

2026



MANCHESTER
CITY COUNCIL

Manchester Local Plan (Publication Draft)

Regulation 19 Consultation



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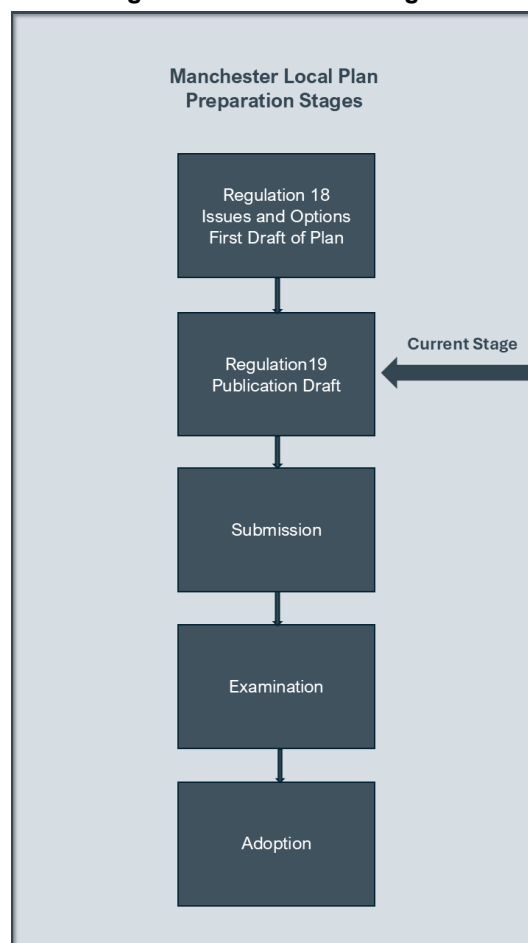
1 Foreword

- 1.1** Manchester is a dynamic city, it continues to see strong population and economic growth. Through a myriad of initiatives seeking to tackle inequalities and ensuring our residents benefit from our success, we have seen new homes across all tenures and new jobs in both traditional and new sectors.
- 1.2** We've seen many parts of the city go through physical changes, with new housing allowing more people to live here. As more businesses have invested here, further jobs opportunities have been created for people across all our neighbourhoods. Our residents are better connected with improved transport and can enjoy a varied culture and leisure scene. As we move towards a zero-carbon future, we're recycling more, and our parks have been protected and developed for all.
- 1.3** However, there remains a demand for more housing, including genuinely affordable new homes, and provision for accommodation for supported care and for students attracted to our world class universities. There also remains significant levels of economic inactivity (due to poor health) which we are committed to tackle.
- 1.4** The updated Local Plan seeks to provide those spatial policies that can address growth, inclusivity, poverty, health, housing, climate change and transport.

2 Introduction

- 2.1** This is the Publication draft of Manchester's Local Plan. The Local Plan sets out how the city will meet the need for new development up to 2039. It identifies where new development will happen, which green spaces and other aspects of the environment will be protected or enhanced, and how transport and other infrastructure will be improved. There is a formal process to be followed to produce a Local Plan which comprises:
- Regulation 18: Issues and Options (completed in 2020) and first full draft of the plan (completed in 2025) for comment
 - Regulation 19: Formal consultation on final (Publication) draft of plan having considered all comments received to date
 - Submission to Secretary of State
 - Examination by the Planning Inspectorate including public sessions
 - Adoption of plan by the Council
- 2.2** The first stage in Regulation 18 was the [Issues and Options consultation](#) in 2020. The consultation on the draft plan in September 2025 was the second stage of Regulation 18.

Figure 2.1 Local Plan Stages



2.3 The Publication Plan stage of the process is the final consultation stage and takes account of the following matters:

- The response to the Manchester Local Plan Issues Consultation (February – May 2020).
- The response to the Manchester Local Plan Draft Plan Consultation (September - November 2025)
- A review of the existing policies in the Core Strategy (adopted 2012) and remaining saved Unitary Development Plan policies (adopted 1995).
- The Places for Everyone Plan (Adopted March 2024), the joint development plan document produced by nine of the Greater Manchester local authorities, including Manchester.
- Links to other key strategies including the recently published new version of the Our Manchester Strategy and the emerging updated Climate Change Action Plan. There are many other strategies reflected in the Local Plan policies that follow, and where appropriate the relevant document is highlighted in the supporting text.
- Changes to national policy and guidance including recent updates to the National Planning Policy Framework (NPPF) and Planning Policy Guidance.

