

## Pendleton Planning Guidance Consultation Responses and the Response of the City Council

<b>Respondent (Agent)</b>	<b>Chapter Policy/ Map Ref</b>	<b>Response</b>	<b>Officers' Recommendation</b>
Environment Agency	General document	There are no flood risk issues to raise about the content of the document. Provided planning applications are submitted in accordance with PPS25 and the council's own flood risk and development planning guidance document, flood risk issues will be addressed.	Comments noted. No change to the Pendleton Planning Guidance required. Any planning application would have to comply with the requirements of PPS25 and the Flood Risk and Development Planning Guidance Document.
British Waterways	General document	Parts of the plan area adjoin the Manchester, Bolton and Bury Canal. Whilst this is currently disused there are proposals to restore and re-open it in the future and in view of this British Waterways are keen to ensure that future development proposals do not prejudice that aim. The line of the canal does not appear to be directly affected by the proposals but nevertheless British Waterways would ask that, for the avoidance of doubt, developers are made aware of this issue through the document.	The Manchester, Bolton and Bury Canal lies outside of the Pendleton Planning Guidance boundary, beyond the Manchester – Bolton railway line. Policy CH7 of the Unitary Development Plan protects the line of the Manchester, Bolton and Bury Canal and any proposal would have to accord with this. Therefore no change is proposed to the Pendleton Planning Guidance.
British Waterways	General Document	<p>There is the potential for future development adjoining the canal to pollute the waterway to the detriment of its ecology. In order to avoid this British Waterways would request that a clause is included within the document highlighting this issue and requiring future developers to undertake measures to ensure :-</p> <p>a) that contaminants do not leach into the canal, and</p>	The line of the canal lies outside the Pendleton Planning Guidance boundary and the canal itself has still to be restored along this length. British Waterways would be consulted as part of the planning application process for any development proposal which adjoined the canal. Issues such as contaminants leaching into the canal and drainage of the proposed development would be addressed at that time. No change to the Planning Guidance is therefore proposed.

		b) that the preferred means of draining their development suitably safeguard the channel.	
British Waterways	General Document	British Waterways would request that a clause is inserted requiring that where development is to be carried out adjacent to the canal, sensitive boundary treatment is employed.	Unitary Development Plan policy DES6 "Waterside Development" already adequately addresses this issue. No changes required.
CABE	General document	<p>CABE are unable to comment on the document in detail but they would like to make some general comments as follows:</p> <ol style="list-style-type: none"> <li>1. Design is now well established in planning policy at national and regional levels and LDF's offer an opportunity to secure high quality development, of the right type, in the right place, at the right time.</li> <li>2. Robust design policies should be included within all LDF documents and the Community Strategy, embedding design as a priority from strategic frameworks to site specific scales.</li> <li>3. Local planning authority officers and members should champion good design.</li> <li>4. Design should be treated as a cross cutting issue with consideration given to how it relates to other issues such as open space management, architectural quality, roads and highways, social infrastructure and the public realm.</li> <li>5. Design should reflect understanding of local</li> </ol>	<p>Comments are noted. No changes required to the Pendleton Planning Guidance.</p> <p>It is considered that the requirement for good design is inherent in the document, with particular reference in the Vision and also in the built and natural design principle policies. Any development proposal would also have to have regard to the design policies in the Unitary Development Plan and the Shaping Salford Design Supplementary Planning Document as part of the development control process. Reference is made to this in paragraph 3.12 of the Planning Guidance in particular.</p>

		<p>context, character and aspirations.</p> <p>6. Adequate wording or "hooks" should be provided within planning policies that enable you to develop and use other design tools and mechanisms, such as design guides, site briefs and design codes.</p>	
Lancashire Branch of CPRE	General document	<p>The Salford City Council Strategic Housing Land Availability Assessment notes that recent house demolition and clearance rates have been at the rate of 600 dwellings per year. It was anticipated that this rate of clearance would continue in the future. In view of the obvious uncertainty as to future funding, (in 2008 house prices have consistently fallen and the solution to the "banking crisis" is expected to result in a major period of economic depression), this practice should be suspended until the funding to provide new housing becomes available. Failure to do this may result in land lying derelict for a long period awaiting re-development.</p>	<p>Salford's Strategic Housing Land Availability Assessment makes an allowance for clearance of 458 dwellings per annum. This is based on the annual average clearance levels between 1997 and 2007. Given current conditions in the housing market the city council are reviewing the Strategic Housing Land Availability Assessment and the assumptions used within it. The predicted level of clearance will be assessed as part of this review and it is not appropriate for the Pendleton Planning Guidance document to cover the issue of clearance in such detail.</p> <p>Clearance activity within the area covered by the Pendleton Planning Guidance is closely linked to the Pendleton Private Finance Initiative proposals where funding has been secured. There is therefore confidence that sites currently vacant or proposed for clearance activity will be redevelopment in the short – medium term. No change to the Pendleton Planning Guidance is therefore considered necessary.</p>
Lancashire Branch of CPRE	General document	<p>Although Salford Council's Allotment List shows there is a reasonable supply, nevertheless the Pendleton Planning Guidance should propose more. Along with other recreation sites, allotments provide community facilities for healthy exercise. In addition, they are a source of fresh food which is often lacking in inner city areas. Allotments are normally classified as public green space and, in the case of Pendleton, an allotment site would be in keeping</p>	<p>The city council is to develop an allotment strategy in the near future with the aim of improving local standards (both quantity and quality). It is therefore considered premature to identify a site for allotments as part of the Planning Guidance until work on the allotment strategy has been completed and the overall level of need assessed. If a need is identified, this will be considered as part of the Allocations Development Plan Document, work on which is due to commence in 2009. No change is proposed to the Pendleton Planning Guidance.</p>

		with policies for increasing public greenspace in the Pendleton Planning Guidance.	
United Utilities	General document	No comments on the consultation.	Comments noted. No change required to the Pendleton Planning Guidance.
North West Regional Development Agency	General document	No specific observations on the matters raised in the consultation draft.	Comments noted. No change required to the Pendleton Planning Guidance.
4NW (formerly NWRA)	General document	Reference to Regional Spatial Strategy in the Planning Guidance should be amended to state that the Regional Spatial Strategy is now adopted and that a partial review is being undertaken covering Gypsy and Travellers, Travelling Show People and Car Parking Standards.	Amend paragraph 1.20 to read:  “The Regional Spatial Strategy for the North West of England has now been published and a partial review is underway covering Gypsy and Travellers, Travelling Show People and Car Parking Standards. The Regional Spatial Strategy places a strong emphasis on directing development and other investment to the inner city areas of both the Manchester and Liverpool City Regions, which includes areas such as Pendleton.”
4NW (Formerly NWRA)	General document	The planning guidance should be considered against the following development principle policies in Regional Spatial Strategy (DP1, DP2, DP3, DP4, DP5 and DP7) and the spatial development framework policy RDF1. In terms of thematic policies, W5, L1, L3, L4, L5, RT1, RT3, RT4, RT9, EM3, and EM5 are important in relation the guidance. These development principles and spatial development framework policies provide the over-arching policy framework for the Regional Spatial Strategy.	The Pendleton Planning Guidance document accords with the various policies within the Regional Spatial Strategy referred to in the representation and with the Regional Spatial Strategy as a whole. No amendments to the Pendleton Planning Guidance are considered necessary.
4NW (formerly NWRA)	General document	The use of natural space and green networks is mentioned as a policy within the guidance. 4NW welcome this approach as Regional Spatial Strategy policy EM3 states that development	Comments noted. No further amendments required.

		should incorporate the use of green space and green networks to provide multiple benefits.	
4NW (formerly NWRA)	General document	4NW would welcome consideration being given to the provision within the Pendleton area of mixed housing that incorporates affordable housing, in line with policy L5 in Regional Spatial Strategy.	The issue of securing an appropriate mix of housing within the main redevelopment areas is satisfactorily dealt with in policies 12 and 13 of the Planning Guidance, and affordable housing provision is referred under the reasoned justification to Policy 8 (Developer Contributions). Paragraph 3.24 and 3.25 of the Pendleton Planning Guidance already refer to UDP policy H4 “Affordable Housing” and also policy HOU3 of Housing Planning Guidance “Quantity of Affordable Housing”, which are in accordance with policy L5 of the recently published Regional Spatial Strategy. These cross references are considered to be adequate and no further changes to the Planning Guidance are considered to be necessary.
4NW (formerly NWRA)	General document	Regional Spatial Strategy Policy W5 highlights that plans should promote retail investment where it assists in the regeneration and the economic growth of the towns and city centres in the North West.	Comments noted. Policy 9 “Town Centre”, promotes the provision of a new food store which should assist in the regeneration and economic growth of Pendleton. No further change required.
4NW (formerly NWRA)	General document	Regional Spatial Strategy Policies EM3 and EM5 deal with the incorporation of green infrastructure and integrated water management aspects that are mentioned within the guidance.	Comments noted. The Guidance addresses these matters in Policies 3 and 4. No further change required.
4NW (formerly NWRA)	General document	Regional Spatial Strategy policy RT9 deals with walking and cycling. Pendleton Planning Guidance should ensure that any development within the area supports sustainable travel. Table 8.1 within the Transport Strategy in Regional Spatial Strategy presents the regional car parking standards that should be allocated for the different types of development within the	The car parking standards within Table 8.1 of Regional Spatial Strategy form part of Salford’s Unitary Development Plan and any development proposal would have to comply with them. It is not considered appropriate to replicate these standards in the Pendleton Planning Guidance as all relevant documents should be read together. Policy 6 of the Pendleton Planning Guidance document relates specifically to the provision of pedestrian and cycle links and is consistent with Regional Spatial Strategy policy

