levels of green infrastructure (including street trees) designed to bring people closer to nature, enhance biodiversity, enable the movement of wildlife, soak up pollutants, reduce flood risk, and improve quality of life**
 - d) Supporting local distinctiveness and identity through features and uses that provide visual interest and activity**

Walking and cycling

- 15.8** Walking and cycling have the potential to replace a significant number of short car journeys, as well as contributing to healthier lifestyles, more vibrant places and social cohesion. The vision of Greater Manchester's Cycling and Walking Commissioner to double and then double again cycling in Greater

⁹⁹ Global Designing Cities Initiative, National Association of City Transportation Officials and Island Press (October 2016) *Global Street Design Guide*

Manchester, and make walking the natural choice for short journeys¹⁰⁰, is supported by this plan. The emphasis is on making walking and cycling attractive choices for short trips and for everyday journeys to work, school and leisure facilities. Maintaining and enhancing the city's walking and cycling infrastructure will be an important part of this.

15.9 The delivery of walkable and cyclable neighbourhoods will be supported by securing high-density, mixed use developments which are within easy and convenient distance of local shops, facilities and employment opportunities. The design and layout of development, and the mix and location of different uses within it, should also create the conditions to encourage active travel.

15.10 Good quality cycle parking is a key element in developing a cycle-friendly environment. The absence of secure, convenient cycle parking can be a serious deterrent to cycle use and the provision of sufficient and well-located cycle parking can significantly reduce car dependence. Public cycle hire schemes also have the potential to increase the number of cycle trips within the urban area, as they remove some of the barriers associated with cycle ownership, including cost, maintenance and storage.

Policy A3: Walking and cycling

Development and transport infrastructure schemes shall contribute to the delivery of walkable and cyclable neighbourhoods, and support a significant increase in the proportion of journeys made by walking and cycling, including where appropriate by:

- 1) Being designed to give the highest priority to pedestrians and cyclists, in accordance with policy A2**
- 2) Maintaining and enhancing an integrated network of safe, convenient and attractive walking and cycling routes which allow everyone to be active**
- 3) Addressing gaps within the walking and cycling network, with the provision of segregated routes where possible**
- 4) Developing the potential of the city's waterways as walking and cycling routes**
- 5) Protecting and extending the city's network of strategic recreation routes, in accordance with policy R4**
- 6) Reallocating road space to provide wider footpaths and protected cycle lanes**
- 7) Introducing additional wayfinding signage and crossing points on the city's streets and town centres**
- 8) Connecting new development to the network of walking and cycling routes where practicable, particularly to enable safe and convenient access to employment areas and local facilities such as public transport stops, shops and schools**

¹⁰⁰ Greater Manchester's Cycling and Walking Commissioner (December 2017) *Made to Move – 15 steps to transform Greater Manchester by changing the way we get around*

- 9) **Significantly improving secure cycle parking facilities at all destinations that people wish to travel to, including railway stations, public transport interchanges, workplaces, town and local centres and visitor destinations across the city**

Development shall:

- 10) **Comply with the minimum cycle parking standards set out in Annex C;**
11) **Ensure that any cycle parking:**
a) **Is secure;**
b) **Is provided in a location that is visible, has good natural surveillance, and is convenient and attractive to potential users;**
c) **Allows sufficient aisle widths, turning spaces and clearance distances from walls; and**
d) **Provides multiple locking points;**
12) **Incorporate facilities for cycle hire schemes where there is an identified demand; and**
13) **In the case of large-scale employment developments, incorporate shower facilities wherever possible to encourage employees to cycle to work.**

The loss or diversion of an existing public right of way will only be permitted where there would be no significant reduction in pedestrian or cycling accessibility within the local area.

Public transport

15.11 An attractive, efficient and well-integrated public transport network is an essential element of the infrastructure of Salford and the wider conurbation, and is vital in supporting long-term economic success, promoting social inclusion and reducing reliance on the private car. Salford has a number of well-used public transport routes. However, the public transport potential of the city is constrained by the quality and accessibility of services and facilities, the extent of the existing network, which is focussed on radial routes, and the level of integration between different modes and operators. If a modal shift away from the private car is to be achieved, then it will be necessary to address these issues, with Transport for Greater Manchester having a central role.

15.12 The city council will work with other stakeholders and transport operators to deliver a range of public transport improvements, such as enhancements to:

- Network capacity, including through improvements to the frequency, speed, directness, reliability and geographical coverage of public transport routes and services

- Service integration, including through the coordination of services, improved and more numerous interchange points, integrated ticketing, and enhanced marketing and information
- The passenger experience for public transport users, particularly in terms of passenger information and services, safety, security and comfort
- Access to public transport for all, including through improved affordability, enhanced accessibility for those with impaired mobility, and additional park and ride facilities
- Environmental sustainability, reducing emissions associated with public transport, including through the electrification of rail lines and the use of low and zero emission vehicles

15.13 Several schemes have been identified as having particular potential to help increase the use of public transport and meet the travel needs generated from existing and new development. These are focused on connecting people to economic opportunities, and providing attractive alternatives to car use.

Policy A4: Public transport

In order to manage the travel demand from development, the following public transport schemes will be supported, and new development shall be consistent with and, where appropriate, facilitate them:

- 1) The expansion of the Metrolink system in Salford, including:**
 - a) The extension of the Trafford Park line to the AJ Bell Stadium and Port Salford**
 - b) A new Metrolink line connecting Salford Quays and Salford Crescent Station, improving sustainable transport access to Salford Quays and its integration with the City Centre and the rail network. Initially, it is expected that a quality bus transit scheme will be delivered in this location, to be transformed into a Metrolink line in the longer term**
- 2) Investigating the potential to convert rail lines to tram-train use and considering how accessibility can be maximised having regard to heavy and light rail solutions**
- 3) The significant enhancement of public transport facilities within City Centre Salford and improved connections with the wider City Centre, including:**
 - a) The development of further public transport links into the City Centre's existing rail stations, employment, cultural and leisure opportunities**
 - b) The continued improvement of Salford Central Station as the main western rail gateway to the central business district of the City Centre, including through works which enable more services and longer trains to stop at the station**
 - c) The transformation of Salford Crescent Station into a major public transport interchange for rail, Metrolink and bus services, with the continued improvement of the station itself as a key rail facility serving Chapel Street, The Crescent, the University of Salford and**

Pendleton, and the investigation into the potential to increase the number of platforms

- 4) The development of new and improved public transport interchanges, focusing particularly on the town centres and rail stations**
 - 5) The enhancement of the city's rail stations, particularly in terms of passenger facilities and disabled access**
 - 6) The electrification of the city's rail lines**
 - 7) The further expansion of rapid transit routes along the A580 East Lancashire Road and elsewhere within the city, particularly where this improves the accessibility of key employment and leisure locations**
 - 8) The development of an improved local bus network, including the investigation of opportunities for bus priority where appropriate.**
-

Freight

15.14 The distribution of goods by sustainable modes, and methods that reduce the number of vehicular trips, will be encouraged and supported. Innovative solutions such as urban distribution centres, last mile access by cargo bikes or electric vehicles, and emerging technologies, all have the potential to service the demand for deliveries in a more sustainable way.

15.15 The Manchester Ship Canal is a major port, extending from the Wirral to Salford Quays. The canal offers the only opportunity for significant water-based freight movement in the sub-region, providing a direct connection to the post-Panamax facilities at the Port of Liverpool. There is the potential to considerably increase freight traffic along its length, helping to reduce HGV movements on the region's roads and support climate change objectives. It is therefore important that its freight potential is protected and enhanced wherever possible. The construction of the Port Salford inter-modal freight interchange at Barton, which will take advantage of rail access as well as provide new berths on the canal, will be an important part of this. The tri-modal connections will make Port Salford unique in Greater Manchester, and the site is given a protective designation for this use in policy EC2. At least maintaining the current number of wharves on the canal will help to maximise its use, although it may be appropriate to relocate some of them if this is required to support increased water-based freight movements. Irwell Park Wharf has already established an important role for the sustainable movement of freight, providing access within the M60 motorway, and it will therefore be protected in the long term.

Policy A5: Sustainable movement of freight

The sustainable movement of freight will be encouraged including by supporting:

- A) The development of urban distribution centres that reduce vehicle movements and utilise zero-carbon last mile delivery**
- B) The increased use of the Manchester Ship Canal for freight movement, through:**
 - i) Controlling the loss of existing wharves along it; and**
 - ii) Supporting the development of sites adjacent to it for uses that would utilise it for freight movement.**

Port Salford is specifically protected under policy EC2/1 as a tri-modal freight interchange and employment area. The line of the rail link between Port Salford and the Manchester-Liverpool rail line (EC2/2), will also be protected.

Irwell Park Wharf, as shown on the Policies Map, is specifically protected as an important facility that enables the sustainable movement of freight.

The loss of any other existing wharf on the Manchester Ship Canal within Salford will only be permitted where:

- 1) It would be replaced elsewhere along the canal; or**
- 2) It can be clearly demonstrated that there is no current or likely future demand for the wharf or any replacement facility.**

Highways

15.16 It will be important to ensure that any growth in residents and workers in Salford is not accompanied by a similar level of growth in the use of cars, as this would lead to increased congestion, poor air quality and reduced quality of life. A key priority of this plan is to encourage a modal shift towards more sustainable modes of transport and to reduce the overall need to travel. There may however be a need for some investment in the city's highway network to ensure its reliable, safe and efficient operation, in order to ensure that people can access opportunities across the sub-region and supporting Greater Manchester's economic success.

15.17 The impact of new development on the highway network is perhaps the biggest public concern that was expressed through consultation on earlier versions of this plan, and that is raised in response to planning applications. Successfully managing such impacts therefore needs to be an important priority.

Policy A6: Highway network

The efficient, effective and safe operation of the city's highway network will be supported through:

- 1) Requiring developments that would be likely to generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment, including transport modelling where appropriate;
- 2) The refusal of development on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe, having regard to issues such as likely traffic generation, access, parking and servicing arrangements and proposed mitigation measures;
- 3) Encouraging a modal shift towards more sustainable forms of transport by enhancing the city's public transport, walking and cycling network in accordance with policies A3 and A4; and
- 4) Investment in the city's existing highway network to address congestion and enhance capacity, where this is consistent with environmental and social objectives.

New road links will only be permitted where:

- i) It has been clearly demonstrated that there would be no unacceptable impact on the capacity of the highway network in Salford, particularly in terms of congestion;
- ii) The amenity of residents would be protected, including in relation to air and noise pollution; and
- iii) In the case of a link across the Manchester Ship Canal, all junction and other highway improvements in Salford that are required to manage the resulting traffic flows are completed and operational before the opening of the cross-canal link.

All major development shall be implemented in accordance with a construction logistics plan that has been approved by the city council. The plan shall identify how construction vehicle activity will be managed and any impacts on the road network and communities minimised.

Definitions

Major development is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Vehicle parking and drop-off

- 15.18 The level of parking provision within developments should ensure that sufficient car and motorcycle parking is provided to promote social inclusion and support the successful functioning of developments, whilst also discouraging unnecessary private car journeys and the inefficient use of land. Minimum standards for car parking for disabled people must always be met so as to ensure that developments are inclusive.

15.19 Car clubs can assist in embedding sustainable travel into new developments and give people the assurance that they can access a car when they really need one, but still travel by public transport, cycle or walk for most journeys. They can have a number of benefits, including helping to reduce congestion, improve air quality, implement lower levels of car parking in developments, and reduce costs for users, and so are encouraged as an alternative to general car parking provision.

15.20 In addition to parking, the successful long-term functioning of developments relies on appropriate opportunities for motor vehicles to perform various types of 'drop-off' functions. Taxis and private hire vehicles play an important role in meeting the city's transport needs, particularly for those without access to a private car, visitors to the city and, in the case of both hackney carriages and some private hire vehicles, wheelchair users. They can also help to support increased public transport use. Given the increasing amount of shopping conducted online, and to reduce the need for car ownership, it will be important that developments make appropriate provision for the efficient delivery of goods that ensures the safe operation of the highway network. The incorporation of secure delivery facilities in new housing development can also assist by minimising the need for repeat delivery attempts (see Policy D7).

Policy A7: Motor vehicle parking provision and drop-off facilities in new developments

The amount of parking provided within new developments shall:

- 1) Ensure that the development is inclusive and accessible to all users;**
- 2) Support the efficient use of land;**
- 3) Reflect the type, mix and use of the development;**
- 4) Have regard to the accessibility of the development by modes of transport other than the private car;**
- 5) Not discourage the use of more sustainable modes of transport such as walking, cycling and public transport;**
- 6) Not lead to a level of off-site car parking that would have an unacceptable impact on:**
 - a) The safe and efficient operation of the highway network; or**
 - b) The environmental quality or residential amenity of the local area;****and**
- 7) Not exceed the maximum car parking standards set out in Annex C.**

Where development would be likely to lead to levels of off-site car parking that would have an adverse impact on the surrounding area, appropriate mitigation measures will be required. This could include, for example, developments funding resident parking schemes, public transport provision, on-street parking restrictions and their enforcement.

All developments shall make provision for:

- 8) Car parking for disabled people in accordance with the minimum standards set out in Annex C;
- 9) Secure motorcycle parking with suitable anchor points in accordance with the minimum standards set out in Annex C; and
- 10) Where appropriate, proportionate to likely demand and in a suitable location:
 - a) General user and delivery vehicle drop-off points;
 - b) Hackney carriage taxi ranks;
 - c) Private hire vehicle drop-off points; and
 - d) Car clubs/car sharing bays (including the use of low emission vehicles where possible).

The need for car parking, drop-off points, taxi ranks and car club/car sharing bays within developments shall be considered through a transport assessment or statement. This shall consider all relevant evidence of likely demand, including knowledge of taxi operators and private hire associations where available.

The design and layout of all parking shall promote safety and security for all users and be attractive, well-landscaped (incorporating green infrastructure) and sensitively integrated into the built form so that it does not dominate the development of the street scene. In the case of basement parking, consideration shall be given to surface water management and flood risk.

City Centre car parking

15.21 Car parking can represent an inefficient use of land, particularly in the most accessible locations such as in and around the City Centre. Although it will be important to maximise the number of people using more sustainable modes of transport to access the City Centre, it is also recognised that there will always be some demand for car parking and it can support the area's economic function.

15.22 The city council will work with partners including Transport for Greater Manchester to take a coordinated approach to car parking within and around the City Centre, in accordance with the latest City Centre transport strategy, supporting the objectives of minimising congestion and increasing the use of sustainable modes of transport. Within Salford, the total amount of land used for car parking to serve the City Centre will continue to be significantly reduced, and this will be a particular priority within the Inner Relief Road. It is anticipated that new car parking provision will normally be in the form of high quality multi-storey car parks, undercrofts and basements.

Policy A8: City Centre car parking

The provision of surface and public car parking serving the City Centre will be carefully controlled, with the emphasis being on:

- 1) Meeting short-stay parking needs to support the attractiveness of the City Centre as a business, tourism, retail and leisure destination;**
- 2) Maximising the accessibility of the car parks from the Inner Relief Road; and**
- 3) Utilising land as efficiently as practicable, supporting a significant reduction in the amount of surface car parking within City Centre Salford.**

Where sites are identified in a regeneration framework adopted by the city council for alternative uses, the further expansion or intensification of existing car parking facilities will not be permitted.

Park and ride

15.23 Park and ride schemes can play an important role in supporting the use of public transport, encouraging cycling and reducing vehicular traffic levels. However, poorly located and designed proposals can sometimes actively encourage more car journeys, and may generate significant traffic levels on surrounding roads to the detriment of residential amenity and highway function. In some locations, the high level of public transport accessibility may mean that sites are more suitable for built development, and this could potentially be more beneficial in terms of increasing public transport use and minimising private car use. Consequently, although the principle of enhancing park and ride is supported, individual proposals will need to be carefully assessed among other options to improve connectivity and promote sustainable travel.

Policy A9: Park and ride facilities

Park and ride schemes will be supported where it can be demonstrated that they:

- 1) Form part of a wider strategy for promoting public transport use and/or cycling, developed in conjunction with Transport for Greater Manchester and, where appropriate, other organisations such as Highways England and Network Rail;**
- 2) Would contribute to a reduction in overall traffic levels;**
- 3) Would not result in an unacceptable level of traffic congestion around the park and ride site;**
- 4) Would provide a high standard of vehicle security and personal safety;**
- 5) Would not represent an inefficient use of land in a highly accessible location, having regard to the need for built development; and**

- 6) Would manage the parking provision so as to maximise the use of public transport, which will typically involve no charge for users.**

The redevelopment of existing park and ride facilities will only be permitted where:

- A) It can be clearly demonstrated that there is no current or likely future demand for the facility; or**
 - B) All of the following criteria apply:**
 - i) The facility represents an inefficient use of land in a highly accessible location;**
 - ii) Its redevelopment forms part of a wider strategy for promoting public transport use; and**
 - iii) It would be replaced by a facility of equivalent or greater capacity and with equivalent or improved connections to relevant transport infrastructure.**
-

Electric vehicles

15.24 The use of electric vehicles is an important measure in reducing emissions locally whilst providing people with a high level of mobility. The Government aspires that by 2040 every new car in the UK will be an ultra-low emission vehicle, and is facilitating this through a range of measures. New development can make an important contribution to enabling the use of electric vehicles. Whilst it is acknowledged that there is potential for significant advances in low-emission technologies, electric vehicles are a key part of this and it is therefore considered important that this plan supports the development of the electric vehicle infrastructure network.

15.25 It is envisaged that the majority of electric vehicle charging should take place overnight at home, after the daily peak in electricity demand. Ensuring that residential properties with garages and drives incorporate a charging point will help to facilitate home charging, and the additional cost of providing this infrastructure is considered to be minimal. Non-residential development can also have a significant role to play, for example by providing dedicated charging points for a proportion of parking spaces to support workplace and visitor charging.

15.26 In July 2019, the government consulted the proposed the creation of a new part to the building regulations¹⁰¹ which would require the provision of electric vehicle charging infrastructure in new buildings and buildings undergoing a material change of use. The standards in policy A10 will therefore be superseded if any higher standards are introduced through the Building Regulations.

¹⁰¹HM Government Department for Transport (July 2019) *Electric Vehicle Charging in Residential and Non-Residential Buildings*.

Policy A10: Electric vehicle charging points

The continued development of a network of electric vehicle charging points across Salford will be supported, with publicly accessible charging infrastructure focused in safe, convenient and accessible locations.

New development shall make provision for electric vehicle charging infrastructure, using dedicated charge points specifically designed for charging all types of electric vehicle, in accordance with the following standards (unless superseded by higher standards in the Building Regulations):

- 1) For dwellings with off-street parking, at least one dedicated charge point per dwelling
- 2) For non-residential developments, 10% of spaces shall accommodate a dedicated charge point. In addition to this, 20% of spaces shall accommodate appropriate ducting infrastructure to facilitate future provision. A reduced requirement will be permitted where it can be demonstrated that the specific characteristics of development would result in lower levels of demand for electric vehicle charging

These standards will be applied to the total scale of car parking provision that is proposed in the development, and additional car parking spaces should not be provided in order to meet them.

Charging points shall be located so that they can be accessed by the maximum number of parking spaces at the development.

Electric vehicle charging infrastructure within new development shall meet the minimum technical specification list published by the Office for Low Emission Vehicles.

Exceptions

In the very limited circumstances where, due to the exceptionally high cost of securing the necessary additional electrical capacity to a site, it is not feasible to make provision for electric vehicle charging infrastructure in accordance with the standards detailed in criteria 1 to 2 of this policy, the above requirements will not apply. In such cases, the developer will be expected to demonstrate that the costs associated with the installation of chargepoints would compromise development viability and shall instead incorporate appropriate ducting infrastructure to facilitate future provision.

Whilst the historic environment itself should not be a barrier to the installation of charge points, in the limited circumstances that making provision for electric vehicle charging infrastructure would be considered to cause unacceptable harm to a heritage asset, the requirements detailed in criteria 1) to 2) of this policy will not apply.

Within larger major developments, opportunities to incorporate public electric vehicle charging points should be considered, having regard to existing provision in the local area.

Definitions

Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Barton Aerodrome

15.27 Barton Aerodrome (also called City Airport and Manchester Heliport) officially opened in January 1930 and was the first municipal airport in England. It provides a unique aviation landscape, with the original grass runways surviving and three listed buildings on the site.

15.28 The aerodrome has a valuable general aviation role, serving business, recreational, training and emergency service needs, not just for Salford but also for the wider sub-region. This helps to reduce pressures on the nearby Manchester Airport. It will be important to ensure that Barton Aerodrome continues to function effectively as a general aviation facility for Greater Manchester, balancing the potential to increase its contribution to local economic growth with the high value of protecting and enhancing its distinctive heritage interest.

15.29 In order to ensure that the operational integrity and safety of the aerodrome are not compromised, safeguarding zones have been notified to the city council by the operators. The current boundaries of the zones are shown on the Policies Map, but these may be updated if the use of the aerodrome changes and the latest versions will be used. Each zone requires prior consultation with the aerodrome operators for certain types of development, with five different zones relating to:

- 1) All development
- 2) Buildings exceeding 15 metres in height
- 3) Buildings exceeding 45 metres in height
- 4) Buildings exceeding 90 metres in height
- 5) Development which 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

Policy A11: Barton Aerodrome

Barton Aerodrome, as shown on the Policies Map, will be protected and improved as a general aviation facility, in a way that maintains the amenity of the surrounding uses.

Development that would have an unacceptable impact on the operational integrity, safety or heritage value of the aerodrome will not be permitted.

Development shall protect and enhance the Foxhill Glen Site of Biological Importance (BG2/20).

Manchester Airport

15.30 Safeguarding zones for Manchester Airport 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, inclusion of aviation activity or potential impact on radar and air traffic control (ATC) systems, require prior consultation with the airport. This is in order to ensure that the operational integrity and safety of the airport and aircraft operations are not compromised.

15.31 The current boundaries of the safeguarding zones are shown on the Policies Map, but these may be subject to review and amended in the future, and the latest versions will be used. There are three zones relating to different types of development:

- 1) Buildings, structures, erections and works exceeding 90 metres in height
- 2) Any development within 13 kilometres of Manchester Airport 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
- 3) Any wind turbine development

Policy A12: 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.

Former railway lines

15.32 Salford has a number of former railway lines, which have the potential to broaden transport choices in the future, particularly by accommodating public transport infrastructure. Any such use would need to be balanced with the important walking and cycling functions that they already provide. There are specific pedestrian routes associated with the former Carrington-Glazebrook railway line, which would need to be retained or otherwise satisfactorily diverted if it is to be re-used.

Policy A13: Safeguarding potential transport routes

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

Their use for public transport will be encouraged, conditional upon pedestrian and cyclist access being retained wherever practicable.

Monitoring

15.33 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Proportion of all journeys made by public transport, walking and cycling	8% public transport 29% walking 3% cycling ¹⁰²	Increase (2019-2037)
Proportion of journeys to work made by public transport, walking and cycling	12.2% public transport 24% walking 6% cycling ¹⁰³	Increase (2019-2037)
Average cycle flows	A road average 12 hour cycle flow = 155 B road average 12 hour cycle flow = 116 ¹⁰⁴	Increase (2019-2037)

¹⁰² Transport for Greater Manchester (2019) TFGM Travel Diary Surveys (TRADS) (combines years 2016-2018) Main mode all trips. 'Public transport' comprises the following categories: train, Metrolink, bus, minibus, coach

¹⁰³ Transport for Greater Manchester (2019) TFGM Travel Diary Surveys (TRADS) (combines years 2016-2018) Main mode commute trips. 'Public transport' comprises the following categories: train, Metrolink, bus, minibus, coach

¹⁰⁴ The Surveys Research & Analysis Department (SRAD) Transport for Greater Manchester (data supplied July 2019) *Average 12 hour cycle flows 2017*.

Indicator	Baseline position	Target
Journey times on the key route network	The average journey time rates on are currently between 3.45 and 4.86 minutes per mile.¹⁰⁵ The average delay on local A-roads is 86.8 seconds per vehicle per mile.¹⁰⁶	Improve (2019-2037)
Reliability of key strategic highways	The average speed on Salford's motorways is between 46.0 and 50.4 mile per hour¹⁰⁷ The proportion of journeys considered 'acceptable' is between 40.2% and 66.5%¹⁰⁸ The average delay on Salford's motorways is between 21 and 26.9 seconds per vehicle per mile.¹⁰⁹	Improve (2019-2037)
Delivery of major public transport and highway infrastructure schemes	Progress with individual schemes detailed in the infrastructure plan	By 2037

¹⁰⁵ Greater Manchester Data Solutions Department (November 2017) *Table 28 Salford and Greater Manchester Average Journey Time rates (mins/mile). 1918 Transport Statistics Salford Main Report*. The report identifies that journey times are the greatest (4.86 minutes per mile) between 17.00 and 18.00, and journey times are the shortest (3.45 minutes per mile) between 10.00 and 16.00 (2015/2016).

¹⁰⁶ Department for Transport Statistics (February 2019) *Table CGN0502B Average delay on locally managed A-roads*. 'Average delay' is the difference between speed limit or free flow (local 'A' roads) travel times and average journey times.

¹⁰⁷ Highways England North West Regional Intelligence Unit (data supplied July 2019) *Delay data for Salford Mainline links (SRN) Average speed travelled by users of the network. Ranges recorded during 2018*

¹⁰⁸ Highways England North West Regional Intelligence Unit (data supplied July 2019) *Delay data for Salford Mainline links (SRN) 'Acceptable journeys' described as 'whether each car journey is faster than ¾ of the free flow of the link' Ranges recorded during 2018*

¹⁰⁹ Highways England North West Regional Intelligence Unit (data supplied July 2019) *Delay data for Salford Mainline links (SRN) Average delay relative to the free flow speed of the link. Ranges recorded during 2018*.

Indicator	Baseline position	Target
Number of electric vehicle charging points	73 ¹¹⁰	Significantly increase (2019-2037)

¹¹⁰ <https://www.zap-map.com/locations/salford-charging-points/>
 Visited 29/07/19

Chapter 16: Digital infrastructure

Creating a fairer Salford by:

- Improving access for all residents and businesses to high quality digital infrastructure, enabling them to fully participate in the world
- Helping to address the areas of poor digital infrastructure connectivity that currently reduce opportunities for some communities
- 'Future-proofing' the city for the benefit of future generations

- 16.1 Increasingly, the competitiveness of cities will be heavily influenced by the quality and capacity of their digital infrastructure, such as high speed broadband and the latest generation of mobile phone and wireless technology. Salford's long-term success, and its ability to secure investment and attract modern businesses, will in part rely on constantly improving its digital connectivity, enabling it to respond to opportunities such as the 'internet of things' (the networking of a wide range of devices, buildings and other items) and 'smart cities' (integrating technology to manage assets and provide data). This will help the city to function more effectively, opening up new possibilities for residents and businesses.
- 16.2 Access to high quality digital infrastructure, and having the skills to utilise it, will be a vital component of social inclusion, enabling everyone to take up employment, education and social opportunities, as well to access the full range of services that are increasingly provided online. It will also enable greater homeworking, and hence reduce pressures on transport systems.
- 16.3 Salford is already well-positioned from an economic perspective, with MediaCityUK at Salford Quays recognised as an international centre of digital creativity, with a range of digital-based businesses and The Landing digital enterprise hub. It will be important to further enhance this position, whilst at the same time providing the rest of the city with access to similar standards of digital infrastructure.

Policy DG1: Digital infrastructure

The rollout and continued improvement of affordable, high speed, high capacity digital infrastructure serving all parts of the city will be supported. It will be particularly important to ensure that the City Centre and Salford Quays have the highest quality digital infrastructure, both in terms of fibre and the latest generation wireless technology, to strengthen their existing role.

New development shall:

- 1) Enable the enhancement of Salford's digital infrastructure; and**
- 2) Incorporate full fibre connections, including ducting capable of accommodating more than one digital infrastructure provider.**

Telecommunications development shall:

- A) Be located in the following order of preference:
 - i) The sharing of existing telecommunications sites and installations, including masts, structures and buildings;
 - ii) The use of existing buildings and structures where there are no existing telecommunications installations; and
 - iii) Other locations;
 - B) Limit street clutter through minimising the number, size and prominence of equipment cabins;
 - C) Minimise the impact of equipment on the visual amenity, character and appearance of the surrounding area;
 - D) If on a building, be sited and designed in order to seek to minimise its impact on the appearance of the building;
 - E) Have special regard to the Green Belt, the natural environment and historic environment where the quality of the landscape/townscape may be particularly sensitive to the intrusion of communications infrastructure, including conservation areas and listed buildings;
 - F) Not have a detrimental impact on the movement of pedestrians and cyclists or on the safe and effective functioning of highways;
 - G) Not result in the International Commission guidelines on non-ionising radiation protection being exceeded;
 - H) Not cause interference with other electrical equipment, air traffic services or instrumentation operated in the national interest;
 - I) Where it is required to be operational during flooding, not be located in an area that would be subject to a 1 in 100 year risk of flooding (1% annual exceedance probability (AEP)), not taking into account flood defences; and
 - J) Undertake appropriate pre-application consultation in accordance with national policy.
-

Protecting existing digital infrastructure

- 16.4 As well as supporting new infrastructure provision, the successful functioning of existing digital infrastructure needs to be protected from adverse impacts, including from new development. Such infrastructure includes existing telecommunications apparatus, microwave links and switching stations. It will also be important to ensure that new buildings do not prevent residents from accessing strong and unbroken television reception.

Policy DG2: Protecting digital infrastructure

Adverse impacts on the successful functioning of existing digital infrastructure shall be avoided. Where this is not practicable, appropriate mitigation shall be provided.

Monitoring

16.5 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Proportion of businesses with full fibre connections	Unknown	Greater Manchester: 90% by 2025 ¹¹¹
Proportion of homes and businesses with full fibre connections	8% nationally ¹¹² 36.9% in Salford ¹¹³	100% nationally by 2033 ¹¹⁴

¹¹¹ Greater Manchester Combined Authority (2019) *Greater Manchester Infrastructure Framework 2040*

¹¹² Ofcom (17 September 2019) *Connected Nations Update Summer 2019*

¹¹³ Ofcom (4 November 2019) [Connected Nations Update Summer 2019 Data](#)

¹¹⁴ Department for Digital, Culture, Media & Sport (July 2018) *Future telecoms infrastructure review*. The publication sets a nationwide target for all homes and business premises to be connected to full fibre by 2033

Chapter 17: Energy

Creating a fairer Salford by:

- Supporting improvements in energy efficiency and energy security, which can help to reduce fuel poverty amongst poorer households
- Enabling contributions to reductions in greenhouse gas emissions from across the city
- Protecting residents from the adverse impacts of energy generation

17.1 Salford has set an ambitious target to become carbon neutral by 2038¹¹⁵. The same target has been established for Greater Manchester as a whole, with an ambition that all new development should be net zero carbon by 2028¹¹⁶. Energy use in the construction and operation of development is currently a major contributor to greenhouse gas emissions. If Salford is to achieve carbon neutrality then it will be necessary to minimise energy demands from existing buildings and new development and to increase the generation of energy from renewable sources.

17.2 Development will be expected to demonstrate compliance with the energy hierarchy in a manner that is proportionate to the scheme. Where energy use is necessary, then priority should be given to utilising the most sustainable sources. Within Salford, the scale and location of development means that there are particular opportunities to create and connect to district heating and cooling networks in parts of the city, through both new development and the retrofitting of existing buildings.

Policy EG1: Sustainable energy

All developments except for standalone low carbon or renewable energy schemes shall accord with the following energy hierarchy (in order of preference):

- 1) Minimise energy demand
- 2) Maximise energy efficiency
- 3) Utilise renewable energy
- 4) Utilise low carbon energy
- 5) Utilise other energy sources

The retrofitting of existing buildings with measures to reduce energy consumption will be encouraged.

¹¹⁵ Set as part of the climate emergency declared by Salford City Council on 17 July 2019

¹¹⁶ Greater Manchester (2019) *5-Year Environment Plan for Greater Manchester: 2019-2024*, p.17 (Aim 1)

Working towards the target that all new development shall be zero net carbon from 2028, the principles of the energy hierarchy shall be adopted to achieve the following standards:

- A) All new build residential development: Exceed the fabric energy efficiency required under Part L of the Building Regulations 2013 by 19% or meet the standard required by any subsequent revision to Part L**
- B) New build non-residential development of 1,000 square metres or more: At least BREEAM very good or an accepted equivalent, or meet the standard required by any subsequent revision to Part L of the Building Regulations.**

District heating network development areas

Within district heat network development areas shown on the Policies Map and in Figure 14, where there is an existing or proposed district heat network, development (including new build, conversions and changes of use) involving ten or more dwellings and/or over 1,000m² of non-residential floorspace shall connect into the heat network, or be designed to do so, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is impracticable or financially unviable.

Development and energy proposals that would generate significant surplus or waste heat shall take all practicable measures to utilise that heat to meet local energy needs, including as part of an existing or proposed district heating network.

District heat networks and developments within the district heat network development areas which will connect into a heat network, or be designed to do so, should use or be adaptable, to use renewable or low carbon heat sources

Existing industrial and commercial processes that are located within district heat network areas, and generate waste heat, shall be encouraged to use that waste heat to contribute towards meeting local energy needs.