2.4 At this stage, whilst anyone can make a representation on any point, only those pertaining to 'soundness' will be taken into account by the Inspector(s). The term 'sound' is used to describe a Local Plan that has been prepared in accordance with what Government expects of local planning authorities. These expectations are set out in paragraph 35 of the National Planning Policy Framework:

- "Positively prepared - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development".

This means that the Council must produce a plan which promotes economic growth and makes provision for the homes, employment and infrastructure which it determines is needed.

- "Justified - the plan should be an appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence".

This means that the Council must have considered other policies and determined its approach based upon the most up to date and robust evidence including population figures, economic forecasts, Strategic Housing Market Assessment, land availability etc.

- "Effective - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities".

This means that the Council must be confident that the policies within the Plan can be achieved within the Plan period (2022 to 2039).

- "Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies within the National Planning Policy Framework".

The National Planning Policy Framework sets out the Government's policies for planning in England. Policies within the Manchester Local Plan must not conflict with these policies.

- 2.5** Submissions will also be considered by the Inspector appointed to carry out the independent Examination in Public, concerning legal compliance issues, for example the Integrated Assessment and the Habitats Regulations Assessment.
- 2.6** **At the end of the consultation period, the Local Plan and all representations received are sent to the Secretary of State (the "Submission stage") pursuant to Reg. 22 of the Local Planning Regulations. Submission is likely to happen in December 2026. The Secretary of State will pass these on to the Planning Inspectorate who will arrange an Examination into the plan.**
- 2.7** We have aimed to prepare a document that can be easily understood, with technical language kept to a minimum. However, the statutory planning process can be technical at times, and addresses some complex issues. Therefore, some technical language may be unavoidable.

How to comment on the Publication Plan Consultation

- 2.8** Our preference is that you submit comments via [our consultation portal](#) but comments on the Draft Manchester Local Plan can be made in the following ways:

1. Use the [online consultation website](https://manchester-consult.objective.co.uk/kse/) at <https://manchester-consult.objective.co.uk/kse/>
2. Email your comments to planningstrategy@manchester.gov.uk
3. Send in your comments by post to

Planning and Infrastructure
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

- 2.9** All responses will be forwarded electronically for consideration at the Examination in Public (EiP).
- 2.10** Please note that personal details of those making representations, including name and contact information must be published and shared with the Programme Officer and Planning Inspectorate for those that wish their representations to be considered through the Examination in Public process.
- 2.11** A full privacy notice is available, explaining how your data will be shared. It is strongly advised that this is read before submitting any representation to this Plan.

- 2.12** If you have any questions about the process, how to access the documents (including alternative formats) or how to respond when the consultation opens, you can email planningstrategy@manchester.gov.uk and someone will get back to you.

Context

- 2.13** Manchester's Development Plan will consist of four main documents:
- Places for Everyone (Adopted March 2024) – the joint development plan document for nine of the Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) which sets out the strategic proposals for growth across the nine council areas.
 - The Manchester Local Plan (this document) – which sets out more detailed proposals for the City of Manchester and is consistent with Places for Everyone as required by the relevant Planning Act.
 - Greater Manchester Joint Waste Development Plan Document (adopted April 2012).
 - Greater Manchester Joint Minerals Development Plan Document (adopted April 2013).
- 2.14** The two separate plans covering waste and minerals are intended to be reviewed and combined into a single joint plan covering minerals and waste matters.
- 2.15** The statutory plans noted in paragraph 2.13 are also supported by the following documents:
- Statement of Community Involvement setting out how consultation will be undertaken and in what format;
 - Local Development Scheme setting out the main planning policy documents to be produced by Manchester; and
 - Supplementary Planning Documents (SPDs) giving more detail to policies in the Local Plan (currently supporting the Core Strategy (2012)).
- 2.16** The Draft Local Plan is accompanied by:-
- An Integrated Appraisal (IA), which includes the statutory requirement for a sustainability appraisal (SA) within the document. The SA consists of an assessment of economic, social and environmental impacts of policies and has been used to inform policy development. The IA also includes equality and health impact assessments.
 - A Habitats Regulations Assessment (HRA) screening document.
 - A Policies Map which includes details of boundaries and areas within the city referred to in the Draft Local Plan.
 - The evidence base that supports the policies in the plan. The evidence base comprises the following main elements:
 - Strategic Housing Market Assessment (PfE)
 - Flood Risk Assessment (Stage 1 and 2) (PfE)

