

Publication Salford Local Plan: Development Management Policies and Designations

Duty to Cooperate Compliance Statement Addendum

January 2021

Purpose of this statement

- 1.1 This statement forms an addendum to the [Duty to Cooperate Compliance Statement](#) which was published alongside the [Publication Salford Local Plan Development Management Policies and Designations](#) (SLP:DMP) in January 2020. The vast majority of the 2020 Duty to Cooperate Compliance Statement is considered to remain relevant, and the purpose of this addendum is to provide an updated position with regards to the collaboration on the identified strategic matters since January 2020.

Salford Local Plan

- 1.2 The Publication SLP:DMP and various supporting documents including the Duty to Cooperate Compliance Statement were published in January 2020. Comments were invited on the plan and the various supporting documents over a six-week period until Friday 20 March 2020.
- 1.3 Whilst it was anticipated that the Publication SLP:DMP would be the version of the plan that the city council would submit to the Secretary of State for examination, it is considered that a small number of modifications to some of the policies are required. As a result of this, an Addendum to the SLP:DMP has been published; this is in two parts and relates to Main Modifications, and Additional Modifications (February 2020).
- 1.4 Comments are being invited on the proposed modifications to the SLP:DMP between 5 February and 19 March 2021.
- 1.5 This addendum to the compliance statement is published alongside the SLP:DMP Proposed Modifications Addendum and will be submitted to the Secretary of State alongside the January 2020 Duty to Cooperate Compliance Statement
- 1.6 Paragraph 3.2 of the Duty to Cooperate Compliance Statement (January 2020) details the four stages of consultation that have been undertaken to date on the Local Plan and confirms that all of the relevant duty to cooperate bodies have been consulted at each formal stage in the process. Further to this, the Publication SLP:DMP was published in January 2020 and comments were invited in accordance with regulation 19 of The Town and Country

Planning (Local Planning) (England) Regulations 2012. The relevant duty to cooperate bodies were invited to make representations to the Publication SLP:DMP (January 2020) as identified in table 1 below.

Table 1

Duty to cooperate bodies	Consulted	Commented
Environment Agency	✓	✓
Historic England (English Heritage until April 2015)	✓	✓
Natural England	✓	✓
Mayor of London	Not considered a relevant consultee for the Salford Local Plan	
Civil Aviation Authority	✓	
Homes England (Homes and Communities Agency until January 2018)	✓	✓
Salford Clinical Commissioning Group	✓	
NHS England (NW NHS Trust)	✓	
Office of Rail and Road	✓	
Highways England	✓	✓
Transport for London	Not considered a relevant consultee for the Salford Local Plan	
Transport for Greater Manchester	✓	
Marine Management Organisation	✓	
Bolton Council	✓	
Bury Council	✓	
Manchester Council	✓	✓
Oldham Council	✓	
Rochdale Council	✓	
Stockport Council	✓	
Tameside Council	✓	
Trafford Council	✓	
Warrington Council	✓	
Wigan Council	✓	
Additional organisations to have regard of the activities of		
Natural Capital Group (Local Nature Partnership)	✓	
Manchester Local Enterprise Partnership	✓	

Greater Manchester Collaboration

- 1.7 Chapter 4 of the Duty to Cooperate Compliance Statement (January 2020) details the considerable amount of collaborative work ongoing across Greater Manchester, including progress made on the Greater Manchester Spatial Framework (GMSF) to date (paragraph 4.21). It was anticipated that the Publication GMSF would be published for a period of representations in late 2020.

- 1.8 In October 2020, the AGMA Executive Board agreed to recommend the Draft Publication GMSF 2020 to the 10 Greater Manchester Councils' and their Executives/Cabinets for approval to consultation and submission to the Secretary of State following the period for representations. At its Council and Cabinet meetings which were held in early December 2020, Stockport Council resolved not to publish the Draft Publication GMSF for consultation or submit it to the Secretary of State following the period of representations for examination. The Draft Publication GMSF 2020 is a joint development plan document of the ten Greater Manchester authorities and requires the approval of all ten local authorities to proceed.
- 1.9 Having regard to these decisions, on 11 December 2020, the AGMA Executive Board agreed in principle to the preparation of a Joint Development Plan Document (DPD) of nine authorities (Greater Manchester districts excluding Stockport) and to commend these authorities to establish a joint committee with delegated authority to co-ordinate and develop a joint plan on their behalf.
- 1.10 The report to the AGMA Executive¹ on 11 December explained that discussions with the nine remaining authorities indicate that there is considered to be merit in continuing to work collaboratively to:
- progress the strategic policies in GMSF 2020 which commanded widespread support, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
 - provide flexibility to respond to changing requirements, for example the new Local Housing Need methodology expected in late 2020;
 - maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine;
 - align with wider Greater Manchester strategies for transport and other infrastructure investment; and
 - utilise the evidence base already commissioned and completed
- 1.11 A further report is due to be provided to the AGMA Executive in due course to set out the issues and timescales involved in producing a Joint DPD of the nine.
- 1.12 Whilst the Draft Publication GMSF was not approved by all of the ten districts for publication and submission, this addendum statement refers to the relevant Draft Publication GMSF policies and supporting evidence documents which demonstrate the collaborative work that has been undertaken in relation to the strategic matters since the Duty to Cooperate Compliance Statement was published in January 2020.