Renewable and low carbon energy

- 17.3 Renewable and low carbon energy schemes will be a significant component in making Salford a more sustainable city, especially in terms of reducing the contributions to climate change, improving the security of the city's energy supply, and helping to alleviate fuel poverty. A positive approach will therefore be taken to them.**
- 17.4 There is a range of opportunities for renewable and low carbon energy schemes in Salford, and the main ones are shown in Figure 14 having regard to practical, technical and policy constraints. Given the size of many new**

buildings in the city and their associated roof surface areas, there is considered to be particular potential for the use of solar photovoltaic technology development.

- 17.5 There may also be potential outside the areas identified in Figure 14 and such opportunities are in no way precluded by this plan. The exception to this is wind energy development, which national planning policy states can only be permitted in an area identified as suitable in the development plan¹¹⁷. Chat Moss, as defined in Policy GI2, is considered to be inherently unsuitable for wind energy development due to its flat, open nature, deep peat, and the nature conservation proposals for the Biodiversity Heartland within it. The rest of Salford has been identified as potentially suitable, so that the use of wind energy is not unnecessarily constrained, but in practice there will be other parts of the city that will be unsuitable for example due to their landscape/townscape sensitivity or proximity to housing.
- 17.6 The benefits of delivering increased renewable and low carbon energy capacity will need to be assessed against any potential adverse effects. The type of possible impacts will vary depending on the technology being used, but the need to protect residential amenity is likely to be a common issue for many scheme types. Other considerations will include impact on the local environment or wider landscape, harm to sites of nature conservation value, impact on heritage assets, interference with telecommunications and aviation equipment, and impact on air quality associated with certain energy sources for district heating schemes.

Policy EG2: Renewable and low carbon energy schemes

A positive approach will be taken to renewable and low carbon energy schemes, subject to the other policies in this plan. Developers are strongly encouraged to incorporate renewable and low carbon energy infrastructure into their schemes wherever possible.

Standalone low carbon or renewable energy schemes do not, by definition, need to accord with the energy hierarchy in Policy EG1.

Figure 14 shows the locations in Salford that are likely to have the greatest potential for renewable and low carbon energy based on technical considerations, but there will be other opportunities across the city particularly as technology improves.

Solar

All developments are encouraged to maximise opportunities for on-site electricity and heat production from solar technologies. Extensive roof surfaces and walls provide particular opportunities, such as on large-scale

¹¹⁷ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, footnote 54

commercial or industrial developments, but there is also significant potential for smaller-scale installations including on individual dwellings.

Wind

Wind energy development involving one or more turbines is potentially suitable in all parts of Salford except for Chat Moss (with Chat Moss defined under Policy GI2/1 and shown on the Policies Map).

Wind energy development will be permitted in a potentially suitable location where it can be clearly demonstrated that:

- 1) Following consultation, the planning impacts identified by any local community that would be affected have been fully addressed;
- 2) The proposal would not cause significant harm, both individually and cumulatively with other developments, to the quality and enjoyment of the landscape and related views; and
- 3) There would be no unacceptable impact on amenity or safety in terms of noise, shadow flicker, vibration, topple distance, air traffic safety, radar and telecommunications or visual dominance.
- 4) There would be no unacceptable impact on high voltage overhead pylons.

Hydropower

The development of hydropower schemes shall protect and take opportunities to enhance the ecological interest, biodiversity and geodiversity of the waterway.

Such schemes shall:

- A. Protect and enhance water quality in accordance with Policy WA1
- B. Allow for the movement of multiple species and sizes of fish;
- C. Avoid any adverse reduction in water flows and levels; and
- D. Avoid any physical modifications to the river channel that could adversely affect plant life or invertebrates.

Developers should engage with the Environment Agency at the earliest opportunity in order to obtain advice on permits and licences required and the process of applying to build a hydropower scheme.

District heating network development areas

District heat network development areas are shown on the Policies Map and in Figure 14. The need for developments to connect to them is set out in Policy EG1.

A high priority is given to protecting air quality within the district heat network development areas, and this shall be reflected in the technology and fuels that are used for such networks in accordance with Policy EG1.

Geothermal

Development of geothermal schemes shall protect the hydrology of the Manchester Mosses Special Area of Conservation.

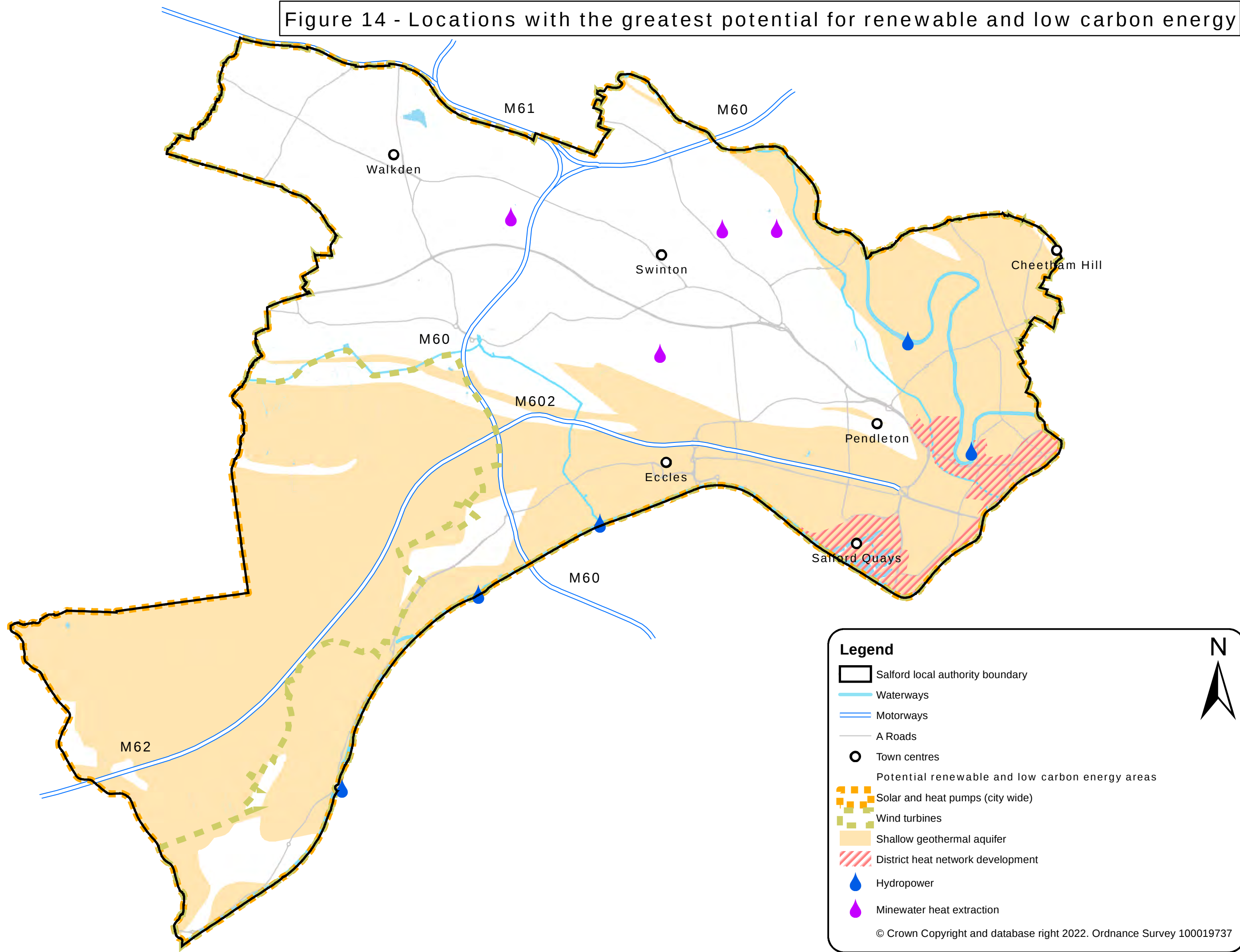
Energy storage systems

Energy storage systems will be supported where consistent with other policies in the plan.

Decommissioning

Temporary energy generation facilities must provide full details of the arrangements for decommissioning and the reinstatement/restoration of the site. This includes all solar farms, freestanding wind turbines and hydropower schemes.

Figure 14 - Locations with the greatest potential for renewable and low carbon energy



Monitoring

17.7 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Total citywide renewable and low carbon energy generating capacity	27,119MWh ¹¹⁸	Significant increase (2019-2037)
Total heat generating capacity of district heating networks	20MWh at MediaCityUK (combined heat and power and boilers)	Significant increase (2019-2037)
New build residential development exceeding the fabric energy efficiency required under Part L of the Building Regulations 2013 by 19%	Not available	All approved new build residential development
New build non-residential development of 1,000m ² or more achieving BREEAM very good or above	Not available	Approved new build non-residential development

¹¹⁸ Department for Business, Energy & Industry Strategy (September 2018) [Renewable energy generation at local authority level 2017](#)

Chapter 18: Water

Creating a fairer Salford by:

- Ensuring that everyone has access to a good supply of water
- Improving the quality of water bodies across the city
- Minimising the number of people and businesses that are at a significant risk from flooding, including within the high risk areas in the east of the city associated with the River Irwell

- 18.1 Water is a key component of the natural environment, and a good supply of water resources is essential to health, quality of life, biodiversity and many business processes. Unlike some other parts of the country, water supply and wastewater treatment are not a significant constraint on development in Salford, although some further investment will be required to improve functionality and to facilitate individual new developments. However, water-related issues are very important to Salford as a result of significant parts of its urban area being at risk of river and/or surface water flooding, and the relatively poor quality of some of its watercourses.
- 18.2 Many prosperous cities across the world, such as London, successfully balance the management of flood risk with the need to accommodate large levels of development. The economic and social benefits of continuing to secure investment within areas of Salford that could be subject to flooding are considered to significantly outweigh the potential risks and costs. Some of these areas are fundamental to the prosperity of Greater Manchester, whilst others need investment to support their regeneration and to ensure that they can more actively contribute to and share in the city's economic growth. They are also often areas where development can help to reduce the need to travel.
- 18.3 The emphasis is therefore on ensuring that the scale of flood risk is minimised as far as possible, and that buildings are appropriately sited and designed so as to reduce the potential impacts in the event of a flood. No amount of investment in flood defences would entirely remove flood risk and therefore it is important that both existing and new development in flood risk areas is resilient to flooding. Overall, the number of people who live or work in a flood risk area may increase, but the number who would be significantly affected by a flood event should decrease. This will provide a more sustainable position than at present.
- 18.4 Some of the measures aimed at reducing flood risk, such as minimising surface water runoff and increasing the use of sustainable drainage systems, should also help to address problems of water quality in the city's watercourses. However, specific investment will be required, such as in improving the oxygen levels within the Manchester Ship Canal. This will help to ensure that European targets for water quality are met by the end of the plan period.

The North West River Basin Management Plan and water quality

- 18.5 The North West River Basin Management Plan (RBMP) seeks to tackle the pressures facing the water environment. The legal framework for protecting and promoting sustainable water management of surface waters and groundwater is currently based on the Water Framework Directive (Directive 2000/60/EC). This promotes an integrated approach to the water environment, including water quality, flood risk, biodiversity and the sustainable use of water as a resource, and requires all inland waters to achieve 'good' status.
- 18.6 The overall status of each water body is assessed as a combination of ecological and chemical status, having regard to:
- Biological quality (a measure of biodiversity);
 - Hydromorphological structure (such as the structure of a river bank and bed, and the continuity of the watercourse);
 - Specific pollutants (such as metals and organic compounds that have a detrimental impact on wildlife);
 - Physico-chemical quality (such as levels of dissolved oxygen, temperature and nutrients, which affect wildlife function); and
 - Chemical quality (relating to priority substances such as mercury and benzene that present a significant risk to the water environment).
- 18.7 The majority of watercourses in Salford and the North West, as well as some canals and reservoirs, are currently failing to meet RBMP objectives. Achieving those objectives will take a combination of measures. Major environmental improvements are needed to most of Salford's river corridors to improve their overall quality, functioning, connectivity and ecological quality, addressing issues such as canalisation and culverting, a lack of greenspace buffers and invasive non-native species.
- 18.8 Development can have a major impact on the water environment, and so needs to be controlled accordingly, delivering enhancements wherever possible. Development that would be likely to lead to deterioration in the overall status of a water body, or would prevent future attainment of good status, can only be permitted in exceptional circumstances as set out in regulations.
- 18.9 Even with improvements to the wastewater treatment works in Salford and adjoining areas, controls over polluting activities, and restrictions on surface water discharge to the sewerage network, other measures will be required to ensure that the water quality within the Manchester Ship Canal is improved. This will be particularly important at Salford Quays given the prominence of the area and the proposed scale of investment, building on the success of the existing oxygenation scheme. The city council will work with key partners including Trafford Metropolitan Borough Council, United Utilities, the Environment Agency and the Manchester Ship Canal Company to identify a

funding mechanism for a more cost-effective long-term solution that could be extended further down the Manchester Ship Canal.

- 18.10 The Environment Agency has identified Groundwater Source Protection Zones across the country which are intended to ensure that groundwater sources used for public drinking water are not adversely affected by contamination. In addition, all other groundwater abstractions intended for human consumption will assume a default source protection zone. The presence of these zones may lead to restriction on the activities that can take place within them.

Policy WA1: Delivering the North West River Basin Management Plan

Development must not have an adverse impact on the current overall status, or prevent future attainment of ‘good’ status, of any water body.

Where practicable, development shall take opportunities to support the improvement of water bodies to at least ‘good’ status, including through:

- i) The provision and design of green infrastructure;**
- ii) Utilisation of sustainable drainage systems;**
- iii) Control of pollution;**
- iv) Remediation of contamination;**
- v) Naturalisation of watercourses; and**
- vi) Reducing obstacles to the movement of wildlife.**

Further culverting of watercourses shall be avoided unless there is an overriding need for it.

Activities within the Groundwater Source Protection Zones¹¹⁹ will be regulated to ensure the protection of groundwater quality.

An assessment identifying the impact of a proposed development on water body status shall be submitted with a planning application where:

- A) The proposed development would be likely to lead to deterioration in the overall status of a water body, or prevent future attainment of ‘good’ status;**
- B) The development would involve the modification of a water body, for example through diversion, culverting, dredging or bridging; or**
- C) The development is adjacent to a water body and requires an Environmental Impact Assessment.**

Schemes aimed at improving the status of water bodies will be supported, including investment in:

¹¹⁹ <https://www.gov.uk/guidance/groundwater-source-protection-zones-spzs>

- 1) **Salford's wastewater treatment works, particularly to reduce the frequency of intermittent discharges of storm sewage**
- 2) **Long-term improvements in oxygen levels and litter reduction at Salford Quays and along the rest of the Manchester Ship Canal, provided these are compatible with the shipping function of the Manchester Ship Canal**

Definitions

For the purposes of this policy, a water body is defined as the whole (or part) of a stream, river or canal, lake or reservoir, estuary or stretch of coastal water, or a defined area of an aquifer.

The status of a water body is its classification in accordance with the River Basin Management Plan.

Water supply, infrastructure and use

18.11 Salford falls within United Utilities' Integrated Resource Zone which covers much of the North West region. The latest baseline forecast, taking into account economic growth and climate change, suggests that the amount of water available to meet the projected demand shows a surplus over the 20 years from 2020 to 2040¹²⁰. Consequently, the total available water supply should not act as a constraint on development within Salford during the Local Plan period. Nevertheless, it is still more sustainable for new developments to be designed to use water efficiently, in terms of reducing greenhouse gas emissions associated with water treatment and taking pressure off wastewater treatment works.

18.12 Two critical pieces of water supply infrastructure run through Salford and so need to be protected from adverse impacts:

- The Thirlmere Aqueduct forms part of the Greater Manchester ring main, which serves the majority of the conurbation
- The West East Link Main connects the water supply systems that serve the Manchester and Liverpool City Regions, enabling water to be moved around more easily to respond to the challenges of climate change, statutory compliance and maintenance

Policy WA2: Water supply and water efficiency

The Thirlmere Aqueduct and the West East Link Main will be protected from development that could compromise their physical integrity or effective maintenance.

¹²⁰ United Utilities (2018) *Revised Draft Water Resources Management Plan 2019*, p.3

Development is encouraged to minimise water use as far as practicable by incorporating appropriate water efficiency and water recycling measures.

Flood risk management and infrastructure

- 18.13 The city council will work with partners, such as other local authorities and the Environment Agency, to take an integrated catchment based approach to managing flood risk within Salford and neighbouring areas. This will include attempting to identify the potential for additional flood water storage and reduced surface water runoff upstream of Salford.
- 18.14 The city council will use its powers under the Flood and Water Management Act 2010 to identify, protect and ensure the maintenance of structures and features that affect flooding. Planning controls will be coordinated with this regime, with developments not being permitted where they would adversely affect infrastructure that helps to reduce the risk and impacts of flooding.
- 18.15 The two flood basins at Littleton Road and Castle Irwell protect Lower Kersal, Charlestown and Lower Broughton from river flooding to a standard of no flooding in a 1% annual exceedance probability (AEP) fluvial event¹²¹. However, further measures for reducing flood risk will be sought, in order to better protect the residents and businesses of Salford and communities downstream. This will not only include activities within the city, such as the coordinated improvement of the Cambridge area, but will also involve encouraging actions upstream of Salford that could slow the flow of water into the city. Such measures may include “natural flood management” such as woodland planting as well as more conventional flood management infrastructure.

Policy WA3: Flood risk management and infrastructure

Structures and other features that help to reduce the risk of flooding or mitigate its impacts will be protected, including the flood basins at Littleton Road and Castle Irwell as shown on the Policies Map. The loss, alteration or replacement of such features will only be permitted where there would be no increase in flood risk.

Further improvements in flood mitigation in Salford will be supported, potentially including the provision of new open space within the Cambridge area, the raising of river banks and natural flood management measures. New flood risk management infrastructure should incorporate multifunctional green infrastructure where practicable.

¹²¹ That is in any year there is a 1% (1 in 100) chance of there being a river flooding event that would exceed the level of protection.

Development and flood risk

- 18.16 Based on the most recent Environment Agency Flood Map for Planning, around 250 homes in Salford would be adversely affected by a 1 in 100 year flood event¹²², with many times this number being at risk in a 1 in 1,000 year event¹²³. The main source of this flood risk is the River Irwell, although there is some limited flood risk associated with several of the city's other watercourses, surface water, groundwater and sewers. It will only be appropriate to permit development where it can be clearly demonstrated that there would be no unacceptable risk or impact of flooding, either on the development itself or elsewhere.
- 18.17 National planning policy sets some requirements for managing flood risk, based largely around a 'Sequential Test' and an 'Exception Test'. The Sequential Test seeks to steer development to areas with the lowest probability of flooding from any source, with this being particularly important for the uses that are most vulnerable in the event of a flood. Some uses are considered so vulnerable that it would be inappropriate for them to be located in the highest risk areas. Where such uses already exist in those locations, the city council will work with occupants to find alternative sites wherever possible. If development proposed for a site at risk of flooding can meet the Sequential Test then, for more vulnerable uses, it also needs to pass the Exception Test, which essentially requires it to be demonstrated that the sustainability benefits for the community outweigh the flood risk, the development will be safe, and that it will not increase the risk of flooding elsewhere.
- 18.18 Given the scale and extent of flood risk in Salford, it is essential that a rigorous approach to assessing the flood-related implications of developments is taken. Site-specific flood risk assessments are an important part of this, and these should have regard to the strategic flood risk assessment for Salford and any other relevant information on flood risk. Critical drainage areas, where drainage is a particular problem and stricter requirements for flood risk assessments apply, were initially defined within the 2010 strategic flood risk assessment and may be refined by subsequent information.

Policy WA4: Development and flood risk

Development shall take opportunities to reduce flood risk wherever practicable.

Development will not be permitted where it would:

¹²² A 1 in 100 year flood event is an event that has a 1% chance of occurring in any one year. This figure excludes almost 2,100 homes within an area benefitting from defences.

¹²³ A 1 in 1,000 year flood event is an event that has a 0.1% chance of occurring in any one year. Approximately 17,500 properties are at risk in an extreme event of this magnitude.

- 1A) Be subject to an unacceptable risk of flooding, with the acceptability of any risk being determined having regard to:
 - a) The likely frequency of a flood event;
 - b) The likely depth and velocity of any flood waters;
 - c) The vulnerability of the use;
 - d) The potential impacts on any users of the development; and
 - e) The potential impacts on any buildings and other structures;
- 1B) Materially increase the risk of flooding elsewhere;
- 1C) Result in an unacceptable maintenance liability in terms of dealing with flood-related issues; or
- 1D) Require unduly complicated or burdensome emergency planning procedures.

Within areas that would be subject to a 1 in 100 year risk of flooding (1% annual exceedance probability (AEP)) (not taking into account flood defences), the following uses will not be permitted:

- 2A) Police stations, ambulance stations, fire stations, command centres and telecommunications required to be operational during flooding;
- 2B) Basement dwellings;
- 2C) Caravans, mobile homes and park homes intended for permanent use, including sites for gypsies, travellers and travelling showpeople; and
- 2D) Installations requiring hazardous substances consent, except where there is an essential need.

Where such uses already exist within the high flood risk area, proposals to relocate them to an area of lower flood risk will be supported, where the new site would be in accordance with other policies in the Development Plan.

Development that would be subject to a 1 in 1,000 year risk of flooding shall:

- 3A) Be designed to minimise the impact of any flooding, in a way that is proportionate to the level of flood risk;

Development that would be subject to a 1 in 100 year risk of flooding (taking into account an appropriate allowance for climate change) shall:

- 3B) Broadly maintain, and wherever possible increase, the flood water storage capacity of the flood cell within which it is located;
- 3C) Enable the appropriate flow of flood waters;
- 3D) Have safe and clearly identified access and egress routes, or a safe refuge, to be used in the event of a flood; and
- 3E) Have clear evacuation procedures in the event of a flood, and be fully integrated into the city's emergency planning systems throughout its lifetime.

Flood risk assessments

A site-specific flood risk assessment shall be submitted with any planning application for development that would:

- 4A) Potentially increase the risk or impacts of flooding; and**
- 4B) Be located on:**
 - a) Any site within Flood Zones 2 or 3;**
 - b) Any site elsewhere that is known to be at significant risk from surface water, sewer or groundwater flooding;**
 - c) Any site within a critical drainage area measuring 0.5 hectares or more; or**
 - d) Any other site in the city measuring 1 hectare or more.**

The flood risk assessment shall consider all types of flooding and the relationship between them, including that associated with rivers, canals, reservoirs, surface water, sewers and groundwater.

The level of detail in the flood risk assessment should be proportionate to the potential risk and impact of flooding that the development would result in or to which it would be subject.

Definitions

For the purposes of this policy, all assessments of flood risk (excluding those relating to 1 in 1,000 year scenarios) shall take full account of the latest predicted impacts of climate change.

Surface water management and sustainable drainage

18.19 The Flood and Water Management Act 2010 introduced new responsibilities for the city council relating to the approval of proposed drainage systems in new developments and redevelopments, subject to certain thresholds and exemptions, having regard to minimum national standards. The following policy should be read in conjunction with these statutory requirements.

18.20 Given the significant risk of surface water and river flooding affecting many parts of Salford, it will be important to minimise the amount of surface water runoff and discharge from development sites across the city. In addition to reducing flood risk, using sustainable drainage systems can provide construction and maintenance cost savings and bring a wide range of benefits, adding value to schemes by enhancing water quality, providing habitats for wildlife and creating more attractive and desirable developments. The wider benefits of investment in drainage systems should be maximised as far as possible, especially by designing them to form part of the city's green infrastructure network and supporting the objective of significantly increasing Salford's overall biodiversity value. Such benefits will be most effectively achieved by designing sustainable drainage systems into the site layout at an early stage.

18.21 The discharge of surface water to the combined sewerage network can lead to the hydraulic capacity of that network and some of Salford's wastewater treatment works and assets being exceeded. This results in intermittent discharges of storm sewage from those assets into the city's watercourses, which have an adverse impact on water quality. Surface water discharge to the sewerage network can also result in local sewer flooding, due to the limited network capacity in some areas. It is therefore necessary to ensure that new developments across the whole city, including those on previously developed land, do not discharge any surface water to the combined sewerage network (either directly or indirectly).

Policy WA5: Surface water and sustainable drainage

Development shall ensure that surface water across the whole site is managed in a co-ordinated, sustainable way, helping to minimise flood risk and water pollution, promote biodiversity, and secure compliance with the North West River Basin Management Plan (see Policy WA1).

Surface water shall be managed in line with the following hierarchy (highest priority first) recognising that a combination of measures from different levels in the hierarchy may be required to satisfactorily deal with all surface water:

- 1) Infiltration to vegetation**
- 2) Infiltration (into the ground)**
- 3) Discharge to a surface water body such as a pond**
- 4) Discharge to a watercourse**
- 5) Discharge to a surface water sewer or highway drain**
- 6) Only in exceptional circumstances, where evidence is provided that levels 1-5 above are not possible, discharge into the combined sewer network, either directly or indirectly**

On-site measures to deal with surface water shall, wherever possible, be designed as multi-functional green infrastructure connecting to the wider green infrastructure network. Removal of existing impermeable hard surfaces will be encouraged.

The storage of rainwater as a resource for later use on-site will be encouraged.

Foul water shall be managed through a separate system to the management of surface water, and it shall drain to the public sewer.

Development shall result in:

- A) On greenfield sites, no net increase in the rate of surface water discharge**
- B) On previously-developed sites, a reduction of at least 50% in the rate of surface water discharge or a reduction to equivalent greenfield rates, whichever allows for the greater discharge**

Exceptions to points A and B may be made where it can be demonstrated that it is:

- a) Clearly impracticable to meet these requirements and the rate of surface water discharge has been minimised; or
- b) Necessary to move surface water away from a site more quickly in order to help mitigate serious flood risk problems within the local area.

Where on-site attenuation measures are required to reduce the rate of surface water discharge, underground solutions such as detention tanks and oversized pipes shall only be utilised where it is not technically feasible to incorporate above ground sustainable drainage features that contribute to the green infrastructure network.

Appropriate provision shall be made for the long-term management and maintenance of any sustainable drainage features.

Monitoring

18.22 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Percentage of surface water bodies of at least good ecological status or potential	0% ¹²⁴	100% of those not identified as technically infeasible or disproportionately expensive by 2037
Planning applications approved contrary to Environment Agency advice on flood risk	0 ¹²⁵	Zero (2019-2037)
Number of developments approved which include sustainable drainage schemes	2015/16 – 5 2016/17 – 4 2017/18 – 6 2018/19 – 4 ¹²⁶	Increase by 2037

¹²⁴ Environment Agency (2019) *Catchment Data Explorer*

¹²⁵ <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

¹²⁶ Unpublished work by Salford City Council

Chapter 19: Design

Creating a fairer Salford by:

- Ensuring that new developments are designed to be inclusive to all
- Increasing the access for everyone to well-designed places and developments
- Protecting, sustaining and enhancing the distinctive character of different parts of Salford
- Using good design to create safer places with higher levels of amenity
- Ensuring that all new homes provide a high quality living environment

- 19.1 Good design is essential to the delivery of attractive, sustainable and well-functioning places where people want to live, work and visit. It helps to achieve a high quality of life, support economic growth, and meet the challenges of climate change. It can promote pride and a sense of identity, and foster a successful image that attracts investment. It is also inclusive, enabling all people and communities to prosper, and helping people to live more active and healthier lives.
- 19.2 High quality design is a positive investment, both for society as a whole and for developers in terms of increasing the attractiveness, marketability and long-term financial performance of their schemes. Any short-term savings that might be made by compromising on design quality would be likely to be hugely outweighed by the long-term negative impacts on the city's economic, social and environmental sustainability.
- 19.3 Good design will be vital for ensuring that Salford and its neighbourhoods retain and enhance their local character as the city evolves. It can also make a considerable difference in the degree to which local communities welcome and accept new developments, and therefore to the success of those schemes.
- 19.4 It will be important that all aspects of design are properly addressed, ranging from broad issues such as the layout, scale and massing of buildings, to more detailed issues such as the architectural coherence and use of materials that are fundamental to the quality of local townscapes. Developments need to be designed to be successful over the long-term, whether that be in terms of being able to adapt to changing circumstances or only using render if it will look as good after ten years as when it was applied. Good design will require close liaison with relevant statutory bodies from the early stages of the design process, but should also involve the public wherever possible in accordance with Policy F1. New development that fails to take the opportunity to improve the local character and distinctiveness, and quality of, an area and how it functions, will be refused. The city council will also seek to ensure that development does not materially diminish in quality between planning permission being granted and completion on site.

- 19.5 This chapter focuses on design, but many policies in other chapters of this plan also have significant design implications, such as in terms of the provision of green infrastructure (Policy GI1) and tree-lined streets (Policy GI5), the management of surface water and sustainable drainage (Policy WA5), the application of the transport hierarchy (Policy A2), the provision of recreation facilities within a site (Policy R2), and the protection and enhancement of biodiversity (Policy BG2). More detailed guidance on design issues is provided in a range of supplementary planning documents. Advice can also be found in publications produced by other organisations¹²⁷.

Policy D1: Design principles

All development shall achieve a high design quality, consistent with the ten characteristics set out in the National Design Guide (or any subsequent amendments)¹²⁸:

- 1) Context: enhances the surroundings**
- 2) Identity: attractive and distinctive**
- 3) Built form: a coherent pattern of development**
- 4) Movement: accessible and easy to move around**
- 5) Nature: enhanced and optimised**
- 6) Public spaces: safe, social and inclusive**
- 7) Uses: mixed and integrated**
- 8) Homes and Buildings: functional, health and sustainable**
- 9) Resources: efficient and resilient**
- 10) Lifespan: made to last**

Consistency must also be achieved with the following two additional principles in the interests of achieving the objectives of this plan as set out in Chapter 3:

- 11) Active design: buildings and spaces that promote physical activity as part of everyday life**
- 12) Socially inclusive: a place for everyone, that promotes social interaction.**

All Design and Access statements shall clearly explain how development delivers all of the above principles, and the other design-related policies of this plan.

Developments that raise significant design issues will be expected, where appropriate, to undergo a local design review¹²⁹ before any planning application is determined.

¹²⁷ For example [Active Design Guide](#) produced by Sport England in partnership with Public Health England.

¹²⁸ Ministry of Housing Communities & Local Government (2019) *National Design Guide*

¹²⁹ An independent consideration of the planning application proposal undertaken by a panel of relevant professionals prior to the formal determination of the proposal by the city council, with all costs met by the applicant.

Local character

- 19.6 Local identity and distinctiveness are important elements of successful places, helping to engender pride in an area. There is a risk that neighbourhoods will become increasingly indistinguishable as the function of places evolves and the economy becomes ever more globalised, particularly given the scale of development activity within Salford. Protecting and enhancing the local character of areas therefore becomes particularly important, and design has a central role in this.
- 19.7 As a result, it will be important that developments are designed to protect and take advantage of any distinctive characteristics that make a positive contribution to an area. The first priority should be to contribute to a successful place overall, rather than considering the design of the development in isolation, ensuring that it responds well to its context and local history.

Policy D2: Local character and distinctiveness

Development shall protect, enhance and respond to any positive character and distinctiveness of the local area, and contribute towards local identity. It shall be a positive addition to the surrounding area, being integrated within the townscape and landscape.

In particular, development shall have regard to the following characteristics of the local area:

- 1) Topography and landscape features;**
- 2) Historic assets and features, including views of and from them;**
- 3) Pattern, size and arrangement of street blocks, plots and buildings, including building lines;**
- 4) Scale and shape of buildings, including height, massing, silhouettes and roofscapes;**
- 5) Vertical and horizontal rhythms, for example created by window arrangements and architectural composition;**
- 6) Materials, boundary treatments and landscaping;**
- 7) Vistas, panoramas and views of natural and built landmarks; and**
- 8) Memories and associations including an area's main (or former) uses, local traditions, social history and cultural expression.**

New buildings shall use a consistent architectural style, individual elements adding up to a coherent whole, designed to relate to the positive context of its surroundings. Buildings shall have a sufficient texture, depth and detailing to provide visual interest, particularly at street level where buildings will need to relate to a human scale.

Where it is deemed that a deliberate contrast to certain characteristics would benefit the design, or to create a development that is highly sustainable, the development shall still relate to the points above and justify any non-compliant areas.

Where there is no discernible or well-developed local character, developments shall contribute to the creation of a distinctive, integrated and coherent place.

Layout and access

19.8 The careful layout of highways, public spaces, private spaces and buildings is a vital component of high quality design. It can ensure that new developments function as an integral part of the wider area rather than being separated from it. Good layouts can help to promote walking, cycling and public transport use, and are easy for people to find their way around. A layout based around a grid, or distorted grid, will often be appropriate and the use of cul-de-sacs should generally be avoided wherever possible. All layouts should also be designed taking into consideration the requirements of policies GI1 and WA5.