- Economic Analysis (PfE)
- Energy - Currie and Brown Study (PfE)
- Housing Needs Assessment (informing affordable housing, housing mix and supported housing policies).
- Purpose Built Student Accommodation Study (informs PBSA policy).
- Open Space Study which informs the open space policy.
- Biodiversity Net Gain (BNG) and Urban Green Factor (UGF) studies (informing BNG and UGF policies).
- Our Rivers Our City (informs river valley and Green Infrastructure policies).
- Growing Manchester's Trees (informs the tree and woodland policy in the plan plus wider information for potential locations to plant additional trees throughout the city).
- Net Zero New Buildings Shaping Manchester's Local Plan (work led by Manchester Climate Change Agency which informs the zero carbon and energy policies).
- Gypsy and Traveller Accommodation Needs Assessment (MCC and GMCA studies) plus earlier GMCA study that included Travelling Showpeople Accommodation Needs.
- Employment Land Review - setting out an evaluation of existing employment land within the city.
- Retail and Leisure Study (informs retail and City Centre and District Centre policies).
- Hotels Study (informing hotel policy).
- Conservation Areas Study (this includes assessing existing and the potential for new Conservation Areas plus informing work on Conservation Area Appraisals) - a separate consultation on Conservation Area proposals will take place in autumn 2026.
- Leisure Study (additional study still in progress to inform night time economy and leisure economy in City Centre and other key destinations (Etihad Stadium and Co-op Live Arena) policy approaches).
- Design Guidance – work commissioned to update the Residential Quality Guidance which will support the design policy and character area policy in the draft plan, work in progress.

2.17 Updated evidence base

- Housing Needs Assessment - updated to reflect latest housing data.
- SFRA Level 1 - updated to reflect latest Environment Agency data on flooding (current and forecast climate change inputs).
- Retail - supplement considering Moston Lane District Centre proposal.
- Local Green Space report assessing proposals for designation of Local Green Space in the Local Plan.
- Open Space - updated information to inform specific standards.

- Viability Assessment
- Purpose Built Student Accommodation

2.18 The Draft Local Plan is divided into two broad sections:

- A Future Manchester section providing the broad context for the City, establishing a Vision for Manchester in 2039 and outlining Strategic Objectives which are based on the recently updated vision for the Our Manchester Strategy.
- A Spatial Strategy section which includes a Spatial Portrait describing the current situation in Manchester and underlines the key challenges facing the City. This is followed by two policies covering Spatial Principles and Development Principles that are critical to all developments. The section then covers Growth Areas and then in turn the various thematic sections of the Draft Local Plan.

2.19 The Vision for Manchester and Strategic Objectives have a key role in informing the policies in the Draft Local Plan. A list of all policies is included after the Contents page. It is important to bear in mind that the plan should be read as a whole to ensure that all relevant policies are considered for any development proposal. Cross referencing between policies is only included where absolutely necessary to highlight key linkages across the plan and with any key matters contained within the Places for Everyone Joint Local Plan.

2.20 For accessibility purposes it should be noted that the wording within policy boxes does not have paragraph numbering and the wording outside of the policies does.

3 Vision

3.1 The Local Plan aims to deliver the spatial element of the city's vision. The Vision set out below features in the recently adopted Our Manchester Strategy 2025-2035 and for the purposes of the Local Plan it is assumed to cover the full plan period 2039:

'After the best start in life, Manchester people in 2039 will enjoy more healthy, happier years.

Mancunians – adopted and home-grown, will be prouder still, celebrating their city.

They'll feel valued and respected, supported to play their part in their city's life, and use their unique strengths to make a Manchester we can all be proud of.

Manchester people will share in a growing and more equitable economy that brings better jobs and prospects, developing and enjoying new technology that boosts public services and quality of life.