		Pendleton area.	RT9.
Highways Agency	General document	The Agency has previously made comments on the Pendleton document and these should be referred to. The Agency has no further comments to make at this time.	Comments noted. At the Issues and Options stage the Highways Agency recommended that a comprehensive and attractive public transport, walking and cycling strategy for the area should be implemented as part of the redevelopment process. Policies 3, 6 and 7 all seek to ensure that this is achieved. The Agency also recognised that high density development around the transport hubs, as proposed, was a sensible approach. They also suggested that access to Salford Quays and Central Manchester by non car modes should be made as attractive and convenient as possible. The free Metro Shuttle as proposed in policy 7 would achieve this. Finally, at the Preferred Options stage they requested a delivery mechanism to be set out in the document together with an indication of how this would affect the phasing of development. In this regard, Table 3 identifies the source of funding and the lead partner for all proposals whilst Table 4 provides an indicative timetable of when specific proposals may be or are likely to be implemented. It is therefore considered that the Agency's earlier comments have been addressed and that no further changes are required to the Guidance.
Partners IN Salford	General document	References should be made to the Empowerment White Paper as it refers to planning and community participation	Paragraph 1.15 refers to the Pendleton Community Forum and also the Pendleton Steering Group which both provide opportunities for community participation in the Pendleton Planning process. The Pendleton Group is to continue operating following the adoption of the document and this will be broadly in accordance with the aims of the Empowerment White Paper.  Insert at the end of paragraph 1.15 of the Planning Guidance the following: "The local community will continue to be involved in the future regeneration of the area in accordance with the Empowerment White Paper."

Natural England	General document	<p>Natural England welcome opportunities to create green boulevards with adequate space for safe multi modal access, the priorities for green and open space and green links. We support the concept of no loss of open space and would indeed welcome an increase. Green infrastructure should be at the heart of urban planning and does feature in the guidance. We would welcome reference to the 2007 North West Green Infrastructure Guide.</p>	<p>Comments noted. It is proposed to incorporate a new paragraph (paragraph 3.12) which will make reference to the North West Green Infrastructure Guide and state: "The provision of green boulevards and green links and the improvement of existing open spaces will provide valuable opportunities to conserve and enhance biodiversity in line with the provisions of the Natural Environment and Rural Communities Act 2006. They will also contribute towards the creation of a coherent green infrastructure network in accordance with the North West Green Infrastructure Guide and the Greater Manchester Biodiversity Action Plan."</p>
Natural England	General document	<p>The Guidance could provide valuable opportunities for biodiversity to be conserved and enhanced particularly through work to enhance parks and green spaces and through the provision of green links, but this has not been captured in the Guidance. Consideration should be given to ways of bringing opportunities for biodiversity into the Guidance as opportunities do exist in urban areas. The guidance could say more about biodiversity especially in reference to the Council's biodiversity duty in accordance with the Natural Environment and Rural Communities Act (NERC Act) and we would welcome additional supporting text along with links to the Greater Manchester Biodiversity Action Plan.</p> <p>Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. From 1 October 2006 all local authorities and other public authorities in England and Wales have a duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of</p>	<p>The Nature Conservation and Biodiversity Supplementary Planning Guidance is already referred to in paragraphs 1.24 and 3.12 of the Pendleton Planning Guidance and the document should be read in conjunction with the Pendleton Planning Guidance. However, the importance of biodiversity in contributing to the economic and social health of an area is recognised and a new paragraph is therefore recommended for insertion (paragraph 3.11) (See comments above for Natural England relating to biodiversity).</p>

		<p>biodiversity, to clarify existing commitments with regard to biodiversity and to make it a natural and integral part of policy and decision making. Natural England strongly consider that a quote should be inserted from Section 40 of the Act to explain the Authority's duties as far as exercising its functions, and having regard to the purpose of conserving biodiversity. Guidance is also available in Defra publication, "Guidance for Local Authorities in Implementing the Biodiversity Duty", <a href="http://www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf">www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf</a>.</p>	
Partners IN Salford	General document	<p>There are plenty of references to the importance of sustainable regeneration. The concept of sustainable regeneration is linked to a range of strategic policies in the Unitary Development Plan. For some reason Unitary Development Plan policy ST14 is not seen as a context for Pendleton, but this is the one that relates to the importance of controlling global warming through energy management and use of alternatives to fossil fuels. Whilst the policy has most impact for new developments, it should also be a consideration in relation to major refurbishment and refitting. The agenda has moved on since the development of the Unitary Development Plan around environmental sustainability and climate change, but what about green assets and the impact on climate change?</p>	<p>Comments noted. The Council has already adopted comprehensive planning advice on the local implications of global warming, energy management, climate change and renewable energy in its Supplementary Planning Document on Sustainable Development. All development in Pendleton will have to have due regard not just to Pendleton Planning Guidance but also to this and other Council Planning Policies.</p> <p>The comments regarding policy ST14 are noted and it is therefore proposed to insert an additional bullet in paragraph 1.22 to read: "To minimise the impact of development on the global environment and in particular in minimising greenhouse gas emissions [Policy ST14]."</p> <p>Additionally, amend Appendix A of the Pendleton Planning Guidance (Unitary Development Plan policies to which Pendleton Planning Guidance has had particular regard) to read "Policy ST14, which seeks to minimise the impact of development on the global environment and in particular in minimising greenhouse gas emissions."</p>

Partners IN Salford	General Document	<p>The Pendleton Planning Guidance does not provide explicit reference to climate change and the importance that the area should play in terms of reducing its carbon footprint through high standards of building and insulation. (There is a presumption about this through references to Sustainable Design and Construction, but this is only appropriate to significant new development, not necessarily refurbishment). Things have moved on a long way since the Unitary Development Plan and there is now a planning framework (PPS1) which demands a rigorous approach to identifying opportunities for locally produced sources of renewable/low carbon energy. This is reflected through the Regional Spatial Strategy which provides a strong framework for addressing climate change.</p>	<p>Comments noted. Insert an additional objective after objective vi) in paragraph 2.2 to read: "To minimise the energy demands of the area through the use of low carbon and renewable technologies." See also the proposed changes to Policy 1 detailed below.</p>
Partners IN Salford	General Document	<p>Plans and strategies should seek to promote and encourage, rather than restrict, the use of renewable energy resources. Local planning authorities should give significant weight to the wider environmental, social/community and economic benefits of proposals for renewable energy schemes to:</p> <ul style="list-style-type: none"> <li>- contribute to the capacities for regional renewable energy targets</li> <li>- mitigate the causes of climate change and minimise the need to consume finite natural resources.</li> </ul>	<p>Comments noted. Insert an additional sentence to the end of Policy 1 to read "In redeveloping and/or remodelling the area, positive consideration should be given to reducing the area's carbon footprint through high standards of building and insulation, and the use of renewable/low carbon energy sources where practicable."</p>
Partners IN Salford	General Document	<p>The Guidance should be more ambitious in its objectives to increase energy efficiency and</p>	<p>Comments noted. Energy efficiency and identifying sources of low carbon/renewable energy is included in the Private Finance</p>

		identify potential sources of low carbon/renewable energy as this would have set an important context for the Private Finance Initiative Project.	Initiative Output Specification which is currently being developed by the Private Finance Initiative Steering Group.
Sport England	General document	The introduction of a substantial amount of new residential properties into the area should be accompanied by adequate provision for sport and recreation, having regard to Sport England's Policy Objective 8. This could be secured in a variety of ways eg as a specific part of new developments or through planning obligations to secure on site/off site provision and maintenance.	<p>Comments noted. The Unitary Development Plan and the Planning Obligations Supplementary Planning Document already provide adequate guidance on developer contributions and these policies do not need to be repeated in the Planning Guidance. However, greater acknowledgement could be given to the importance of Clarendon Park and Fit City, and it is therefore proposed to amend Policy 12 and its Reasoned Justification to refer to the need to improve Clarendon Park and Fit City as follows:</p> <ul style="list-style-type: none"> <li>• Insert an additional sentence at the end of Policy 12 "High Street, Windsor and Wrotham Close" to read: "As part of this redevelopment Clarendon Park and Fit City should be retained and improved, or remodelled, to provide enhanced open space and recreation provision with no overall loss of open space."</li> <li>• Amend the first sentence of paragraph 4.14, of the reasoned justification to Policy 12 to read "To replace those premises demolished, and secure the retention and improvement of Clarendon Park and Fit City to provide enhanced recreation provision."</li> </ul>
Sport England	General document	Sport England have a particular interest in the creation of healthy and liveable neighbourhoods and to this end, we have produced a guide to assist the development of environmental design which encourages physical activity. Taking widely accepted principles of good design (character, continuity, quality, legibility etc) as a starting point, the guidance uses three objectives	Comments noted. The principles of active design are incorporated into the Guidance through policies designed to promote walking and cycling, and the active use of open spaces. See in particular policies 1, 3 and 4 in the Planning Guidance. The Planning Guidance is also supported by other documents, such as the Unitary Development Plan, the Greenspace Strategy Supplementary Planning Document and the Design Supplementary Planning Document that also promote physical