Policy D3: Layout and access

The layout of spaces and buildings shall be designed to ensure that developments:

- 1) Are easy and safe to physically access, move through and around, including for those with constrained mobility and also for the emergency services;**
- 2) Maximising opportunities for the use of more sustainable modes of travel in accordance with the transport hierarchy in Policy A2;**
- 3) Are easy to navigate, using features to provide landmarks, vistas and wayfinding tools, and making use of the layout to protect and enhance views that are important for navigation;**
- 4) Are arranged to provide appropriate drop off, loading and parking, whilst still promoting walking and cycling as the preferred modes of transport in accordance with Policies A3 and A7;**
- 5) Where appropriate, use buildings to clearly define the spaces around them, including through the continuity of street frontages and consistent use of building lines;**
- 6) Are of a scale, height and massing sufficient to provide enclosure to surrounding spaces, whilst not being intimidating or unduly dominating the skyline or townscape;**
- 7) Locate principal frontages to face the most important public space or highway, whilst also providing a similar level of visual interest on other prominent frontages; and**

- 8) **Locate main entrances on principal frontages, ensuring it is easy to identify and access.**
-

Spaces

- 19.9 Spaces make an important contribution to the character and attractiveness of an area, and can also contribute to the significance of heritage assets. However, poorly defined and poorly lit spaces that have no clear function can detract from environmental quality, reducing safety and security. Surface car parking can have a highly detrimental impact on the appearance of an area unless it is carefully located and designed.
- 19.10 The design of public spaces needs to be seen as an integral part of the overall design process rather than something separate. The relationship between different types of space needs to be carefully managed so as to avoid any confusion or conflict over their roles, and boundary treatments can play an important role in this.

Policy D4: Spaces

All spaces shall be accessible, where appropriate, to everyone who wants to use them and be designed to have a clear purpose and role, which is apparent to all potential users.

Developments and other proposals shall:

- 1) **Take opportunities to incorporate new spaces and respond positively to existing spaces;**
- 2) **Provide appropriate levels of activity, particularly at ground floor level, that encourage a variety of uses in spaces and offer the natural surveillance required to make those spaces useable and safe;**
- 3) **Carefully place street furniture, signage and other objects within public spaces, to avoid clutter and unnecessary physical or visual obstacles, responding to the nature and use of the space in question and in particular the needs of visually impaired persons;**
- 4) **Make appropriate use of public and private spaces at all times, including the creation of sensitive lighting schemes that enable evening use without an unacceptable impact on residential amenity and the visually impaired;**
- 5) **Provide shelter where people are likely to gather, for example through the location and design of buildings and landscaping;**
- 6) **Minimise surface car parking and ensure that it does not dominate, or detract from, the streetscene or waterside locations;**
- 7) **Include provision for the long term maintenance and management of any public spaces that form part of, or are needed by, the overall development, in accordance with Policies GI1 and BG2; and**

- 8) Incorporate public and private spaces that are integral to the proposed development.**

The design of public spaces shall be consistent with efforts to maximise green infrastructure, in accordance with Policy GI1.

Public spaces shall connect to walking and cycling networks, and be designed to respond to desire lines.

Boundary treatments may be required where private spaces adjoin public spaces, and shall be carefully designed to respond to local character, utilising green infrastructure and providing visual permeability where compatible with the functions of the adjoining public and private spaces.

Amenity

- 19.11 If buildings and spaces in Salford are to be popular and successful then they must provide a high level of amenity for their users. Poor amenity may result in high vacancy levels in buildings and only limited use of public and private spaces. New buildings and spaces need to be designed not only to ensure that their own users and occupiers have a good level of amenity, but also that they protect the amenity of the users of other developments and places.
- 19.12 Tall buildings can raise particular issues, such as in terms of overshadowing and microclimate impacts, and so require special care. Higher density locations, such as City Centre Salford and Salford Quays, as well as some historic buildings, can present challenges in terms of maintaining suitable separation distances, but some flexibility and creative design should still enable both good amenity and high design quality to be achieved.

Policy D5: Amenity

Development shall ensure that it:

- 1) Provides all potential users with an acceptable level of amenity; and**
- 2) Does not have an unacceptable impact on the amenity of the users of other buildings and spaces.**

Amenity includes, but is not limited to, issues of:

- A) Space, both internal and external, and public and private**
- B) Layout**
- C) Aspect**
- D) Privacy**
- E) Sunlight**
- F) Daylight**

- G) Temperature and microclimate
- H) Pollution (see also 'Pollution and hazards' chapter)

Separation distances

Development shall maintain suitable separation distances between the windows of habitable rooms in dwellings and the windows and walls of other properties, to ensure that an appropriate level of amenity is provided for all residential occupiers.

The following minimum distances shall be maintained from the principal windows of habitable rooms in dwellings:

- a) 21 metres to facing principal windows of habitable residential rooms, and windows of other uses that could result in significant overlooking;
- b) 13 metres to other walls that are one storey higher; and
- c) 9 metres to other walls of a similar height.

Shorter distances will be permitted where they are consistent with the character of the area, such as the high-density nature of City Centre Salford and Salford Quays, or are necessary to secure the positive reuse of an historic building, provided that it can be demonstrated that an appropriate level of amenity for occupiers would be achieved. Longer distances may be required where one of the buildings is more than one storey higher than the other or where land levels vary between buildings.

For the purposes of this policy habitable rooms include living rooms, principal dining areas and bedrooms in houses and flats. It does not include kitchens, bathrooms, utility rooms, studies or box rooms. Kitchen areas may be considered habitable depending on their function within the household.

Microclimate

All development shall be designed to ensure that it does not have any unacceptable impact on the local microclimate, for example in terms of the speed, direction or tunnelling of wind, or lead to the trapping of air pollution. A wind assessment shall be submitted with planning applications for tall buildings and other proposals likely to have significant wind implications.

Design and crime

19.13 Crime and the fear of crime can have a major impact on quality of life and the success of individual developments and places. Increasing security and minimising opportunities for crime and terrorism are therefore important objectives, but solutions should not be delivered in a way that reduces the attractiveness of places for example by resulting in a hostile appearance that actively gives the impression of significant crime problems. This problem can

be overcome through careful design that integrates crime prevention features into the overall design of a building or space, rather than adding them on at the end.

- 19.14 Human activity and the overlooking of spaces can help to discourage crime by effectively providing surveillance. For the same reason it is important to avoid concealed places where people can hide. All of this requires careful consideration of lighting levels as well as the siting and design of buildings and landscaping.

Policy D6: Design and crime

Development shall be designed to:

- 1) Minimise the fear of crime;**
- 2) Minimise opportunities for crime and anti-social behaviour;**
- 3) Minimise the threat of terrorism; and**
- 4) Provide surveillance to support personal and property security.**

In particular, development shall be designed to:

- A) Allow for natural surveillance of public spaces, means of access and parking areas;**
- B) Encourage activity within public areas;**
- C) Avoid new, and where possible remove existing, places of concealment; and**
- D) Avoid having a hostile appearance.**

Opportunities should be considered for taking advantage of existing public CCTV coverage to maximise safety and security in new development.

For those areas where large numbers of people are expected to congregate, consideration should be given to the nature of potential security threats taking into account the most up to date information from the police and other agencies.

Housing design

- 19.15 It is essential that new housing is designed so as to ensure that its occupiers enjoy a high standard of amenity in the long-term, and this will have health benefits as well as helping to ensure that Salford is an attractive place to live. Meeting the nationally described space standards, as set out in Policy H2, will be a vital component of this. The availability of usable, private outdoor amenity space will also be important, supporting a higher quality of life and contributing to the city's green infrastructure network. Issues such as the availability of natural light in homes are particularly significant for Salford

given the large proportion of new dwellings that are likely to be in the form of apartments and high density houses.

- 19.16 Delivering an inclusive built environment is a key aspiration of the plan, and will become increasingly significant with a projected growth in the number of older people. It will be important to enable people to stay within their own homes wherever possible as their needs change, rather than having to move to more specialist accommodation. Designing new dwellings to meet the national standard for accessible and adaptable dwellings will assist in this, enabling easier adaptation. Achieving the higher standard for some homes of being wheelchair accessible or wheelchair adaptable would further increase the flexibility of new homes to adapt to varied needs.
- 19.17 Measures also need to be taken to ensure the long-term sustainability and functionality of new homes, such as by delivering high levels of energy efficiency to support climate change objectives and reduce energy bills, and providing good recycling facilities to help meet targets to reduce the amount of waste being disposed of through landfill. The growing proportion of shopping conducted online will make it important that residential developments are designed to facilitate easy delivery of purchases.

Policy D7: Housing design

All residential developments shall be designed to:

- 1) Meet the nationally described space standards in accordance with the requirements set out in Policy H2;**
- 2) Be accessible and adaptable in accordance with requirement M4(2) of Schedule 1 to the Building Regulations 2010 for England (or any subsequent accessible and adaptable standards) except where it can be clearly demonstrated that this is impracticable due to site-specific factors;**
- 3) Provide an appropriate level of outdoor amenity space that reflects the type and size of each new dwelling;**
- 4) Ensure that their occupiers enjoy a high level of amenity, in accordance with Policy D5, including by providing all habitable rooms with a good level of natural light;**
- 5) Exceed the fabric energy efficiency required under Part L of the Building Regulations 2013 by 19%, or meet the standard required by any subsequent revision to Part L, in accordance with Policy EG1;**
- 6) Make appropriate provision for refuse storage and collection in accordance with Policy WM1; and**
- 7) Incorporate provision for the secure delivery of shopping and parcels.**

The delivery of homes to meet the optional standard in Building Regulations Part M4(3) for wheelchair user housing (either wheelchair accessible or wheelchair adaptable) or any subsequent revisions to the standard is encouraged.

The requirements of this policy apply to all residential developments including student accommodation. However, as set out in Policy H2, the nationally described space standards requirement does not apply to purpose-built student accommodation, hotels, residential institutions (including secure institutions), dwellings with furnished layouts¹³⁰ and houses in multiple occupation (HMOs). HMOs however shall, where practicable, meet the minimum room size and amenity standards set out in the city council's latest published guidance for such properties, having regard to the physical constraints of the existing building.

Alterations to buildings

19.18 Alterations and extensions of existing buildings are an important way of ensuring that the city's built environment is able to adapt to changing requirements. They can reduce the need for demolitions and redevelopments, and hence the use of building materials, and can also help to retain existing elements of the character of places that support local identity. As with new buildings, it is important that existing buildings that are extended have a high quality overall appearance, rather than appearing as a poorly thought through collection of different elements that do not work together.

Policy D8: Alterations and extensions

Alterations and extensions to existing buildings shall:

- 1) Respect the general scale, character, rhythm, proportions, details and materials of the original building;**
- 2) Retain and avoid masking any key architectural features of the original building;**
- 3) Ensure that the resultant building appears as an attractive and coherent whole; and**
- 4) Where a heritage asset would be affected, either directly or in terms of its setting, sustain and where appropriate, enhance the significance and setting of that asset.**

This does not preclude the use of innovative designs or contrasting materials, which in some circumstances may be more appropriate than copying the approach in the original building.

Waterside development

¹³⁰ In accordance with the notes added to the Nationally Described Space Standards on May 2016 (point four), which states that furnished layouts are not required to demonstrate compliance with the standards.

- 19.19 Salford's waterways make a significant contribution to the character, identity and environmental quality of the city, and help to attract investment. Development alongside the waterways should fully support these varied roles. One key way of achieving this will be through the provision of waterside routes for pedestrians and cyclists, which will help to maximise their benefits for the whole community, increasing leisure opportunities and promoting healthy activities, and also linking into the city's wider green infrastructure network.
- 19.20 If the full potential of the city's waterways is to be realised, particularly within the City Centre and Salford Quays, then it will be necessary to provide additional public spaces alongside them and bridges across them, helping to maximise their use and enjoyment for all. Individual developments will have an important role in facilitating and delivering this, supporting the successful functioning of the wider area.
- 19.21 The application of other policies will be particularly important for waterside development, such as in terms of protecting and enhancing views of the waterway (Policy D2), providing a scale, height and massing sufficient to provide a sense of enclosure (Policy D3), offering visual interest (Policy D3), carefully using boundary treatments and locating surface car parking (Policy D4), allowing for natural surveillance of the waterway (Policy D6), and enhancing the city's green infrastructure network (Policy GI1).

Policy D9: Waterside development

Development near to Salford's waterways (including the River Irwell, the Manchester Ship Canal, Salford Quays, the Bridgewater Canal and the Manchester, Bolton and Bury Canal) shall make a positive contribution to their character, environmental quality, public amenity value, and role as key walking and cycling routes.

Development shall:

- 1) Provide a high quality frontage to the waterside, offering a positive setting to it;**
- 2) Minimise the extent of hard bankside engineering and assess opportunities to remove existing redundant structures as part of any riparian development;**
- 3) Provide natural surveillance and activity along the waterside, including through the incorporation of entrances to the site and buildings from any waterside pedestrian and cycleway or highway;**
- 4) Enhance walking and cycling access to, along and across the waterway, including through the delivery of a waterside pedestrian and cycling route connecting to the wider walking and cycling networks, which shall be safe, accessible to all and at least 4 metres wide where practicable;**
- 5) Ensure that sufficient daytime light provision is maintained along the river corridor in terms of the height and massing of the development;**

- 6) Improve visual connections to and from the waterway; and
- 7) Enhance the role of the waterway corridor within the green infrastructure network, including by supporting improvements to biodiversity, water quality and flood risk management.
- 8) Development shall be compatible with the operational requirements of the waterways including the shipping function of the Manchester Ship Canal.

Where required to improve walking and cycling movements and/or enable public enjoyment of the waterside at key locations, development shall also accommodate:

- 9) A larger waterside space to act as a focal point for public activity
- 10) A crossing over the waterway

Where the provision of a waterside pedestrian and cycling route would be impracticable, or incompatible with the commercial role of the waterway or the protection of the historic environment, then an alternative route shall be provided as near to the waterside as possible and linked into key routes including any existing waterside routes in the local area.

Where appropriate, developers shall work with other agencies to improve the wider environmental functions of the waterways.

Monitoring

The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Proportion of major developments ¹³¹ subject to a design review process	1 (2018/2019)	Increase

¹³¹ Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Chapter 20: Heritage

Creating a fairer Salford by:

- Conserving and enhancing the city's heritage, which makes an important contribution to local history and identity for communities across the city
- Increasing public access to heritage assets, and information about them, so that everyone is able to appreciate the city's rich history

- 20.1 The city of Salford has a long and fascinating history, which is reflected not only in its diverse range of heritage assets but also the identity of its communities and neighbourhoods.
- 20.2 There is evidence of human activity in the Salford area for several thousand years, with finds of flints and axes from the earliest periods, Bronze Age artefacts, the remains of Iron Age settlements and Roman roads, and the discovery of Worsley Man from around AD150 whose remains indicate that he may have been a sacrificial victim. The oldest surviving place name within Salford is that of Eccles, probably from the 6th century derived from the old British word 'eclles' meaning a church, with several other place names in the city thought to date from the 7th century. Salford, meaning 'the ford by the willow', gave its name to the Salford Hundred, one of the six administrative districts covering the land 'between the Ribble and Mersey', with the Domesday Book of 1086 suggesting that the majority of the land was either forest or uncultivated waste and that the population was very small.
- 20.3 The medieval town of Salford was centred around the triangle of roads formed by the modern Greengate, Gravel Lane and Chapel Street (now part of City Centre Salford), being granted the right to hold a market in 1228 and made a free borough in 1230. Concurrent with these events was the development of a number of manorial sites, with Ordsall Hall surviving. The 16th and 17th centuries witnessed an increase in population, by which time the domestic-based manufacture of textiles was firmly established as part of the town's economy.
- 20.4 During the 18th and 19th centuries, Salford gained its reputation as an industrial city, with key innovations such as the opening of the Bridgewater Canal in 1761, the first canal in Britain to be built without following an existing watercourse, and the opening of the Manchester-Liverpool rail line in 1830, marking the dawn of the railway age that would transform the world. The population of Salford grew from less than 30,000 in 1801 to over 256,000 by 1891, resulting in extensive areas of high-density housing. However, a striking feature on mid-19th century mapping of the city is the amount of land given over to high-status villa housing, elite houses and private parkland. The construction of the Manchester Ship Canal, which opened in 1894, and the creation of Salford Docks at the turn of the 20th century had a massive impact on the landscape of south Salford, with the docks subsequently closing in the 1980s and later transformed into Salford Quays. Salford officially became a city in 1926, with its current extent resulting from the local government

reorganisation of 1974 when the former County Borough of the City of Salford was merged with the municipal boroughs of Eccles and Swinton and Pendlebury and the urban districts of Irlam and Worsley¹³².

- 20.5 This history has left Salford with a diverse range of heritage assets, with the potential for further important palaeo-environmental¹³³ and archaeological evidence to be discovered. The city's pivotal role in the industrial revolution is reflected in this heritage. Salford also has a proud history of social advancement. This includes:
- The vegetarian movement starting in Salford in 1815
 - Chapel Street hosting the first cooperative Congress in 1831¹³⁴
 - Kersal Moor holding the largest of the Chartist meetings in 1838
 - The Crescent pub (then the Red Dragon) frequented by Karl Marx and Friedrich Engels in the 1840s
 - Peel Park being one of the first three public parks in the country opening in 1846
 - Britain's first public library opening in 1850 in what is now the Salford Museum and Art Gallery
 - The idea for the first Trades Union Congress discussed in a Chapel Street pub in 1866
 - The Battle of Bexley Square in 1931 when a 10,000-strong crowd protested against cuts in unemployment benefits,
- 20.6 Today the city hosts the Working Class Movement Library, one of the most unusual libraries in the world, in a grade II listed former nurses home built in 1897. The city's more recent social history and identity is also tied to the endeavours of hometown artists, such as those of painter LS Lowry, folk singer Ewan MacColl and playwright Shelagh Delaney.
- 20.7 Salford's history and heritage are hugely important to its residents. The pace and scale of change can lead to concerns about the impact on the character and identity of the city and its individual neighbourhoods, increasing the importance of heritage. In addition to being valuable in its own right, the historic environment can also enhance quality of life, make locations more attractive for investment, and support tourism activity. Hence it is vital that heritage issues are fully considered and addressed as Salford continues to develop, and that the city's history is acknowledged and cherished.

¹³² Significant sections of this introduction are taken from:

The Greater Manchester Archaeological Unit (November 2010) *Greater Manchester Urban Historic Landscape Characterisation: Salford District Report*

Population figures from: GB Historical GIS / University of Portsmouth, Salford District through time | Population Statistics | Total Population, *A Vision of Britain through Time*

¹³³ Of, or pertaining to, the environment at a particular time in the geologic past

¹³⁴ <https://www.theguardian.com/uk/the-northerner/2012/oct/24/blogpost-co-operative-movement-co-op-history-salford-manchester>

Heritage protection

- 20.8 Salford has a significant number and wide range of heritage assets. Some of these are formally designated due to their special interest or identified locally as being important, but much of the city's historic interest is not officially defined particularly in terms of its archaeology. Indeed, there is considerable potential for additional archaeological features to be found that are currently unknown, such as in parts of Chat Moss.
- 20.9 Salford's historic environment record provides details of all known heritage assets, and is managed on behalf of the city council by the Greater Manchester Archaeological Advisory Service. As of December 2019, Salford has 235 listed building entries, 16 conservation areas, 3 scheduled ancient monuments and 2 registered parks and gardens. It also has a local list of heritage assets containing almost 300 entries. The designation of heritage assets is not static, and it may be appropriate for new assets to be designated and in exceptional circumstances for existing assets to be de-designated.
- 20.10 The protection and enhancement of its heritage assets is an important priority for Salford, and will help to deliver wider social, cultural, economic and environmental benefits. It will also support a strong local identity for the city, helping to differentiate it from other places and strengthening community pride.
- 20.11 The value of heritage is recognised in legislation, with heritage being identified as more than just another material consideration. The relevant act is clear that special regard needs to be had to the desirability of preserving listed buildings and their settings and interesting features, and that special attention needs to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas¹³⁵. National planning policy emphasises the irreplaceable nature of heritage assets, both designated and non-designated, and the need to conserve them in a manner appropriate to their significance¹³⁶.
- 20.12 It is important to recognise that all places evolve over time. Change is not inherently problematic, and indeed can help to accentuate historic interest, and not everything that is old is necessarily worthy of protection.

Policy HE1: Heritage protection

Salford's heritage assets will be conserved and where appropriate enhanced, ensuring that they continue to make a positive contribution to the character and identity of the city and its neighbourhoods.

The level of protection afforded to any individual heritage asset will reflect:

¹³⁵ Planning (Listed Buildings and Conservation Areas Act 1990), sections 66 and 70

¹³⁶ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 189 and definition of 'heritage asset' in Annex 2

- 1) Whether it is a designated or non-designated heritage asset;
- 2) The nature, extent and level of its significance, having regard to its architectural, historic, artistic and/or archaeological interest;
- 3) The degree to which it contributes to the setting and significance of other heritage assets and their relationship to each other; and
- 4) The contribution that it makes to the character and identity of the local area and Salford more generally including the following key elements:
 - a) The earliest evidence of human activity, such as the Iron Age promontory fort in Cadishead, the Roman Roads that ran along the line of Bury New Road and through the centre of the city from Ordsall via Worsley to Ellenbrook and Little Hulton, and Bronze Age archaeology in the mosslands
 - b) The city's Medieval beginnings, found particularly in City Centre Salford and in manorial sites such as Ordsall Hall and Wardley Hall
 - c) The city's industrial origins, such as Islington Mill where textiles were manufactured
 - d) Infrastructure of national and international significance, such as the Bridgewater Canal, the Manchester Ship Canal, the Manchester, Bolton and Bury Canal, the Manchester-Liverpool rail line, the former Salford Docks (now Salford Quays) and Barton Aerodrome
 - e) The city's mid-19th Century development, such as the high status villa housing and parkland found in Broughton, along the Crescent, in Ellesmere Park and at Buile Hill Park
 - f) The nineteenth century institutional and civic buildings, such as former town halls, educational buildings, public baths and theatres
 - g) The city's social history, such as Bexley Square and Kersal Moor where major public gatherings of historic significance took place

Harm to the significance of a heritage asset should be avoided. The acceptability of any harm will be determined in accordance with the requirements of the National Planning Policy Framework.

Where harm to heritage assets is justified, opportunities shall be sought to better reveal the significance of the heritage assets, securing repairs to them, improving public access to them, and providing publicly accessible information about them. Where a heritage asset will be, or has been, lost or covered up, then the development design should make an appropriate reference to it.

Definitions

A heritage asset is a building, monument, site, place or landscape identified as having a degree of significance meriting consideration in planning decisions.

Heritage assets include designated heritage assets (such as scheduled monuments, listed buildings, registered parks and gardens, and conservation

areas) and non-designated assets identified by the local planning authority (such as through local listing).

The significance of an asset is its value to this and future generations because of its heritage interest. Significance derives not only from a heritage asset's physical presence but also from its setting.

Heritage assets as shown on the Policies Map

Conservation areas

1. Adelphi/Bexley Square
2. Barton-upon-Irwell
3. Cathedral
4. Cliff
5. Crescent
6. Ellesmere Park
7. Flat Iron
8. Irlams o' th' Height
9. Mines Rescue Station
10. Monton Green
11. Radcliffe Park Road
12. Roe Green/Beesley Green
13. St Augustine's
14. St Mark's
15. Worsley Old Hall
16. Worsley Village

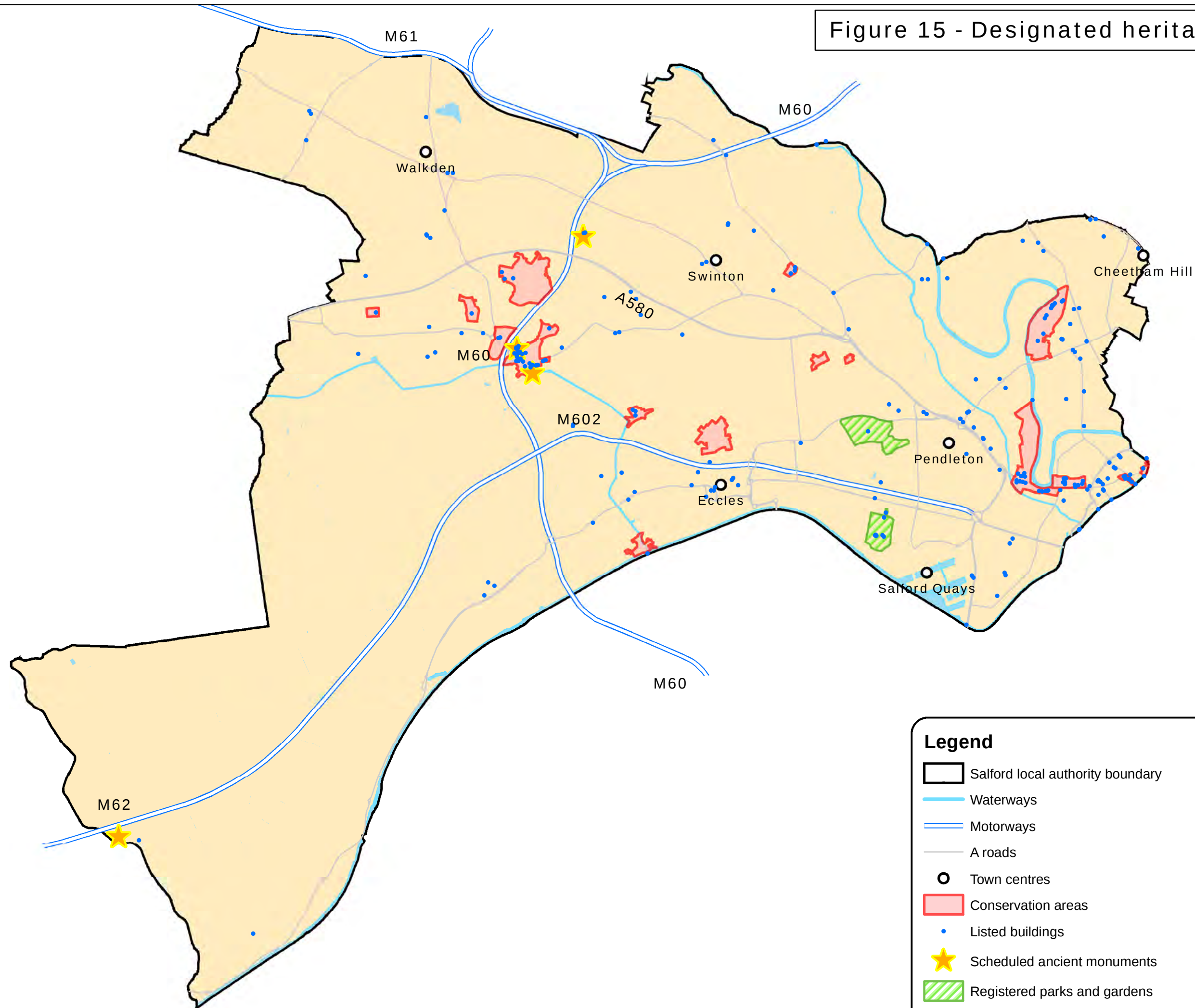
Scheduled ancient monuments

17. The Delph, Worsley Road, Worsley, the canal tunnel entrances and wharf, dating back to 1759 to 1760
18. Wardley Hall moated site, Wardley Hall Road, Worsley, a moated site with island occupied by medieval hall and gardens
19. Promontory Fort, 300 metres west of Great Woolden Hall Farm, Cadishead, a promontory hill fort dating back to the Iron Age
20. Lime Kiln, Barton Road, Worsley (proposed)

Registered historic parks and gardens

21. Buile Hill Park, Weaste and Seedley/Langworthy (grade II)
22. Weaste Cemetery, Weaste and Seedley (grade II)

Figure 15 - Designated heritage assets



Legend

- Salford local authority boundary
- Waterways
- Motorways
- A roads
- Town centres
- Conservation areas
- Listed buildings
- Scheduled ancient monuments
- Registered parks and gardens

Managing change across historic areas

- 20.13 The historic environment of Salford consists of much more than its individual heritage assets. It also includes the setting of those assets, their grouping and interrelationships, and the wider historic significance, evolution and stories of places. Some areas of historic interest are formally designated as conservation areas, and it may be appropriate for additional conservation areas to be designated, but not all areas of interest will be suitable for designation.
- 20.14 In some ways all parts of Salford may be considered to have some heritage interest, as they have all evolved over time and have a story to tell. Appropriately managing change across each area is not about preventing development, but instead relates to the need to recognise and respond to the history and heritage of the area. Development should reveal rather than extinguish that history and support a strong and distinctive character for each place. This could for example include reflecting historic identity in development design, street naming and public art.
- 20.15 It may be appropriate for development in some historic areas to be guided by a masterplan for the wider area, in accordance with Policy EF2. Policy D2 (Local character and distinctiveness) is also especially relevant to managing change in historic areas.

Policy HE2: Managing change across historic areas

Development shall:

- 1) Protect, conserve and where appropriate enhance the historic environment; and**
- 2) Positively respond to the history and stories of the local area, enabling people to understand how the site and area have changed over time.**

Within key historic locations, development and other change will be carefully managed in accordance with the following approach:

- A) Greengate, Salford Central and the Crescent – new development shall be carefully designed to ensure it does not detract from the large number of assets, including those in neighbouring Manchester and where appropriate, opportunities to secure enhancements to assets will be sought**
- B) Worsley Village and the Bridgewater Canal Corridor – major investment in the area’s heritage assets, including those within RHS Garden Bridgewater, will support its strategically important tourism and leisure roles, and the protection of the West Salford Greenway will assist in preserving the setting and special character of historic settlements in this part of the city**
- C) Barton Aerodrome – development and infrastructure investment shall respect and sustain the unique historic aviation landscape of Britain’s**

- first municipal airport, which opened in 1930 and where the country's first designated runways, first civil aviation aircraft hangar, first airport terminal building and first flight control tower still survive
- D) Eccles Town Centre – development shall protect and enhance the centre's, historic character having regard to the high concentration of assets and the best surviving medieval core in the city, as well as its historic associations with the Eccles cake. A coordinated approach will be taken to the renewal of the town centre in a way that maximises the benefits of the highly accessible location whilst protecting and enhancing its heritage interest
 - E) Ordsall Hall – the continued redevelopment of Ordsall Waterfront and other parts of the Ordsall area must protect and enhance the setting and views of one of the city's most important heritage assets
 - F) The wider Chat Moss area – activity must respond to the high potential for discoveries of further prehistoric archaeological remains and Iron Age evidence, and some areas of peat may retain important palaeo-environmental evidence and possibly bog bodies¹³⁷
-

A positive role for heritage assets

- 20.16 Heritage assets that are actively used are much more likely to be subject to an appropriate maintenance regime that helps to protect their long-term future and heritage interest, whereas vacant historic buildings often fall into disrepair that can ultimately lead to their partial or complete loss. Finding appropriate uses for Salford's heritage assets is therefore an important priority, and the city council will work with developers, Historic England and other statutory and non-statutory consultees in achieving this.
- 20.17 Salford's heritage will need to adapt to changing circumstances. This may involve some alterations and adaptations in order to accommodate new uses, but it needs to be ensured that these are sensitively designed and implemented so that the heritage interest is not significantly diminished.
- 20.18 Temporary uses of historic buildings can often be appropriate, as they provide a way of testing the market and securing the active use of heritage assets without the need for changes to the built fabric. Artistic uses and performance events can be particularly successful at increasing the public connection to the city's heritage. The involvement of local communities can help to identify and secure long-term uses for heritage assets.

Policy HE3: A positive future for heritage assets

The positive use of heritage assets will be encouraged, helping to ensure that they are appropriately maintained.

¹³⁷ A bog body is a human cadaver that has been naturally mummified in a peat bog

The use secured should be consistent with the protection and where appropriate enhancement of the asset's heritage significance and its sustainable long-term use. The original or a historically significant use will typically be the most appropriate long-term use for a heritage asset, and where a proposal departs from this then the applicant will need to demonstrate why it is not feasible to retain or restore that use original/historic use.

When assessing a development proposal, the reduction or removal of risk to a heritage asset will be considered a public benefit that counts in favour of the proposal.

Uses that provide opportunities for heritage learning and public access to and appreciation of heritage will be looked on more favourably.

Heritage at risk

20.19 Owning or occupying a heritage asset is both a privilege and a responsibility. It can often involve extra costs, such as in terms of the materials and skills required to maintain a historic building, but it also offers additional benefits including the character of accommodation that can contribute to commercial opportunities and quality of life.

20.20 Unfortunately, not all owners and occupiers of heritage assets fulfil their responsibilities, and buildings and structures can fall into disrepair or suffer inappropriate adaptations as a result. Sometimes this is through deliberate negligence, but it can also be the result of the sheer scale of maintenance liabilities such as those faced by religious organisations in the upkeep of churches.

20.21 Historic England updates annually its Heritage at Risk Register, which identifies the designated heritage assets most at risk and most in need of safeguarding for the future. Other organisations such as the Theatres Trust also publish lists of heritage assets that are at risk. The planning acts provide the city council with various powers to intervene where a heritage asset is at risk, but their use is contingent on the availability of adequate resources.

20.22 It is wholly unacceptable for owners and occupiers to deliberately allow heritage assets to fall into disrepair, or to avoid maintenance responsibilities in the hope of securing more profitable uses for a building or site in the future. National policy is clear that: "Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision."¹³⁸ Prospective owners

¹³⁸ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 196

should have full regard to the likely costs of restoration and maintenance of heritage assets in the price they pay for a site or building.

Policy HE4: Heritage at risk

Proposals which safeguard the long term future of heritage assets at risk through finding viable uses for them and ensuring that they are maintained and secured to prevent further decay will be supported. The owners are strongly encouraged to investigate grant funding opportunities.

Where appropriate, a range of actions may be taken to secure the appropriate restoration or maintenance of heritage assets at risk, including enforcement action which includes, compulsory purchase orders, urgent works notices, repair notices and dangerous structure notices.