¹ [Economic Development \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/economic-development)

Strategic matters update

- 1.13 The following section provides an update with regards to the collaborative working that has taken place on each of the strategic matters since the Duty to Cooperate Compliance Statement was published in January 2020. This update reflects the progress made on the SLP:DMP (including any relevant modifications proposed to the Publication SLP:DMP) and the GMSF and its associated evidence base. As explained in chapter 5 of the January 2020 statement, many of the strategic cross-boundary issues affecting Salford are being addressed in whole or in part through the Greater Manchester Spatial Framework (GMSF).
- 1.14 The relevant strategic matters remain the same as in the January 2020 statement and are listed in table 2 below. To complement the sections below, Salford's Duty to Cooperate report for 2019 to 2020 is at Annex 1 of this addendum report. An overview of activities with each Duty to Cooperate body (updated to include engagement since January 2020) is at Annex 2 of this addendum.

Table 2 Strategic issues

Strategic matter	Sub-matter
Air Quality (strategic level impacts)	N/a
Housing	Scale and type of housing
Housing	Travelling people
Economic Development	Scale of office floorspace
Economic Development	Scale of industrial and Warehousing floorspace
Economic Development	Port Salford
City Centre	N/a
The Quays	N/a
Flood Risk (strategic level impacts)	N/a
Green Belt	N/a
Transport (strategic level impacts)	N/a
Green Infrastructure	Great Manchester Wetlands Nature Improvement Areas and Chat Moss
Green Infrastructure	Irwell Valley

Air quality

- 1.15 Air quality interventions are being considered and agreed at the Greater Manchester level through the Greater Manchester Spatial Framework (GMSF), the Greater Manchester Transport Strategy 2040², its supporting

² Transport for Greater Manchester, Greater Manchester Combined Authority and Greater Manchester Local Enterprise Partnership (October 2020) *Greater Manchester Transport Strategy 2040 Final Draft Update October 2020*

Five Year Transport Delivery Plan³ and the Greater Manchester's Clean Air Plan⁴.

- 1.16 A consultation on proposals for the Clean Air Plan ran from 8 October 2020 through to 3 December 2020. Included in the consultation were details of the proposed Category C Clean Air Zone (CAZ) which would aim to bring nitrogen dioxide (NO₂) levels on local roads within legal limits in the shortest time possible. Draft Publication GMSF Policy GM-S 6 (Clean Air) confirms a comprehensive range of measures will be taken to support improvements in air quality. This includes implementing the charging Clean Air Zone as directed by Government and associated measures.
- 1.17 Despite the strategic level impact on air quality being determined at the Greater Manchester level, the SLP:DMP presents a policy framework that seeks to have a positive impact on air quality through a range of measures including pollution control, green infrastructure and promotion of sustainable travel options. No changes to these topic areas are being proposed through the SLP:DMP Proposed Main Modifications document (February 2021), with only minor amendments being proposed through the Additional Modifications document (February 2021).

Housing

Scale and type of housing

- 1.18 Issues relating to the overall scale, distribution and type of housing development up to 2037 in Salford and across Greater Manchester fall outside of the scope of the SLP:DMP. No changes to this are being proposed through the SLP:DMP Proposed Amendments Addendum (February 2021).
- 1.19 The scale, distribution and type of housing to be provided in Salford is being determined through joint working at a sub-regional level through the GMSF (or its successor). The Draft Publication GMSF included the preparation of a shared evidence base with a Greater Manchester Strategic Housing Market Assessment being published; this builds on assessments published in 2016 and 2019 and informs policy development and reaffirms that Greater Manchester is a single housing market area⁵.
- 1.20 Joint working on the issue of the scale and type of housing is reflected in Chapter 7 (Homes for Greater Manchester) of the Draft Publication GMSF. In particular, policy GM-H1 identifies a minimum of 179,078 dwellings will be delivered across Greater Manchester over the period 2020-37, with 28,560 of these being within Salford.