Manchester will be an even more must-see city, with amazing things to do. Our neighbourhoods will be clean and green, with good-quality affordable homes and good public services. Mancunians will feel safer indoors, outdoors and online.

We will stay on track to reduce Manchester's carbon emissions and manage the impacts of climate change. Our public transport will be greatly improved; it will be quick, cheap, clean and reliable.

And our world-renowned sport and culture will be there for everyone, everywhere across the city, earning global recognition, attracting international visitors and winning Manchester the admiration it deserves.'

4 Objectives

4.1 In the context of the [Our Manchester Strategy \(2025 to 2035\)](#) priorities, the Local Plan seeks to align its objectives where possible.

4.2 Our People

- Ensure that through high quality design we continue to create an inclusive, sustainable, attractive and accessible city.
- Ensure that social infrastructure (education, sports facilities, social care and health) needs are considered at an early stage in the planning process, where appropriate.
- Improve the education and skills of Manchester residents so that they are able to participate in the growth of the city and through employment, benefit from its prosperity.
- Provide improved opportunities for a healthy, active lifestyle.
- Provide an inclusive environment reducing inequalities, creating a child friendly city and for those with protected characteristics.

4.3 Our Neighbourhoods:

- Protect and enhance the quality and function of both the natural and built environment of the city.
- Provide for a significant increase in high quality, inclusive housing, affordable to all income groups, in attractive, safe and cohesive neighbourhoods.
- Support a network of distinctive high quality centres, strengthening local identity and providing essential services close to homes.
- Use existing assets to define and improve the character and sense of place within neighbourhoods.

4.4 Our City

- Ensure sufficient land for employment.
- Continue to enhance the environment of the City Centre to make it an even more attractive and resilient place and thereby help ensure its future prosperity.
- Support low-carbon development in accessible locations that will improve the economic performance of the city and provide and attract new employment, particularly in the City Centre and around the airport.