Heritage information and interpretation

- 20.23 High quality information is essential for the protection and appreciation of the city's heritage. Various approvals are required for works affecting heritage assets, and the related applications can only be determined if they are accompanied by a clear heritage assessment setting out the significance of any heritage assets that would be affected, the likely impacts of the proposed works, and how any likely harm has been minimised and mitigated.
- 20.24 There is huge public interest in the city's history and heritage assets. Hence it is important to increase public access to heritage information and interpretation wherever possible, both on-site and as part of the historic environment record, and this can be a valued resource for communities. This connection to, and evidence of, a site's history and heritage can also increase a development's attractiveness to potential occupiers and investors, adding to its distinctiveness and combating uniformity.
- 20.25 Where heritage assets are to be lost or covered up then it is especially important that they are fully recorded and this evidence is made publicly available. However, national policy is clear that a commitment to such recording can in no way justify the loss of a heritage asset¹³⁹.
- 20.26 All of these issues can be particularly important for below ground archaeology, the details of which may not be fully understood at the point of application. This can result in the need for archaeological investigations prior to development taking place, and preservation and recording of anything that is found as a result.

¹³⁹ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 205

Policy HE5: Heritage information and interpretation

All applications that affect the historic environment, heritage assets and their setting must be accompanied by a heritage assessment that provides appropriately detailed information to enable a full understanding of the significance of the relevant heritage assets and the potential impacts of the proposal.

Where significant potential for below ground artefacts or remains has been identified, an archaeological investigation will be required prior to the development of the site.

Proposals affecting heritage assets shall seek to maximise public access to information about those assets, proportionate to the significance of those assets and the impacts on them, including by:

- 1) Recording details of any heritage assets that would be harmed, lost or covered up**
 - 2) Making any information about the heritage assets available for public inspection, including as part of the historic environment record**
 - 3) Publishing the findings of archaeological and other heritage investigations in an easily accessible format**
 - 4) Drawing attention to heritage assets through signage and plaques**
 - 5) Providing interpretation panels/boards on or around the site, and/or for use in public spaces**
 - 6) Making materials available for use in schools and other community activities**
-

Canals

20.27 Salford had a crucial role in the history of the canal, and hence the industrial revolution. Not only are the city's canals, and their remnants, important heritage assets, but they also have a significant recreation role, provide walking and cycling routes, and contribute to local identity.

20.28 The Bridgewater Canal, extending from Worsley in Salford to Manchester, opened in 1761 and was the first canal in Britain to be constructed without following an existing watercourse. It was originally built to transport coal more efficiently from the Duke of Bridgewater's underground mine at Worsley, and reportedly resulted in the price of coal in Manchester falling by around half. It marked the start of the golden era of canals. Subsequent extensions included a leg through Salford from Worsley to Leigh, connecting the Bridgewater Canal to the Leeds and Liverpool Canal. The construction of the Manchester Ship Canal in the nineteenth century resulted in the replacement of the original stone Barton Aqueduct with the unique Barton Swing Aqueduct, now grade II* listed.

- 20.29 The Bridgewater Canal also had a secondary purpose of providing drainage to alleviate flooding in the Worsley mines. At the same time that the canal was being constructed, a tunnel was being built from Worsley Delph, the original terminus of the canal, to access the coal seams. This subsequently led to the completion of a network of underground canals extending to around 46 miles across several levels, connected by locks and an inclined plane, collectively known as the Worsley Navigable Levels. This enabled coal to be taken out of the mines using narrow 'starvationers' boats, and then transferred onto larger vessels at the Delph. The Delph is a scheduled ancient monument (policy HE1/17), and its two entrances to the underground mines together with their sluice gates are grade II listed. There are two conservation areas along the canal, at Worsley Village (policy HE1/16) and Barton-upon-Irwell (policy HE1/2).
- 20.30 The Manchester, Bolton and Bury Canal opened between Oldfield Road in Salford and Bolton and Bury in 1796. It was subsequently extended from Oldfield Road to connect to the River Irwell in 1808, and most of this later section was restored in 2008 through the Middlewood area of the City Centre. Much of the canal has been drained and filled in, however some stretches of the original canal remain, primarily around Agecroft north of Park House Bridge, with areas in water including a designated Site of Biological Importance (policy BG2/26). Restoration of the Manchester, Bolton and Bury Canal and its towpath is a multi-million pound project, and will be a long term proposition. In places the original line of the canal has been severed by significant infrastructure (including the A6 and railway lines) and therefore at these pinch points there may need to be some deviation from it in order to deliver an achievable route that could potentially be fully navigable. Similarly, it will be important to ensure that protecting the original line of the canal does not impede significant infrastructure and regeneration projects, such as for example the proposed tram train link from Salford Quays to Salford Crescent station.
- 20.31 Fletcher's Canal provided a short link from the Wet Earth Colliery at Clifton to the Manchester, Bolton and Bury Canal at the Clifton Aqueduct, and was completed by 1800. Few features of the original canal remain, although there is a footpath through Clifton Country Park along the former towpath.
- 20.32 The Manchester Ship Canal, which forms the southern boundary of the city, was constructed largely along the original routes of the Irwell and Mersey rivers, extending to 36 miles. It enabled ocean-going vessels direct access to the heart of the Greater Manchester conurbation, and when it opened in 1894 it was the largest river navigation canal in the world. The Barton Swing Aqueduct, which carries the Bridgewater Canal across it, is the only swing aqueduct in the world, and widely recognised as a major feat of Victorian engineering. The Manchester Ship Canal continues to be an important piece of transport infrastructure, enabling the sustainable movement of freight, as well as a significant heritage asset.

Policy HE6: Canals

The canals in Salford will be protected as important heritage assets, including:

- 1) The Bridgewater Canal
- 2) Worsley Navigable Levels
- 3) The Manchester, Bolton and Bury Canal and its former line
- 4) Fletcher's Canal and its former line
- 5) The Manchester Ship Canal

In the case of the Manchester, Bolton and Bury Canal and Fletcher's Canal:

- A. Development alongside the line of the canal shall facilitate its restoration or, where this is not practicable, provide open space incorporating walking and cycling routes and heritage interpretation features along its line so that the potential for future restoration is retained and people can appreciate the history of the canal; and
- B. Development that would prevent or significantly hinder the future restoration of the canal or its towpath will not be permitted. In places where the original line of the canal has been severed by significant infrastructure or where the protection of the original line would prevent the delivery of vital infrastructure or where development would on balance result in significant benefit in terms of regeneration or sustainable development, some deviation from the original line will be acceptable. In such cases the development shall maintain provision for a continuous route that could be restored to be fully navigable in the future.

Developer contributions to the restoration and/or improvement of the city's canals will be sought where appropriate in accordance with policy PC1.

Monitoring

20.33 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position 2018/ 2019)	Target
Designated heritage assets identified as 'at risk' on the Historic England Heritage at Risk Register	14 ¹⁴⁰	Reduction in the number of designated heritage assets at risk
Number of heritage assets lost or de-designated	None	Zero

¹⁴⁰ Historic England (October 2019) *Heritage at Risk North West Register 2019*

Adopted 18 January 2023

Indicator	Baseline position 2018/ 2019)	Target
Number of statutorily designated heritage assets	235 ¹⁴¹	No net reduction

¹⁴¹ Salford City Council (December 2019)

Chapter 21: Green belt and agriculture

Creating a fairer Salford by:

- Protecting the Green Belt for future generations
- Encouraging improved public access to the Green Belt, so that all residents can benefit from this resource

- 21.1 The fundamental aim of Green Belt policy, as identified in national planning policy, is to prevent urban sprawl by keeping land permanently open. The Green Belt in Salford was originally designated in full in 1984, as part of the wider Greater Manchester Green Belt. As of March 2019 it measured 3,372 hectares, accounting for just over one-third of the total land area of the city. It is highly valued by residents, and hence its protection and enhancement is an important part of the spatial strategy for Salford.
- 21.2 This plan maintains the designation of the existing Green Belt in Salford, without any alterations to its boundaries. The need for any changes to the Green Belt, both in terms of land being removed or added to it, will be determined through the Places for Everyone joint DPD. This is because it is important to consider any Green Belt boundary changes in Salford as part of the overall strategy across the nine districts covered by Places for Everyone for accommodating development and combatting urban sprawl.
- 21.3 Given the extent of the Green Belt, it is vital that its various parts have positive roles that support the environmental, social and economic wellbeing of residents. The potential to deliver additional green infrastructure benefits is particularly significant and increasing public access will be an important way of ensuring that all residents are able to directly benefit from the Green Belt. The approach to Chat Moss in Policy GI2 is a key part of this.

Policy GB1: Green Belt

The Green Belt within Salford is defined on the Policies Map. This Green Belt will be afforded strong protection in accordance with national planning policy.

The positive use of the Green Belt will be supported where this is consistent with its Green Belt status and the purposes of its designation. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for the residents of Salford and providing the high quality green spaces that will support economic growth.

A positive approach will be taken to the provision of essential infrastructure within the Green Belt, where it would be consistent with maintaining the openness of the Green Belt and the purposes of including land within it.

Soils and agricultural land

21.4 As the national soil strategy explains:

“Soil is a fundamental natural resource on which life depends. It provides many essential services on which we rely including food production, water management and support for valuable biodiversity and ecosystems. As a large store of carbon it also plays a vital role in the fight against climate change.”¹⁴²

21.5 Protecting soils must therefore be an important priority for this plan and is reflected in a number of policy areas including water (Chapter 18), climate change (Policy CC1), Green Belt and agriculture (Chapter 21), green infrastructure (Chapter 22), biodiversity and geodiversity (Chapter 23), and pollution control (Policy PH1).

21.6 The need to protect soils relates not just to land in agricultural use, but also to soils within the urban area, where the negative impacts of development on soil resources also need to be minimised.

21.7 High grade agricultural land is a precious and relatively scarce natural resource. Technical data from Defra indicates that there is around 1,800 hectares of the highest grade land (grades 1 and 2) in Salford, located entirely within and around Chat Moss, equating to 19% of the city's land area. Salford has around 83% of all grade 1 agricultural land in Greater Manchester, although it accounts for just 0.45% of such land within England as a whole. This high grade agricultural land is in a variety of uses, with a significant amount of arable activity as well as horticulture, turf growing, hobby farming, equestrian uses, woodland, a golf course, fishing lakes, designated nature conservation sites, habitat restoration, and fallow land.

21.8 Given its potential importance for food production, the loss of higher grade land should normally be avoided wherever possible. However, a key environmental priority for Salford is the restoration of the Biodiversity Heartland in Chat Moss to lowland raised bog and complementary habitats, which would deliver nature conservation benefits and enhance the function of the area as a carbon sink and reduce carbon emissions resulting from oxidation of drained peat-based soils. This is likely to involve the loss of some high grade land, although it would not preclude its return to agriculture in the future if there was an urgent need.

21.9 Given the location and nature of high grade soils in Salford, where land is used for agriculture it will be important to ensure that this supports wider environmental objectives, such as minimising greenhouse gas emissions and enhancing biodiversity.

¹⁴² Department for Environment, Food and Rural Affairs (Defra) (2009) *Safeguarding our Soils: A Strategy for England*, paragraph 2

Policy GB2: Soils and agricultural land

Development shall safeguard and utilise on-site soil resources where practicable, maximising the retention of its environmental functions, in accordance with the Defra code of practice for the sustainable use of soils on construction sites.

The loss of agricultural land shall be avoided wherever possible. Where development of agricultural land is proposed, it shall be demonstrated that:

- 1) Preference has been given to the use of lower grade land; and**
- 2) The scale of loss has been minimised.**

Turf production is a concern within Salford due to the associated loss of soil with the turf. Where planning permission is required, new turf operations or extensions to existing turf production will not be permitted on Chat Moss for reasons set out in Policy GI2. Elsewhere within Salford proposals for turf production will be closely examined in line with this policy.

The positive use of agricultural land for farming and agri-environmental schemes will be encouraged. The use of agricultural land shall seek to protect soil quality, minimise soil erosion, reduce carbon emissions, retain floodwater, retain and enhance landscape and habitat features such as ponds and hedgerows, and maximise wider environmental benefits.

Farm diversification

21.10 Diversifying into non-agricultural activities can maintain the commercial viability of farm enterprises, supporting the wider rural economy and helping to ensure that profitable agricultural uses are retained. However, it is important that small-scale agricultural-related uses that are often not profitable in their own right, such as hobby farming, are not used to justify non-agricultural developments that would be better located elsewhere.

21.11 There is the potential for farm diversification proposals to negatively impact on neighbouring land uses. For example, some activities could affect local drainage, which in turn could impact on the agricultural potential of nearby land, important wildlife habitats or lowland raised bog restoration. Many of the roads within Chat Moss are of relatively poor quality, and so accessibility is likely to be a considerable constraint on the location, scale and nature of farm diversification, with significant traffic generation unlikely to be appropriate.

Policy GB3: Farm diversification

Farm diversification projects that support the rural economy will be permitted, particularly where they enhance public access to the Green Belt, provided that:

- 1) They support the long-term future of an established agricultural enterprise that has demonstrated profitability over a prolonged period;**
 - 2) The scale of development is consistent with the rural location;**
 - 3) There would be no unacceptable impact on the openness of the Green Belt;**
 - 4) There would be no unacceptable impact on the use of surrounding land, including soils in accordance with Policy GB2; and**
 - 5) The level of traffic generation would be consistent with the rural location and the quality of the local roads.**
-

New dwellings in the Green Belt

21.12 Strict controls are required to avoid unnecessary built development within the Green Belt, which could harm its openness, and so it will be necessary to demonstrate a genuine, long-term functional need for any new dwellings in the Green Belt. They will only be appropriate where they are specifically required to accommodate those working in rural-based enterprises such as agriculture and forestry, and there are no realistic housing alternatives available in the local area.

21.13 Where a new dwelling is permitted, it will be necessary to ensure that it is only occupied by people employed within the occupations that have justified its construction. Otherwise, it might be used for general market housing, which could then make it necessary to permit additional dwellings for those working in rural enterprises, leading to a gradual urbanisation of Salford's Green Belt. Such restrictions will only be removed where there is clear evidence that there is no longer a demand for the properties from people within the specified occupations.

21.14 It is also important to ensure that the land uses that justify the provision of new dwellings do not become separated from those dwellings as a result of subsequent sales. This is because the same land could then potentially be used to justify the need for a further new dwelling, again leading to an unnecessary increase in urban features within the Green Belt.

Policy GB4: Agricultural, forestry and other occupational dwellings within the Green Belt

New permanent dwellings to support agriculture, forestry or other activities acceptable in the Green Belt will only be permitted where:

- 1) There is a clearly established existing functional need for the dwelling;**

- 2) The need relates to a full-time worker, or one who is primarily employed in the activity generating the need, and does not relate to a part-time requirement;
- 3) The unit and the activity concerned:
 - i) Have been established for at least three years;
 - ii) Have been profitable for at least one of the last three years; and
 - iii) Have a clear prospect of remaining profitable in the future;
- 4) The functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and
- 5) The dwelling is of a size commensurate with the established functional requirement, and is not unusually large in relation to the needs of the unit.

Where there is some uncertainty over the financial basis of the enterprise, it may be possible to justify a temporary dwelling for a period of up to three years to allow it to establish its long-term profitability.

Where a new dwelling has been justified on the basis of a functional need to house someone working in agriculture, forestry or other activities acceptable in the Green Belt, a planning condition will be used to control its occupancy for that purpose. Where appropriate, a planning obligation will be used to ensure that the dwelling is not severed from the land the use of which justifies its construction.

A condition restricting the occupancy of a dwelling to certain types of worker, such as those involved in agriculture, forestry and/or other activities acceptable in the Green Belt, will only be removed where it can be clearly demonstrated that there is no demand for the dwelling from people who would comply with the occupancy condition. Evidence must be provided that the dwelling has been widely marketed over a period of at least 12 months for both sale and rent at a price that reflects the occupancy condition, including directly approaching local rural employers, and that any reasonable offers have not been rejected.

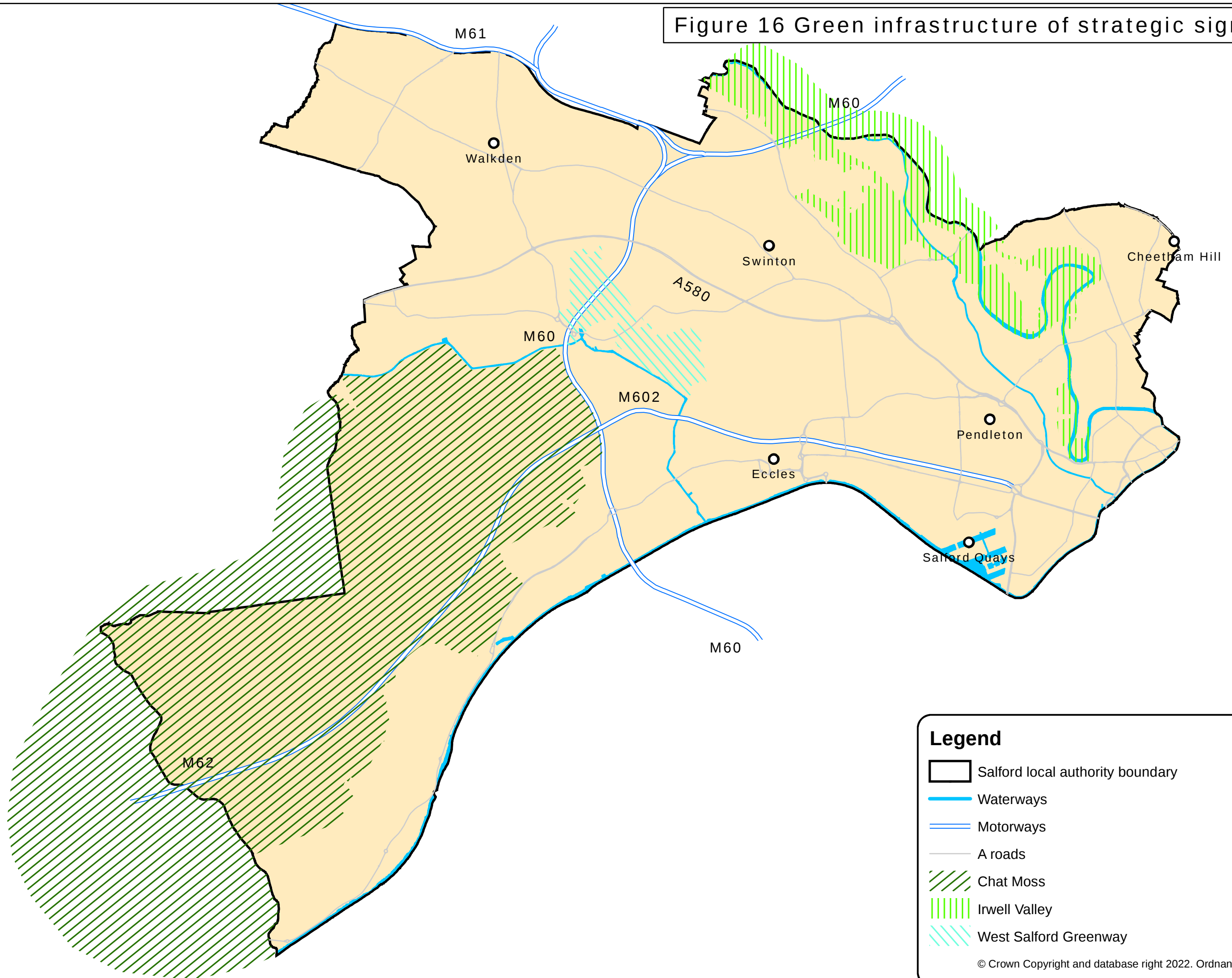
Chapter 22: Green infrastructure

Creating a fairer Salford by:

- Enabling all residents to benefit from good access to a diverse range of green spaces and features
- Reducing the shortage of greenspace affecting some parts of the city
- Using green infrastructure to support health, wellbeing and quality of life

- 22.1 Green infrastructure is defined in the National Planning Policy Framework as a “network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”. It also includes ‘blue’ features such as ponds, rivers and canals.
- 22.2 Green infrastructure is essential to the success of Salford, not just because of the wide variety of environmental objectives that it helps to meet but also because it improves quality of life, supports economic growth, enhances the image of the city, assists in mitigating the impacts of climate change, and promotes social objectives such as good physical and mental health and wellbeing. Hence, investment in green infrastructure, such as the new RHS Garden Bridgewater, is an investment in the long-term health and prosperity of the city, its residents and its businesses.
- 22.3 The overarching aim is to establish a comprehensive, high quality network of green infrastructure throughout Salford, extending into surrounding districts. It will be important to ensure that all areas of Salford benefit from the provision of accessible and high quality green infrastructure, including within the more densely developed areas of the city. The green infrastructure network therefore needs to stretch throughout the whole city, and this will require the provision of new pieces of green infrastructure as well as the appropriate protection and improvement of existing ones. The contribution of Salford’s green infrastructure to the wider Greater Manchester network also needs to be recognised, and Chat Moss (see policy GI2) and the Irwell Valley (policy GI3) in particular are considered to be of sub-regional importance. Within the city, the West Salford Greenway (policy GI4) is also of strategic significance.

Figure 16 Green infrastructure of strategic significance



Legend

-  Salford local authority boundary
-  Waterways
-  Motorways
-  A roads
-  Chat Moss
-  Irwell Valley
-  West Salford Greenway



Development and green infrastructure

- 22.4 Given the vital contribution of green infrastructure to the future success of the city, it will be essential that new developments protect existing and incorporate new green infrastructure wherever possible. This will help to ensure that all parts of the city benefit from high quality and accessible green infrastructure and will avoid a disproportionate burden falling on any individual sites or developments.
- 22.5 Its immense benefits, coupled with competing pressures on land resources, means that ideally there would always be far more green infrastructure available than it is possible to provide in practice. This necessitates thinking creatively about the opportunities to incorporate green infrastructure into developments, utilising buildings, streets and landscaping to increase the overall level of greenery as well as specifically setting aside land for green infrastructure. It also makes it important to maximise the range of functions that individual pieces of green infrastructure can support as far as practicable, whilst recognising that it may be appropriate to prioritise certain functions given the particular site context and that tensions between different functions will need to be managed. This enables the maximum advantage to be derived from the green infrastructure as well as representing a more efficient use of land. Ensuring that green infrastructure features are interconnected will further enhance their functionality, for example by enabling the more successful dispersal of flora and fauna and providing more continuous attractive pedestrian and cycling routes. The ongoing management and maintenance of green infrastructure features such as woodland, trees and reed beds will be important in enabling it to continue to fulfil its various functions. Whilst policy GI1 identifies some key principles, 'All our Trees'¹⁴³ provides evidence on the benefits of trees and woodland with further guidance to improve the way in which trees are planted and managed including locations where new tree planting will provide the most benefits for future generations.

Policy GI1: Development and green infrastructure

Development shall protect and enhance the green infrastructure network in Salford by helping to maximise its:

- 1) Extent, whilst having regard to the development needs of the city;**
- 2) Interconnectedness, enabling individual pieces of green infrastructure to deliver greater benefits through links to the wider network;**
- 3) Multi-functionality, whilst not detracting from the important primary functions of individual pieces of green infrastructure; and**
- 4) Quality, ensuring that it can meet its various functions as effectively as possible.**

¹⁴³ City of Trees (2020), All our trees: Greater Manchester's Tree and Woodland Strategy

In complying with the above points, developments shall:

- 5) Respond to the specific location, characteristics and surroundings of the site to take opportunities to incorporate green infrastructure that can most effectively benefit the wider area, for example providing sustainable urban drainage systems that address identified problems such as flood risk and water quality, and deliver environmental and quality of life benefits;
- 6) Ensure that green infrastructure is central to the design, rather than being relegated to 'left-over' land;
- 7) Use land and building surfaces creatively to maximise on-site green infrastructure provision, particularly within areas where there are currently major green infrastructure deficits such as City Centre Salford and Salford Quays;
- 8) Seek to maximise the benefits, and where appropriate public use, of the green infrastructure, with an emphasis on promoting healthier communities;
- 9) Ensure that appropriate long-term management and maintenance measures are in place for any green infrastructure; and
- 10) Deliver a net gain in biodiversity value, consistent with Policy BG2

Green infrastructure functions

Appropriate functions of green infrastructure may include:

- A) Providing habitats for plants and animals, particularly native species, and corridors and stepping stones for their movement
- B) Providing opportunities for food production, both commercial and non-commercial
- C) Mitigating the risks and impacts of flooding
- D) Mitigating air, water and noise pollution
- E) Providing carbon storage and sequestration
- F) Offering relief from high temperatures
- G) Providing sport and recreation opportunities
- H) Providing space for public events, meeting places and quiet contemplation
- I) Providing attractive walking, cycling and horse riding routes
- J) Contributing to the quality of townscapes and landscapes, and providing a high quality setting for development
- K) Supporting heritage and local identity
- L) Separating individual developments and settlements
- M) Providing an educational resource

Within the following parts of the city, some of which overlap, the provision and improvement of green infrastructure shall support and enhance the identified priority functions as far as practicable:

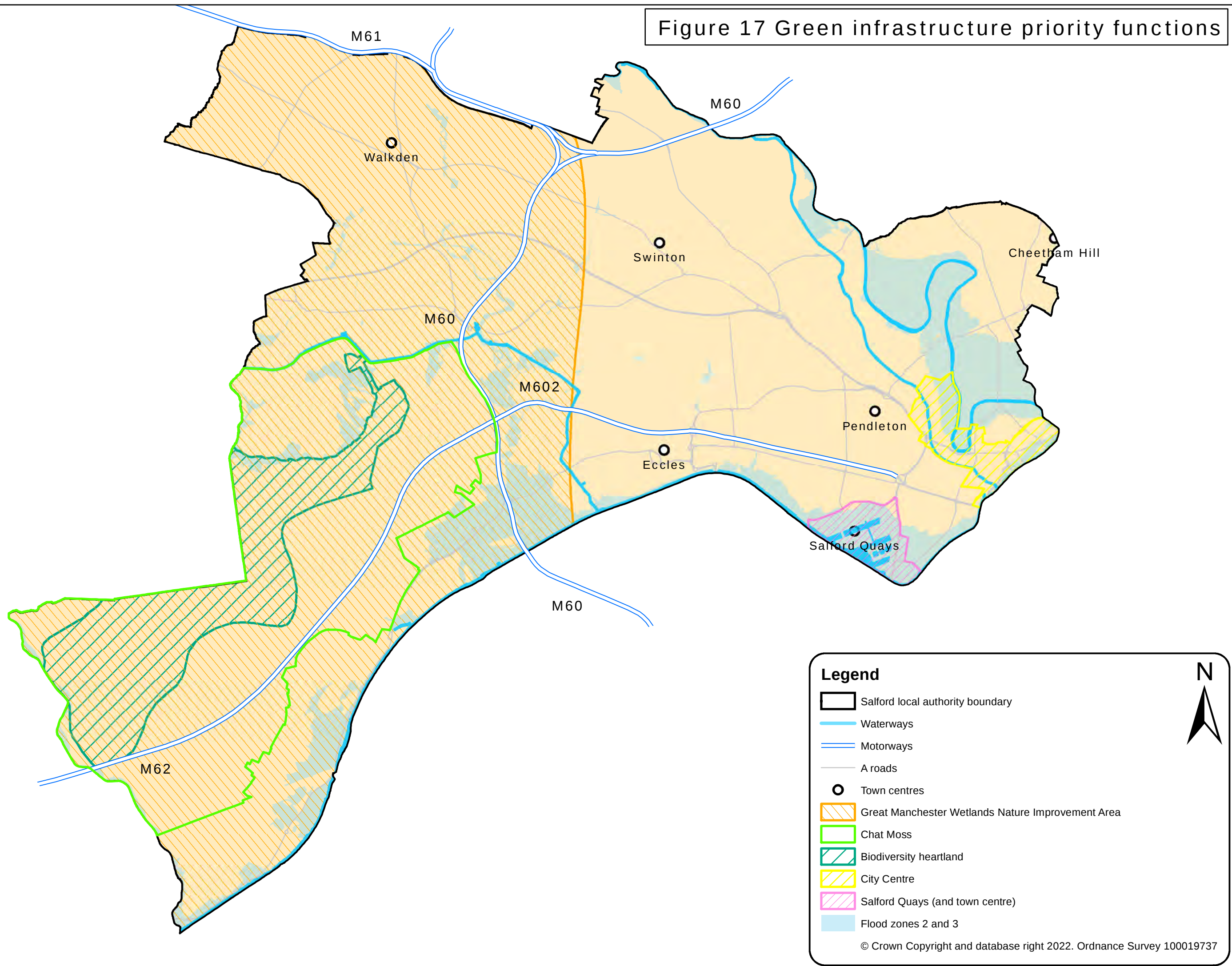
- a) Within flood zones 2 and 3 as identified by the Environment Agency, the provision of capacity for water storage in the event of a flood

- b) Within City Centre Salford, Salford Quays and other areas of high density development, the provision of relief from high temperatures, and the efficient use of surfaces to maximise the provision of green infrastructure including through green roofs, green walls and street trees
- c) Within areas of poor average resident health, the provision of opportunities for physical activity
- d) Within Chat Moss, the storage of carbon
- e) Within the Biodiversity Heartland, the wider Great Manchester Wetlands Nature Improvement Area, and areas that do not meet the standards relating to access to strategic and local natural greenspace (see Policy R1), the provision of habitats, movement corridors and stepping stones for plants and animals
- f) Within and around the waterway network and other water bodies, measures to achieve 'good' status of the water body in accordance with Policy WA1 and encourage movement of species

Definition

The definition of green infrastructure encompasses a wide variety of green and/or open features, including the countryside, parks, playing fields, public squares, rivers, canals, ponds, hedgerows, grass verges, trees, private gardens, green roofs and green walls.

Figure 17 Green infrastructure priority functions



Chat Moss

- 22.6 Chat Moss provides a distinctive, flat landscape, forming part of a larger area of lowland wetlands that includes the Wigan flashes and which falls within the Great Manchester Wetlands Nature Improvement Area (see Policy BG1). Chat Moss accounts for almost 20% of Salford's total land area, but it currently has relatively limited direct benefits for the city's residents despite its immense potential. Consequently, a high priority for this plan is to open up public access across the whole area, providing opportunities for informal recreation activities such as walking and cycling, in a way that is consistent with enhancing biodiversity and protecting the openness of the Green Belt.
- 22.7 There were originally some 2,650 hectares of lowland raised bog across Chat Moss, which is one of Western Europe's rarest and most threatened habitats with a unique range of wildlife, but there are now only around 310 hectares of relatively undamaged peat deposits primarily in Salford. The restoration of lowland raised bog can make a major contribution to achieving carbon neutrality in Salford by 2038, both reducing a significant source of emissions and locking in carbon, as well as supporting nature conservation objectives.
- 22.8 A Biodiversity Heartland has been identified within Chat Moss, which provides the main opportunity for securing lowland raised bog restoration. It includes several former peat extraction sites, with some parts of the area already under restoration. However, lowland raised bog restoration may not always be practicable for a variety of reasons such as the previous use of the site, the remaining depth and quality of peat, or the hydrology of the immediate area. In these circumstances, habitats that are complementary to lowland raised bog will be sought, focusing particularly on wetlands. Uses which represent a reduction in greenhouse gas emissions will be considered favourably although the aim will remain restoration to lowland raised bog or complementary habitats. The Biodiversity Heartland also includes Botany Bay Wood, the largest area of woodland in Greater Manchester, which contains an important heronry that is potentially of national importance.
- 22.9 A review of Green Belt boundaries is ongoing through the Places for Everyone joint DPD and some land within Chat Moss may be allocated for development in the future. Any allocations within the area covered by this policy would need to have regard to the priorities set out below.

Policy GI2: Chat Moss

Chat Moss, as shown on the Policies Map (GI2/1), will be protected and enhanced as a key component of Greater Manchester's strategic green infrastructure network, forming part of a wider lowland wetland area extending into Wigan and Warrington.

There will be a strong emphasis on:

- 1) Delivering nature conservation improvements, particularly within the Biodiversity Heartland, and providing ecological connections to surrounding areas;
- 2) Enhancing public access, with high quality walking and cycling routes through the area and connecting it to surrounding communities and other parts of the Great Manchester Wetlands Nature Improvement Area, in a manner compatible with nature conservation objectives and in particular avoiding additional pressure on nearby Special Areas of Conservation¹⁴⁴, so as to enable local residents to benefit from this vital and distinctive piece of green infrastructure;
- 3) Improving visitor facilities that support public use of Chat Moss and offer learning opportunities;
- 4) Providing high quality walking and cycling connections to the RHS Garden Bridgewater to the north, so that the two areas offer a distinctive visitor opportunity, with the garden providing a gateway to Chat Moss;
- 5) Reducing carbon emissions from the area and protecting and enhancing the area's role in storing and sequestering carbon, thereby supporting climate change objectives;
- 6) Retaining the flat, open and relatively tranquil character of the area, and its relative darkness;
- 7) Increasing the recreation use of land outside the Biodiversity Heartland, where this is consistent with maintaining the openness of the Green Belt; and
- 8) Seeking opportunities to restore a more natural hydrology to Shaw Brook and Glaze Brook.