		<p>to frame advice on positive design: improving accessibility; enhancing amenity; and increasing awareness. Using the three design objectives, the guidance explores in detail their application to three activity settings:</p> <ol style="list-style-type: none"> <li>1. Everyday activity destinations (shops, homes, schools workplaces)</li> <li>2. Informal activity and recreation (play areas, parks and gardens)</li> <li>3. Formal sports and leisure activities (sports pitches, swimming pools etc)</li> </ol> <p>Active Design poses a number of questions for consideration by planners. The full guidance is available at: <a href="http://www.sportengland.org/getresources/downloads.design_guidance/activedesign.pdf">www.sportengland.org&gt;getresources&gt;downloads.design_guidance&gt;activedesign.pdf</a></p>	<p>activity. No further change to the Pendleton Planning Guidance is considered necessary.</p>
Primary Care Trust	General document	<p>The Primary Care Trust are concerned about the future of the Lance Burn Health Centre site as part of the regeneration of Pendleton. The centre has been identified as a key location for support service staff to the Pendleton Gateway Centre and for the continued delivery of clinical services. Therefore if the centre is to be demolished, an alternative site/premises will be required. This must be addressed and resolved early so as not to disrupt their service or investment plans programmed over the next few years.</p>	<p>Comments noted. Add the following to Policy 12 “High Street, Windsor and Wrotham Close”: “Any redevelopment of the area should allow for the retention of the Lance Burn Health Centre or its relocation to an alternative site elsewhere within the local area”</p> <p>Add an additional paragraph (paragraph 4.15) into the Reasoned Justification stating:</p> <p>“The Lance Burn Health Centre has been identified as a key location for the continued delivery of clinical services and as a base for support staff serving the Pendleton Gateway Centre. Its retention within the existing premises or elsewhere within the local area will therefore need to be taken into account in the redevelopment of the High Street, Windsor and Wrotham Close area.”</p>

Clarendon Pharmacy	General document	<p>The occupiers of business premises at Kemsing Walk are concerned about the future of their businesses as they do not know whether they are being demolished or refurbished as part of the regeneration of the area. They raise a number of issues/concerns:</p> <ol style="list-style-type: none"> <li>1) If the units are to be demolished they would like to be given priority to become tenants for new premises.</li> <li>2) The rental levels, if the new premises were not council owned, may be prohibitive to small traders.</li> <li>3) All of these businesses have served the local population for a long time and are accessible and well used by the local population. It is important that these services remain accessible.</li> <li>4) If the existing units are demolished and relocated compensation would be required to cover costs or relocation.</li> <li>5) If the existing units are demolished and not replaced compensation would be required for loss of stock, redundancy payments etc.</li> <li>6) It would be in the interests of the community for the shops, theatre, nursery and recreation centre all to be sited close together as they are now. They have provided a central "hub" for many years.</li> <li>7) There is no mention about what is happening to the Recreation Centre in the "Creating a new</li> </ol>	<p>Comments noted. The premises at Kemsing Walk are part of the Pendleton Private Finance Initiative redevelopment area but precisely what form this redevelopment will take has still to be determined. If a proposal were to come forward any issues would be determined through negotiations at the time. However, in view of the concerns raised, the following amendments to the Planning Guidance are proposed:</p> <ul style="list-style-type: none"> <li>• Include the following additional sentence to Policy 12 "High Street, Windsor and Wrotham Close" : "Consideration should be given to the retention, replacement or relocation of the shop premises on Kemsing Walk."</li> <li>• Insert the following after paragraph 4.15 (paragraph 4.16) "It would be desirable to see the retention, replacement or relocation of the commercial premises on Kemsing Walk as they currently contribute to the community facilities in the area."</li> </ul>
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		<p>Pendleton" booklet.</p> <p>8) The new sites on Wrotham Close, Kingsley Close and Windsor High School would provide more residents for the area, compensating for the loss of residents in Apple Tree Court &amp; Amersham/Athole Street area.</p>	
Tesco Stores Ltd (DPP)	Chapter 1 Purpose of guidance	<p>Tesco Stores Limited welcome both the clear indication of the purpose of the document, which sets out that 'Pendleton needs to be revived under a comprehensive process of transformational change to make it a place of choice for people seeking to invest in Salford' as set out on page 1 and within the Visions and Objectives of the document as set out on page 9. These objectives include the employment of the principles of sustainable development, assisting in meeting peoples daily needs within the area and attracting new residents.</p> <p>The provision of food retailing can assist in meeting many of these objectives and as such Tesco is pleased that the document continues to promote the development of a foodstore within Pendleton Town Centre, forming part of the area covered by the document. Food retailing can play an important part in decisions regarding where people wish/choose to live and in areas such as Pendleton, which are not affluent and have low car ownership, the need to meet daily needs such as food retail locally can be of even greater significance.</p> <p>As well as the achievement of these objectives, the document makes reference to the low economic activity and high unemployment rates</p>	<p>Comments noted. Whilst no changes to the Planning Guidance are proposed in response to these comments, it is proposed to remove specific reference to the size of retail floorspace proposed under Policy 9 "Town Centre". Whilst the amended policy continues to refer to the provision of a food superstore and additional retail provision on land west of the town centre, removal of floor space references is considered appropriate as an up to date retail study of Salford has yet to be prepared. Removal of the floorspace reference also allows greater flexibility for developers to bring forward proposals for additional retail provision.</p>

		<p>within Pendleton. It is therefore also important to consider that retail in general in the UK is a major employer and independent research has shown that supermarkets can help attract other visitors to an area. Tesco Stores Limited is a major employer and employs 260,000 people across the UK providing skilled employment as well as training schemes. Many of these jobs are part time and offer flexible working hours to allow employees to combine paid employment with other commitments. As such, Tesco Stores Limited particularly supports the provision of policy 9, Town Centre, which reinforces the need for food retail in the form of a superstore within the town centre as well as a range of other retail, office and leisure uses. The provision of this mix of uses within the town centre will encourage linked trips, improve the vitality of the area and attract new residents.</p>	
Partners IN Salford	Chapter 1 Description of Pendleton	Is the population of Pendleton not more than 13,000 people? (paragraph 1.6)	Comments noted. These figures are taken from the 2001 Census and as such are the most accurate that are available at the current time. It would be appropriate to confirm the origin of the figures. Accordingly, it is proposed to amend the second sentence in paragraph 1.6 to read "It is predominantly residential in character, and in 2001 was home to just over 13,000 people."
Partners IN Salford	Chapter 1 Description of Pendleton	How does the population decline to 13,000 match with the city waiting list for social housing? (paragraph 1.7)	The decline of Pendleton's population is not just as a result of changes to the existing housing stock within the area. However, through the Private Finance Initiative process the housing provision in the area will be improved in terms of both type and tenure which will hopefully assist in meeting the city wide waiting list for social housing.
Novembre Properties Ltd (Dalton Warner Davis)	Chapter 1 Description of Pendleton	Salford Shopping City performs an important town centre role; there is a mix of shopping provision and there are plans to diversify the shopping offer. At this time there are no plans to	Comments noted. No further changes are required to the Pendleton Planning Guidance in light of these comments, but note proposed changes to Policy 9 "Town Centre" outlined above.

		include leisure uses, including bars and restaurants but that is not to say that this position will not change, depending on the success of proposals for regeneration.	
Partners IN Salford	Chapter 1 Development of the Proposals	The bullet points in paragraph 1.13 explaining the relationship between the former Area Action Plan and the Private Finance Initiative process are difficult to understand.	<p>Comments noted. Amend the bullets in paragraph 1.13 to read:</p> <ul style="list-style-type: none"> <li>• “The Area Action Plan process was considered to be too long to deliver the short term certainty required by potential Private Finance Initiative bidders;</li> <li>• New proposals had begun to emerge within the local area that had not been consulted on in earlier stages of the Area Action Plan; and</li> <li>• The Area Action Plan was unlikely to be adopted in sufficient time to guide decisions on planning proposals on some of the key sites within the area, which would need to be determined in a shorter time frame.”</li> </ul> <p>Create a new paragraph following paragraph 1.13 to read:”</p> <p>“For these reasons it was decided to progress the regeneration proposals for Pendleton as non-statutory Planning Guidance. However, the proposals in this Planning Guidance flow directly from the previous work and, in particular, from the Area Action Plan Preferred Options Report of June 2007.”</p>
Partners IN Salford	Chapter 1 Development of the Proposals	Para 1.15 The Pendleton Steering Group is now the Pendleton Stakeholder Group.	Delete “Pendleton Steering Group” in the second sentence of paragraph 1.15 and replace with “Pendleton Stakeholder Group”.
Urban Vision	Chapter 1 Map 1 Plan Area & context	Salford Crescent station shown in legend but not on plan	Salford Crescent station is indicated on the plan immediately below the wording “Salford University” on map 1 but admittedly is not easy to see. The plan will be amended slightly to render the station more visible.