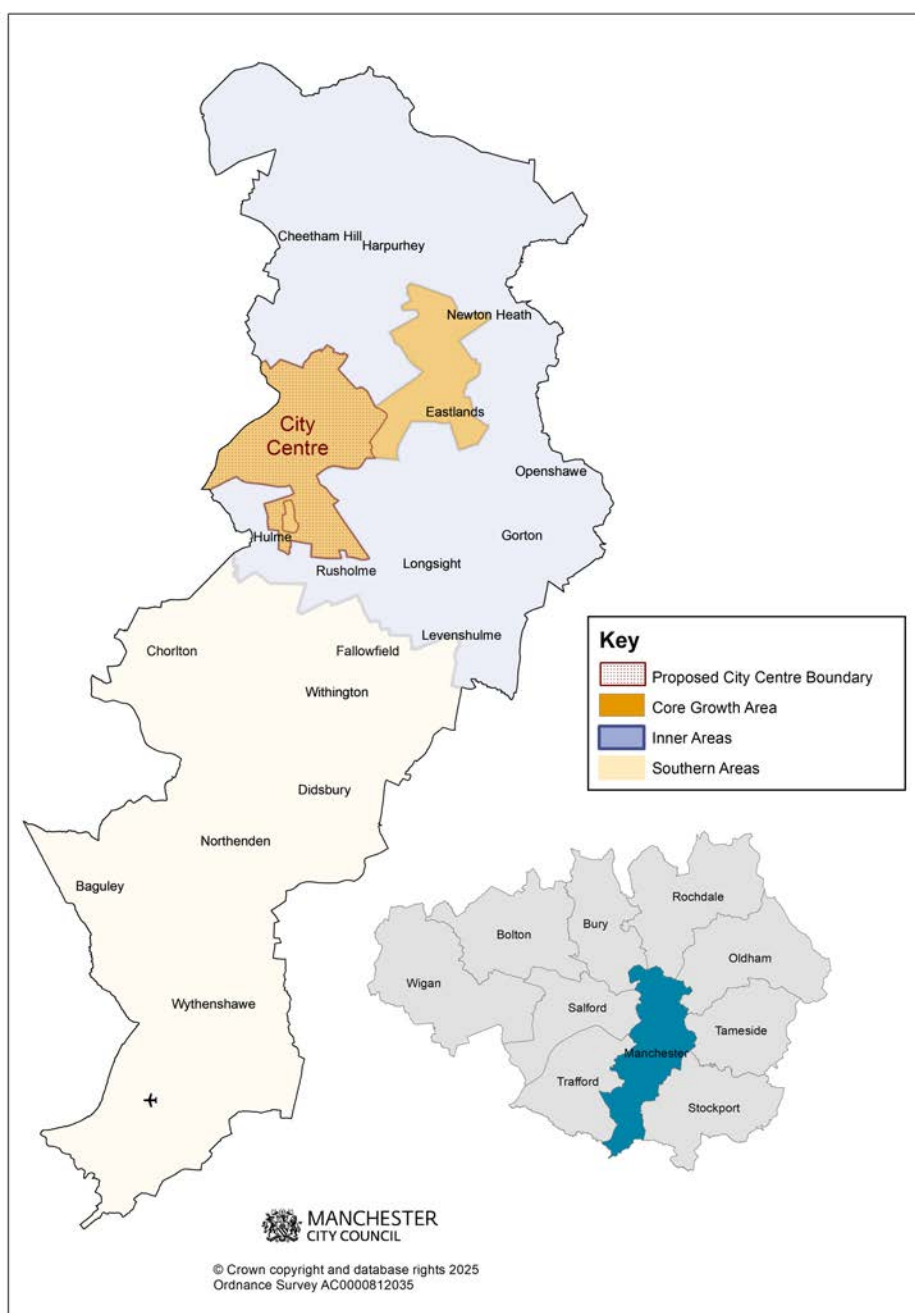
- Improve the physical connectivity of the city, through sustainable, accessible and resilient transport networks, to enhance its competitiveness, provide access to jobs, services, shops, and leisure opportunities, whilst addressing air quality and greenhouse gas emissions.
- Support higher density development around key transport developments including Metrolink stops.
- Support the growth of Manchester Airport as the North of England's principal international gateway.
- Ensure that the opportunities created by any future high speed link station at Piccadilly increases investment within the city and the wider conurbation.
- Enable everyone living, working or visiting the City to enjoy the experience and contribute towards its sustainable growth.
- Support the sustainable growth of the City Centre as the primary focus for economic development in the City, and as the principal public transport hub for the north of England.
- Contribute to addressing the causes and consequences of climate change by reducing carbon emissions.
- Supporting investment in the retrofitting of existing stock and incorporating resilience within design and operation of development.

5 Spatial Portrait

A city of growth and modernisation

- 5.1** Growth and modernisation have defined Manchester, creating a thriving strong economy. In recent years, physical transformation has led to new residential and commercial development creating jobs and strengthening neighbourhoods. Improved transport connections allow residents to access a diverse range of cultural and leisure activities. Our parks and open spaces are vital for both people and nature, enhancing the quality of life in the city.

Map 5.1 Greater Manchester and Areas of Manchester



The heart of Greater Manchester

- 5.2** Manchester is at the heart of Greater Manchester, which also includes the districts of Bolton, Bury, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan. The concentration of people, jobs and businesses is highest in Manchester, with Central Manchester including the City Centre being the primary focus.

Regeneration of the city

- 5.3** The population of Manchester grew rapidly during the industrial revolution but declined towards the end of the 20th century. In the last 30 years, redevelopment of the City has led to an increase in population with the current City size estimated at over 630,000 people in 2024 ([2024 State of the City Report](#)). The City's sporting history and heritage has helped support the regeneration of the City and in the last decade, Manchester has made significant strides in housing, job creation, skills development, education, and environmental improvements. High-quality buildings and effective urban design have shaped a contemporary city that honours its history while meeting modern needs. Visible achievements include iconic buildings and areas improved through regeneration programmes.

Cultural Diversity

- 5.4** Manchester is vibrant and creative, thanks to its rich diversity of cultures, languages, and lifestyles. People from around the world contribute to the city, including the LGBTQ+ community and individuals from Black, Asian, and minority ethnic backgrounds, all of whom have played a key role in the City's success.

The challenge of Climate Change

- 5.5** In 2019, the City Council declared a climate emergency and set a target to become a zero-carbon city by 2038 or earlier. Citywide CO₂ emissions in 2024 were 48% lower than the 2005 baseline, and per capita CO₂ emissions continue to fall ([Manchester Climate Ready 2025 Emissions Reports](#)).