Within the Biodiversity Heartland as shown on the Policies Map (GI2/2), the priority will be to secure the restoration of lowland raised bog and the enhancement of the Botany Bay Wood site of biological importance. Elsewhere within the Biodiversity Heartland, complementary habitats shall be provided, particularly wetlands, and there will be a focus on improving habitats for species such as breeding birds, brown hare and water vole. Where habitat restoration is not practicable, proposals which seek to replace the most damaging land uses with less intensive uses such as “wet” agriculture would be looked upon favourably.

Any development within or near to Chat Moss shall be consistent with these priorities and shall ensure that the capacity of the hydrology of the area to support bog restoration is not adversely affected.

Turf production is not considered to be consistent with these priorities due to the associated loss of peat soil with the turf. Therefore, where planning permission is required, new turf operations or extensions to existing turf production will not be permitted.

¹⁴⁴ Such as the Manchester Mosses Special Area of Conservation in Wigan and Warrington, and Rixton Clay Pits in Warrington

Definitions

Wet agriculture (also known as paludiculture): Cultivation of peatland without drainage. This might include, for example, traditional processes such as growing reeds or new processes that preserve the peat whilst taking a crop.

Irwell Valley

- 22.10 The Irwell Valley is a tremendously important piece of green infrastructure, and is a key component of Greater Manchester's strategic green infrastructure network. It fulfils a very wide range of functions, and makes a major contribution to the identity of Salford and several of its neighbourhoods. It will be essential that the valley is protected and enhanced as the city continues to grow.
- 22.11 Some of the valley is designated as Green Belt, but the openness of the broader area is important to its character. Some past developments have impinged on this, and any worsening of this situation needs to be avoided. The valley area contains a wide range of recreation facilities, and there is considerable potential to enhance this further. When coupled with new and improved strategic recreation routes, this will help to ensure that a large number of residents are able to easily access outdoor recreation opportunities, promoting healthy lifestyles in areas of the city that currently suffer from poor average levels of health.
- 22.12 Key priorities for the Irwell Valley include the management of flood risk and improvements to water quality. The area within Salford contains two flood storage basins and other flood management infrastructure, but also includes a significant number of properties at risk of flooding. The water policies of this plan (see Chapter 18) set out the overall approach to addressing flood risk issues, including by carefully controlling new development, but actions will also be required further upstream outside Salford in order to reduce the peak flows of water entering the city. Improvements to water quality and the associated waterside environments are still required throughout the Irwell Catchment in order to achieve the North West River Basin Management Plan objectives (see Policy WA1).
- 22.13 The Irwell Valley is home to a varied range of environmental and historic assets, including several sites of biological importance, half of the city's existing and proposed local nature reserves, Salford's only area of ancient woodland, parts of two conservation areas, sections of the former Manchester, Bolton and Bury Canal, and historic open spaces such as Peel Park. This quantity and diversity of such assets is a key strength of the area, providing a wide range of benefits for local communities, and their protection and enhancement is therefore vital. There have been some successes in

improving the river as a wildlife resource in recent years, and the watercourse now supports species such as otter, kingfisher and brown trout.

Policy GI3: Irwell Valley

The Irwell Valley, as shown on the Policies Map, will be enhanced as a key landscape and wildlife corridor connecting the urban area to the countryside, forming part of a large expanse of strategic green infrastructure extending into neighbouring districts, and providing multiple environmental, social and economic benefits.

Within Salford, there will be a strong emphasis on:

- 1) Retaining the open character of the river valley and avoiding its severance;**
- 2) Securing an integrated and varied network of new and improved recreation opportunities;**
- 3) Improving walking, cycling and horse riding connections through and to the valley, including through the provision of continuous waterside routes, new bridges across the river, and widening routes where appropriate;**
- 4) Taking a comprehensive and coordinated approach to mitigating flood risk;**
- 5) Improving the water quality of the river, and contributing to other North West River Basin Management Plan objectives including naturalisation of the riverbed, river banks and associated environments where possible;**
- 6) Protecting and enhancing the biodiversity, geodiversity and heritage of the area; and**
- 7) Ensuring that development contributes to the character and environmental quality of the valley, including by providing a high quality backdrop to the river and taking advantage of the waterfront setting.**

West Salford Greenway

22.14 The West Salford Greenway extends through the centre of the western part of the city, and is bounded by neighbourhoods in Worsley, Eccles, Swinton and Walkden. It has been formally protected by adopted planning policy since 1995, originally as the Worsley Greenway, and is highly valued by the local communities that surround it. It has a very varied nature, including a village green at Roe Green in the north of the area, a cricket ground and adjoining open land, woodland, agricultural land, Duke's Drive local natural greenspace, and a golf course. The northern part of the area lies within the Roe Green/Beesley Green conservation area, sections of the western part lie within the St. Mark's and Worsley Village conservation areas, and a significant section of the northern half is designated as the Worsley Woods local nature

reserve and site of biological importance. The historically important Bridgewater Canal runs along the south-west edge of the Greenway, with its original feeder reservoir of Old Warke Dam in the centre of the area and its starting point at Worsley Delph, which is a scheduled ancient monument. The Greenway also has a broader importance in providing the setting for historic settlements in this part of Salford.

- 22.15 A loopline strategic recreation route runs from Monton Village to the south through the area before branching into two at the northern end, and is important for connecting the Greenway to surrounding communities. Several public footpaths provide access across the Greenway and link to the loopline, enabling residents in the adjoining areas to take advantage of this important green space. The individual parts of the Greenway are demonstrably special to the adjacent communities, but the area has a wider strategic significance in terms of the contribution it makes to the character of West Salford, including through some distinctive views. It is therefore essential that a coordinated approach is taken to protecting and enhancing its green infrastructure functions, and that built development is limited accordingly.

Policy GI4: West Salford Greenway

The West Salford Greenway, as shown on the Policies Map, will be protected and enhanced as a series of interconnected greenspaces of varied use and character, and important heritage assets, providing a major contribution to the identity and well-being of the surrounding neighbourhoods and west Salford more generally.

There will be a strong emphasis on:

- 1) Maintaining the openness and continuity of the Greenway, and avoiding any fragmentation of it;**
- 2) Protecting the historic character of the Greenway, and its contribution to the character and setting of four conservation areas (Monton Green, Roe Green/Beesley Green, St Mark's, and Worsley Village), a scheduled ancient monument (The Delph), several listed buildings including the Grade 1 listed Church of St Mark, the Bridgewater Canal, and the historic settlements of Worsley, Roe Green, Beesley Green, Monton and Broadoak Park;**
- 3) Improving the extent and quality of public access to and within the Greenway, with the strategic recreation routes along the Bridgewater Canal and the former railway line providing connections to other parts of the city, and maintaining a diverse range of recreational uses;**
- 4) Enhancing the biodiversity functions of the Greenway, providing a mosaic of habitats that bring wildlife into the heart of west Salford, including through the careful management of the Worsley Woods Local Nature Reserve and Worsley Woods Site of Biological Importance; and**
- 5) Managing land and water bodies to deliver a range of green infrastructure functions, including minimising flood risk and delivering**

North West River Basin Management Plan objectives relating to Salteye Brook and Worsley Brook.

Trees, woodland and hedgerows

- 22.27 Trees, woodland and hedgerows are extremely important components of Greater Manchester's green infrastructure network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures. The city council supports the City of Trees target to plant a tree for every resident in Greater Manchester over the next 25 years. Whilst policy GI5 identifies some key principles, 'All our Trees'¹⁴⁵ provides evidence on the benefits of trees and woodland with further guidance to improve the way in which trees are planted and managed including locations where new tree planting will provide the most benefits for future generations.
- 22.28 Some parts of the city have significantly higher levels of tree cover than others, with trees making a major contribution to the character of certain neighbourhoods. The potential for increasing tree cover may be greater in some areas, but the vital roles of trees means that increases in provision will be sought everywhere. As part of new developments, existing trees should be retained wherever possible, with the inclusion of additional trees elsewhere within developments also often being appropriate. The notable exception will be those landscapes and habitats where tree planting is generally inappropriate, in particular areas of lowland moss where there may be a need for tree removal to enhance this habitat. It will be important to ensure that new woodland protects existing habitats. New streets should be tree-lined, unless evidence is provided to demonstrate that there are clear, justifiable and compelling reasons why this would not be appropriate.
- 22.29 If the overall contribution of trees and woodland to Salford's green infrastructure network is to be enhanced then it will be important to avoid harm to existing trees, and where this is not possible to secure appropriate replacements. Hedgerows typically provide one of the highest concentrations of biodiversity of any habitat and can also be significant historic landscape features. Hence it will be important to retain the overall value of hedgerows in the city. Important hedgerows are provided additional statutory protection through The Hedgerow Regulations 1997.

Policy GI5: Trees, woodland and hedgerows

The extent of tree cover across Salford will be increased, with an emphasis on native species that support wildlife and carbon sequestration, and the vital

¹⁴⁵ City of Trees (2020), *All our trees: Greater Manchester's Tree and Woodland Strategy*

role that trees and hedgerows make to environmental quality will be protected and enhanced, through a range of measures including by:

- 1) Protecting the ancient woodland at Clifton Wood (BG2/42 on the Policies Map) and ancient or veteran trees elsewhere unless there are wholly exceptional¹⁴⁶ reasons as identified by national planning policy and a suitable compensation strategy exists;
- 2) Affording strong protection to trees that are subject to a tree preservation order or are located within a conservation area;
- 3) Ensuring that developments are designed and constructed in such a way as to minimise any adverse impacts on trees;
- 4) Undertaking appropriate environmental assessment as part of significant new tree planting proposals including consideration of existing habitats;
- 5) Requiring developments that would involve the loss of trees to provide replacement trees of a suitable size and species in an appropriate location to deliver a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision;
- 6) Working towards the Woodland Trust standard of all households being within 4,000 metres walking distance of a publicly accessible woodland of at least 20 hectares in size (see Policy R1);
- 7) Supporting the increased provision of street trees, with a requirement for new streets to be tree-lined, ensuring that they meet minimum specification standards and maximise potential green infrastructure functions such as sustainable drainage and pollution control;
- 8) Protecting hedgerows, particularly those of historic or biodiversity importance, and securing appropriate replacement, enhancement and expansion of this priority habitat in accordance with the Defra biodiversity offsetting metric where their loss is unavoidable; and
- 9) Encouraging the positive management of trees, woodland and hedgerows so as to maximise their green infrastructure functions including ecological quality.

Any new tree provision will be expected to be accompanied by an appropriate management and maintenance plan with identified financial resources to deliver it.

Monitoring

22.30 The main indicators that will be used to monitor this chapter are:

¹⁴⁶ Ministry of Housing, Communities and Local Government (July 2021) *National Planning Policy Framework*, paragraph 180c. At the time of writing defines 'wholly exceptional reasons' are defined as for example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.

Indicator	Baseline position	Target
Area of green infrastructure positively used for recreation	See chapter 24 Recreation	Increase (2019-2037)
Area of green infrastructure positively used for biodiversity purposes	See chapter 23 Biodiversity and geodiversity	Increase (2019-2037)
Area of green infrastructure positively used for flood risk mitigation	63 hectares ¹⁴⁷	Increase (2019-2037)

22.31 Green infrastructure is influenced by several aspects of the Local Plan, therefore indicators in other chapters are also relevant to the delivery and monitoring of green infrastructure, particularly those on flood risk, biodiversity and recreation.

¹⁴⁷ Unpublished work by Salford City Council

Chapter 23: Biodiversity and geodiversity

Creating a fairer Salford by:

- Improving access to nature for people in all parts of the city, including within higher density areas and other neighbourhoods poorly served at present
- Significantly enhancing the city's overall biodiversity interest for the benefit of existing and future residents

23.1 The government's 25 Year Environment Plan¹⁴⁸ recognises that in order to leave the environment in a better condition for the next generation, we need to restore and create wildlife habitats, looking beyond existing designated sites to the wider environment. The national biodiversity strategy¹⁴⁹ recognises that biodiversity is important not just in its own right but because it is critical to human survival. It provides us with services that are vital to our wellbeing and economic prosperity. The UK National Ecosystem Assessment concluded that decision-making consistently undervalues nature, and that many of the services that it provides are in decline¹⁵⁰. The message at the national level is therefore clear that biodiversity issues need to be taken more seriously and are a key component of sustainable development.

23.2 The Local Plan seeks to respond to this challenge through a comprehensive range of measures aimed at ensuring that Salford's biodiversity resources are protected and enhanced. The overarching aim is to deliver a significant net gain in the city's overall biodiversity value, and to enhance the ability of ecological networks to adapt to climate change. All parts of the city and all developments have a role to play in this, and the cumulative benefit of small-scale improvements in biodiversity resources should not be underestimated. Other policies in the plan will support biodiversity improvements, particularly those relating to green infrastructure (chapter 22) and the quality of water bodies (policy WA1).

23.3 There are no nationally or internationally designated sites in Salford at present, but a Site of Special Scientific Interest is proposed at the heronry in Botany Bay Wood. The local designation of Sites of Biological Importance (SBIs) is assessed at the Greater Manchester level, and there are currently 32 such sites in Salford. Many of the SBIs include priority habitats identified in the national and/or local biodiversity action plans, although such habitats are also found in other locations across the city.

23.4 The establishment of a Biodiversity Heartland within Chat Moss offers the most significant opportunity to enhance Salford's biodiversity resources, with

¹⁴⁸ Department for Environment, Food and Rural Affairs (2018) *A Green Future: Our 25 Year Plan to Improve the Environment*

¹⁴⁹ Department for Environment, Food and Rural Affairs (2011) *Biodiversity 2020: A strategy for England's wildlife and ecosystem services*, p.4

¹⁵⁰ UK National Ecosystem Assessment (2011) *The UK National Ecosystem Assessment: Synthesis of the Key Findings*

the potential to secure significant areas of lowland raised bog restoration, which is a European priority habitat. This area forms part of a wider ecological network within the Great Manchester Wetlands Nature Improvement Area, which extends into Warrington and Wigan, where it includes the Manchester Mosses Special Area of Conservation. There are numerous opportunities elsewhere in Salford to secure significant biodiversity enhancements, ranging from strategic areas such as the Irwell Valley to individual development sites.

Nature Improvement Areas

- 23.5 The Great Manchester Wetlands Nature Improvement Area (NIA) was adopted by the Greater Manchester and Cheshire Local Nature Partnerships in May 2013, and currently covers around 48,000 hectares extending across parts of Salford, Wigan and Warrington. The area of the NIA within Salford is shown on the Policies Map and in Figure 18. There is scope for the boundary of the NIA to change in the future, should circumstances change.
- 23.6 The main focus of the NIA can be broadly split into three different landscapes:
- The Mosslands, defined by the peaty soils and the flat topography associated with the former lowland bogs, which accounts for that part of the NIA within Salford and extends into Wigan and Warrington
 - The Mersey Valley Wetlands Corridor, which has the Glaze Brook along the south-western edge of Salford as its eastern boundary and lies within Warrington
 - The Flashes in Wigan
- 23.7 The vision is for the NIA to become an exemplar of biodiversity restoration, enhancement and the delivery of landscape-scale ecological networks. A central part of this is to deliver a coherent collection of wetland habitats that will help to buffer existing designated sites and connect important habitats to allow free movement of key species, which will become increasingly important in mitigating the impacts of climate change. The whole of the Chat Moss area in Policy GI2 falls within the NIA, and the Biodiversity Heartland is one of the priority areas for habitat restoration and creation.
- 23.8 The NIA designation does not prevent new development. However, a location within the NIA makes it essential that suitable high quality green infrastructure is incorporated within the development site in order to increase the area of priority habitats, improve connectivity between habitats and species populations, and enable the movement of species within the NIA and beyond, and also for development to contribute to off-site improvements within the Biodiversity Heartland to help deliver the NIA objectives. The provision that is expected will vary depending on the characteristics of the site and its location within the NIA.

- 23.9 The further designation of Nature Improvement Areas will be supported where appropriate, with the Irwell Valley being a high priority.

Policy BG1: Nature Improvement Areas

The area of Salford within the Great Manchester Wetlands Nature Improvement Area as shown on the Policies Map will be managed so as to:

- 1) Mitigate the impact of environmental pressures by improving species mobility between Lancashire, Cheshire and Greater Manchester;**
- 2) Make a lasting improvement to some of Britain's rarest habitats by restoring designated sites and priority habitats;**
- 3) Improve regional and local connectivity for critical species by creating stepping stones and corridors between habitats and populations; and**
- 4) Optimise the ecosystem services provided by all habitats, particularly the carbon storage function of lowland raised bog.**

Development will be carefully controlled to support the achievement of these objectives across the Great Manchester Wetlands Nature Improvement Area, and nature conservation projects will be encouraged.

Development and biodiversity

- 23.10 If development is to be genuinely sustainable then it will be vital for it to play a full role in protecting and enhancing Salford's biodiversity resources. Development generates opportunities to help achieve an overall nature conservation benefit, and it will often be possible to secure significant improvements through relatively simple measures, such as the incorporation of green infrastructure and features including bird/bat boxes and bricks that can enable wildlife to disperse throughout the city. On-site biodiversity improvements will also be vital to enhancing the liveability of urban areas, and improving the connection of people to nature, particularly as development densities increase.
- 23.11 The ways in which developments secure a net gain in biodiversity value will vary considerably and be relative to the scale and nature of the site. Major developments will need to use the most up to date Natural England metric¹⁵¹ or equivalent in order to assess current biodiversity value and demonstrate a net gain in biodiversity value of at least 10%. Minor developments will assess biodiversity and demonstrate net gain in a manner that is proportionate to the site. On some sites, the focus will be on the retention of existing habitats. For others, this may be impracticable, and it may be necessary instead to make significant provision for new habitats either on- or off-site. It can be challenging to establish new habitats, and this will be taken into account when

¹⁵¹ Currently The Biodiversity Metric 3.0 (published July 2021)

assessing the appropriateness of proposed mitigation measures. It is essential that the most important and irreplaceable habitats in the city are protected, and so mitigation rather than retention will not be appropriate in some circumstances. It will also be important to ensure that invasive species such as Japanese Knotweed are controlled.

23.12 In the case of the Biodiversity Heartland, it will be important not just to protect the biodiversity resources that already exist, but also to support restoration schemes and secure further enhancements in the area's nature conservation value where possible. This reflects the overall strategic importance of this area both within Salford and as part of a wider ecological network.

Policy BG2: Development and biodiversity

All development shall deliver a net gain in biodiversity value. All major development shall deliver at least a 10% net gain in biodiversity value.

Development shall avoid having any adverse impact on the nature conservation value of the following hierarchy of sites, with the weight afforded to their protection reflecting their position in the hierarchy (greatest weight first) along with legislative and national policy requirements:

- A) Internationally designated sites, including the Manchester Mosses Special Area of Conservation in Wigan and Warrington, and the Rixton Clay Pits Special Area of Conservation in Warrington**
- B) Irreplaceable habitats, including ancient woodland and ancient or veteran trees**
- C) Nationally designated sites, such as Sites of Special Scientific Interest and National Nature Reserves**
- D) Locally designated sites, such as Sites of Biological Importance and Local Nature Reserves**
- E) Other parts of the Biodiversity Heartland in Chat Moss**

Harm to other priority habitats shall be avoided wherever practicable.

Where an adverse impact on biodiversity is unavoidable then this shall be minimised as far as possible and appropriate compensation provided for any remaining adverse impacts.

Compensation for adverse impacts on biodiversity resources

Where compensation is needed, an offsetting mechanism based on the Natural England biodiversity offsetting metric will be used to calculate requirements. Where site clearance or other activities have lowered the biodiversity value of the on-site habitat after 30 January 2020 other than in accordance with planning permission, an estimate of the biodiversity units on site prior to those activities will be used as a baseline. This estimate will be based on habitat surveys, aerial photos and/or other appropriate evidence of the condition of the site, applying the precautionary principle. As explained in

the Greater Manchester Biodiversity Net Gain Guidance, the metric determines the amount of compensation required having regard to:

- 1) The area of biodiversity resources affected;
- 2) The importance of the biodiversity resources that will be adversely affected, particularly in terms of:
 - a) The distinctiveness of the habitats;
 - b) The condition of the habitats;
 - c) The strategic significance of the habitat location; and
 - d) An allowance for the habitats' role within a wider ecological network.

The biodiversity value of any mitigation or compensation proposals will be measured in line with the Greater Manchester Biodiversity Net Gain Guidance or any subsequent guidance which supersedes this. New habitats will be scored in relation to points 1) and 2) above. Measurement will also make an allowance for risk factors such as the difficulty of creating new habitats, the time to reach target habitat condition and the distance of the new habitat from the site affected by development.

Where compensation is required for the reduction or loss of existing biodiversity resources then this shall be provided in line with the following principles, with the objective of contributing to the creation of a coherent, high quality ecological network:

- 3) A preference for on-site habitat provision/enhancement wherever practicable, followed by improvements to sites within the local area, and then other sites elsewhere within Salford, particularly the Biodiversity Heartland;
- 4) The maintenance and where possible enhancement of the ability of plants and animals including pollinating insects to move, migrate and genetically disperse across the city; and
- 5) The provision/enhancement of priority habitats identified at the national, Greater Manchester or local level, having regard to the scarcity of that habitat within Salford.

Monitoring of compensation measures will be required to ensure effectiveness, with further compensation being required in the event of initial measures being ineffective. Ongoing management of any new or improved habitats together with monitoring and reporting will need to be planned and funded for 25 years.

Development in the Biodiversity Heartland

Within the Biodiversity Heartland, development proposals shall take all practicable opportunities to enhance the area's nature conservation value.

Invasive Species

All development shall secure the eradication of invasive species within the site boundary.

Biodiversity assets shown on the Policies Map

The local nature reserves, sites of biological importance and ancient woodland in Salford are shown on the Policies Map:

Local Nature Reserves

1. Blackleach Country Park
2. Clifton Country Park
3. Kersal Dale
4. Kersal Moor
5. Three Sisters
6. Worsley Woods
7. Kersal Wetland (proposed)
8. Clifton Moss (proposed)
9. Little Woolden Moss (proposed)

Sites of Biological Importance

10. Alder Forest Marsh
11. Bittern Pits Wood
12. Blackleach Reservoir
13. Botany Bay Wood
14. Brickfield Wood
15. Bridgewater Canal
16. Brindle Heath Junction
17. Cadishead Moss
18. Clifton Country Park
19. Clifton Moss (South)
20. Foxhill Glen
21. Grassland and Heath off Clively Avenue
22. Great Woolden Wood
23. How Clough
24. Kersal Dale
25. Kersal Moor
26. Manchester, Bolton and Bury Canal at Agecroft
27. Marsh near Clifton Junction
28. Middle Wood
29. Old River Irwell
30. Ponds near New Manchester (East)
31. Ponds North of Cleworth Hall (North)
32. River Irwell
33. Salford Quays (North)
34. Springside Reservoirs
35. Three Sisters
36. Towns Gate Lake and Marsh
37. Twelve Yards Road
38. Walkden Reservoir
39. Woodland North of Moss Farm

40. Worsley Filterbeds

41. Worsley Woods

Ancient woodland

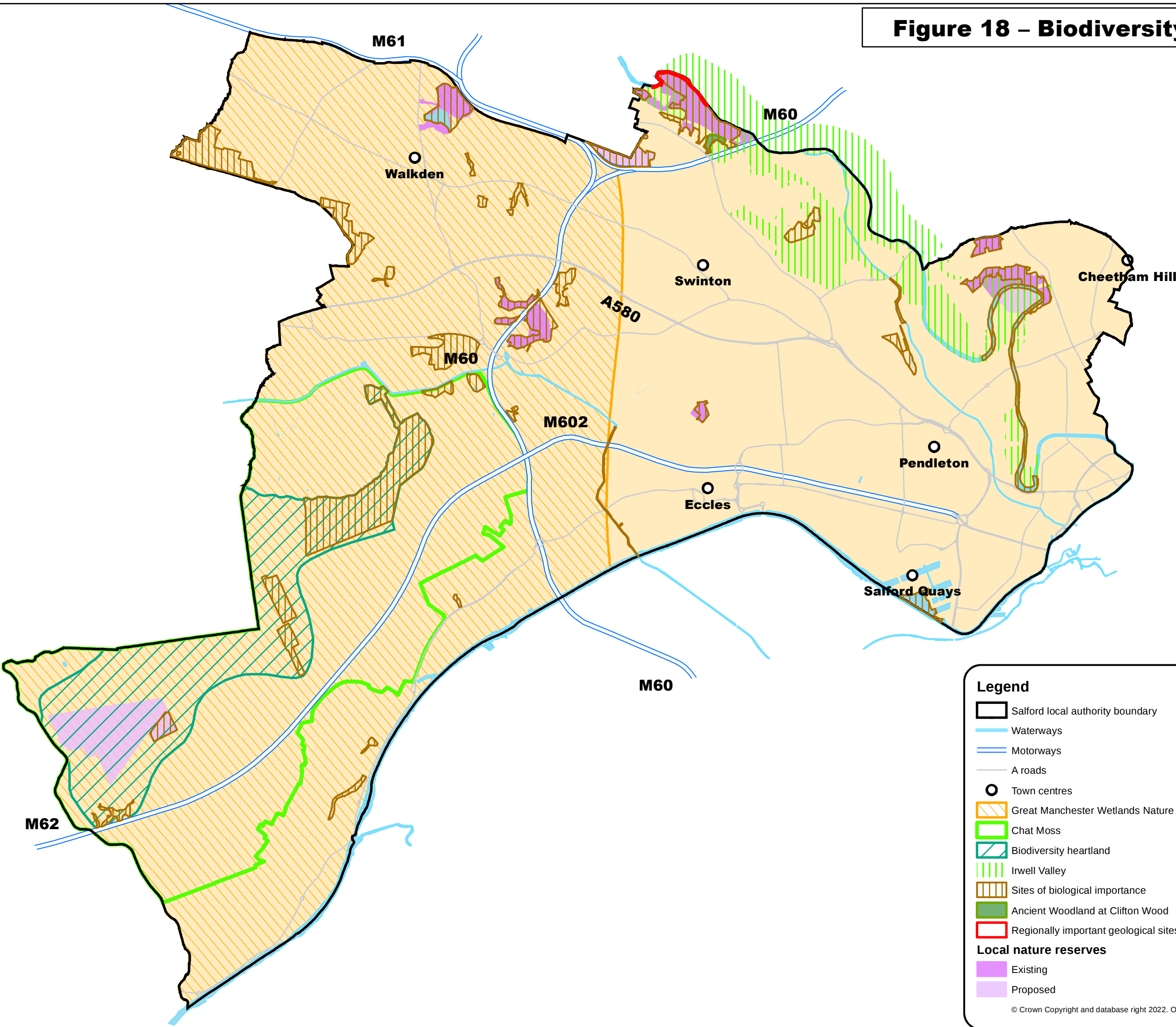
42. Ancient Woodland at Clifton Wood (part of Clifton Country Park site of biological importance)

There are currently no internationally or nationally designated sites in Salford.

Definitions

Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Figure 18 – Biodiversity assets



Legend

- Salford local authority boundary
- Waterways
- Motorways
- A roads
- Town centres
- Great Manchester Wetlands Nature Improvement Area
- Chat Moss
- Biodiversity heartland
- Irwell Valley
- Sites of biological importance
- Ancient Woodland at Clifton Wood
- Regionally important geological sites - Clifton Country Park

Local nature reserves

- Existing
- Proposed

Geodiversity

23.13 Geodiversity refers to the range of rocks, minerals, fossils, soils and landforms in an area. Salford has one site identified as meriting designation for its geological interest, located within Clifton Country Park. Other parts of the River Irwell valley are also of potential geological significance but none have been designated at present. Apart from the Irwell Valley and the extensive peat soils of Chat Moss, features of geological value are scarce within the city. The most well-known asset is the former quarry at Worsley Delph which is also a site of very significant heritage interest. It will be important to provide appropriate protection for such features, both in terms of their inherent geological value and to maintain their contribution to local character and identity. It will also be important to have regard to the requirements of Policy GB2 in respect of the sustainable use of soils.

Policy BG3: Geodiversity

Development that would have a significant adverse impact on the value of any feature of geodiversity interest will not be permitted.

Regionally Important Geological Sites shown on the Policies Map

River Irwell, Clifton Country Park (BG3/1).

Monitoring

23.14 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position	Target
Area of the Biodiversity Heartland being restored to lowland raised bog or a complementary wetland habitat	174 hectares ¹⁵²	686 hectares by 2037
Area of land designated as a Site of Biological Importance	511 hectares ¹⁵³	Net increase (2019-2037)
Area of land in positive nature conservation management	410 hectares Of which 175ha is within an SBI ¹⁵⁴	Significant increase (2019-2037)

¹⁵² Unpublished work by Salford City Council

¹⁵³ Designations under policy BG2 SLP: DMP Policies Map (based on 2017 surveys)

¹⁵⁴ Unpublished work by Salford City Council, incorporating evidence from 2018 Single Data List Indicator 160 return to Defra

Chapter 24: Recreation

Creating a fairer Salford by:

- Ensuring that all residents have good access to a wide range of recreation facilities and opportunities
- Addressing shortfalls in recreation provision that currently affect communities in some parts of the city
- Enabling everyone to live active and healthier lives
- Improving access from all parts of the city to the countryside

24.1 The provision of a broad range of high quality, accessible recreation facilities is a major contributor to quality of life, and will help to ensure that Salford is an attractive place to live, work and visit. Such provision includes parks and country parks, children's play areas, sports pitches and facilities, allotments, natural greenspaces, nature reserves, and public amenity spaces. These are supported by other initiatives that will deliver major recreation benefits such as Irwell River Park.

24.2 Recreation is vital to supporting the physical and mental health of residents, enabling people to lead more active lives. It also makes an important wider contribution to the social health of the city, for example providing positive leisure and learning opportunities for young people. Other parts of the plan will also help to improve recreation provision across Salford, including by protecting and enhancing strategic green infrastructure at Chat Moss, the Irwell Valley and the West Salford Greenway (policies GI2-4), supporting the completion of Irwell River Park (chapter 8), supporting the recreational use of the basins at Salford Quays (policy AP2), improving waterside walkways and cycleways (policy D9), and protecting the city's canals (policy HE6).

Local recreation standards

24.3 Local recreation standards have been developed to help ensure that all residents have good access to a range of recreation opportunities which are able to meet a variety of different needs and demands. Many of the standards have been used in Salford for several years or more, and are derived from national standards produced by organisations such as Fields in Trust and Natural England. The standard relating to woodland is based on the Woodland Trust's Woodland Access Standard. It is recognised that land availability will act as a constraint on the achievement of some of these standards in parts of the city, but it will be important to work towards them as far as practicable, particularly given the importance of local recreation facilities in helping to address the poor average health levels in Salford.

- 24.5 It will be important that all new residential developments support the achievement of the recreation standards wherever possible, given the additional demand that they will create. Their contribution will be calculated based on the proposed number of dwellings (which equates to the number of households that could be accommodated) and the number of bed spaces (which equates to the population that could be accommodated) that the development would create, as well as the type of dwellings where appropriate. On-site provision will often be the most suitable form for such contributions, so as to maximise accessibility to occupants of the new housing, although this may not be practicable or deliver the most effective outcomes in some cases. In particular, it will be appropriate within areas of greenspace deficiency for larger developments to incorporate substantial public open space that can act as a focal point for the development as well as improving access to recreation opportunities. In parts of the city where it will not be feasible to achieve specific recreation standards, developments will be required to make enhanced contributions to other types of recreation.

Policy R1: Recreation standards

New residential development shall contribute to the achievement of all of the following recreation standards, and the management and maintenance of any facilities provided or improved for at least a 20 year period, proportionate to the additional demand that they would be expected to generate:

Size-based standards

- 1) A minimum of 0.45 hectares of publicly accessible amenity space per 1,000 residents**
- 2) A minimum of 0.4 hectares of informal outdoor sports facilities (both adult and youth) per 1,000 residents**
- 3) A minimum of 1 hectare of Local Nature Reserve per 1,000 residents**
- 4) A minimum of 5,000m² (or 0.50 hectares) of allotments per 1,000 households, with each new plot being 125m² in size to enable as many residents as possible to take on an allotment**

Distance-based standards

- 5) All households to be within 500 metres walking distance of a Local Equipped Area for Play (LEAP)**
- 6) All households to be within 1,000 metres walking distance of a Neighbourhood Equipped Area for Play (NEAP)**
- 7) All households to be within 1,200 metres walking distance of a Neighbourhood Park**
- 8) All households to be within 3,200 metres walking distance of a District Park**
- 9) All households to be within 500 metres walking distance of a publicly accessible Local Natural Greenspace of at least 1 hectare in size**
- 10) All households to be within 2,000 metres walking distance of a publicly accessible Strategic Natural Greenspace of at least 20 hectares in size**
- 11) All households to be within 4,000 metres walking distance of a publicly accessible woodland of at least 20 hectares in size**

The requirements for formal indoor and outdoor sport provision are contained within policy R5.

Facilities will only be counted as helping to meet these standards where they are of sufficient quality to properly fulfil their intended function and meet the level of demand placed on them.

The contribution made by new residential developments to the achievement of these standards shall be in accordance with the following order of preference, and may include both new facilities and the improvement or refurbishment of existing facilities:

- A) On-site provision where this is practicable and would be the most effective way of meeting the needs generated by the development
- B) Off-site provision and/or a financial contribution to off-site provision

Where on-site provision is being made to meet standard 5 and 6 above, this shall achieve a minimum of 0.25 hectares of equipped children's playspace per 1,000 bed spaces.