³ Transport for Greater Manchester, Greater Manchester Combined Authority and Greater Manchester Local Enterprise Partnership (October 2020) *Our five-year Transport Delivery Plan Final Draft Update October 2020*

⁴ <https://cleanairgm.com/>

⁵ GMCA (Update August 2020) Greater Manchester Strategic Housing Market Assessment, chapter 2.

Travelling people

- 1.21 The SLP:DMP does not allocate sites to meet the needs of gypsies and travelling people and travelling showpeople (with allocations falling outside of its overall scope). It does however provide a development management framework to consider proposals in this regard, with the provision of sites to meet identified needs instead being considered through the Salford Local Plan: Core Strategy and Allocations. No changes to this approach are being proposed through the SLP:DMP Proposed Amendments Addendum (February 2021).

Economic development

Scale of office floorspace

- 1.22 Issues relating to the scale of new office floorspace up to 2037 across Greater Manchester fall outside of the scope of the SLP:DMP. No changes to this are being proposed through the SLP:DMP Proposed Amendments Addendum (February 2021).
- 1.23 The total amount of new office floorspace to be delivered across Greater Manchester up to 2037 will be determined through joint working at a sub-regional level through the GMSF (or its successor), and subsequently the Salford Local Plan: Core Strategy and Allocations. As part of this, it remains that Salford will have to make an appropriate contribution, in terms of both the overall scale and the concentration within the city centre and Salford, in support of the delivery of the Greater Manchester figure.
- 1.24 Joint working on the issue of office floorspace led to the proposed scale of such floorspace being identified in the Draft and Revised Draft versions of the GMSF. Subsequently the Draft Publication GMSF for approval (October 2020) has identified that at least 2,500,000 sqm of new accessible office floorspace will be provided over the period 2020-37 (see policy GM-P 3). Policies GM-Strat 2 and GM-Strat 3 place an emphasis on office floorspace delivery within the city centre (2,200,000 sqm), and The Quays (192,000sqm) which is comprised of Salford Quays and Trafford Wharfside.
- 1.25 In support of the Draft Publication GMSF, the following evidence was published:
- GMCA (February 2020) Economic Forecasts for Greater Manchester
 - Nicol Economics, on behalf of the GMCA (February 2020) Note on Employment Land Needs for Greater Manchester
 - Nicol Economics, on behalf of the GMCA (August 2020) Covid-19 and the Greater Manchester Economy – Implications for the GMSF

Scale of industrial and warehousing floorspace

- 1.26 Issues relating to the scale of new industry and warehousing floorspace up to 2037 across Greater Manchester fall outside of the scope of the SLP:DMP. No changes to this are being proposed through the SLP:DMP Proposed Amendments Addendum (February 2021).
- 1.27 The total amount of new industrial and warehousing floorspace to be delivered across Greater Manchester will be determined through joint working at a sub-regional level through the GMSF (or its successor), and subsequently the Salford Local Plan: Core Strategy and Allocations.
- 1.28 Joint working on the issue of industrial and warehousing floorspace led to the proposed scale of office floorspace being identified in the Draft and Revised Draft GMSFs. Subsequently the Draft Publication GMSF for approval (October 2020) identified that at least 4,100,000 sqm of new accessible industrial and warehousing floorspace will be provided in Greater Manchester over the period 2020-37. Whilst the Draft Publication GMSF does not set out individual local authority requirements beyond the strategic allocations proposed, the reasoned justification refers to the district supplies identified in Housing and Economic Land Availability Assessments.
- 1.29 The Draft Publication GMSF also identifies strategic land allocations that will contribute to the identified scale of development, including a proposed extension to Port Salford on Green Belt land to the north of the A57 in Irlam (GM Allocation 30). This was also allocated in the earlier Draft and Revised Draft versions of the GMSF.
- 1.30 In support of the Draft Publication GMSF, Transport Locality Assessments have been completed for each of the proposed allocations, and the viability of each was also tested. In addition, the following evidence was also published:
- GMCA (February 2020) Economic Forecasts for Greater Manchester
 - Nicol Economics, on behalf of the GMCA (February 2020) Note on Employment Land Needs for Greater Manchester
 - Nicol Economics, on behalf of the GMCA (August 2020) Covid-19 and the Greater Manchester Economy – Implications for the GMSF