Job Creation and Education

- 5.6** As the central hub of the regional transport network, Manchester provides over 28% of all jobs in Greater Manchester ([Nomis, Office for National Statistics](#)). Recent data shows Manchester's economy continued to grow faster than the rest of the UK. The City's visitor economy and cultural offerings have been key drivers of economic success, supported by Manchester Airport as a global gateway.
- 5.7** Despite the notable progress Manchester has made as a city, poverty remains a significant problem that is the product of complex and interconnected issues. In 2025, 40.7% of Lower Super Output Areas (LSOAs) in Manchester were in the 10% most deprived nationally. This is similar to the 2015 figure but is a reduction of 2% since 2019. However there has been a significant reduction in the number of LSOAs in the 1% most deprived which was 3.1% in 2025 compared to 6.0% in 2019 ([The English indices of Deprivation 2019](#) and [2025](#)).

- 5.8** A particular challenge is the significant gap between resident and workplace wages. This gap is partly due to a higher proportion of lower-skilled residents compared to the Greater Manchester average. At the same time, there has been growth in job opportunities in highly skilled sectors. Increasing the skill level of our residents is essential to their being able to access high-level jobs. The proportion of residents with a level 4+ qualification (60% in 2024) outperforms the UK average. The proportion of residents with no qualifications has declined significantly to 4.6% in 2024 from 9.2% in 2022 ([State of the City 2024](#)). In 2024, Manchester achieved UNESCO Global City of Lifelong Learning status, reflecting the city's commitment to inclusive, accessible and impactful learning opportunities for all.
- 5.9** Manchester is a centre of excellence for research and learning. It is home to several renowned and respected institutions of higher education including the University of Manchester, the Manchester Metropolitan University (MMU), the Royal Northern College of Music, Manchester University NHS Foundation Trust and the Wythenshawe Hospital. Post 16 education provision was strengthened in the City Centre in 2022 with the opening of the Manchester College, City Campus.
- 5.10** The quality of Manchester's primary and secondary schools continues to improve, with the proportion rated as 'good' or 'outstanding' by Ofsted above the national average. In 2023/24, 92% of primary schools, 81% of secondary schools and 93% of Early Years provision were classified as 'good' or 'outstanding'

Graduate Retention and Business Growth

- 5.11** Retaining graduates continues to be a high priority as Manchester's economy has diversified into high-skilled sectors like finance, professional services, digital technology, life sciences, and advanced manufacturing. A higher-than-national-average proportion of the working-age population is employed in professional and technical occupations with qualifications at level 4 or above. The expansion of business start-ups in Manchester has been supported by increasing numbers of graduates, who are important for start-ups due to their long-term value and adaptability.

Investment Opportunities

- 5.12** Manchester is an attractive place for investment, offering grade A premises and accommodation of varying sizes and types, catering to small, medium, and large businesses. The core of the City Centre has become a focus for the modern office sector. Areas such as the Civic Quarter, Oxford Road Corridor, NOMA, Spinningfields, First Street and Enterprise City, each provide a unique contribution to the overall offering. It is a preferred choice for foreign investors, UK-wide companies, and local businesses, accommodating headquarters and major institutions in both the public and private sectors. Research and innovation is particularly strong along the Oxford Road Corridor, where productivity and enterprise thrive.

Manchester's Housing and Neighbourhoods

- 5.13** As Manchester's population continues to grow at pace, the Council and its partners are working hard to meet demand for quality housing of all types, including significant investment in affordable housing.

- 5.14** Following the launch of a new ten year Housing Strategy in 2022, over 1,000 affordable new homes had been built by July 2024 with the number of new affordable homes being delivered increasing annually.
- 5.15** Home ownership rates in Manchester in 2023 were 39% This is lower than the national average of 64% and the Greater Manchester average of 58% ([Dwelling stock by tenure, UK - Office for National Statistics](#); [Research: Interactive Housing Market Data - Greater Manchester Combined Authority](#) and [Subnational estimates of dwellings by tenure, England - Office for National Statistics](#)). Conversely, there is a higher proportion of households living in social housing and the private rented sector. Manchester has significantly more apartments than the Greater Manchester, regional, and national averages, reflecting the growth of the city centre apartment market to support the demand for highly skilled jobs and city-centre living.
- 5.16** In Manchester's neighbourhoods, District Centres have remained focal points for community activity, showing resilience compared to national trends. Vacancy rates are lower than national levels, and the proportion of retail uses has remained stable despite the increasing importance of on-line shopping.