All facilities shall be designed to serve other green infrastructure functions (see Policy GI1) wherever possible, linking into the wider green infrastructure network.

Scale of contribution

It is recognised that there may be situations where it is unrealistic or disproportionate for a development to contribute to the full achievement of all of the standards in this policy, particularly where most of the standards are not currently met and there is limited scope for on-site recreation provision. In these circumstances, it will be considered that this policy has been met where the combined financial value of recreation improvements that will be funded by the development (including financial contributions and the capital cost of on-site provision and off-site provision in the local area, but excluding compensation for any loss of recreation function resulting from the development) meet or exceed the following levels:

- a) For all recreation standards (at 2019/20 financial year prices):
 - i) For houses, £1,408 per bed space;
 - ii) For apartments and other forms of residential accommodation not falling within the definition of a house, £965 per bed space; and
- b) The playing pitch contribution as detailed in policy R5.

The levels in point (a) will increase annually in line with the Retail Prices Index (all items). When there is evidence which indicates that open space provision costs have changed, the contributions per bed space above will be adjusted accordingly. The most up-to-date published cost at the point of an application's determination will be used.

Definitions

Informal outdoor sports facilities (both adult and youth)' includes but is not limited to: skateboarding and wheeled-activity facilities; mini-football (hard standing surfaces only); jogging/fitness circuits; multi-use games areas (MUGA); outdoor gyms; basketball courts (outdoor); and youth shelters.

'House' is defined in policy H1.

'Bed space' is defined as the number of bedrooms within a dwelling plus one.

Provision of recreation facilities

24.6 Recreation facilities are an important component of a sustainable neighbourhood, but the noise and activity that some schemes generate can adversely affect the amenity of surrounding residents. In some cases this has led to new facilities being installed but later having to be removed due to amenity impacts, resulting in wasted investment and a lost opportunity to improve recreation provision in the long-term. The provision of a suitable buffer zone around recreation uses can help to minimise the potential for such conflicts. The 30 metre buffer is derived from national standards by Fields in Trust¹⁵⁵ and based on previous site specific amenity issues from recreation facilities that required interventions by the city council. The guidance recommends 30 metres as a minimum buffer distance between the activity zone of specific types of recreation facilities and the boundary of the nearest property containing a dwelling. This distance is applicable to Neighbourhood Equipped Areas for Play and Multi-Use Games Areas. A slightly shorter buffer distance is recommended for Local Equipped Areas for Play, however in the experience of the city council the amenity issues that can occur are equally applicable to all types of equipped areas for play. The 30 metre requirement is considered to achieve a balance between protecting residential amenity whilst ensuring good natural surveillance of recreation facilities by being overlooked.

Policy R2: Recreation facilities and residential amenity

A distance of at least 30 metres shall be maintained between the curtilage of residential properties and recreation facilities that are likely to generate a significant level of noise and activity such as Local Equipped Areas for Play, Neighbourhood Equipped Areas for Play, and Multi-Use Games Areas.

¹⁵⁵ Fields in Trust (2018) *Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (England)*. Table 1, page.6.

Protection of recreation facilities

24.7 If the quantity, quality and accessibility of recreation provision in Salford are to be maintained and enhanced, then it will be necessary to strictly control developments that would affect existing recreation land and facilities. The incremental loss of existing recreation sites to other uses has the potential to compromise the overall Local Plan approach to improving recreation provision in support of social, economic and environmental objectives. The presumption will therefore be that an existing recreation site should be retained in recreation use unless there is clear evidence that its loss would not harm access to high quality recreation facilities. Where the loss of a recreation use is considered acceptable, it will be important that appropriate compensation is provided so as to ensure there is no overall reduction in recreation opportunities in the local area.

Policy R3: Protection of recreation land and facilities

The development of existing recreation land or facilities for non-recreation purposes will only be permitted where:

- 1) It is ancillary to the recreation use and does not reduce the overall recreation function of the site;**
- 2) Replacement recreation provision of at least the same quantity, quality, community benefit and management level is made in a suitable location having regard to accessibility to its catchment population;**
- 3) It has been clearly demonstrated that the site is surplus to recreational requirements and is not capable of helping to meet any of Salford's recreation standards; or**
- 4) The site has been allocated for alternative purposes in the development plan, and development will deliver a net improvement in the city's recreation resources.**

Wherever practicable, replacement provision shall be made directly by the developer and shall be available for use before the existing recreation facility is lost. The payment of a financial contribution to the city council for replacement provision may be acceptable in other circumstances.

This policy applies to all existing sites and facilities that have a recreation use or value, irrespective of whether they are owned or managed by the public, private or voluntary sectors.

Where the loss of a disused or lapsed playing field site is proposed the following priority order of options will be used in addition to the recommendations set out in Salford's latest playing pitch strategy:

- A) Explore the feasibility of bringing the site back into use which may show either:**

- i) The site can be brought back into sustainable use where funding is available and use is secured by the council and the relevant sport national governing body and/or community groups; or
 - ii) The site is not in a sustainable location and in which case no amount of money will make it desirable. In this case option B) or C) will be applicable.
- B) The site could become another type of recreation facility or greenspace to meet a need identified in Salford's latest open space evidence base; or**
- C) Redevelop the site for an alternative use with an appropriate proportion of the capital receipt to be invested in existing recreation facilities in the locality.**

Definitions

'Playing field' is the whole of a site which includes at least one playing pitch.

'Playing pitch' is a delineated area, together with any run-off area, of 0.2 hectares or more, and which is used for any of the sports covered by current legislation¹⁵⁶.

A 'disused' playing field site has formerly accommodated playing pitches within the previous five years that are not now being used at all and are not available for community hire.

A 'lapsed' playing field site is one where the last use was more than five years ago.

Strategic recreation routes

- 24.8** The network of strategic recreation routes extends through the city and beyond, and is an important component of a sustainable Salford, helping to provide opportunities for outdoor recreation, linking recreation sites, and connecting the urban area to the countryside. It can therefore make a major contribution to public health and quality of life, enhancing public access to the green infrastructure network. It is complemented by a wider network of public rights of way.
- 24.9** Many of the existing strategic recreation routes follow looplines (disused railways), public rights of way and waterside routes, and are generally separate from highways. These routes will continue to be protected and enhanced. Opportunities to expand the network will be taken where possible in locations where improved public access is important but specific priority routes have yet to be identified. New development should make an appropriate contribution to the protection and enhancement of the network,

¹⁵⁶ HM Government (2015) The Town and Country Planning (Development Management Procedure) (England) Order 2015: schedule 5, paragraph za, interpretation of table k (ii).

including by ensuring that it promotes the safe use of strategic recreation routes and connections to the network in accordance with the design policies of this plan.

Policy R4: Strategic recreation routes

A network of high quality strategic recreation routes extending through the city and into surrounding districts will be protected and enhanced. Opportunities will be sought to join up existing routes by filling in gaps in the network and to expand routes into other parts of the city. The routes will play an important role in connecting neighbourhoods with places of work, shops and between strategic open spaces, contributing towards public health and quality of life. Where practicable, new developments shall connect to the network of strategic recreation routes, particularly in terms of enhancing pedestrian and cycling accessibility from the development.

Existing strategic recreation routes are shown on the Policies Map:

- 1. Bridgewater Way**
- 2. Cadishead Way, Irlam to Liverpool Road, Cadishead**
- 3. Clifton Country Park**
- 4. Ellenbrook Loopline**
- 5. Glazebrook**
- 6. Irwell River Park (The Meadow to Salford Quays)**
- 7. Linnyslaw Loopline**
- 8. Port Salford Greenway**
- 9. River Irwell (Clifton Country Park to The Meadow)**
- 10. Roe Green Loopline**
- 11. Salford Quays and MediaCityUK**
- 12. Slack Brook Open Space**
- 13. Swinton Greenway**
- 14. The Meadow**
- 15. Tyldesley Loopline**
- 16. RHS Bridgewater Link**

Planning permission will not be granted for development that would result in the permanent obstruction or closure of an strategic recreation route, unless an alternative route is provided that is equally attractive and convenient.

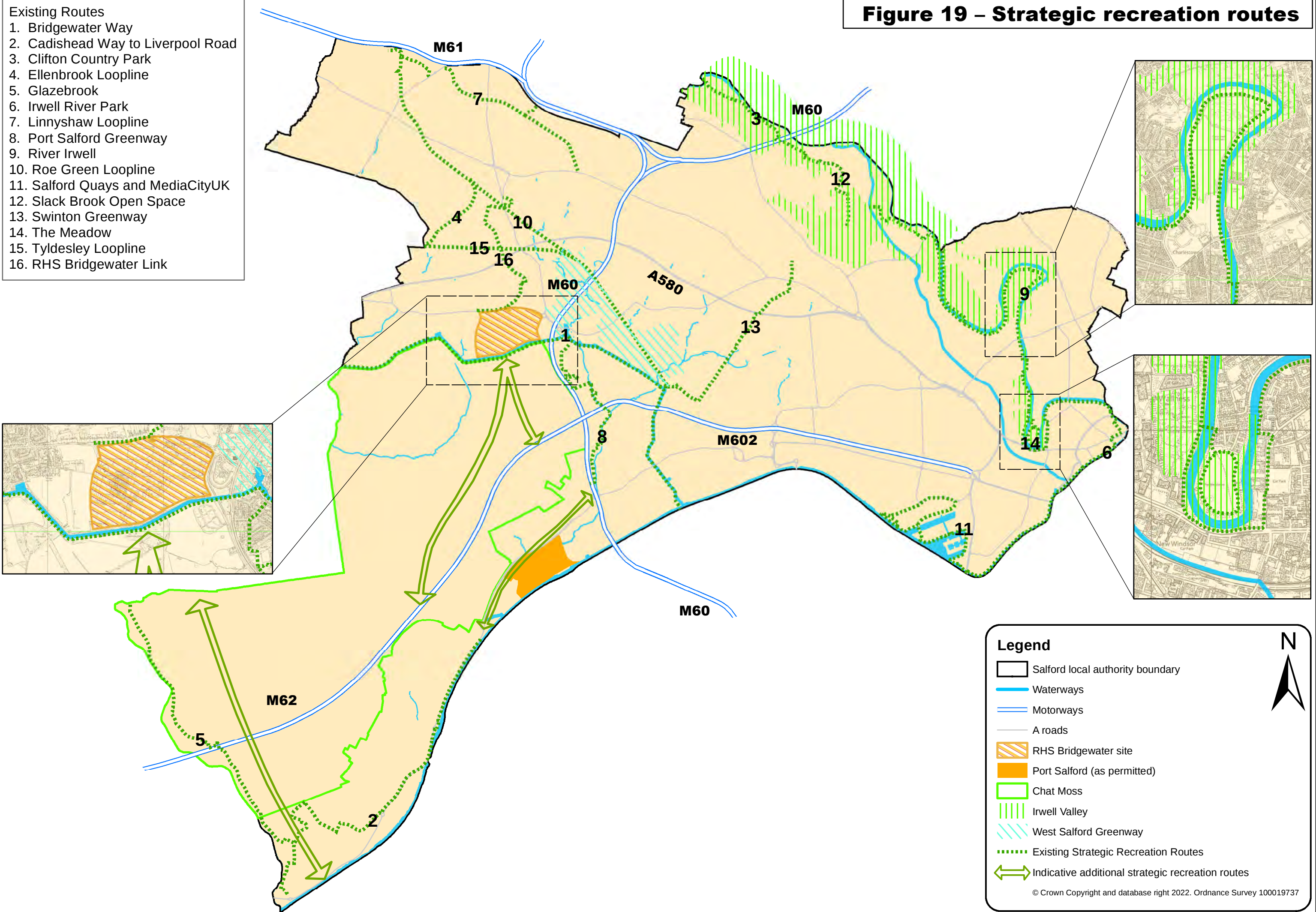
The provision of further strategic recreation routes will be sought, particularly where they would improve links to and through Chat Moss (see Policy GI2), Port Salford, RHS Bridgewater, the West Salford Greenway and the Irwell Valley, and alongside the city's waterways.

New development that is proposed on a site which could help to fill a gap in the network will be required to incorporate a strategic recreation route as part of the development. Where the use of a site has previously prevented the provision of a continuous or direct strategic recreation route, such as along

Adopted 18 January 2023

the Manchester Ship Canal, then any redevelopment proposals shall deliver a new route connecting to the wider network.

Figure 19 – Strategic recreation routes



Outdoor and indoor sports facilities

- 24.10 The provision of a broad range of high quality, accessible outdoor and indoor sports facilities will complement other recreation facilities available in the city. These facilities will support the needs of each sport and club in Salford, ensuring that provision is sufficient and flexible to deal with current and projected increases in demand. These sports facilities will encourage active lifestyles to provide significant benefits for the health and wellbeing of people visiting, working and living in the city.
- 24.11 Demand for sports facilities is expected to rise as the population of the city increases, therefore it will be important that all new residential developments contribute to adding capacity in existing sports facilities or creation of new, given the additional demand that these developments will create. The five key hubs listed in Policy R5 are considered essential to outdoor sports provision. Further enhancements to these and other existing multi-pitch sites will be necessary to ensure that they meet Salford's needs.
- 24.12 Independent assessments are updated regularly on behalf of the city council for all sports facilities. The Salford playing pitch assessment reviews the supply and quality of sports pitches against the needs of each sport and club. This links to a strategy and action plan that makes key recommendations and prioritises specific changes and enhancements to individual sports pitch sites. A separate indoor sport and leisure needs assessment and strategy focuses on a wide range of indoor facilities.

Policy R5: Outdoor and indoor sports facilities

A comprehensive range of outdoor and indoor sports facilities will be protected and enhanced across Salford, in accordance with policy R3, including but not limited to:

- A) Grass sports pitches for example for football, rugby league, rugby union, and cricket as defined by current legislation ¹⁵⁷;**
- B) Artificial surfaces for all pitch sports;**
- C) Athletics facilities;**
- D) Tennis Courts;**
- E) Bowling Greens;**
- F) Golf Courses**
- G) Sports halls;**
- H) Swimming pools;**
- I) Fitness centres and gyms; and**
- J) Other specialist indoor facilities including those for bowls, combat sports, gymnastics, squash and tennis.**

¹⁵⁷ HM Government (2015) The Town and Country Planning (Development Management Procedure) (England) Order 2015: schedule 5, paragraph za, interpretation of table k (ii).

To secure the level of playing pitch provision and associated changing rooms required to meet the scale of additional demand generated from development, contributions will be based on Salford's up to date Playing Pitch Strategy and calculated using the Sport England Playing Pitch Calculator. For houses and apartments this is £348 per bed space (at 2019/20 financial year prices) with the cost to be reviewed regularly in line with updates to the Playing Pitch Strategy and Facilities Costs contained within the Playing Pitch Calculator.

The most up-to-date published cost at the point of an application's determination will be used.

The following sites are designated as strategic hubs of city-wide importance for outdoor sports, as shown on the Policies Map, and their enhancement will be supported:

- 1) Salford Sports Village in Lower Kersal
- 2) Old Racecourse Playing Fields
- 3) Brookhouse Playing Fields
- 4) Bolton Road Playing Fields
- 5) Duncan Matheson Playing Fields

In the case of Duncan Matheson Playing Fields, a small amount of enabling development will be considered on areas that are not functional playing field to cross-fund the improvement of the site for recreation purposes. This shall be consistent with its designation as a strategic hub for outdoor sports if adequate alternative funding cannot be secured and in line with the requirements of policy R3.

Definitions

Non-functional playing field is land incapable of forming part of a playing pitch for competitive sport or training use, for example due to steep slopes or other site-specific ground conditions.

Monitoring

24.13 The main indicators that will be used to monitor this chapter are:

Indicator	Baseline position ¹⁵⁸	Target
Area of publicly accessible amenity space per 1,000 residents	1.01 hectares (224.8%)	Increase (2019-2037)

¹⁵⁸ Salford City Council (January 2019) *Open Space chapter of Salford Infrastructure Delivery Plan (2017/18)*

Indicator	Baseline position ¹⁵⁸	Target
Area of informal outdoor sports facilities ¹⁵⁹ per 1,000 residents	0.09 hectares (22.5%)	Increase (2019-2037)
Area of Local Nature Reserve per 1,000 residents	145.4 hectares (62.1%)	Increase (2019-2037)
Number of allotments per 1,000 households	5.4 (27%)	Increase (2019-2037)
Proportion of households within 500 metres walking distance of a Local Equipped Area for Play	44.8%	Increase (2019-2037)
Proportion of households within 1,000 metres walking distance of a Neighbourhood Equipped Area for Play	89.9%	Increase (2019-2037)
Proportion of households within 1,200 metres walking distance of a Neighbourhood Park	76.2%	Increase (2019-2037)
Proportion of households within 3,200 metres walking distance of a District Park	96.1%	Increase (2019-2037)
Proportion of households within 500 metres walking distance of a publicly accessible Local Natural Greenspace of at least 1 hectare in size	53.0%	Increase (2019-2037)
Proportion of households within 2,000 metres walking distance of a publicly accessible Strategic Natural Greenspace of at least 20 hectares in size	48.0%	Increase (2019-2037)
Proportion of households within 4,000 metres walking distance of a publicly accessible woodland of at least 20 hectares in size	61.4%	Increase (2019-2037)

¹⁵⁹ Informal outdoor sports facilities includes but is not limited to: skateboarding and wheeled-activity facilities; mini-football (hard standing surfaces only); jogging/fitness circuits; multi-use games areas (MUGA); outdoor gyms; basketball courts (outdoor); and youth shelters

Indicator	Baseline position ¹⁵⁸	Target
The number of match equivalent session shortfalls as expressed in the most recent Salford Playing Pitch Strategy combined across all pitch sports	100 ¹⁶⁰	Decrease (2019-2037)

¹⁶⁰ Knight, Kavanagh & Page (August 2015, updated February 2018) Salford Community Leisure (Salford City Council) Playing Pitch Strategy Assessment Report

Chapter 25: Air quality, pollution and hazards

Creating a fairer Salford by:

- Taking a comprehensive approach to minimising pollution and the adverse impacts that it can have on residents
- Supporting improvements in air quality, particularly for communities near major roads that currently suffer the worst levels of pollution, and hence promoting better health and quality of life
- Minimising the potential for people to be affected by land instability

- 25.1 Pollution involves the introduction of harmful contaminants into the environment, which can include air, noise, light and vibration, as well as substances such as chemicals, particulate matter and certain gases. Pollution can have a major impact on health, amenity, natural resources, wildlife, heritage assets and quality of life, potentially compromising the success and sustainability of Salford and its individual neighbourhoods.
- 25.2 Development can lead to the emission of pollutants to the atmosphere, land or watercourses, both during construction and through the operation of the completed scheme. Hence, it is important that the planning system is used to complement other regulatory mechanisms for controlling pollution. A development will not automatically be acceptable in planning terms simply because it meets minimum statutory requirements under pollution control regimes, and the broader acceptability of any potential pollution impacts will need to be carefully assessed.
- 25.3 There are some existing pollution challenges in the city, perhaps the most significant being poor air quality. Within Salford, this is primarily associated with road transport, resulting not just from exhaust emissions but also particulates released by tyre and break degradation, though industrial processes and energy generation can also contribute. Parts of the city are designated as an air quality management area (see Figure 20), and a number of roads are likely to have levels of nitrogen dioxide in breach of legal limits beyond 2020¹⁶¹. Public Health England estimates that 5% of deaths in Greater Manchester are attributable to long-term exposure to particulate air pollution, equating to approximately 1,200 deaths in Greater Manchester in 2016¹⁶². Increasing temperatures can heighten the impact of air pollutants, and so climate change further raises the importance of addressing air quality issues.
- 25.4 The Greater Manchester local authorities are working on a joint Clean Air Plan to bring nitrogen dioxide on local roads within legal limits. This will be complemented by a range of measures in this plan, including ensuring that development is located so as to reduce the need to travel, connected to the

¹⁶¹ <https://cleanairgm.com/gm-clean-air-plan>

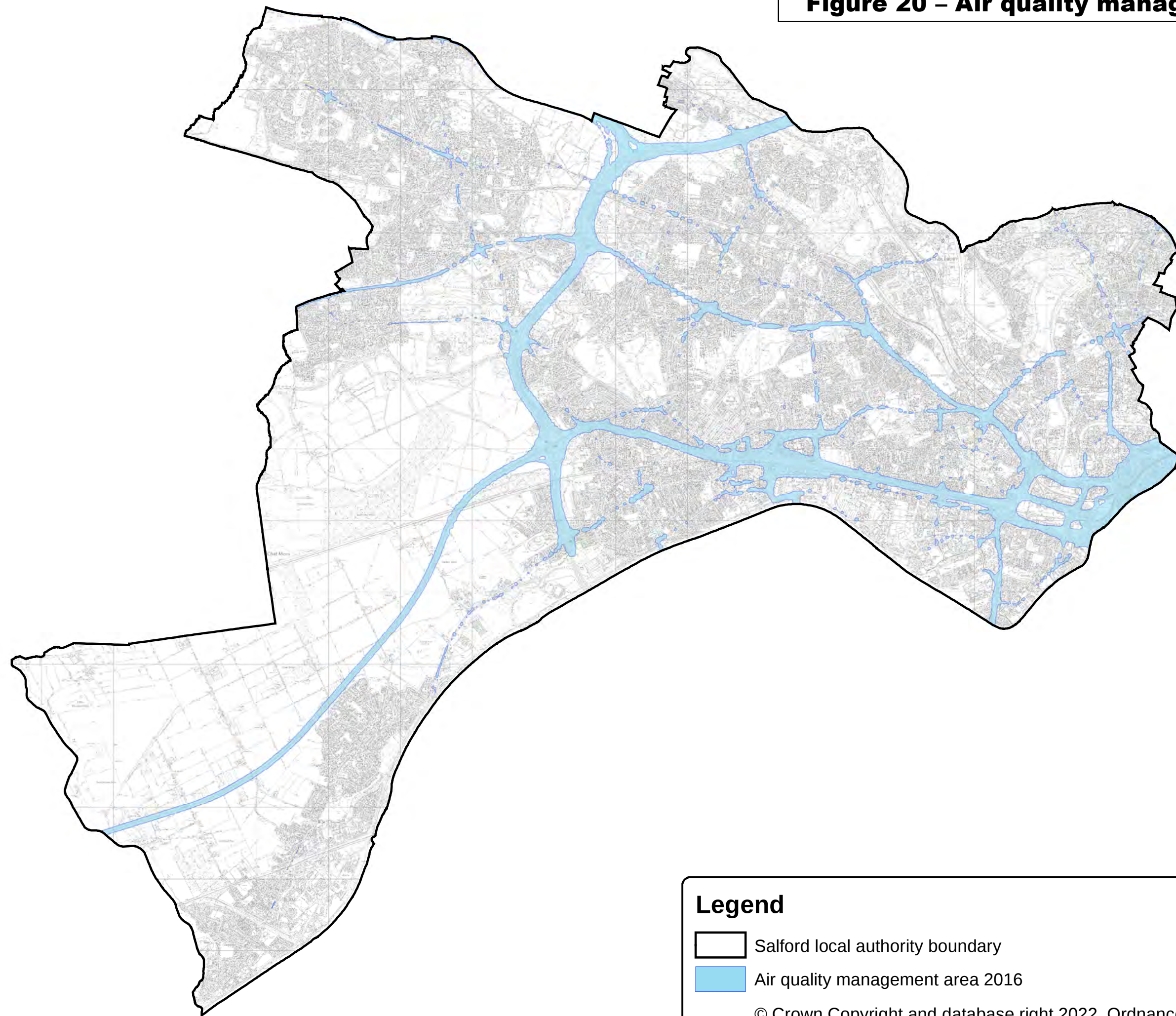
¹⁶² Public Health England (September 2018) *Air Quality in Greater Manchester – from a Public Health Perspective*

walking and cycling networks and of sufficient density to minimise the need to travel by polluting forms of transport (policies A1-A3 and H3), requiring electric vehicle charging points (policy A10), controlling the technology and fuels used in district heating networks (policy EG2), and enhancing the green infrastructure network (chapter 22).

- 25.5 Other existing pollution challenges in Salford include some of the waterways having a relatively poor ecological and/or chemical status, and land contamination presenting problems on some sites. Residential amenity can be harmed significantly by many forms of pollution, including noise, odour and vibration. It can also be affected by light pollution, as can the normal routines of plants and animals.
- 25.6 Minimising pollution impacts as far as possible is therefore essential, however, there may be circumstances where it is impossible to avoid small increases in pollution, and such increases may be considered acceptable when balanced against the benefits that would result from development.
- 25.7 Where there are already significant levels of pollution, or likely to be in the future as a result of development proposals, it will be necessary to control the type and form of new developments to ensure that no unacceptable levels of risk or nuisance result. This will include taking into account the impact of outdoor pollution on indoor air quality. This will be particularly important for sensitive uses such as residential uses, schools and hospitals where the occupiers are at particular risk from the effects of pollution due to their health, age or the potential time length of exposure to that pollution. The sensitivity of uses also extends to industrial processes and utilities infrastructure that require specific operating conditions that could be compromised by certain types or levels of pollution.
- 25.8 New development will not be appropriate where, due to its sensitivity to pollution, it would prejudice the continuation of other important land uses such as businesses and community facilities (including places of worship, public houses, music venues and sports clubs). This issue is specifically referred to in other policies of the plan relating to the protection of existing employment areas (Policy EC1) and cultural activities (Policy CT2).
- 25.9 The type of mitigation that may be required to make a development acceptable in terms of pollution will be dependent on its form, location and context. Restrictions on the layout of buildings, or the need for non-opening windows and mechanical ventilation, may impact directly on building design. Green infrastructure such as trees and hedges can be effective in relation to air, water and noise pollution, as well as having wider benefits for quality of life, biodiversity and recreation, and may need to be incorporated both within and outside the site.
- 25.10 A construction environmental management plan will be required for all major development and should set out the management measures which will be implemented for the construction phase of a development to avoid and

manage any construction effects on the environment and surrounding communities. Measures targeted at mitigating other impacts, such as minimising the traffic impacts of developments and maximising the use of sustainable modes of transport, could also assist in addressing pollution issues. The construction phase of a development is likely to have particular environmental, safety and congestion impacts on the road network. Construction activity can also have a significant impact on the occupiers of surrounding residential properties and other land uses, and so construction logistics plans will also be required for all major development.

Figure 20 – Air quality management area



Legend

-  Salford local authority boundary
-  Air quality management area 2016

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Policy PH1: Pollution control

Development shall minimise and mitigate pollution during both the construction and operational phases of development. Development will not be permitted where it would result in unacceptable levels of pollution, either individually or cumulatively with other existing or proposed developments, or would itself be subject to unacceptable levels of pollution.

The acceptability of likely pollution levels, during both the construction and operational phases of development, will be determined having regard to:

- A) The potential impacts on human health and amenity;
- B) The proximity and sensitivity of uses that could be affected by the pollution;
- C) The proximity and sensitivity of environmental and heritage assets, including potential impacts on wildlife and habitats;
- D) Existing pollution levels, including any air quality management area or other designation; and
- E) Any relevant strategies and targets for pollution control and reduction.

Where appropriate, conditions or planning obligations will be used to ensure that during construction and through the operation of completed development:

- 1) Pollution levels and impacts can be adequately monitored; and
- 2) Measures to avoid, minimise or mitigate pollution impacts are being appropriately implemented and maintained.

All major development shall be implemented in accordance with a:

- a) Construction environmental management plan that has been approved by the city council. The plan shall identify how development will avoid, minimise or mitigate effects on the environment and surrounding area. An exception to this requirement will be where development comprises a change of use and there will be no significant construction activity; and
- b) A construction logistics plan in accordance with policy A6

Air quality

Development shall:

- i. Be consistent with achieving a substantial improvement in Salford's air quality and meeting statutory air quality targets; and
- ii. Be designed to minimise the potential for air pollution to become trapped close to the ground.

Definitions

This policy applies to all types of pollution, including that relating to:

- Air
- Water
- Soil and other land contamination
- Noise
- Odour
- Dust
- Light
- Vibration
- Litter
- Pests and vermin

Definitions

Major development is defined as in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

Hazardous uses

25.11 The production and use of hazardous substances is a crucial part of the local and national economy. However, by definition, hazardous substances have the potential to cause significant harm to the public and the built environment if there is an accident involving them, and it is therefore essential that the location of associated facilities is carefully controlled. In doing so, it will be important to consider the constraints that a hazardous use could apply to the positive future use of surrounding sites, rather than just the impact on existing uses.

Policy PH2: Control of hazardous uses

Applications for hazardous substances consent, and developments involving the use of hazardous substances, will only be permitted where:

- 1) There would be no unacceptable risk to the public, having regard to the number and vulnerability of people who would potentially use developments that would fall within any associated safety zones identified by the Health and Safety Executive;
 - 2) They would not unacceptably hamper or reduce the development options for adjacent sites or the wider area; and
 - 3) The hazardous substances would be stored in a way that minimises any potential harm to the environment.
-

Development near hazardous installations

25.12 Where hazardous installations already exist, it is necessary to carefully control development that takes place nearby them so as to ensure that the public is not put at an unnecessary level of risk. This does not automatically preclude development within the safety zones around hazardous installations, even if this would significantly increase the number of people that would be at risk in the event of a major accident. However, the resultant risk must be acceptable and manageable, and this will affect the type and scale of development that is appropriate in some locations.

Policy PH3: Development near hazardous installations

Development will not be permitted near hazardous installations where it would result in an unacceptable increase in the risk or consequences of a major accident.

In determining whether there would be an unacceptable risk, regard will be had to:

- 1) The proximity of the development to the hazardous installation, particularly whether it would be within the inner, middle, or outer safety zone of the installation as identified by the Health and Safety Executive;**
 - 2) The type of hazardous substance and the nature of the hazard resulting from it; and**
 - 3) The number of people likely to occupy, use or visit the development, their vulnerability, and the potential duration of their exposure to the risk.**
-

Land instability

25.13 Problems of land instability have generally been quite limited in Salford in recent years, partly due to careful controls over development. However, the significant levels of past mining activity have left a legacy of mine and ventilation shafts, other openings and areas of potential instability. Furthermore, the city's peatlands have distinct physical characteristics that require appropriate construction techniques and land management to ensure that any development does not suffer from subsidence.

25.14 Applicants for planning permission will need to submit sufficient information to enable the city council to properly determine the risk of land instability and the appropriateness of any proposed mitigation measures. The Coal Authority has identified parts of the city as Coal Mining Development Areas, where planning

applications, excluding householder developments, should include a Coal Mining Risk Assessment.

Policy PH4: Land instability

Development will not be permitted where it would, during either its construction or operational phases:

- 1) Be subject to an unacceptable risk of land instability; or**
- 2) Result in an unacceptable risk to the stability of land, buildings or other structures.**

Monitoring

25.15 The main indicator that will be used to monitor this chapter is:

Indicator	Baseline position	Target
Area of the city within an air quality management area	742.89ha (7.64% of the total area of Salford)	Zero by 2024 ¹⁶³

25.16 Pollution-related indicators are also included in other chapters of the plan, such as the percentage of surface water bodies of at least good ecological status or potential in the Water chapter.

¹⁶³ The Environment Act 1995 (Greater Manchester) Air Quality Direction 2019 was served on all 10 Greater Manchester councils in July 2019, instructing nitrogen dioxide levels must be compliant by 2024 at the latest.

Chapter 26: Minerals and waste

Minerals

- 26.1 A Greater Manchester Joint Minerals Development Plan Document¹⁶⁴ has been produced, which provides the main development plan framework for minerals developments. It identifies the sub-regional aggregate apportionment, designates areas of search and minerals safeguarding areas, and includes policies for determining planning applications.

Waste facilities

- 26.2 The Greater Manchester Joint Waste Development Plan Document¹⁶⁵ provides the main development plan framework for waste-related developments. It identifies the future waste management requirements for the conurbation together with site allocations, area designations, and policies for determining planning applications for waste management facilities.

Development and waste

- 26.3 Development often results in the production of a significant quantity of waste during demolition, construction and for the duration of its use. Effective waste management is therefore essential, helping to ensure that developments function properly, recycling opportunities are maximised and non-renewable resources are used as efficiently as possible, reducing pressures on the environment.
- 26.4 All new development and conversions to residential, commercial and any other uses are required to make provision for appropriate external storage of waste, recycling and collection facilities. This is key to ensuring all people in Salford, whether they are residents, work in the city or are visiting can play their part in creating a more sustainable city.
- 26.5 The council's policy document on the provision of waste and recycling collection and storage facilities¹⁶⁶ sets out further guidance.