Partners IN Salford	Chapter 1 Policy context	<p>The Seedley and Langworthy Trust is a development trust on Langworthy Road (paragraph 1.26)</p> <p>Seedley and Langworthy have a community forum which meets quarterly (paragraph 1.26).</p>	Comments noted. No amendments required to the Pendleton Planning Guidance.
Novembre Properties Ltd (Dalton Warner Davies)	Chapter 1 Policy context	<p>The Regional Spatial Strategy (RSS) states in Policy W5 that “Manchester/Salford and Liverpool City Centres will continue to function as the North West’s primary retail centres”. The policy also stipulates that “In considering proposals and schemes any investment made should be consistent with the scale and function of the centre, should not undermine the vitality and viability of any other centre or result in the creation of unsustainable shopping patterns” and there is support for retail development that increases and presumably maintains the number of independent retailers. The Pendleton Planning Guidance should recognise the relevance of Policy W5 and also the importance afforded to public transport, cycling and walking in town centres (policy RT3).</p>	<p>The guidance has been written in accordance with Regional Spatial Strategy. Any retail development proposal would have to comply with both the Regional Spatial Strategy and national policy in the form of PPS6, as well as the city council’s Unitary Development Plan and any other relevant Supplementary Planning Document and Planning Guidance. These collectively will ensure that issues such as retail provision, impact on vitality and viability, and impact on other centres will be taken into account if a retail scheme is submitted.</p> <p>It is not considered appropriate or necessary to incorporate a specific reference to Regional Spatial Strategy policy W5 in the Planning Guidance, but a general reference to reading the Planning Guidance together with other planning policy documents is proposed in paragraph 1.4 in the Introduction to the Planning Guidance. No further change to the Pendleton Planning Guidance is therefore considered necessary.</p>
Manchester Salford Pathfinder	Chapter 1 Policy context	<p>It would be helpful if a timescale for approval by the council could be indicated (1.17).</p>	<p>Comments noted but it is not necessary to include an intended approval date as the revised document is effectively the one that will hopefully be adopted. Once published the date of adoption will be stated on the front cover of the document.</p>
Manchester Salford Pathfinder	Chapter 1 Policy Context	<p>Mention is made of the Northern Way Growth Strategy but not of the City Region Development Programme and at paragraph 1.20 the review of RSS is mentioned. It might be worth noting here that the Regional Development Agency, 4NW and Regional Housing Board are now working</p>	<p>Paragraph 1.20 has been updated to refer to the recently approved version of the Regional Spatial Strategy and also the partial review of Regional Spatial Strategy which has commenced. Given that the work on the single regional strategy is in its infancy and its potential impact on Pendleton is difficult to quantify in any precise terms, it is not considered appropriate to include a specific</p>

		together to combine Regional Spatial Strategy, Regional Economic Strategy and Regional Housing Strategy into a single regional strategy and the combined benefit that this will bring.	reference to it in the Planning Guidance.
Manchester Salford Pathfinder	Chapter 1 Policy Context	There appears to be a gap at the Strategic Regeneration Framework level, although the Urban Regeneration Company's Vision Statement operates as such; this should be made clear.	Agreed. It will be made clear that the Urban Regeneration Company's vision includes Pendleton.  In the first sentence of paragraph 1.19 add "including Pendleton" after "Central Salford" and before the Vision statement.
Greater Manchester Police	Chapter 2 Vision and Objectives	Greater Manchester Police welcome the reference, within the Objectives "to improve community safety and reduce the fear of crime" and to the link to your local validation checklist which draws applicants attention to the requirement for a "Crime Prevention Plan" to accompany planning applications. However there may be a missed opportunity to send out a really clear message that developers will have to pay careful attention to security and designing out crime. Although care needs to be taken not to over emphasise these issues, there is an opportunity under Design Principles and Housing, to require applicants to 'achieve' or at least 'seek to achieve' the Secured By Design award, certainly for Private Finance Initiative schemes.	Comments noted. Insert an additional sentence at the end of the Policy 1 to read: "All new development should also be designed to discourage crime, anti social behaviour and the fear of crime." Any development would also have to be compliant with the Design and Crime Supplementary Planning Document.
Lancashire Branch of CPRE	Chapter 2 Vision and Objectives	Consultation on the Pendleton Area Action Plan indicated a preference for family housing and an aversion to high rise flats in the responses by consultees. This distaste for high rise flats was probably not ameliorated by the proposal for bars and cafes on the ground floor. This public	Table 4.2 of the Draft Planning Guidance gives an indicative summary of housing yields from the two largest sites within Pendleton (High Street, Windsor and Wrotham Close, and Amersham Athole and Blodwell Street). This indicates an anticipated increase of approximately 460 houses and 216 apartments. The anticipated increase in the number of houses is

		<p>preference is in line with the Vision for Pendleton which states that “a much wider variety of housing will be provided with a strong emphasis on affordable and family housing” which according to the Planning Guidance will be typically three storeys in height.</p> <p>There is, of course, a market for high rise luxury apartments in city centres. This type of housing accommodation is frequently preferred by young professional people and by many older people also. However, the market is not infinite and there are strong indications that it is now saturated. Future proposals to build high rise apartments in the Pendleton Town Centre should, therefore, only be implemented if there is firm evidence of demand, not because they are included in current plans.</p>	<p>significantly larger than the anticipated increase in the number of apartments and this will improve the choice of homes within the area in line with Objective ii) of the Guidance which is “to improve choice, variety and quality of homes in Pendleton so that everyone who wants is able to meet their housing needs within the area”.</p> <p>The proposed apartments are to be situated on the edge of the town centre where higher density development is considered more appropriate, due to the very high level of accessibility. This is in line with advice in PPS3 which requires local authorities to make efficient use of land, and Unitary Development Plan policy H1 which requires higher density development in the most accessible locations.</p>
Partners IN Salford	Chapter 2 Vision and objectives	Reference should be made to Salford Strategic Partnership’s Community Engagement Strategy in paragraph 2.2.	Comments noted. Paragraph 2.2 sets out the strategic objectives for the Pendleton Planning Guidance. It is not considered appropriate to refer to the Salford Strategic Partnership Community Engagement Strategy in this context. The paragraph already acknowledges that the objectives are consistent with the seven themes of the Community Plan. No further changes are proposed.
Manchester Salford Pathfinder	Chapter 2 Vision and Objectives	This is quite a lengthy vision but its content is similar to most other areas. There isn't much that is area/ location specific, however the objectives are to be supported and are certainly challenging.	Comments noted. The vision is considered to be sufficiently spatial and locationally specific having been developed from the vision underpinning the former Area Action Plan. No further changes proposed to the Pendleton Planning Guidance.
Urban Vision	Chapter 2 Map 2 Plan Area	The Private Finance Initiative boundary has been subject to change.	Comments noted. Map 2 has updated to reflect these changes.
Network Rail	Chapter 3 Area Wide Policies	Para 3.21: A structured policy requiring planning obligations to extend to railway	Comments of support noted.

		enhancements/improvements is very much welcomed. Should the Community Infrastructure Levy come to fruition, the Council is urged to adopt guidance to further assist in funding for rail schemes.	
Lancashire Branch of CPRE	Chapter 3 Area Wide Policies	The public transport improvements, including increased provision for cyclists, in the Planning Guidance are to be welcomed. Improving the accessibility of jobs in other areas can be expected to substantially increase employment rates. The Gateway proposals, removal of underpasses and roundabouts and their replacement by Green Boulevards will all play their part in creating a more pleasant living space for Pendleton's people.	Comments noted.
Manchester Salford Pathfinder	Chapter 3 Area wide Policies	<p>Manchester Salford Pathfinder have a concern over the question of the overall density of the proposals and the disproportionate levels of refurbishment and proposed new build accommodation across the area.</p> <p>The overall density of the development in the area is currently very low. Assuming the figure of 200 hectares for the overall study area is correct then approximately 30 dwellings per hectare is currently being achieved, which as a starting point is very low. This is based on the figures indicated in table 4.1 where the current number of dwellings is stated as 5,990 and following demolitions and construction of new build, the figure rises to 6,311. This represents a net increase of only 1.5 dwellings per hectare.</p> <p>In respect of overall quality of environment and fundamental sustainability, the draft guidance</p>	Comments noted. No change to the Planning Guidance is recommended in response to these comments. The balance between refurbishment and new build has been carefully evaluated based on a range of financial, physical and community criteria. As far as the new development is concerned, the densities have been chosen to provide a high quality environment together with a mix of dwellings that secures provision of additional family housing. Densities quoted in policies 12 and 13 are indicative. They reflect the relative proximity of the High Street, Windsor and Wrotham Close area to Pendleton town centre and its ability to accommodate at least some higher density development as part of an overall mix of dwellings designed to cater for local needs. The Amersham, Athole and Blodwell Street area is more remote from the town centre and a lower density development is therefore appropriate.