Port Salford

- 1.31 The scale of development and the allocation of sites to meet identified needs sits outside the scope of the SLP:DMP. No changes to this approach are being proposed through the SLP:DMP Proposed Amendments Addendum (February 2021).
- 1.32 The SLP:DMP places a protective designation on the site of the permitted Port Salford (Policy EC2) and the line of a rail link (EC2/2), ensuring its role as a key asset to the conurbation is protected. Through the SLP:DMP Proposed Main Amendments document (February 2021) the line of proposed rail link as shown on the policies map is to be amended to only show a westwards connection onto the existing rail line. This follows discussion with the promoter of Port Salford (The Peel Group).

- 1.33 The proposals for Port Salford has been subject to collaborative working with Greater Manchester colleagues and others as part of the GMSF processes. Port Salford is prioritised as part of the Core Growth area in policy GM-Strat 1 of the Draft Publication GMSF. There is also a specific strategic policy (GM-Strat-4) relating to Port Salford, which identifies that it will provide around 500,000 sqm of employment floorspace, with this including 320,000 sqm as part of an extension to the permitted scheme on land to the north and west of Barton Aerodrome under policy GM Allocation 30 'Port Salford Extension'. As noted in paragraph 4.36 of the Draft Publication GMSF, the tri-modal facilities at Port Salford have the potential to deliver major benefits for Greater Manchester.

City Centre

- 1.34 The City Centre is located within both Manchester and Salford, with the part in Salford referred to as City Centre Salford. The primary shopping area is located wholly within Manchester, but there are significant office, tourism and residential functions in City Centre Salford, together with smaller scale retail and leisure uses.
- 1.35 The Publication Greater Manchester Spatial Framework identifies the City Centre as a key component of the strategy for Greater Manchester and sets out an overall policy approach for it. It will be important that actions in Salford support the success of the City Centre as a whole, and its vital role within Greater Manchester.
- 1.36 Through policy AP1 (City Centre Salford) of the Publication SLP:DMP the City Centre Salford boundary is defined. This aligns with the indicative City Centre diagram (Figure 4.3) in the Draft Publication GMSF. An amendment is proposed to the City Centre Salford boundary through the Proposed Main Amendments document (February 2021) to align it with The Crescent Salford Draft Development Framework (October 2020)⁶.
- 1.37 Through the SLP:DMP Proposed Main Amendments document, policy TC1 (Network of designated centres) has been amended, setting out the primary shopping area in Manchester will continue to provide the main focus for regional scale retail activity within the City Centre and larger shopping developments of a regional scale should be located in Manchester City Centre's primary shopping area. Furthermore, it is noted that City Centre Salford is an appropriate location for other town centre uses. This change is to further clarify the role and function of City Centre Salford and Manchester City Centre's primary shopping area. Introductory paragraph to policy TC1 has also been amended and now explains that the City Centre lies within both Manchester and Salford, with the primary shopping area being located wholly within Manchester. This is to aid understanding of the geographical extent

⁶ It is proposed that the City Centre Salford boundary includes a small parcel of land bound by Cloverwell Drive to the south, Albion Way to the east, Cross Lane to the west and the A6 to the north.

and function of the City Centre, and addresses comments from Manchester City Council.

- 1.38 Criterion 17 of Publication SLP:DMP policy AP1 (City Centre Salford) has been added to. This is to be consistent with the proposed amendment to policy HE6 (Canals) and sets out that development that would significantly hinder the restoration of the Manchester Bolton and Bury Canal will not be permitted.
- 1.39 Given the role of the City Centre at the Greater Manchester level and its location spanning the border between Manchester and Salford, the approach taken to defining the boundary of, and focusing development within City Centre Salford, remains to be a strategic issue under the Duty to Cooperate definition.