Policy WM1: Waste and development

Development shall:

- i) **Minimise, and where practicable, re-use and recycle waste generated during the demolition and/or construction phase**

¹⁶⁴ Association of Greater Manchester Authorities (2013) *Greater Manchester Joint Minerals Development Plan Document*

¹⁶⁵ Association of Greater Manchester Authorities (2012) *Greater Manchester Joint Waste Development Plan Document*

¹⁶⁶ Salford City Council (August 2019) *Policy document on the provision of waste and recycling collection and storage facilities*

- ii) **Make provision for waste storage and collection, including separate storage of waste that can be recycled, and where appropriate waste that is compostable**
 - iii) **Utilise high quality design solutions to minimise any adverse visual impact of waste facilities on site**
-

Monitoring

Indicator	Baseline position	Target
Planning applications accompanied by information setting out how waste will be managed	Not available	All relevant major planning applications

Chapter 27: Implementation and monitoring

Implementation

- 27.1 The policies in this plan will be an important mechanism for delivering the strategic objectives. However, it is important to recognise that many other processes will influence their achievement, including the implementation of other plans and strategies produced at the national, sub-regional and local levels, investment by the public, private and voluntary sectors, and the actions of individual businesses and residents. The plan is therefore an essential component in delivering the strategic objectives, but not sufficient on its own.
- 27.2 The development management process will be the primary way in which this plan will be implemented. The individual policies of the plan will provide the starting point for the determination of planning applications, along with the other parts of the development plan including the Greater Manchester Joint Waste Development Plan Document, the Greater Manchester Joint Minerals Development Plan Document, and, once they are adopted, the Places for Everyone joint DPD, the Salford Core Strategy and Allocations plan, and any neighbourhood plans. Other material considerations will be taken into account where relevant, including the National Planning Policy Framework, Planning Practice Guidance and Salford's supplementary planning documents.
- 27.3 This plan will also have a role in influencing and providing a positive framework for investment decisions. Ultimately, it will be investments by individual developers, businesses, residents and other organisations, as well as the city council, which will deliver the strategic objectives and implement many of the policies of the plan. It is therefore vital that the plan provides clarity regarding what is required to deliver development in a sustainable way that benefits everybody, so that this can be taken into account in the huge number of decisions that will be made regarding individual developments and other investments.
- 27.4 This plan provides a comprehensive set of planning policies for Salford. However, it will be appropriate to provide additional guidance on some issues so as to explain how individual policies should be implemented, such as through supplementary planning documents.

Monitoring

- 27.5 The strategic objectives in this plan provide the basis for its monitoring framework. The plan includes more detailed indicators and targets at the end of each chapter, which will be used to monitor the achievement of policies within it. These will be reported on annually.
- 27.6 Some of the indicators that have been included will be influenced by many factors and not just this plan, but they still provide a useful way of monitoring the outcomes that the document is seeking to help achieve. For some policies, quantitative indicators will not be appropriate and the main focus will be on monitoring whether there have been any problems with implementing

the policies through the development management process, for example because of a lack of clarity or change in circumstances.

- 27.7 Most of the indicators and targets in the Local Plan relate to the whole of the plan period. The policies in the plan will have been applied immediately from adoption, and where appropriate prior to this, but it may take several years for the impacts in relation to some issues to be discernible.
- 27.8 It is crucial that this plan supports a built environment that is able to respond to changing needs. Social and economic demands are not static, and areas cannot be redeveloped every time needs vary. Perhaps the clearest example of this in recent years has been the changing role of the high street, as internet shopping increases rapidly and shopping habits alter. Policy TC3 seeks to manage this change, enabling town centres and local centres to evolve whilst ensuring that they continue to meet local needs.
- 27.9 The application of the nationally described space standards through policy H2 and the accessible and adaptable standards through policy D7 will help to ensure that new homes can adapt to a variety of requirements, and enable households to remain in their homes as their needs change. The emphasis in policy GI1 on supporting the multi-functionality and integration of the green infrastructure network will enable it to fulfil a wide range of roles, which may change over time depending on the pressures. The application of higher energy efficiency standards than required under current building regulations, set out in policy EG1, will reduce the need and expense of the retrofitting of buildings that will inevitably be required to respond to the challenges of climate change.

Review and update

- 27.10 Although this plan covers the period up to 2037 and has been designed to be sufficiently flexible to respond to changing circumstances, it is likely that it will need to be updated well before its end date. There is a legal requirement to review a Local Plan at least every five years, starting with the date of adoption. The purpose of the review is to determine whether the plan or any of its policies needs to be updated, and if so then a timetable for that update should be set out in the city council's Local Development Scheme.
- 27.11 In reviewing this plan, and also in determining whether reviews more frequent than every five years are required, the city council will take into account the results of the monitoring of the plan as described above. In particular, any major changes in the following are likely to be especially significant in deciding whether the plan needs to be reviewed or updated:
- The National Planning Policy Framework and legislation
 - Places for Everyone Joint DPD
 - Other strategic cross-boundary issues
 - Neighbourhood plans
 - The economic and market context

- Delivery against development targets
- Performance in relation to sustainability appraisal indicators

27.12 The decision to take forward the Salford Local Plan in two parts has narrowed its scope from that of earlier versions of the plan. The Salford Local Plan: Development Management Policies and Designations document will set the development management policies and protective designations that will provide a policy framework against which development proposals can be considered. It is not the role or purpose of this plan to consider the scale of development needs within the city or allocate land to deliver it. Issues of development need and the allocation of land will instead be considered through the Places for Everyone joint DPD and the subsequent Salford Local Plan: Core Strategy and Allocations document. It is therefore possible that decisions taken through Places for Everyone and/or the second part of Salford's Local Plan, could require the review of elements of this plan, including in respect of protective designations. The preparation of the Salford Local Plan: Core Strategy and Allocations document, following on from Places for Everyone, will provide an opportunity to consider any relevant issues in this regard.

27.13 The 'duty to cooperate' bodies, including neighbouring local authorities, will be involved in the review process¹⁶⁷. Any review of this plan will explain what has changed since it was adopted, whether this results in any issues for the implementation of the plan, and if such issues necessitate an update of the plan.

27.14 A proportionate approach to updating the plan will be taken. Any review is likely to identify some change of circumstances that would result in somewhat different policies if the plan were being rewritten. When such amendments would be significant, and are necessary to ensure a coherent and up-to-date planning framework for the city, then the plan will be updated. Where such amendments would be more minor in nature, then an update to the plan may not be considered proportionate, and any such decision will be regularly reviewed.

27.15 All Local Plan reviews will be published on the city council's website. Where a review concludes that an update is required, the Local Development Scheme will be revised to include a timetable for that update.

¹⁶⁷ As set out in Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012

Annex A: Nationally described space standards



Department for
Communities and
Local Government

Technical housing standards – nationally described space standard



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March 2015

ISBN: 978-1-4098-4567-6

Technical housing standards – nationally described space standard

Introduction

1. This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
2. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.

Using the space standard

3. The standard Gross Internal Areas set out in Table 1 are organised by storey height to take account of the extra circulation space needed for stairs to upper floors, and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses).
4. Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bedspaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.
5. This allows for different combinations of single and double/twin bedrooms to be reflected in the minimum Gross Internal Area. The breakdown of the minimum Gross Internal Area therefore allows not only for the different combinations of bedroom size, but also for varying amounts of additional living, dining, kitchen and storage space; all of which are related to the potential occupancy.
6. Relating internal space to the number of bedspaces is a means of classification for assessment purposes only when designing new homes and seeking planning approval (if a local authority has adopted the space standard in its Local Plan). It does not imply actual occupancy, or define the minimum for any room in a dwelling to be used for a specific purpose other than in complying with this standard.
7. Minimum floor areas and room widths for bedrooms and minimum floor areas for storage are also an integral part of the space standard. They cannot be used in isolation from other parts of the design standard or removed from it.

8. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹ that enclose the dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres (m²).
9. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

Technical requirements

10. The standard requires that:
 - a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
 - b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
 - c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
 - d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
 - e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
 - f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
 - g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
 - h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
 - i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

¹ The internal face of a perimeter wall is the finished surface of the wall. For a detached house, the perimeter walls are the external walls that enclose the dwelling, and for other houses or apartments they are the external walls and party walls.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*** Notes (added 19 May 2016):**

1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m² for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

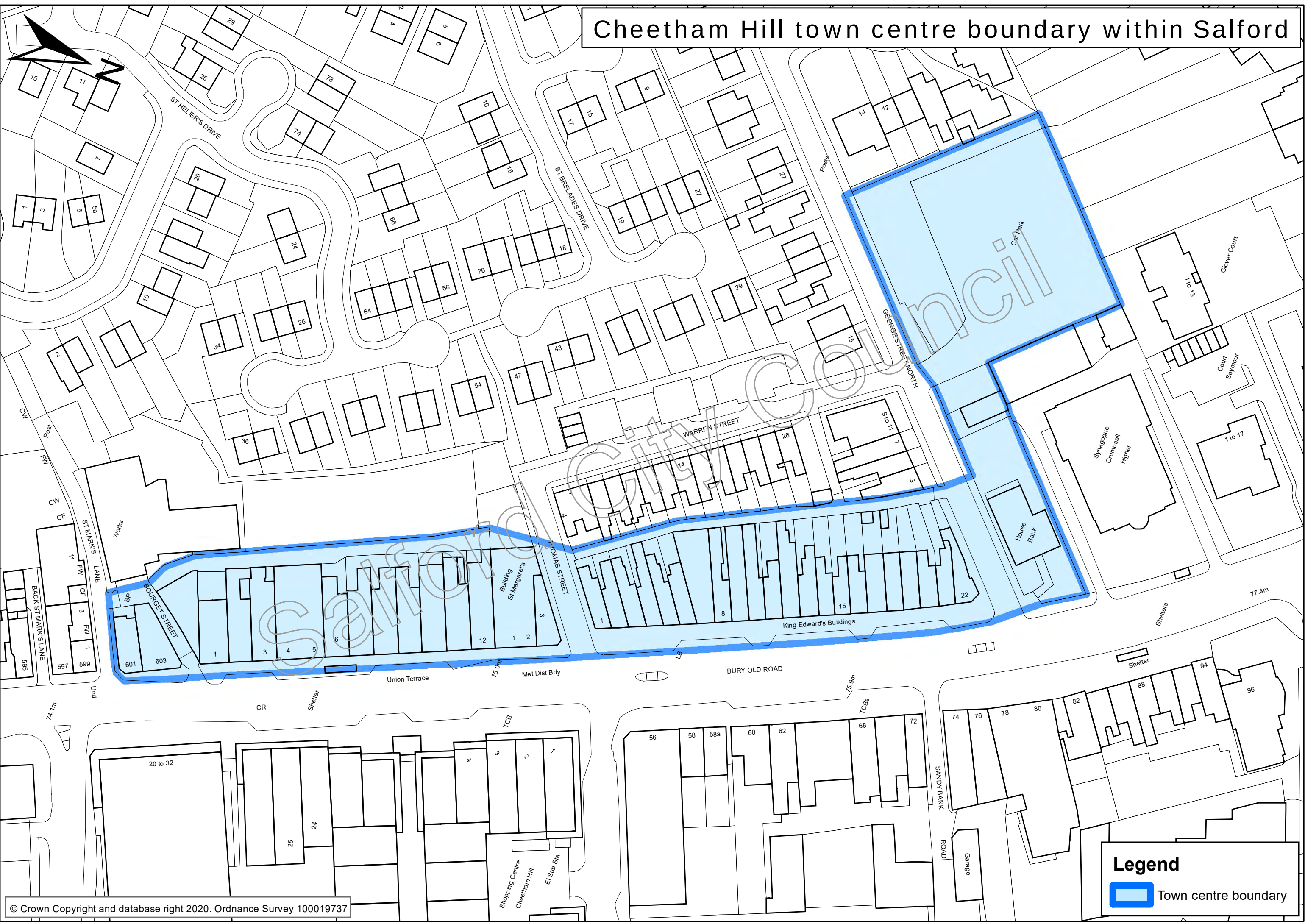
2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

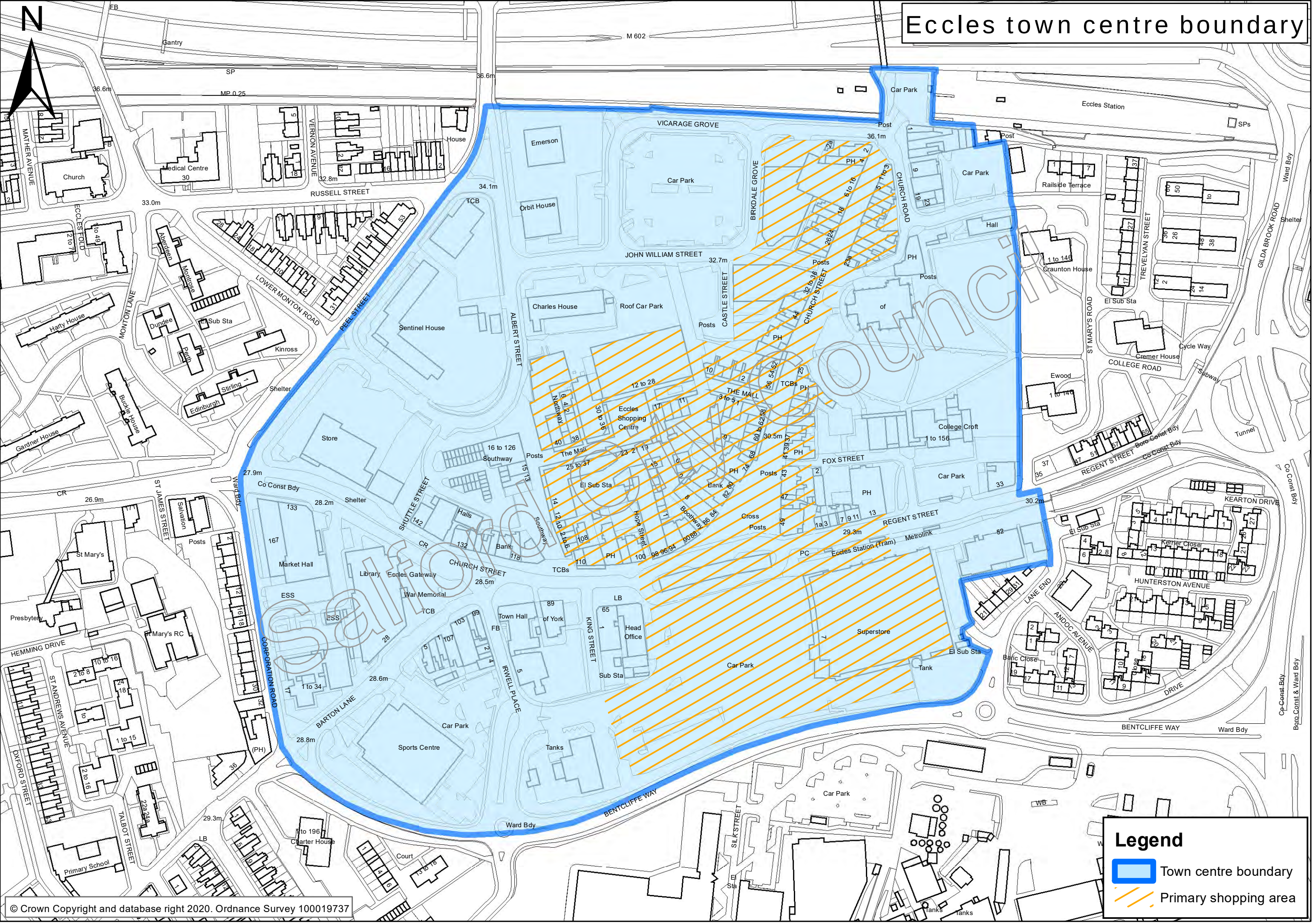
Annex B: Town Centre insets

Cheetham Hill town centre boundary within Salford



Legend

 Town centre boundary



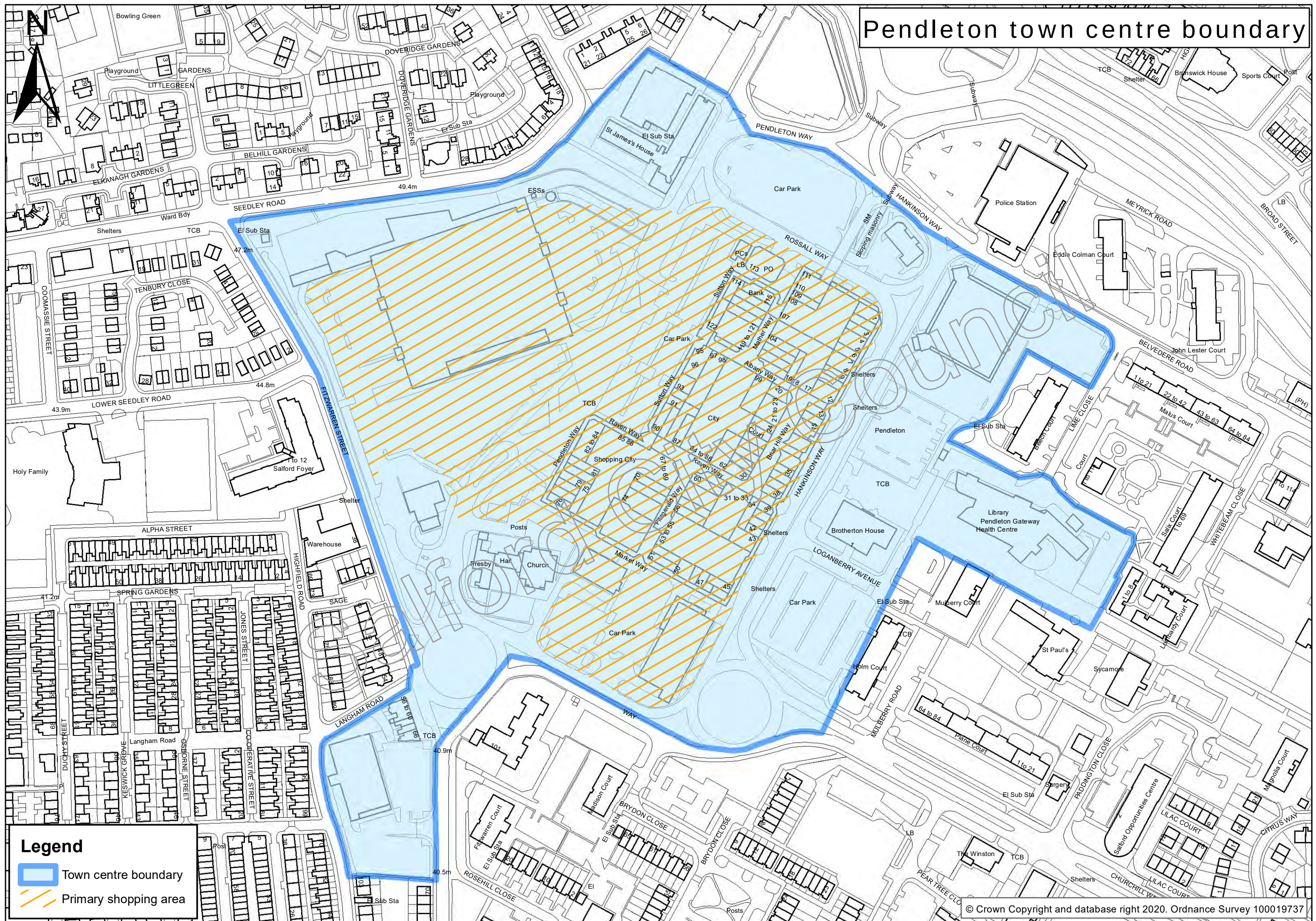
Eccles town centre boundary

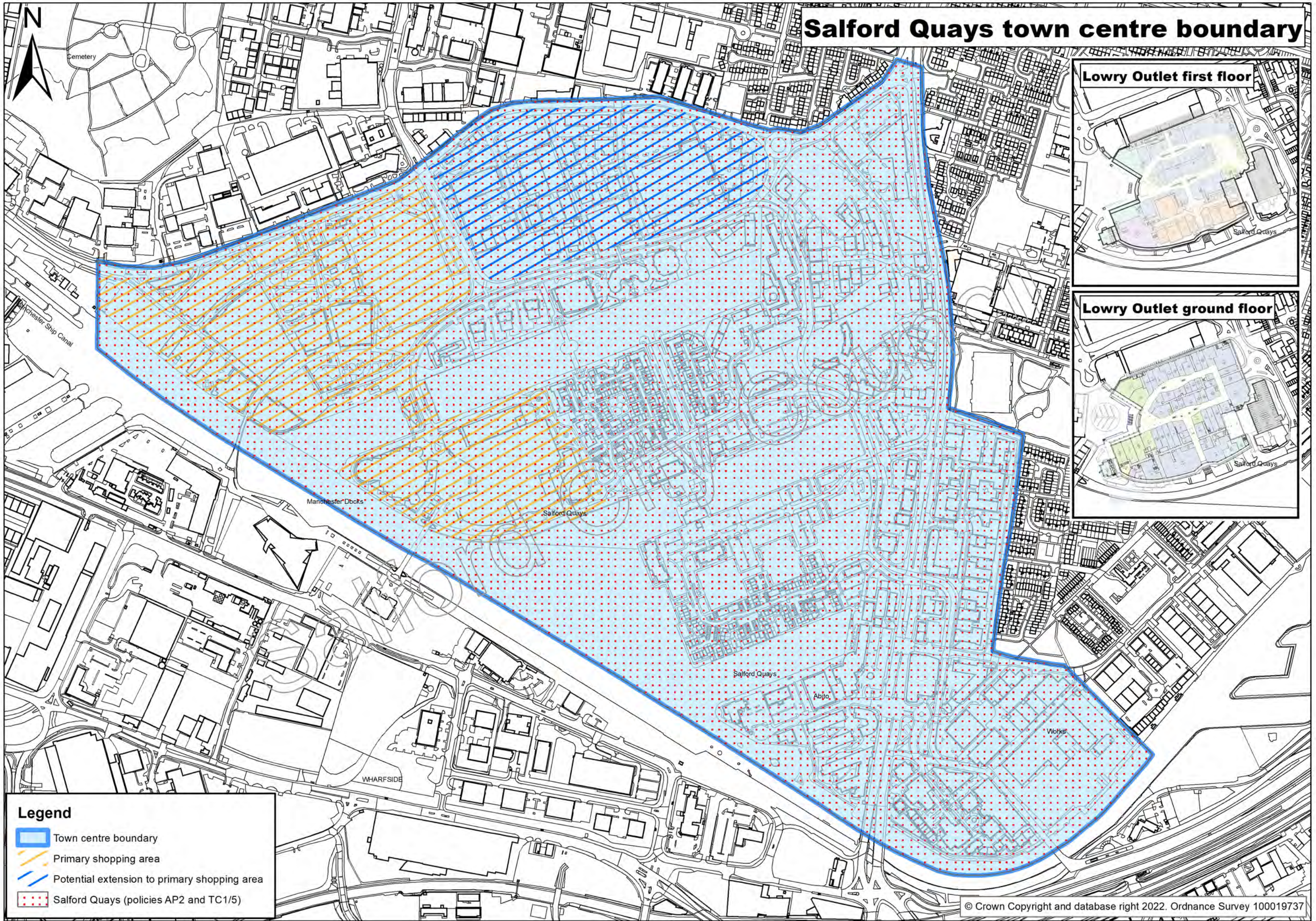
Legend

Town centre boundary

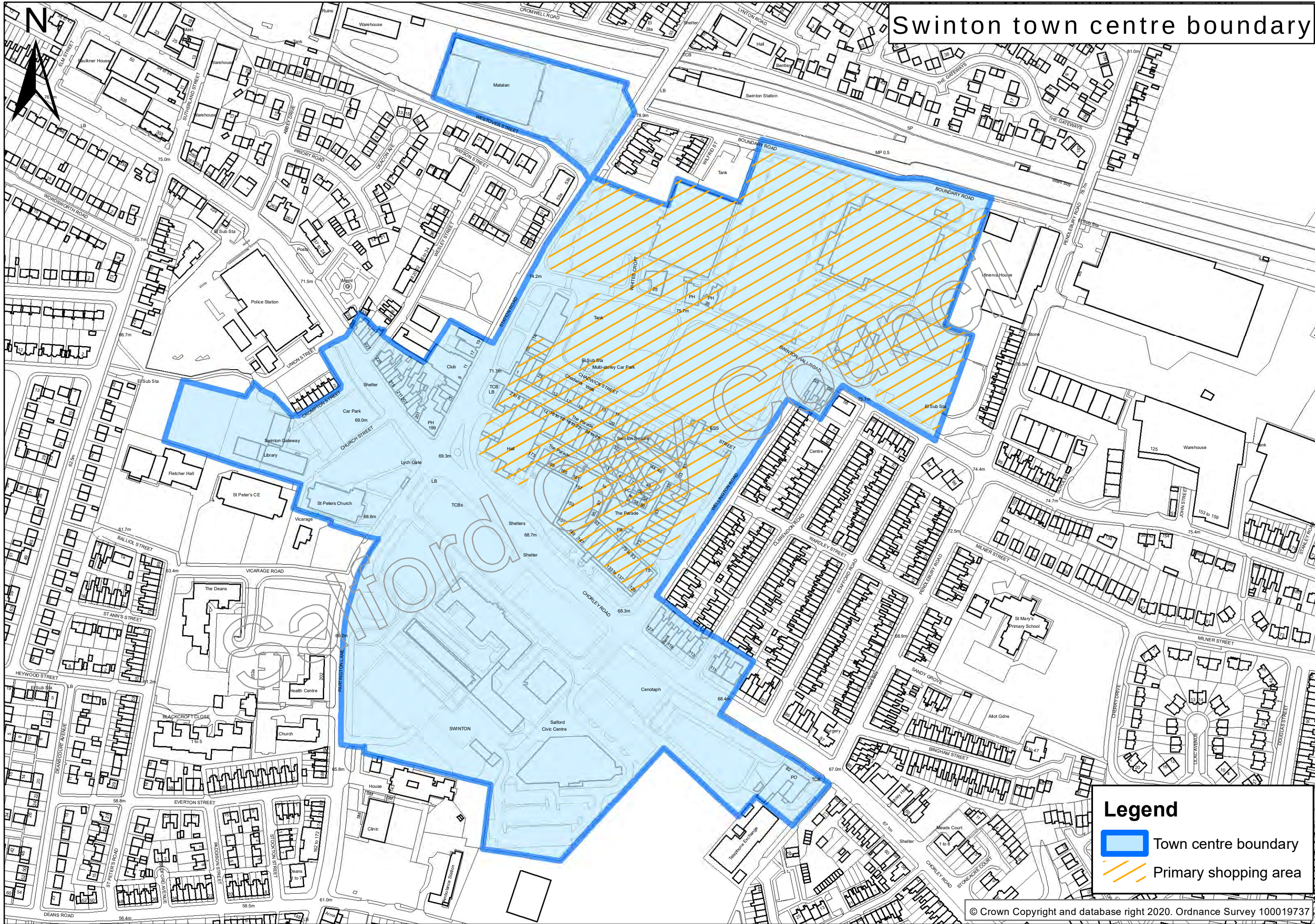
Primary shopping area

Pendleton town centre boundary



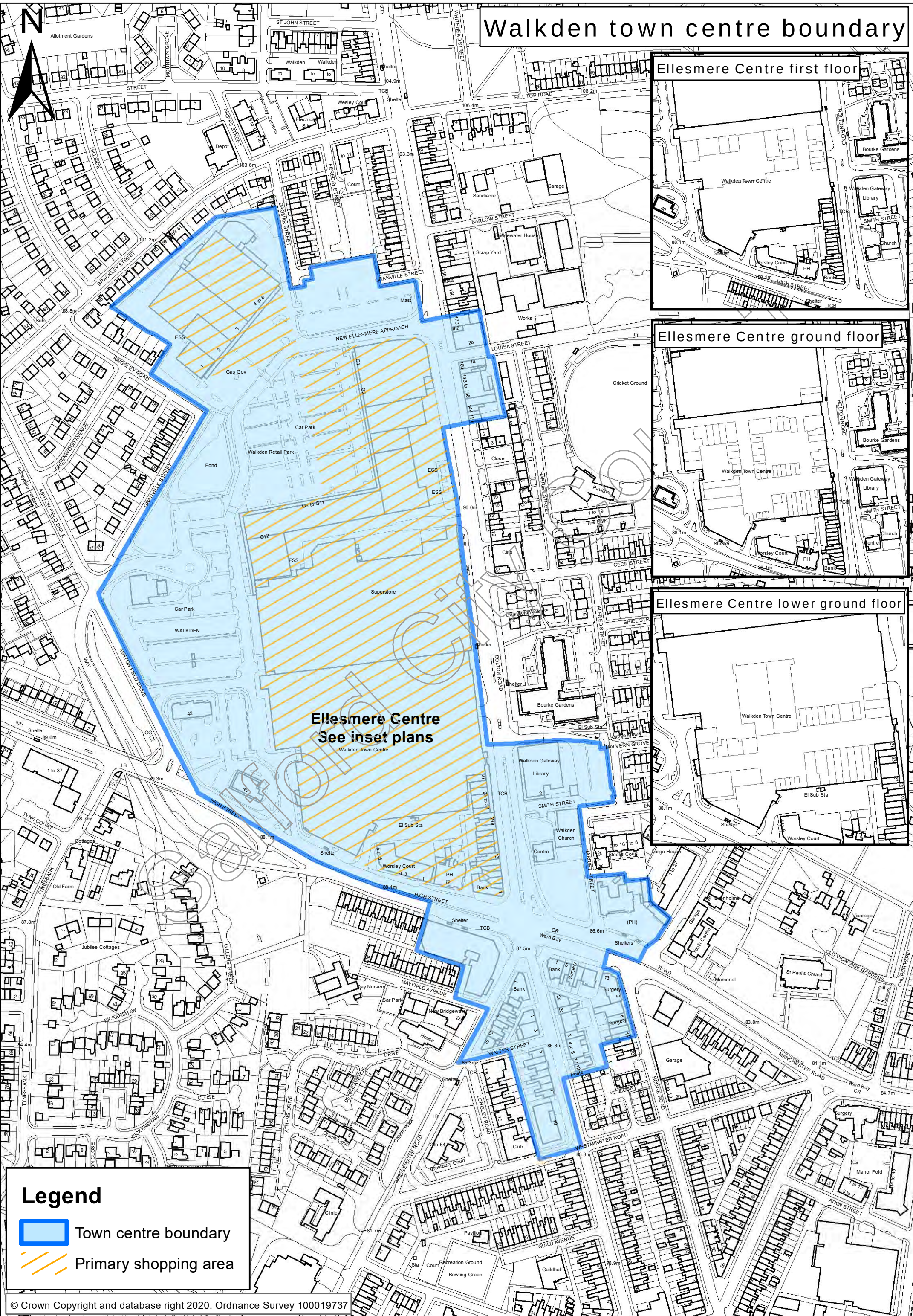


Swinton town centre boundary



- Legend**
- Town centre boundary
 - Primary shopping area

Walkden town centre boundary



Ellesmere Centre first floor

Ellesmere Centre ground floor

Ellesmere Centre lower ground floor

Ellesmere Centre
See inset plans

Legend

- Town centre boundary
- Primary shopping area

Annex C: Car parking standards

- C1. The table below sets out the following types of parking standards in accordance with policies A3 and A7 of the Local Plan:
- Maximum standards for car parking;
 - Minimum standards for car parking for disabled people;
 - Minimum standards for motorcycle parking; and
 - Minimum standards for cycle parking
- C2. The standards vary between different uses. For convenience, the uses are listed in order of the Town and Country Planning (Use Classes) Order 1987 (as amended) as existed in November 2020. It is possible that the use classes may change during the lifetime of the Local Plan, but the standards will continue to be applied in relation to the uses listed in the table.

Development types not listed in the table

- C3. For those types of development that are not listed in the table below, the appropriate level of parking provision will be determined on a case by case basis having regard to:
- A) The accessibility of the development;
 - B) Likely demand for different types of parking informed by the type, mix and use of the development; and
 - C) Any similarities to development types for which standards are identified in the table.
- C4. The amount of parking provided should not discourage the use of more sustainable modes of transport or lead to a level of on-street parking which would have an unacceptable impact on the safe and efficient operation of the highways network.

Mixed-use developments

- C5. Parking provision for mixed-use developments will vary depending on the type and relative proportions of the uses proposed. Where the various uses would generally operate at the same time, then the levels applicable to all uses should be aggregated. Where the uses proposed would be likely to generate parking demands at different times of the day then shared parking provision should be provided as far as practicable.

Flexible uses

- C6. For developments comprising flexible uses, the maximum car parking standards that would result in the lowest level of car parking provision should be applied to the development as the starting point. If it is considered that additional car parking is required, this should be clearly justified by the

applicant having regard to the travel demands likely to be generated by the development.

Operational parking

- C7. Operational parking is defined as parking provision other than that used by residents, staff, visitors, shoppers, etc, that is required for a development to function effectively. It includes drop-off points for delivery/emergency/refuse/private hire vehicles and taxi ranks. Operational parking requirements should be treated separately and in addition to the standards set out in the table below, and will be determined on a case by case basis in accordance with policy A7.
- C8. Conditions may be applied to planning permissions to ensure that operational parking is not used for other car parking functions.

Floorspace calculations

- C9. All standards in the table that are expressed in the form “per square metre” (sqm) refer to the gross internal floorspace of the development unless otherwise stated.

Maximum car parking standards

- C10. The city has been split into two area types for the purposes of the maximum car parking standards, with different standards applying in each area for most types of development. The area types are defined as follows:
- Area type A: City Centre Salford (AP1), Salford Quays (AP2), Ordsall Waterfront (AP3), Cheetham Hill Town Centre, Eccles Town Centre, Pendleton Town Centre, Swinton Town Centre and Walkden Town Centre (TC1)
 - Area type B: All other parts of the city
- C11. Car parking provision that exceeds the standards set out in the table below will only be permitted where it can be clearly demonstrated by the applicant that there is no alternative practicable way of accommodating the travel demands likely to be generated by the development, and that all reasonable efforts are being made to minimise reliance on the private car.
- C12. Where the proposed scale of car parking complies with the maximum car parking standards, a lower level of car parking may still be sought due to the potential adverse impacts of the parking provision, such as where it may discourage the use of more sustainable modes of transport or would be likely to result in poor quality urban design or have an unacceptable impact on the street scene.
- C13. There are no minimum car parking standards for general users, only for disabled people.