		<p>should address more seriously the overall capacity of the area for a larger residential population. The government's guidance, which has not been updated for a while, highlights residential development in the order of 50dph.</p> <p>Allied to these low densities is also the distribution and density of new areas of development. Of the 11 areas referred to in the indicative dwellings summary, only two areas are subject to significant demolition and development, the remainder appear to be composed predominantly of refurbished properties. The two areas highlighted as being subject to the total demolition of all residential properties, High Street and the former Windsor High site and the Amersham Street area are then given what are identified as being varying densities of development under policies 12 and 13. These varying densities of 70 and 40dph are presumably based on the High Street area being considered for higher level of apartments. Notwithstanding these different development densities, these two areas to the south and north of Liverpool Street will constitute a very different and possibly too distinct a neighbourhood from the surrounding areas.</p> <p>There seems to be a fundamental disparity that the fact that in terms of housing provision, 9 areas are in effect refurbishment and environmental works based with virtually no new dwellings and two areas are constituted by total demolition and redevelopment. Irrespective of the current market, it seems that both of these densities can be satisfied by well designed family</p>	
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		housing and that there is no real need or possibly demand for apartments.	
Manchester Salford Pathfinder	Chapter 3 Area Wide Policies	Activity within each of the housing sub-areas appears to be taking place in a vacuum. It is important to give a clear picture of how the development of each sub-area will link together with each other in housing terms but also in relation to the development of transport, community and retail facilities.	Comments noted. Paragraph 2.1 of the Pendleton Planning Guidance sets out an overarching vision for the area. It is also important that the document is read as a whole as, for example, policies 3 and 6 in particular provide guidance on connectivity between areas etc. Furthermore, proposals for the area as a whole and the sub-areas within it have been worked up in close consultation with local committees, both through the Pendleton Planning Guidance and the Private Finance Initiative. No changes necessary to the Pendleton Planning Guidance.
Manchester Salford Pathfinder	Chapter 3 Area Wide Policies	Addressing timescales is a difficult issue – the Council does not want to become tied to definite future timescales for redevelopments. But the document does need to give some idea – possibly a range – of timescales otherwise it will have little real meaning.	An indicative timetable for some of the main provisions within the Planning Guidance is given in Table 5.2 in Chapter 5 of the Planning Guidance. The main vehicle for the delivery of redevelopment and remodelling within the area is the Private Finance Initiative which will also influence timescales. No change required.
Manchester Salford Pathfinder	Chapter 3 Area Wide Policies	The split of tenure of the proposed new build is useful – how have the figures been arrived at. The intermediate numbers seem very low.	Comments noted. The Planning Guidance is seeking transformational change within Pendleton and to achieve this there would need to be a significant shift in tenure choice. To achieve tenure diversification, a significant level of clearance and re-provision is proposed. The new build tenure split has primarily been driven by the results of two housing needs surveys, and the need to re-house residents who are affected by the clearance proposals and wish to stay within the area. Housing needs studies with local residents indicated a lower preference for intermediate housing market solutions. No changes to the Planning Guidance are proposed in response to these comments.
Royal Mail Property Group (Sanderson Weatherall Ltd)	Chapter 3 Access and Transport	Royal Mail Property Group support initiatives to encourage the greater use of public transport and reduce congestion and traffic growth. However simultaneously the Group would like to	Comments noted. Once the preferred bidder has been chosen as part of the Private Finance Initiative process there will be a series of consultation events based around a proposed masterplan of the area including any changes to the road infrastructure. Royal Mail

		<p>ask Salford City Council that when preparing such strategies they consider at an early stage the operational needs of Royal Mail. Royal Mail Property Group as a key stakeholder, would like to be involved in any such consultations whereby alterations are proposed to the local road infrastructure. It is essential that the forward planning team consider how any traffic management schemes on proposed public transport routes would impact on the operational needs of Royal Mail's business.</p> <p>Royal Mail have a number of vehicles that need to use key transport corridors in and around Salford to deliver and collect their mail to a deadline. The need to consult closely with Royal Mail and discuss any schemes which could potentially effect the flow of traffic through certain parts of the urban area is therefore emphasised. It is also important to note that Royal Mail requires 24 hour unrestricted access to their depots and various properties throughout Salford in accordance with their operational requirements. Once this access is limited then it undermines the ability to deliver on a deadline. Although the document is not site specific Royal Mail would like to take this opportunity to front load this concern and make Salford City Council aware of Royal Mail's presence. One property of particular importance is the Delivery Office at 63 Church Street, Manchester, M30 OAA and Royal Mail would therefore appreciate any opportunity to consult with the local authority regarding any proposals relating to traffic/road management in and around this area.</p>	<p>would therefore have the opportunity at this time to consider the proposals and make any representations. However, the boulevards as proposed under Policy 3 of the Guidance would not be designed to restrict or increase traffic flow.</p>
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Manchester Salford Pathfinder	Chapter 3 Area wide policies	This design related section has no mention of car parking standards. Consideration should be given to the inclusion of a reference to other supported design sources such as the EP car parking design guide.	<p>Car parking standards are included in Regional Spatial Strategy and the Unitary Development Plan and do not need to be repeated in the Planning Guidance. A new paragraph is proposed for insertion into the introduction to the Planning Guidance indicating that the Guidance should be read in conjunction with other policy documents.</p> <p>Insert a new paragraph following paragraph 1.3 under “Purpose of Guidance” to read, “The Planning Guidance does not attempt to set out all planning policies that are permanent to the area. It should be read in conjunction with other policy documents such as those within the Local Development Framework (including the Unitary Development Plan, Regional Spatial Strategy and Supplementary Planning Documents) and any other relevant planning guidance.”</p>
Manchester Salford Pathfinder	Chapter 3 Built and natural design principles	Initially, at 3.2, second paragraph states ‘...Pendleton area had twice the UK death rate...’ In context I think this means twice the UK death rate related to crime, it is not fully clear, maybe a little rewording would help.	The paragraph in question covers health as well as community safety. Reference to death rates relates to all causes, not just crime. Amend the sentence to read: “These objectives reflect the sustainability Appraisal baseline evidence which found that Pendleton suffered from significantly higher levels of crime than the national average and also had an overall death rate that was twice the national average.”
Tesco Stores Ltd (DPP)	Chapter 3 Built and natural design principles	Tesco Stores Limited recognise the importance of good design in new development to improve the environmental quality of areas and as such are constantly looking for new and innovative designs for their stores. The benefits of the inclusion of design policies within the supplementary planning document area is therefore supported. However, these design policies should not be of such restriction that they make developing in Pendleton unviable to developers with regards of the costs and requirements placed upon them. Design Policies	Comments noted. Good design is of paramount importance if the Vision for Pendleton is to be achieved but this need not necessarily result in increased costs for developers. Developer contributions are set out in the Planning Obligations Supplementary Planning Guidance which is referred to in paragraph 3.24 of the guidance document.

		within the document should remain sufficiently flexible and should be addressed on a case by case basis. Similarly, the requirement for Developer Contributions should not be so onerous that it deters developers from investing in the area. Contributions should retain the flexibility to respond to an uncertain economic climate if the redevelopment and improvement of Pendleton is to take place in the short/medium term.	
Manchester Salford Pathfinder	Chapter 3 Policy 1 Residential Development	Policy 1 is fairly general and comes across as weak and lacking clear direction. For example the last sentence of the first paragraph 'All new housing will be required to contribute to the achievement of an overall mix of dwelling type and tenure in the area.' is meaningless.	<p>Comments noted. The Pendleton Planning Guidance is designed to be read as a whole. More detailed guidance on dwelling mix, type and tenure in the area is given in policies 11, 12 and 13. However a slight re-wording of the policy to clarify its intent is recommended.</p> <p>Amend the last sentence of the first paragraph of Policy 1 to read "All new housing will be required to contribute to the achievement of a balanced mix of dwelling type and tenure in the area."</p>
Manchester Salford Pathfinder	Chapter 3 Policy 1 Residential Development	Manchester Salford Pathfinder would query to what extent the development of gated communities (allegating) for security reasons adversely affects community cohesion. If they are to be considered acceptable then some form of guidance on scale needs to be provided and these should not be totally introspective to the detriment of the public realm. The last sentence of Policy 1 should be extended to say '...and designed to reduce the opportunity for crime and anti social behaviour.' for clarity.	<p>Comments noted. The reference to gated developments in Policy 1 is not specifically a reference to alleygating as such but rather to new developments that are designed to be inward looking and with limited (controlled), access. Such developments have the potential to prevent through routes and, if designed to be overly security conscious, can be visually intrusive. In view of the importance of maintaining high standards of security throughout the area it is proposed to insert an additional paragraph at the end of the policy to read: " All new development should be designed to discourage crime, anti social behaviour and the fear of crime."</p>
Manchester Salford Pathfinder	Chapter 3 Policy 3 Main Access Boulevards	Though Manchester Salford Pathfinder are conscious for the need to introduce greenery into the cities, this area of Salford is actually quite	<p>Policy 3 of the guidance seeks to improve the environmental quality of these routes through the area and make them more user friendly for both pedestrians and cyclists. It is not intended that</p>