The Quays

- 1.40 The Quays is situated to the southwest of the City Centre in Salford (Salford Quays) and Trafford (Trafford Wharfside) and is focussed around the Manchester Ship Canal and a series of bays and basins.
- 1.41 The Revised Draft GMSF and now the Draft Publication GMSF policy GM-Strat 3 identifies The Quays as an economic location of national significance, characterised by a wide mix of uses. It further explains that the area's business, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area's interest, vibrancy and unique identity.
- 1.42 The Revised Draft GMSF and now the Draft Publication GMSF sets out the role for main town centres in Policy GM-Strat 12 (Main Town Centres). The policy has been added to in the Draft Publication GMSF, recognising that a new town centre is proposed for designation at Salford Quays in the Publication SLP:DMP. It is explained in the Draft Publication GMSF policy that should the designation become part of Salford's adopted Local Plan, development in the town centre will be subject to Policy GM-Strat 12.
- 1.43 Publication SLP:DMP policy AP2 (Salford Quays) includes a boundary for the Salford Quays area. This is the same as that proposed in the Revised Draft Local Plan. The town centre boundary designated by Policy TC1 (Network of designated centres) mirrors the Salford Quays area boundary.
- 1.44 In response to the changes to the Use Classes Order which were introduced in September 2020, various amendments have been made to Chapter 12, including Salford Quays town centre. Through the Use Classes Order, the approach to what was A1 retail and shops has now changed. Shops, services, restaurants, cafes and a range of leisure uses all now fall under the E use class.
- 1.45 Through the Proposed Main Amendments document (February 2021) and policy TC2 (Development involving main town centre uses), the approach to

the sequential approach for Salford Quays has altered. Class E uses along with leisure uses including cinemas, theatres, casinos, concert halls, bars and public houses are now directed to the Salford Quays town centre primary shopping area. In order to facilitate and support the continued economic growth of the town centre, offices are noted to be acceptable throughout the Salford Quays area. The policy has been further added to, allowing for small scale shops and food and drink uses in areas outside of the primary shopping area where they would: positively contribute to the vitality and viability of the town centre; and not detract from and negatively impact on, the successful functioning of the primary shopping area.

- 1.46 Given the breadth of use class E, the primary shopping area could become full sooner than it would have done under the approach in the Publication SLP:DMP and prior to changes in the Use Classes Order. For this reason, through the Proposed Main Amendments document (February 2021) the potential extension to the primary shopping area as detailed in the Publication SLP:DMP is now encompassed into the primary shopping area.
- 1.47 Given that shops, services, restaurants, cafes and a range of leisure uses all now fall under the E use class, it is not thought justifiable to make a distinction between primary and secondary frontages in Chapter 12. For this reason, through the Proposed Main Amendments document (February 2021) frontages are removed from the Policies Map.

Flood Risk

- 1.48 There are no significant amendments proposed to the SLP:DMP regarding flood risk, nor are there any significant changes in the latest draft of the GMSF which have a bearing on the duty to co-operate in this regard. An updated Strategic Flood Risk Assessment (SFRA) for Greater Manchester has been produced and published in October 2020. The main implications of the new SFRA for Salford are that new modelling has suggested a greater risk of flooding from Shaw Brook on land East of Boothstown than was previously thought. Work has been ongoing involving the city council, the Environment Agency, GMCA and the landowner in order to address these issues with a view to enabling development to proceed on the land proposed for development within the GMSF. The city council continues to work with the Environment Agency and other partners on an ongoing basis to manage flood risk in Salford.

Green Belt

- 1.49 Changes to the city's Green Belt boundary continue to be considered through the GMSF process as part of the overall strategy for accommodating development across Greater Manchester. The Publication SLP:DMP maintains the boundary of the Green Belt as currently defined by policy EN1 of Salford's saved Unitary Development Plan policies (2006) and no changes to this are being proposed through the SLP:DMP Proposed Main Amendments document (February 2021).

1.50 The Draft Publication GMSF proposes the removal of 237 hectares of land from the city's Green Belt and the designation of 263 hectares of new Green Belt. There would therefore be a net gain of 26 hectares of Green Belt in Salford as a result of proposals in the GMSF. Further work has been completed in support of the proposed amendments to the Green Belt in the GMSF including:

- A Stage 2 Green Belt Study to assess the potential impact on the Green Belt that could result from release of land within the development allocations;⁷
- An assessment of the contribution to the Green Belt purposes that could be made by the addition of new Green Belt land⁸; and
- A study to identify Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 GMSF Allocations⁹.