Minimum car parking standards for disabled people

- C14. Car parking provision for disabled people should be accommodated within the maximum car parking standards identified in the table rather than be in addition to it.
- C15. The need for additional parking for mobility scooters will be assessed on a case by case basis.
- C16. References in the table to provision being a “% of the total” relate to the total amount of car parking being provided as part of the development, including that for disabled people.
- C17. Spaces should be located and designed in accordance with the latest Government guidance on car parking provision for disabled people

Minimum motorcycle parking standards

- C18. Motorcycle parking should be secure and have suitable anchor points in accordance with the requirements of policy A7.

Minimum cycle parking standards

- C19. Cycle parking should be designed and located in accordance with the requirements of policy A3.

Small-scale developments

- C20. The various minimum standards will be applied flexibly to small-scale developments having regard to the practicality of full compliance.

Parking Standards

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
E Food retail	1 space per 16sqm	1 space per 14sqm	Car parking located within designated city, town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 350sqm (minimum of 2 spaces)	1 space per 140sqm (minimum of 2 spaces)
E Non-food retail and retail services	1 space per 22sqm	1 space per 20sqm	Car parking located within designated city, town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)
E Retail warehouse (defined as a large store specialising in the sale of household goods (such as carpets, furniture, and electrical goods), DIY	1 space per 60sqm	1 space per 40sqm	Car parking located within designated city, town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
items and other bulky goods)							
E Financial and professional services	1 space per 35sqm	1 space per 30sqm	Car parking located within designated city, town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)
E Restaurants and cafes	1 space per 8sqm public floor area	1 space per 5sqm public floor area	Car parking located within designated city, town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 125sqm (minimum of 2 spaces)	1 space per 50sqm (minimum of 2 spaces)
Sui Generis Drinking establishments	1 space per 8sqm public floor area	1 space per 5sqm public floor area	Car parking located within designated city, town and local centres should be available for the general public to use wherever possible.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 125sqm (minimum of 2 spaces)	1 space per 50sqm (minimum of 2 spaces)
Sui Generis Hot food takeaways	1 space per 8sqm public floor area	1 space per 5sqm public floor area	Car parking located within designated city, town and local	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 125sqm	1 space per 50sqm (minimum of 2 spaces)

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
			centres should be available for the general public to use wherever possible.			(minimum of 2 spaces)	
E Offices, business parks, research and development	1 space per 40sqm	1 space per 30sqm		Individual spaces for each disabled employee plus 2 spaces, or 5% of the total, whichever is greater	6 spaces plus 2% of the total	1 space per 750sqm (minimum of 2 spaces)	1 space per 300sqm (minimum of 2 spaces)
E(g) / B2 General industry	1 space per 60sqm	1 space per 45sqm		Individual spaces for each disabled employee plus 2 spaces, or 5% of the total, whichever is greater	6 spaces plus 2% of the total	1 space per 1,000sqm (minimum of 2 spaces)	1 space per 450sqm (minimum of 2 spaces)
B8 Storage and distribution (less than 10,000sqm)	1 space per 75sqm	1 space per 75sqm	Reduced provision may be appropriate around highly automated distribution hubs.	Individual spaces for each disabled employee plus 2 spaces, or 5% of the total, whichever is greater	6 spaces plus 2% of the total	1 space per 2,000sqm (minimum of 2 spaces)	1 space per 850sqm (minimum of 2 spaces)
B8 Storage and distribution	1 space per 100sqm	1 space per 100sqm	Reduced provision may be appropriate around highly	Individual spaces for each disabled employee plus 2	6 spaces plus 2% of the total	1 space per 2,000sqm	1 space per 850sqm

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
(10,000sqm or more)			automated distribution hubs.	spaces, or 5% of the total, whichever is greater		(minimum of 2 spaces)	(minimum of 2 spaces)
C1 Hotels	1 space per bedroom	1 space per bedroom	These spaces should cater for staff as well as visitors. Car parking provision for ancillary uses such as conference centres and publicly available leisure centres should be treated as additional to the general hotel use. However, assessments should be made of the potential for efficiencies in parking provision, making allowances for example, for conference delegates staying in the hotel.	3 spaces or 6% of the total, whichever is greater	4 spaces plus 4% of the total	1 space per 25 bedrooms (minimum of 2 spaces)	1 space per 10 bedrooms (minimum of 2 spaces)

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
C2 Care homes	1 space per 5 residents	1 space per 4 residents		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 100 residents (minimum of 2 spaces)	1 space per 10 bedrooms (minimum of 2 spaces)
C2 Purpose built student housing	1 space per 5 bedrooms	1 space per 5 bedrooms		1 space per 100 bedrooms (minimum of 2 spaces)	1 space per 100 bedrooms (minimum of 2 spaces)	Provision should be determined on a case by case basis.	1 space per 2 bedrooms
C2 Hospitals	See text at end of this table	See text at end of this table	See text at end of this table	See text at end of this table	See text at end of this table	See text at end of this table	See text at end of this table
C3 Dwelling houses	0.5 spaces per dwelling	1 bedroom dwellings: 1 space per dwelling 2-3 bedroom dwellings: 1.5 spaces per dwelling 4 bedroom dwellings: 2 spaces per dwelling	Garage provision does not count towards the maximum standard	One space per wheelchair accessible dwelling, and in the case of apartment developments at least 5% of total capacity if this is greater	One space per wheelchair accessible dwelling, and in the case of apartment developments at least 5% of total capacity if this is greater.	Provision within communal parking areas should be determined on a case by case basis.	Where the cycle parking is allocated to individual dwellings (including where it is provided within the curtilage of a dwelling): - 1 space per 1 bedroom dwelling; - 2 spaces per 2-3 bedroom dwelling; - 3 spaces per 4+ bedroom dwelling

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
							Where the cycle parking is to be provided communally (and this should where possible be in the form of a locker): - 1 space per 1 bedroom dwelling; - 1 space per 2-3 bedroom dwelling; - 2 spaces per 4+ bedroom dwelling The cycle parking standards will not be applied to properties that have their own garages, where the garage is of a sufficient size to accommodate a cycle storage area appropriate to the number of

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
							bedrooms within the dwelling.
C3 Sheltered accommodation	1 space per 3 bedrooms	1 space per 2 bedrooms	These standards should cater for all users of the developments and not just residents.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 50 bedrooms (minimum of 2 spaces)	1 space per 20 bedrooms (minimum of 2 spaces)
C4 Houses in multiple occupation and sui generis large houses in multiple occupation	1 space per 3 bedrooms	1 space per 2 bedrooms		Parking provision should be determined on a case by case basis	Parking provision should be determined on a case by case basis	Parking provision should be determined on a case by case basis	1 space per 2 bedrooms
E Clinics and health centres	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room		3 spaces or 6% of the total capacity, whichever is greater Parking provision must reflect the likely proportion of disabled visitors	4 spaces plus 4% of the total Parking provision must reflect the likely proportion of disabled visitors	1 space per 2 consulting rooms	2 spaces per consulting room (minimum of 2 spaces)
E Creches, day nurseries and day centres	1 space per member of staff	1 space per member of staff	The need for spaces for attendees (for day centres) and drop-off spaces will be determined on a case by case basis	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 10 staff (minimum of 2 spaces)	1 space per 4 staff and 1 space per 200sqm for visitors (minimum of 2 spaces)

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
			and should be assessed through a transport assessment.				
F1 Schools (primary and secondary)	1 space per classroom	2 spaces per classroom	Classrooms include any teaching space within a school including gyms, science rooms, etc. Where schools have a sixth form, it will be appropriate to apply the maximum standards for F1 higher education uses to this element of development.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 10 staff (minimum of 2 spaces)	1 space per 5 staff plus 1 space per 3 students
F1 Galleries /museums/ libraries	1 space per 40sqm	1 space per 20sqm		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)
F1 Halls/places of worship	1 space per 10sqm	1 space per 5sqm		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 125sqm (minimum of 2 spaces)	1 space per 50sqm (minimum of 2 spaces)

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
F1 Higher and further education	1 space per 2 staff	1 space per 2 staff plus 1 space for 10 students	These standards should be based on all staff including non-teaching staff and the total student headcount including part-time students.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 12 staff plus 1 space per 10 students	1 space per 5 staff plus 1 space per 3 students
Sui Generis Cinemas/bingo/ conference centres/ casinos/ music and concert halls	1 space per 10 seats	1 space per 5 seats	If seating capacity is not known at the application stage, the following standards should be applied: • Area type A: 1 space per 25sqm • Area type B: 1 space per 22sqm	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 50 seats (minimum of 2 spaces)	1 space per 20 seats (minimum of 2 spaces)
Sui Generis: dance halls, F2 swimming baths / skating rinks / E gymnasiums / other indoor	1 space per 25sqm	1 space per 22sqm		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 500sqm (minimum of 2 spaces)	1 space per 200sqm (minimum of 2 spaces)

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
recreation facilities							
Stadia	1 space per 18 spectators	1 space per 15 spectators	The standards relate to both seating and standing areas for spectators.	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 600 spectators (minimum of 2 spaces)	1 space per 100 spectators (minimum of 2 spaces)
Theatres	1 space per 10 seats	1 space per 5 seats	If seating capacity is not known at the application stage, the following standards should be applied: - Area type A: 1 space per 25sqm - Area type B: 1 space per 22sqm	3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	1 space per 50 seats (minimum of 2 spaces)	1 space per 20 seats (minimum of 2 spaces)
Motorcar showrooms	1 space per 60sqm internal showroom	1 space per 50sqm internal showroom		3 spaces or 6% of the total capacity, whichever is greater	4 spaces plus 4% of the total	Minimum of 2 spaces	1 space per 5 staff
Petrol filling stations	Provision required to enable the safe operation of	Provision required to enable the safe operation of		1 space minimum	1 space minimum	Minimum of 2 spaces	1 space per 5 staff

Use class / type of development	Maximum car parking standards - Area type A	Maximum car parking standards - Area type B	Notes	Minimum car parking standards for disabled people - Up to 200 bays	Minimum car parking standards for disabled people - Over 200 bays	Minimum motorcycle parking standards	Minimum cycle parking standards
	petrol pumps, car washing, air pumps, water taps etc.	petrol pumps, car washing, air pumps, water taps etc.					
Park and Ride, railway and bus stations and Metrolink stops.	See text at the end of this table	See text at the end of this table	See text at the end of this table	See text at the end of this table	See text at the end of this table	See text at the end of this table	See text at the end of this table

- C2 Hospitals - Parking provision should be determined on a case by case basis, taking into account the range of functions contained and in consultation with the relevant staff and patient groups. Parking levels and management arrangements should be defined in a transport assessment covering staff, patients and visitors. Parking requirements must reflect the likely proportion of disabled visitors.
- Park and Ride, railway and bus stations and Metrolink stops - Parking provision should be determined on a case by case basis.

Annex D: Saved Unitary Development Plan policies

- D1. The City of Salford Unitary Development Plan 2004-2016 (the UDP) was adopted by Salford City Council on 21 June 2006. Under the transitional provisions associated with the Planning and Compulsory Purchase Act 2004, the policies in the UDP were automatically 'saved' for three years after their adoption. If the city council wished to retain any of the UDP policies beyond that three-year period then it was required to apply to the Secretary of State to do so. The city council did apply to the Secretary of State to save most of the UDP policies beyond June 2009, and this was approved.
- D2. Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.' Where saved UDP policies have not already been replaced by policies within the Greater Manchester Joint Waste Development Plan Document (2012) or the Greater Manchester Joint Minerals Development Plan Document (2013) it is intended that the saved UDP policies will be replaced by policies in this Development Management Policies and Designations document. These policies are listed below.
- D3. The Local Plan Development Management Policies and Designations document does not supersede any of the policies in the Greater Manchester Joint Waste Development Plan Document or the Greater Manchester Joint Minerals Development Plan Document.

Policy reference	Policy title
ST1	Sustainable Urban Neighbourhoods
ST3	Employment Supply
ST4	Key Tourism Areas
ST5	Transport Networks
ST7	Mixed-use Development
ST9	Retail, Leisure, Social and Community Provision
ST10	Recreation Provision
ST12	Development Density
ST13	Natural Environmental Assets
ST14	Global Environment
ST15	Historic Environment
MX1	Development in Mixed-use Areas
MX2	Chapel Street Frontage
MX3	Sites for a Mix of Open Space and Built Development
DES1	Respecting Context
DES2	Circulation and Movement
DES3	Design of Public Space
DES4	Relationship of Development to Public Space
DES5	Tall Buildings

Policy reference	Policy title
DES6	Waterside Development
DES7	Amenity of Users and Neighbours
DES8	Alterations and Extensions
DES9	Landscaping
DES10	Design and Crime
H1	Provision of New Housing Development
H3	Housing Improvement
H4	Affordable Housing
H5	Provision of Residential Accommodation within Existing Buildings
H6	Residential Social and Community Uses
H7	Provision of Student Accommodation
H8	Open Space Provision Associated with New Housing Development
H9	Sites for New Housing
E1	Strategic Regional Site, Barton
E2	Innovation Park
E3	Knowledge Capital
E4	Sites for Employment Development
E5	Development within Established Employment Areas
S1	Retail and Leisure Development within Town and Neighbourhood Centres
S3	Loss of Shops
S4	Amusement Centres, Restaurants and Cafes, Drinking Establishments and Hot Food Takeaways
S5	Site for New Retail Development
EHC1	Provision and Improvement of Schools and Colleges
EHC3	Provision and Improvement of Health and Community Facilities
EHC4	Reuse of Existing Health and Community Facilities
EHC5	University of Salford
EHC6	Hope Hospital
EHC7	Sites for Travelling People
EHC9	Site for the Provision of a New School
EHC10	Site for the Provision of Cemetery Facilities
A2	Cyclists, Pedestrians and the Disabled
A3	Metrolink
A4	Railways
A5	Buses
A6	Taxis
A8	Impact of Development on the Highway Network
A9	Provision of New Highways
A10	Provision of Car, Cycle and Motorcycle Parking in New Developments
A11	Provision of Long Stay Commuter Car Parks
A14	Barton Aerodrome
A15	Safeguarding Potential Transport Routes
EN1	Development Affecting the Green Belt
EN2	Worsley Greenway

Policy reference	Policy title
EN4	Farm Diversification
EN5	Irwell Valley
EN7	Nature Conservation Sites of National Importance
EN8	Nature Conservation Sites of Local Importance
EN9	Wildlife Corridors
EN11	Mosslands
EN12	Important Landscape Features
EN13	Protected Trees
EN17	Pollution Control
EN18	Protection of Water Resources
EN19	Flood Risk and Surface Water
EN20	River Irwell Flood Control
EN21	Renewable Energy
EN22	Resource Conservation
EN23	Environmental Improvement Corridors
CH1	Works to, and Demolition of, Listed Buildings
CH2	Development Affecting the Setting of a Listed Building
CH3	Works Within Conservation Areas
CH4	Demolition of Buildings Within Conservation Areas
CH5	Archaeology and Ancient Monuments
CH6	Parks and Gardens of Historic Interest
CH7	Manchester, Bolton and Bury Canal
CH8	Local List of Buildings, Structures and Features of Architectural, Archaeological or Historic Interest
R1	Protection of Recreation Land and Facilities
R2	Provision of Recreation Land and Facilities
R3	Regional Park
R4	Key Recreation Areas
R5	Countryside Access Network
R6	New and Improved Recreation Land and Facilities
R7	Recreational Use Of Waterways
DEV1	Telecommunications
DEV2	Advertisements
DEV3	Control of Hazardous Uses
DEV4	Development Close to Hazardous Uses
DEV5	Planning Conditions and Obligations
DEV6	Incremental Development
DEV7	Protection of Aviation Safety at Manchester Airport

Annex E: Strategic policies in the local plan

E1. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. This table identifies the policies in the Local Plan that are strategic, and those that are not.

Policy	Strategic policy	Reason
Chapter 4: A fairer Salford		
F1 An inclusive development process	Yes	Tackling inequality and promoting fairness is a strategic priority, and ensuring that development is inclusive is central to plan.
F2 Social value and inclusion	Yes	Tackling inequality and promoting fairness is a strategic priority, and ensuring that development is inclusive is central to plan.
F3 Inclusive places	Yes	Tackling inequality and promoting fairness is a strategic priority, and ensuring that development is inclusive is central to plan.
F4 Fairness between generations	Yes	Tackling inequality and promoting fairness is a strategic priority, and ensuring that development is inclusive is central to plan.
Chapter 5: Climate change		
CC1 Climate change	Yes	The City Council has recently declared a climate emergency which has included setting a date of 2038 for carbon neutrality in Salford. Minimising contributions to climate change, adapting to its effects and supporting the achievement of a carbon neutral Salford is therefore a strategic priority.
Chapter 6: Efficient and coordinated use of land		

Policy	Strategic policy	Reason
EF1 Efficient use of land	Yes	Maximising the reuse of previously developed land in order to minimise the potential need for the development of greenfield land and land in the Green Belt and supporting the regeneration of the urban areas is a strategic priority. It is the starting point for more detailed policies.
EF2 Coordinated development	Yes	Ensuring that land is used effectively and in a coordinated way will assist in minimising the need for the development of greenfield land and land in the Green Belt and support the regeneration of the urban areas which is a strategic priority.
Chapter 7: Planning conditions and obligations		
PC1 Planning conditions and obligations	Yes	Securing appropriate developer contributions in order to mitigate the negative impacts of development is fundamental to a successful city.
Chapter 8: Area policies		
AP1 City Centre Salford	Yes	The City Centre is very important to the Greater Manchester and to the North of England more generally, and is an area of the city where development pressure continues to be high. Its future economic success is therefore a strategic priority, and this will depend on the careful management of development within and around it.
AP2 Salford Quays	Yes	Salford Quays is home to MediaCityUK and is considered to be one of the primary office locations and tourism destinations in Greater Manchester. It also has a significant tourism, leisure and retail role. It is an area of the city where development pressure continues to be high. Its future economic success is therefore a strategic priority, and this will depend on the careful management of development within and around it.

Policy	Strategic policy	Reason
AP3 Ordsall Waterfront	Yes	Ordsall Waterfront is a key link between two of Greater Manchester's key economic areas (the City Centre and Salford Quays). It therefore has a significant profile and development pressure continues to be high. Its future success is therefore a strategic priority, and this will depend on the careful management of development within and around it.
AP4 Salford Innovation Triangle	Yes	Securing maximum gain from the city's key innovation and research assets (which include MediaCityUK, University of Salford and Salford Royal Hospital) and supporting their ongoing development will be important to the long-term success of Salford's economy.
AP5 Employment areas close to the City Centre and Salford Quays	Yes	The future economic success of the City Centre and Salford Quays is a strategic priority, and managing change in the adjoining areas will be important in supporting the economic function of the wider area.
Chapter 9: Economic development		
EC1 Existing employment areas	Yes	Maintaining a good supply of employment sites and premises will be important for the city's long term economic success, which is a strategic priority.
EC2 Port Salford	Yes	The Port Salford scheme that has extant planning permission will, once completed, include an inland port, container terminal and employment floorspace with water, road and rail connections. Port Salford will be unique in Greater Manchester and has the potential to help boost its competitiveness. Its long-term protection is therefore a strategic priority.
Chapter 10: Culture and tourism		

Policy	Strategic policy	Reason
CT1 Tourism development	Yes	Protecting and enhancing the city's key tourism locations is considered to be a strategic priority given their role in raising the city's profile and providing and leisure opportunities for local residents.
CT2 Art and culture	Yes	Art and culture are key elements of Salford's identity and character. The protection and enhancement of these opportunities is central to place making and therefore considered to be a strategic priority.
Chapter 11: Housing		
H1 Type of housing	Yes	Ensuring that a diverse range of housing (in terms of type) comes forward across Salford so that everyone can find a suitable home is considered to be a strategic priority.
H2 Size of dwellings	Yes	Ensuring that a diverse range of housing (in terms of size) comes forward across Salford so that everyone can find a suitable home is considered to be a strategic priority.
H3 Housing density	Yes	Making the most efficient use of land in the most accessible locations assists in reducing the overall need to travel and maximising the ability to do so by sustainable modes. It will also assist in minimising the potential need for the development of greenfield land/land in the Green Belt. These are considered to be strategic priorities.
H4 Affordable housing	Yes	Ensuring sufficient provision of affordable housing contributes towards tackling inequality, promoting fairness, and helping to meet the needs of those on low incomes. These are considered to be strategic priorities.

Policy	Strategic policy	Reason
H5 Build to rent	Yes	Ensuring that build to rent schemes add to the diversity of the housing stock and make sufficient provision of affordable housing will contribute towards tackling inequality and promoting fairness, which is a strategic priority.
H6 Housing for older people	Yes	Ensuring that a diverse range of housing is provided in the city and that all groups have access to suitable housing is an important aspect of delivering a fairer and more inclusive Salford, which is a strategic priority.
H7 Student housing	Yes	Ensuring that a diverse range of housing is provided in the city and that all groups have access to suitable housing is an important aspect of delivering a fairer and more inclusive Salford, which is a strategic priority.
H8 Gypsies, travellers and travelling showpeople	Yes	Ensuring that a diverse range of housing is provided in the city and that all groups have access to suitable housing is an important aspect of delivering a fairer and more inclusive Salford, which is a strategic priority.
H9 Custom, self-build and community led housing	No	Detailed development management policy relating to housing development.
H10 Conversion and change of use of existing houses, and new build residential developments of non-self-contained units.	No	Detailed development management policy relating to the conversion of existing houses.
Chapter 12: Town centres and retail development		
TC1 Network of designated centres	Yes	Identifies the city's overall network of centres and ensures that communities have access to local shops, facilities and services which is a strategic priority.

Policy	Strategic policy	Reason
TC2 Development involving main town centre uses	No	Detailed development management policy relating to the development of main town centre uses.
TC3 Changes of use and redevelopments within designated centres	No	Detailed development management policy relating to changes of use and redevelopment within town centres.
TC4 Food and drink uses within designated centres	No	Detailed development management policy relating to food and drink uses within town centres.
TC5 Community Facilities	No	Detailed development management policy relating to the development of new community facilities and development resulting in the loss of community facilities.
Chapter 13: A learning city		
ED1 Early years, schools and post-16 education facilities	No	Detailed development management policy relating to the development of new early years, schools and post-16 facilities and the approach to the reuse and redevelopment of redundant school sites.
ED2 Residential development and education places	Yes	Supports the delivery of additional school places by placing requirements on development, thereby assisting in ensuring that neighbourhoods are sustainable and all children can enjoy a high quality education. The provision of sufficient education places to support new development was highlighted by the local community as a key issue during the consultation process.
ED3 University of Salford	Yes	The continued enhancement of the facilities and campuses of the University of Salford will contribute to the future success of the City Centre, the success of which is a strategic priority.

Policy	Strategic policy	Reason
Chapter 14: Health		
HH1 Development and health	Yes	Identifying how development can support an improvement in public health and a reduction in health inequalities will assist in tackling some of the city's very significant health inequalities. Tackling inequality and promoting fairness is a strategic priority.
HH2 Provision of health and social care facilities	Yes	Supporting the improvement of health and social care facilities will assist in tackling some of the city's very significant health inequalities. Tackling inequality and promoting fairness is a strategic priority.
HH3 Salford Royal Hospital	Yes	Supporting the further enhancement of the hospital, a major employer within the city and a key anchor within the Salford Innovation Triangle is considered to be a strategic priority.
Chapter 15: Accessibility		
A1 Supporting sustainable transport	Yes	The policy outlines the overarching principles which will assist in enhancing accessibility and reducing congestion. It is the starting point for more detailed policies.
A2 Transport hierarchy and sustainable streets	Yes	Ensuring that development promotes the use of sustainable modes of travel will contribute towards achieving a modal shift away from the private car, which is a strategic priority.
A3 Walking and cycling	Yes	Increasing the proportion of journeys made by walking and cycling will contribute towards achieving a modal shift away from the private car, which is a strategic priority. It will assist in tackling some of the city's very significant health inequalities by encouraging active travel.

Policy	Strategic policy	Reason
A4 Public transport	Yes	Increasing the proportion of journeys made by public transport will contribute towards achieving a modal shift away from the car, which is a strategic priority.
A5 Sustainable movement of freight	Yes	Encouraging the sustainable movement of freight will contribute towards achieving a modal shift away from the movement of freight by HGVs, which is a strategic priority.
A6 Highway network	Yes	Supporting the efficient, effective and safe operation of the city's highway network will assist in enhancing accessibility, reducing congestion, and improving quality of life which are strategic priorities.
A7 Motor vehicle parking provision and drop off facilities in new developments	Yes	Includes standards to be applied to all types of development across the city. This will contribute towards achieving a modal shift, which is a strategic priority.
A8 City centre car parking	Yes	Provides a strategy for controlling car parking within the City Centre to ensure that land in a highly accessible location is used efficiently. The City Centre is very important to the Greater Manchester and North West economy and its future success is therefore a strategic priority.
A9 Park and ride facilities	No	Detailed development management policy relating to proposals for and the redevelopment of existing park and ride schemes.
A10 Electric vehicle charging points	Yes	Includes standards which would be applied to various types of development across the city. This will contribute to reducing emissions and the improvement of the city's air quality, which is a strategic priority.
A11 Barton Aerodrome	Yes	Protects heritage assets and an important component of the city's infrastructure. These are strategic priorities.

Policy	Strategic policy	Reason
A12 Protection of aviation safety at Manchester Airport	Yes	Protects the safe functioning of a strategically important transport facility located in another district.
A13 Safeguarding potential transport routes	Yes	Protects potential transport routes which could assist in improving accessibility and contributing towards achieving a modal shift, which is a strategic priority.
Chapter 16: Digital infrastructure		
DG1 Digital infrastructure	Yes	Includes standards which would apply to all types of development and improve access for all residents and businesses to high quality digital infrastructure. This will contribute to the development of a future proofed city, which is a strategic priority.
DG2 Protecting digital infrastructure	Yes	Protects the city's digital infrastructure, which is a strategic priority.
Chapter 17: Energy		
EG1 Sustainable energy	Yes	Includes standards to be applied to various types of development across the city which will help minimise contributions to climate change. The City Council has recently declared a climate emergency which has included setting a date of 2038 for carbon neutrality in Salford. Minimising contributions to climate change and supporting the achievement of a carbon neutral Salford is therefore a strategic priority.
EG2 Renewable and low carbon energy schemes	Yes	Takes a positive approach to the development of renewable and low carbon energy schemes which will help minimise contributions to climate change. The City Council has recently declared a climate emergency which has included setting a date of 2038 for carbon neutrality in Salford. Increasing the generation of energy from renewable sources and supporting the achievement of a carbon neutral Salford is therefore a strategic priority.
Chapter 18: Water		

Policy	Strategic policy	Reason
WA1 Delivering the North West River Basin Management Plan	Yes	The majority of watercourses in Salford and the North West are currently failing to meet the River Basin Management Plan objectives and major improvements are required. Ensuring that development does not have an adverse impact on water bodies and takes opportunities to support their improvement will contribute towards the enhancement of the city's network of green infrastructure, which is a strategic priority.
WA2 Water supply and water efficiency	Yes	Protects critical pieces of the city's water supply infrastructure which is clearly a strategic priority.
WA3 Flood risk management and infrastructure	Yes	Protects components of the city's flood risk infrastructure which is clearly a strategic priority.
WA4 Development and flood risk	Yes	Given the scale and extend of flood risk in Salford and taking into account that some of the areas which could be subject to flooding are important to the prosperity of Greater Manchester, reducing the risk and impact of flooding is considered to be a strategic priority.
WA5 Surface water and sustainable drainage	Yes	Given the significant risk that surface water and river flooding poses to many parts of Salford, ensuring that surface water is managed to help minimise this risk is considered to be a strategic priority.
Chapter 19: Design		
D1 Design principles	Yes	Provides an overall standard for the quality of development.
D2 Local character and distinctiveness	No	Detailed development management policy.
D3 Layout and access	No	Detailed development management policy.
D4 Spaces	No	Detailed development management policy.
D5 Amenity	No	Detailed development management policy.
D6 Design and crime	No	Detailed development management policy.

Policy	Strategic policy	Reason
D7 Housing design	Yes	Includes standards that all residential developments will be expected to meet. The requirement for all dwellings to be accessible and adaptable will provide greater flexibility in ensuring that everyone can find a suitable home, which is considered to be a strategic priority.
D8 Alterations and extensions	No	Detailed development management policy.
D9 Waterside development	No	Detailed development management policy for development near to the city's waterways.
Chapter 20: Heritage		
HE1 Heritage protection	Yes	Explains how the city's heritage assets will be protected and enhanced, which is a strategic priority.
HE2 Managing change across historic areas	Yes	Identifies key historic areas in Salford and explains how development and change within these locations will be managed. Protecting and enhancing the city's heritage assets, and the distinctiveness of places, is a strategic priority.
HE3 A positive future for heritage assets	Yes	Encourages the positive use of heritage assets, which will help to protect their long term future. Protecting and enhancing the city's heritage assets is a strategic priority.
HE4 Heritage at risk	Yes	Protecting and enhancing the city's heritage assets, including those at risk, is a strategic priority.
HE5 Heritage information and interpretation	No	Detailed development management policy setting out the requirements relating to the provision of heritage information and interpretation.
HE6 Canals	Yes	Protects the city's canals, which are important heritage and recreation assets, make an important contribution to Salford's identity and so are a strategic priority.
Chapter 21: Green Belt and agriculture		

Policy	Strategic policy	Reason
GB1 Green Belt	Yes	Protects the city's Green Belt and encourages improved access, helping to deliver wider environmental, health and social benefits. This is a strategic priority.
GB2 Soils and agricultural land	Yes	Seeks to protect the city's soils by ensuring the loss of agricultural land is avoided where possible. Protecting the city's environmental assets is a strategic priority.
GB3 Farm diversification	No	Detailed development management policy for a specific type of development.
GB4 Agricultural, forestry and other occupational dwellings within the Green Belt	No	Detailed development management policy for a specific type of development.
Chapter 22: Green infrastructure		
GI1 Development and green infrastructure	Yes	Identifies strategically important priority functions in different parts of Salford, and sets the requirements for delivering green infrastructure through new development. Enhancing the network of green infrastructure across Salford is vital to the success of the city. It will assist in tackling some of the city's very significant health inequalities, which is a strategic priority.
GI2 Chat Moss	Yes	Protects and enhances Chat Moss, a strategically important piece of green infrastructure.
GI3 Irwell Valley	Yes	Protects and enhances the Irwell Valley, a strategically important piece of green infrastructure.
GI4 West Salford Greenway	Yes	Protects and enhances the West Salford Greenway, a strategically important piece of green infrastructure.
GI5 Trees, woodland and hedgerows	Yes	Increasing tree cover across Salford will contribute to the achievement of various wider objectives e.g. mitigating and adapting to climate change.
Chapter 23: Biodiversity and geodiversity		

Policy	Strategic policy	Reason
BG1 Nature improvement areas	Yes	Explains how development will be managed within the Great Manchester Wetlands Nature Improvement Area in Salford, a cross boundary designation which extends across parts of Salford, Wigan and Warrington.
BG2 Development and biodiversity	Yes	Protects and enhances the city's biodiversity assets and explains how development will support a net gain in biodiversity. This can bring multifunctional benefits with regards to health and well-being, and will assist in tackling some of the city's very significant health inequalities, which is a strategic priority.
BG3 Geodiversity	No	Development management policy relating to features of geodiversity interest. These assets are limited in Salford and do not have the same multifunctional benefits as other biodiversity assets.
Chapter 24: Recreation		
R1 Recreation standards	Yes	Identifies the city's recreation standards which all residential development would be expected to contribute towards. Ensuring that all residents have good access to a range of recreation facilities can enable people to live more active and healthier lives. This will assist in tackling some of the city's very significant health inequalities, which is a strategic priority.
R2 Recreation facilities and residential amenity	No	Detailed development management policy specific to recreation facilities.
R3 Protection of recreation land and facilities	No	Detailed development management policy relating to the development of recreation land and facilities.
R4 Strategic recreation routes	Yes	Protects and enhances the city's network of recreation routes which provide opportunities for outdoor recreation and connect the urban area to the countryside. This can enable people to live more active and healthier lives and therefore assisting in tackling some of the city's very significant health inequalities, which is a strategic priority.

Policy	Strategic policy	Reason
R5 Outdoor and indoor sports facilities	Yes	Protects and enhances the city's sports facilities and designates some sites as strategic hubs of city-wide importance for outdoor sports. This can enable people to live more active and healthier lives and therefore assisting in tackling some of the city's very significant health inequalities, which is a strategic priority.
Chapter 25: Air quality, pollution and hazards		
PH1 Pollution control	Yes	Supports an improvement in the city's air quality, and hence promotes better health and quality of life, which are strategic priorities.
PH2 Control of hazardous uses	No	Detailed development management policy relating to applications for hazardous substances consent.
PH3 Development near hazardous installations	No	Detailed development management policy relating to proposals near hazardous installations.
PH4 Land instability	No	Detailed development management policy regarding the risk of land instability.
Chapter 26: Minerals and waste		
WM1 Waste and development	No	Detailed development management policy setting out the requirements in relation to waste management within developments.

Salford City Council

Spatial Planning

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18 January 2023