		well provided for and policy 3 (main access boulevards) could be seen as being slightly excessive in that, if segregated provision for pedestrians, cycles, vehicle and landscape is proposed, these boulevards could be inappropriately large in what is still predominantly a residential urban neighbourhood. The dimensions of these will also contribute to low density development. Roads and routes of these potential dimensions need a minimum of 4 storey buildings in order to give them the spatial definition that will portray and enhance the transformational change we all aspire to in areas such as Pendleton.	the existing carriageways are increased in size but that the pedestrian and cyclist facilities are provided within the existing carriageway.
Environment Agency	Chapter 3 Policy 4 Natural Space	<p>The Environment Agency support this policy which promotes green linkages through the improvement of open space and provision of 'Green Boulevards'.</p> <p>The Environment Agency also recommended that the guidance document consider Sustainable Urban Drainage. Overall benefits include water quality and flood risk, as well as possible landscape and biodiversity benefits. Sustainable Urban Drainage with its range of options also encompasses green/brown roof systems.</p>	Comments and support noted. Sustainable Urban Drainage is referred to in the Design and Construction Supplementary Planning Guidance and any development proposal would have to comply with this at the time of a planning application. It is proposed to insert a new paragraph in the introduction that outlines the need for the Guidance to be read in conjunction with other policy documents (paragraph 1.4).
Manchester Salford Pathfinder	Chapter 3 Policy 4 Natural Space	Policy 4 (natural space) which refers to a presumption 'in favour of the retention and improvement of open spaces' can also lead to poor definition of streets and public places. If these spaces are in what are already low density neighbourhoods or areas, it will be difficult for them to contribute positively to the surrounding environments.	Comments noted. Policy 4 does not just seek the retention of open spaces but also their improvement. It also allows for the relocation of open spaces where this leads to the space becoming more usable and accessible. As part of the Private Finance Initiative proposals, there is potential to redesign areas such as High Street, Windsor and Wrotham Close and Amersham, Athole and Blodwell Street, and Policy 4, together with Unitary Development Plan policies DES3 and DES4 will ensure that

			spaces are designed so as to contribute more effectively to place making. No change to the policy is proposed.
Sport England	Chapter 3 Policy 4 Natural Space	Sport England welcome the presumption in favour of the retention and improvement of open spaces. Where properly managed, these can form valuable resources for sporting activity, complementing and sometimes substituting for more formal facilities.	Comments noted.
Manchester Salford Pathfinder	Chapter 3 Access & Transport	Para 3.20 states ( in relation to public transport improvements )' The council may require planning obligations to support these proposals' As planning guidance to amplify Unitary Development Plan policies it would be helpful if planning obligation liabilities could be clarified to reduce the level of uncertainty. It is acknowledged that the economic situation and negotiation will be critical, however the starting point could usefully be set out.	Comments noted. Planning obligations would need to be negotiated on a case by case basis having regard to the nature of the development, the issues it gives rise to, relative priorities (in S106 terms), and scheme viability. It would therefore be inappropriate to include further detail within the Pendleton Planning Guidance document other than in paragraph 3.20 and policy 8 which deal more generally with the issue of developer contributions.
Tesco Stores Ltd (DPP)	Chapter 3 Access & Transport	The importance of Planning for Transport and Access is recognised within the document, in particular the need to improve access to the town centre is welcomed. However, consistency needs to be applied as developments are brought forward to ensure an overall strategy for the area. In particular there is a need to ensure that walking and cycling routes are 'joined up' and not considered in a piecemeal fashion as individual development is promoted.	Comments noted. It is acknowledged that there is a need for consistency when seeking to secure access improvements through the area and to the town centre. This will be secured by the application of Policy 1 and policy 6 and through the provision of main access boulevards as promoted by Policy 3.
Tesco Stores Ltd	Chapter 3 Access & Transport	Whilst Tesco Stores Limited promotes the increased use of more sustainable transport methods , it also considers that parking and the provision of parking spaces should be more carefully considered within the document, especially with regard to the provision of retail in	Comments noted. All developments within the area will be required to meet parking standards as set out in Regional Spatial Strategy and the Unitary Development Plan. It would not be appropriate to incorporate different parking standards within the Pendleton Planning Guidance.

		<p>Pendleton. A clear aim of the document is to improve the vitality and offer within the town centre. To do this regard needs to be had to both the Trafford Centre and Manchester Town Centre which are nearby and offer a large amount of car parking. In the case of the Trafford Centre this car parking is free. Whilst improving the sustainability of the area is clearly important, the document should not lose sight of the fact that many people need or choose to shop by car. As such, the document should make provision for sufficient parking spaces to support the retail floorspace proposed within the document. This will ensure that those wishing to shop by car do not choose retail destinations elsewhere with better parking facilities.</p>	
<p>Novembre Properties Ltd (Dalton Warner Davis)</p>	<p>Chapter 3 Policy 5 Pendleton Gateway</p>	<p>Para 3.14 The scope for existing business to contribute to improvements is dependent upon the success of new investment in shopping provision.</p>	<p>Comments noted. Policy 5 outlines the type of environmental improvements that would be welcomed and does not specifically refer to developer contributions. Developer contributions, where appropriate, will need to be assessed having regard to the relevant policies in the Unitary Development Plan, the Planning Obligations Supplementary Planning Document and Policies 7 and 8 of the Pendleton Planning Guidance.</p>
<p>Greater Manchester Passenger Transport Executive</p>	<p>Chapter 3 Policy 6 Improved Pedestrian &amp; cycle links</p>	<p>It is suggested that the policy be amended to include an additional point (iv) to improve pedestrian links between Pendleton and Salford Crescent.</p>	<p>Comments noted. Incorporate a point iv) into policy 6 "Improved Pedestrian and Cycle Links" to read: "Between Pendleton town centre and Salford Crescent station."</p>
<p>Sport England</p>	<p>Chapter 3 Policy 6 Improved pedestrian &amp; cycle links</p>	<p>The attention paid to improving pedestrian and cycle links is welcomed as a fundamental part of good urban design, and the contribution to improving the opportunities for promoting more active and hence healthier lifestyles.</p>	<p>Comments noted.</p>

Network Rail	Chapter 3 Policy 7 Public Transport	Policy 7 (iv): Network Rail is not in a position to see the Manchester – Wigan railway line converted to a light rail system. It is likely to be more appropriate to convert this line for tram-train use; for it to be exclusively light rail would have a negative impact from a heavy rail point of view. In any event it would be premature to commit to that before the Manchester Hub study is finished.	<p>Comments noted. Amend point iv) of Policy 7 to read “The conversion of the Manchester – Wigan railway line to tram – train use.”</p> <p>The policy commits the city council to working with various transport stakeholders in seeking to deliver the public transport improvements listed. The city council will therefore work with Network Rail and others to further investigate the potential for delivering a scheme of this kind and will have regard to the findings of the Manchester Hub Study in doing so.</p>
Network Rail	Chapter 3 Policy 7 Public Transport	Policy 7 (v) and Para 3.19: The future of Salford Crescent is being taken forward by Central Salford Urban Regeneration Company, with ARUP’s as consultants and Network Rail are very much involved. The current view is that a single option solution will not be available until spring 09 (contrary to the date set out in para 3.19).	Comments noted. Amend the wording “July 2008” in the second sentence in paragraph 3.19 to read “Spring 2009”.
Greater Manchester Passenger Transport Executive	Chapter 3 Policy 7 Public Transport	Greater Manchester Passenger Transport Executive supports point (i) in the policy which promotes the improvement of links between Pendleton Town Centre and Salford Quays and Trafford Park, as currently those links are poor. In view of the scale of change envisaged in Pendleton, it would be desirable to establish a funding ‘pot’ for developer contributions, which could then help to deliver these improved bus services or demand responsive services once solutions have been identified.	<p>Comments noted. Mechanisms for securing developer contributions toward public transport improvements will need to be considered further, having regard to the policy framework provided by the Unitary Development Plan, the Planning Obligations Supplementary Planning Guidance and the Pendleton Planning Guidance as well as the proposed introduction of the Community Infrastructure Levy.</p> <p>It is not possible to retrospectively request developer contributions once a planning application has been approved. However, the city council will consider whether developer contributions towards transport improvements are appropriate for future planning proposals, having regard to the policy framework provided by the Unitary Development Plan, the Planning Obligations</p>