Transport

1.51 A substantial amount of transport evidence was published at the Greater Manchester level in October 2020 in support of the Publication Greater Manchester Spatial Framework (GMSF). This included the following:

- Greater Manchester Transport Strategy 2040¹⁰ and supporting Five Year Transport Delivery Plan¹¹. These documents together set out the strategic aspirations for transport in Greater Manchester and articulate the plan for delivery;
- Greater Manchester Transport Strategy 2040 'Right Mix' technical note¹² which describes the 'Right Mix' transport vision and sets out a pathway to achieving this;
- GMSF Existing Land Supply and Transport Technical Note¹³. This describes the distribution and quantity of the existing land supply, identified key growth areas, and considers the relationship of these areas to the transport schemes proposed within the Greater Manchester Transport Strategy Delivery Plan.
- GMSF Allocations Strategic Modelling Technical Note¹⁴. This provides analysis of the potential strategic impact of growth on our transport network in a "policy-off" scenario.

⁷ LUC on behalf of the GMCA (September 2020) Stage 2 Greater Manchester Green Belt Study Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions

⁸ LUC on behalf of the GMCA (September 2020) Contribution Assessment of Proposed 2020 GMSF Green Belt Additions

⁹ LUC on behalf of the GMCA (September 2020) Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 GMSF Allocations

¹⁰ Transport for Greater Manchester, Greater Manchester Combined Authority and Greater Manchester Local Enterprise Partnership (October 2020) Greater Manchester Transport Strategy 2040 Final Draft Update October 2020

¹¹ Transport for Greater Manchester, Greater Manchester Combined Authority and Greater Manchester Local Enterprise Partnership (October 2020) Our five year Transport Delivery Plan Final Draft Update October 2020

¹² Transport for Greater Manchester, Greater Manchester Combined Authority (October 2020) GM Transport Strategy 2040 Right Mix

¹³ Transport for Greater Manchester, Greater Manchester Combined Authority (October 2020) Existing Land Supply and Transport Technical Note

¹⁴ Transport for Greater Manchester, Greater Manchester Combined Authority (October 2020) GMSF Allocations Strategic Modelling Technical Note

- 1.52 Transport Locality Assessments have also been completed for each of the proposed GMSF site allocations, including those allocations in Salford. These assessments forecast the likely level and distribution of traffic generated by each allocation.
- 1.53 Whilst the scale and distribution and strategic transport interventions fall outside of the scope of the SLP:DMP, the plan retains a positive policy framework in respect of reducing the need to travel and promoting more sustainable modes of transport and only minor modifications are proposed to the SLP:DMP accessibility chapter through the Additional Amendment document (February 2021).

Green Infrastructure

Great Manchester Wetlands NIA and Chat Moss

- 1.54 The city council continues to work on an ongoing basis with partners on the Great Manchester Wetlands steering group and others involved in nature conservation within Greater Manchester. There are no significant changes to GMSF policies (between the 2019 Revised Draft and the 2020 Draft Publication versions) relating to protecting the mosslands as strategic green infrastructure. There are no significant amendments proposed to the Nature Improvement Area policy (BG1) within the SLP:DMP. In the GMSF, a number of policies refer to supporting the objectives of the Great Manchester Wetlands Nature Improvement Area. There are no significant changes to this between the 2019 and 2020 versions of the GMSF.
- 1.55 There are two main modifications to the Chat Moss policy in the SLP:DMP (GI2). The first of these is to increase the emphasis on supporting land uses which would reduce greenhouse gas emissions from Chat Moss; the second is to introduce a ban on any new turf production on Chat Moss, again due to concerns about the climate change implications of turf production. The city council supported Natural England in the production of a “peat pilot” report for Greater Manchester which featured a case study of Chat Moss focussing on the climate change implications of land use. It is understood that the report will inform a new Peat Strategy for England which will be published by Defra in due course. The Greater Manchester peat pilot report forms one of the new background papers to accompany the modifications consultation on the SLP:DMP, and this, together with comment from Lancashire Wildlife Trust, has been the driver for the main modifications to policy GI2 Chat Moss.

Irwell Valley

- 1.56 No main modifications are proposed to the SLP:DMP. Additional modifications are proposed in relation to the Irwell Valley that are considered to be minor in nature.
- 1.57 The Draft Publication GMSF proposes to add to the key locations and assets by making reference to the strong network of green and blue infrastructure

including river valleys, lowlands uplands and woodlands. In addition Policy GM-G 2 (Green Infrastructure Network) proposes to identify the Croal-Irwell Valley (located in Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale) as one of the opportunity areas (broadly illustrated on Figure 8.4 'Green Infrastructure Opportunity Areas') as having particular potential for delivering improvements to the Greater Manchester green infrastructure network.