			Supplementary Planning Document, the Pendleton Planning Guidance and the proposed Community Infrastructure Levy.
Greater Manchester Passenger Transport Executive	Chapter 3 Policy 7 Public Transport	Point (ii) within Policy 7 suggests the need for a bus interchange at Pendleton, but appraisal work already undertaken in connection with the proposed closure of Pendleton Way indicated that an interchange facility would offer poor value for money. Relocation of stops was recommended instead. An interchange at Salford Crescent is under consideration as part of the current study into options for the station. This would require improved pedestrian links from Pendleton.	The policy seeks to secure improved bus interchange within the town centre rather than “a bus interchange” ie a bus station. This will ensure sufficient flexibility about the future provision of bus interchange facilities within the centre, depending upon what is deemed appropriate and necessary at the time.
Greater Manchester Passenger Transport Executive	Chapter 3 Policy 7 Public Transport	With regards to point (iii) in Policy 7 and the specific proposal to extend Metroshuttle the Authority agreed at its 1 <sup>st</sup> August meeting to a series of policy priorities for the current municipal year, one of which was the extension of the “Metroshuttle” town centre shuttle bus concept to other districts of Greater Manchester. There is a report being taken to Greater Manchester Passenger Transport Authority on 17 October 2008, to update members on the progress made on implementing the Authority’s policy priorities on the development of shuttle buses in Greater Manchester’s districts. This perhaps should be considered as part of the planning guidance process.  Plans have already been drawn up for a ‘Locks and Quays’ bus service. The current proposal is	Policy 7 “Public Transport” supports the extension of the Metro shuttle under point iii) and this is something that will continue to be explored with Greater Manchester Passenger Transport Executive and other stakeholders.

		that this service would link Media City with Pendleton, Salford Crescent, Middlewood and Oxford Road, although this may be subject to change. Consideration should be given to whether developer contributions could be used to kick-start this or a similar proposal, both from existing planning approvals such as Middlewood Lock and Media City, and future proposals. This would benefit the residents of Pendleton in terms of employment opportunities. At the moment, it is not anticipated that this would be a free service.	
Greater Manchester Passenger Transport Executive	Chapter 3 Policy 7 Public Transport	<p>With regards to point (iv) of Policy 7 (conversion of Manchester – wigan Railway line), it is likely that Greater Manchester Passenger Transport Executive would be the lead partner in the event of it deciding to promote a Metrolink (tram-train) extension on the Manchester - Atherton - Wigan line. However, no decision on this has yet been taken. Greater Manchester Passenger Transport Executive has very recently begun a study that will generate a short list of options for making better use of the Atherton line, starting with a long list that will include tram-train. The work will be informed by some initial modelling and appraisal and should be complete by the end of January. If the results are considered sufficiently promising, the next stage would be to prepare an outline business case for the shortlisted options. The recommended option from the outline business case would then, if considered sufficiently worthwhile, be developed further, leading to preparation of a full business case.</p> <p>It is therefore too early to say whether Greater Manchester Passenger Transport Executive will be promoting this Metrolink extension: we are,</p>	<p>The proposed way forward is noted and supported by Salford City Council. Policy 7 notes the intention to work with Greater Manchester Passenger Transport Executive, Network Rail and others in this regard. It is intended that the policy be amended to refer to tram – train use of the line rather than exclusively tram use as currently implied.</p> <p>Comments noted in respect of Map 1. Amend the legend to Map1 to read “Potential improvement to Metrolink ” (rather than “proposed”)</p>

		however, now actively considering it. Your map shows the route following the railway between Salford Crescent and Salford Central but current thinking is that it may use the A6 so as to free up space on the heavy rail tracks for more trains	
Greater Manchester Passenger Transport Executive	Chapter 3 Policy 7 Public Transport	In relation to point (v) of Policy 7, the policy and justification for Salford Crescent Station is fine. The preferred option is still to be decided, (not July 2008 as stated in paragraph 3.20), and the construction period as indicated in Table 5.2. could be brought forward if the TIF proposals go ahead.	See response to comments from Network Rail relating to Policy 7 in Chapter 3 on page 27 of this document. It is proposed to amend the date in the second sentence of paragraph 3.19 to read "Spring 2009".
Urban Vision	Chapter 3 Policy 7 Public Transport	Has the preferred option for the improvement of Salford Crescent station been made? Reference is made in the Draft Planning Guidance to this decision being taken in July 2008.	See response to comments from Network Rail regarding Policy 7 Chapter 3 on page 27 of this document. The preferred option is still to be decided and it is anticipated that this will be made Spring 2009. The date in paragraph 3.19 has been amended accordingly.
Novembre Properties Ltd (Dalton Warner Davies)	Chapter 3 Policy 7 Public Transport	Policy 7 (Public Transport) refers to support for "improved bus interchange within the town centre". It has been envisaged that development at Salford Shopping City, together with the Council's plans for a food superstore to the west of Pendleton Way, would include appropriate provision for access by bus services, which are essential to the well being of the town centre but it needs to be understood that costs must be manageable so as not to over burden the project viability.	Comments noted. Any developer contributions towards public transport improvements required as part of the development would need to be negotiated as part of the planning application process and be informed by a transport assessment and discussions with relevant public transport providers/organisations. It would not be appropriate to include precise details of any such developer contributions in the Planning Guidance. The issue of scheme viability would be an important factor in these considerations.
Greater Manchester Passenger Transport	Chapter 3 Policy 8 Developer Contributions	Greater Manchester Passenger Transport Executive supports this policy, and, as stated above, would welcome developer contributions towards the enhancement of bus services. It is	Comments noted. The scale and nature of any developer contributions will need to be determined on a scheme by scheme basis and have regard to particular needs of the development, relative needs and overall scheme viability. It is not considered

Executive		suggested that the word 'may' is replaced with the word 'will', i.e. Public Transport will require developer contributions. The Reasoned Justification needs to include reference to public transport, improving accessibility, particularly for employment purposes.	necessary to amend the policy wording.
Manchester Salford Pathfinder	Chapter 3 Policy 8 Developer Contributions	Policy 8 and its justification as proposed are too general to be useful as guidance for the area, this could reinforce paragraph 3.23 which gives reference to the Planning Obligations Supplementary Planning Document.	Policy 8 in the Planning Guidance simply draws attention to existing policies in the Unitary Development Plan and Planning Obligations Supplementary Planning Document which cover the issue of development contributions. It also indicates that contributions may be sought towards public transport improvements. It is not considered appropriate to include detailed guidance on developer contributions within the Planning Guidance as this would be likely to repeat policies and guidance found elsewhere. Schemes also need to be considered on a case by case basis having regard to particular needs of the developer, relative demands for S106 contributions and impact on scheme viability.
Manchester Salford Pathfinder	Chapter 4 Development Site Policies	Policy 9 and its justification, gives some cause for concern. There is little guidance in design terms and the policy will allow for single site use for over 130,000 sq ft of food retail. The thrust here would better lead towards a mixed use development with office and residential floorspace above the retail unit. This would give better use of land, greater vitality, a more interesting development form and sustainability.	This is a long-standing proposal with negotiations very well advanced. It is also supported by policy S5 "Sites for New Retail Development" in the adopted Unitary Development Plan. The planning application will have to comply with the city council's relevant planning policies including the Shaping Salford, Design Supplementary Planning Document.
Manchester Salford Pathfinder	Chapter 4 Education & Community Facilities paragraphs 4.26 and 4.27	The section on Education and community facilities is limited to restating Unitary Development Plan allocations. Critically the section is silent in terms of Planning Obligations which could usefully be set out.	The issue of developer contributions is assessed in Policy 8 in section 3 "Area Wide Policies" and is in turn supported by Policy DEV5 of the adopted Unitary Development Plan and also the Planning Obligations Supplementary Planning Document. It is not considered appropriate to repeat the requirements of these policies in this particular section of the Planning Guidance. The precise scale and nature of any developer contributions will need

			to be considered at the planning application stage and will be informed by the above policy framework. No change is proposed to the Pendleton Planning Guidance.
Greater Manchester Passenger Transport Executive	Chapter 4 Policy 9 Town Centre	Greater Manchester Passenger Transport Executive has been in close liaison with Salford City Council officers regarding the proposed food superstore and plans to extend Salford Shopping City, and it is understood that there is a proposal to close Pendleton Way but this proposal is not referred to in the Guidance. Please can you clarify what the latest thinking is regarding this proposal as it would obviously have implications for bus movement in Pendleton.	The proposal that is being referred to here is not an approved planning application and therefore it would not be appropriate to refer to it in detail in the document. The policy as worded does require the development to be well integrated with the existing town centre and thus may ultimately require the closure of Pendleton Way. However, it is not considered appropriate to go into this level of detail within the Planning Guidance document as it may unnecessarily inhibit design options. The city council will continue to keep GMPTE informed about the proposal as it evolves.
Novembre Properties Ltd (Dalton Warner Davis)	Chapter 4 Policy 9 Town Centre	Policy 9 (Town Centre) should reflect Regional Spatial Strategy policy W5 (Retail Development), which should be recognised in the footnote to the policy as well as referring to UDP policies S1 and S5.	Comments noted. Amend the fifth sentence of paragraph 4.3 to read "Unitary Development Plan Policy S1 permits additional retail development of a scale appropriate to the centre and this approach is broadly supported by Policy W5 of the Regional Spatial Strategy".
Novembre Properties Ltd (Dalton Warner Davis)	Chapter 4 Policy 9, Town Centre	Para 4.3 It is correct that UDP policy S1(i) permits additional retail development of a scale appropriate to the centre but it should also be made clear that other criteria in the policy require development (ii) to be accessible by a choice of means of transport, (iii) to be appropriate in terms of traffic generation and (iv) to make car parking, as part of the development, available to all short-stay visitors in the town centre.	Comments noted. Policy 9 of the Planning Guidance needs to be read in conjunction with the relevant Unitary Development Plan policies. It is not necessary to repeat the detail of such policies within the Planning Guidance.

<p>Novembre Properties Ltd (Dalton Warner Davis)</p>	<p>Chapter 4 Policy 10 Edge of Town Centre</p>	<p>Policy 10 (Edge of Town Centre) at (i) refers to retail provision consistent with UDP policy S1.1 but to be clear, it is policy S2 which is applicable to retail and leisure development outside town centres. PPS6 (paragraph 2.44) states that a sequential approach should be applied in selecting appropriate sites for allocation within the centres where identified need is to be met. This means that locations in appropriate existing centres are to be considered first before edge of centre locations.</p>	<p>Comments noted. Reword Policy 10 to read:  “Within the edge of the town centre area as defined on Map 5 below, provision of mixed uses (including retail, food and drink, offices, leisure and tourism uses) will be encouraged where this is consistent with Unitary Development Plan policy S2. Positive consideration will also be given to high density housing and community facilities as part of mixed used developments.</p> <p>Schemes should seek to incorporate active ground floor uses such as cafes, bars, restaurants and/or community facilities as ground floor level.”</p> <p>Add the following to the end of the last sentence of paragraph 4.4 in the Reasoned Justification to Policy 10: “Within the area north of Broad Street development should form part of a wider scheme that incorporates the provision of the Pendleton Gateway (see policy 5).”</p>
<p>Partners IN Salford</p>	<p>Chapter 4 Education &amp; Community Facilities</p>	<p>Paragraph 4.27 doesn't make sense.</p> <p>What about the role the schools and any new build could play in relation to reducing CO2 and renewable energy.</p>	<p>Paragraph 4.27 simply indicates the level of support that the expansion of the university campus of Frederick Road and the provision of new Primary Schools of Gendinning Street and Langworthy Road commanded when consultation was undertaken on the former Pendleton Area Action Plan Preferred Options document. It is therefore appropriate to retain this reference, although it is recommended that the paragraph be amended slightly to refer to “the former Pendleton Area Action Plan Preferred Options document” rather than just “Preferred Options” as this may well be the cause of the confusion. Whilst the new schools should be designed so as reduce carbon dioxide emissions and make use of renewable energy, this is something that can be sought through the application of the Sustainable Design and Construction Supplementary Planning Document and it is not considered appropriate to make such a detailed reference in the Pendleton Planning Guidance.</p>

The Theatres Trust	Chapter 4 Policy 15 Community Facilities	We have no particular comment to make on the Planning Guidance other than to suggest that for clarity it might be useful to include a description of the term 'community facilities' so there is no misunderstanding on what services this term covers. We suggest something on the lines of community facilities provide for the health, welfare, social, educational, leisure and cultural needs of the community.	Comments noted. At the start of the first sentence of paragraph 4.32 add the following new sentence: "Community facilities include provision for the health, welfare, social, educational, leisure and cultural needs of the community"
Sport England	Chapter 4 Policy 15 Community Facilities	Sport England would like to see more attention paid to the detail of provision of sport and recreation facilities in the area. How does current provision compare with the City wide? Has there been an assessment of the needs of the population in respect of facility provision? How might redevelopment opportunities contribute to the provision of new or improved facilities?	Comments noted. The Greenspace Strategy Supplementary Planning Document which was adopted in July 2006 provides an assessment of provision for the Pendleton area. Policy 8 of the Pendleton Planning Guidance document requires developer contributions for all development within the area in accordance with DEV 5 of the Unitary Development Plan and the Planning Obligations Supplementary Planning Document. This latter specifically covers open space provision for new residential development. It is unnecessary to repeat the policies within these two documents in the Pendleton Planning Guidance as all relevant policies will be taken into account in the assessment of development proposals.
Manchester Salford Pathfinder	Chapter 5 Implementation	The implementation section usefully sets out the primary sources of funding and lead partners for projects and policies and the indicative timetable sets out an anticipated programme. Given the current uncertain financial climate a caveat in terms of risk could be included	Comments noted. Paragraph 5.9 (and table 5.2 ) of the Pendleton Planning Guidance makes it clear that the timetable set out within the Programme Plan is indicative only. However, it may be appropriate to strengthen these references by amending the first sentence of paragraph 5.9 as follows: "Table 5.2: Pendleton Programme Plan (opposite) sets out a phased programme and timetable for the implementation of the Guidance's proposals. It is stressed that this is an indicative programme and that the delivery of key outcomes will be dependent on the availability of adequate resources and the investment decisions of key service providers."
Lancashire Branch of CPRE	Chapter 5 Funding and role of key partners	There are a number of independent funding streams to support Pendleton's re-development. However, it is clear that most of the infrastructure	Comments noted. Paragraph 5.9 of the Pendleton Planning Guidance makes it clear that the timetable set out within the Programme Plan is indicative only and therefore the delivery of

		improvements currently planned will be funded by Planning Gain Supplements arising from increasing property prices. This was probably a fairly reasonable assumption in 2004 when the Planning and Compensation Act was enacted, but that is not the case in 2008 when house prices have consistently fallen over the past year and the “solution” to the banking crisis is expected to result in a major period of economic depression. It is likely, therefore, that it will only be towards the end of the Plan period (2008 – 2025) that many of the proposals will become capable of implementation. The Plan may, therefore, require amendment along the way as a result of these changing circumstances.	key outcomes will be dependant on the availability of adequate resources and the investment decisions of key service providers. However, the delivery of the main housing provision is linked to the Private Finance Initiative Procurement process where there remains a high degree of confidence that adequate resources will be made available.
Partner IN Salford	Chapter 5 Funding and role of key partners	It is uncertain whether Housing Market Renewal funding is available for the next five years.	Once the city council has appointed a suitable preferred bidder, it is anticipated that the Private Finance Initiative credits will be available from approximately March/April 2011 and therefore it is likely that the majority of Pendleton’s transformation and redevelopment will commence after this.
Greater Manchester Passenger Transport Executive	Chapter 5 Table 5.1 Funding and Role of key partners	Greater Manchester Passenger Transport Executive currently have no plans for an interchange at Pendleton. As already stated the appraisal work already undertaken indicates that from a cost benefit analysis perspective the best option is to reorganise the bus stops, and Greater Manchester Passenger Transport Executive has produced plans to this effect. Point (ii) suggests that Greater Manchester Passenger Transport Executive is going to extend the free Metro Shuttle Bus but there is no definite proposal to do this yet and therefore I would suggest that this is omitted from the Guidance or it will raise false hopes, or that reference is made to Greater Manchester Passenger Transport	Comments noted. It is considered appropriate to retain a commitment within the Planning Guidance to the council working with key stakeholders to improve public transport within the local area. It is recognised that the Greater Manchester Passenger Transport Executive may have no formal plans at present to deliver some of the key elements of Policy 7. However, it is legitimate for the Planning Guidance to commit the city council to work with other stakeholders to seek improvements in this regard. The indicative nature of the timetable is made clear within the Guidance.

		Authority's policy priorities as indicated above. Point (iv) refers to the conversion of the Manchester-Wigan railway to light rail and as already stated Greater Manchester Passenger Transport Executive has no firm commitment to this proposal and therefore I suggest that it is only included as a possibility rather than as a definite project.	
Novembre Properties Ltd (Dalton Warner Davis)	Chapter 5 Table 5.1 Funding and role of key partners	Table 3 Funding and Role of Key Partners includes in the first column (Project/ Policy) Town Centre Development. The second column (Source of Funding) refers to Private sector (retail developers). We suggest that the reference to "retail developers" should be deleted and that it should refer to "private sector, URC".	Comments noted. Amend reference in Table 3 to refer to "Private Sector" under source of funding for Town Centre Development and delete reference to "retail developers".  The Urban Regeneration Company have not been included under this source of funding column as they will be facilitating the redevelopment of the centre but it is not intended that they will contribute to the funding
GMPTE	Chapter 5 Table 5.2 Pendleton Programme Plan – Indicative Timetable	As referred to above, Greater Manchester Passenger Transport Executive does not have proposals for a bus interchange, Metro Shuttle Bus or Light Railway in its programme of works at the present time and therefore I feel that it would be misleading to include them as firm proposals in this Programme Plan.	Comments noted. Amend the key in table 5.2 to read "Indicative timescales for new build/improvements".
Novembre Properties Ltd (Dalton Warner Davis)	Appendix A Unitary Development Plan	Paragraph A3 refers to policy A5 of the Unitary Development Plan as one of four key Unitary Development Plan allocations within the Pendleton area. It should correctly reflect the wording of the Unitary Development Plan by indicating that the retail allocation is in accordance with Unitary Development Plan policy S1.	Comments noted. It is not considered necessary to repeat the full wording of each Unitary Development Plan allocation referred to in paragraph A3. The Unitary Development Plan can be referred to for the full wording of respective policies and the Planning Guidance and Unitary Development Plan should be read together.