Integrated clean public transport

- 5.17** Manchester has a well-established local network of train, bus and tram services, and good connections to other areas of the country and beyond, with Manchester Airport providing global connectivity. The re-regulation of local bus services through the introduction of Bus Franchising is enabling the integration of bus services into a public transport network that serves all areas of the city.
- 5.18** A key challenge in the coming years will be ensuring that public transport capacity meets future growth demands. Improving east-west alongside north-south rail connectivity is vital while working towards fully decarbonising the city's transport system.
- 5.19** Our Local Transport Plan is the GM2040 Transport Strategy, which aims to enable the Right Mix Vision, where 50% of all trips in Greater Manchester will be made by public transport and active modes by 2040, resulting in no net growth in motor vehicle traffic. The Local Transport Plan is being reviewed.
- 5.20** The proportion of trips made to the City Centre by means other than private cars has increased in recent years. The City Centre Transport Strategy for 2040 (CCTS) sets ambitious targets, aiming for 90% of morning peak trips across the inner ring road to be taken by public transport and active travel.
- 5.21** Air quality is a significant issue, and Greater Manchester authorities are working collectively towards a Clean Air Plan to reduce NO₂ emissions to below legal limits by 2026. Transport is responsible for most air pollution in the City, so addressing transport challenges will be key to achieving cleaner air.

Biodiversity

- 5.22** In 2021 Manchester became the first major City in England to sign the Edinburgh Declaration, an International commitment that registers our concerns about global biodiversity loss, and the need for a new Global Biodiversity Framework. The Manchester Biodiversity Strategy is a practical response to this, and focuses on the need to conserve, protect and enhance biodiversity in the City for current and future generations. The Manchester Biodiversity Strategy links with the Greater Manchester Local Nature Recovery Strategy.

Green and blue spaces and networks

- 5.23** Manchester's river valleys, the Mersey, Irk, and Medlock, are vital environmental assets. They are providing high-quality settings for existing and new neighbourhoods like Victoria North and opportunities for improving climate resilience, biodiversity, and natural habitats. Together with the Rochdale and Ashton canals, they offer the opportunities for improved linked green spaces and corridors throughout the City.
- 5.24** Manchester's parks and green spaces are highly valued by residents and business within the City. The City has relatively high levels of open space, particularly in the North and Wythenshawe, and several large city parks including Heaton Park in the north, Philips Park in the east and Alexandra Park and Wythenshawe Park in the south. The quality and accessibility of all open spaces is of vital importance particularly in areas where green space is more limited. Good progress is being made towards the Manchester Quality Standard including the [development of an Age-Friendly Standard for Parks](#).
- 5.25** Manchester has one Site of Special Scientific Interest (ancient woodland at Cotterill Clough in Wythenshawe), and 37 sub-regionally designated Sites of Biological Importance (SBIs) covering 293 hectares in total. Twenty five of the SBIs are currently in active conservation management and cover 245 hectares. The City has so far designated 11 Local Nature Reserves (LNRs) covering 470 hectares.

Heritage

- 5.26** Manchester is the original industrial city and much of its character is derived from the legacy of Victorian innovation. The City remains at the forefront of innovation and whilst celebrating new development, areas of special architectural or historic interest have a pivotal role in reinforcing this distinctive city and one that is proud of its heritage which should be preserved and enhanced.
- 5.27** The historic environment is central to our cultural heritage. It contributes to the identity of Manchester through its aesthetic value and the links to past events. The original Victorian City helps create a sense of place and enhances the quality of our daily lives. Furthermore, it can provide a catalyst for regeneration.
- 5.28** Today, the City remains a significant cultural destination, with one of the highest number of events per capita in the UK, and is regarded as the national cultural capital for music, events and festivals, across venues including the arenas, theatres, galleries and other performance venues including Factory International.

Core Growth Area

- 5.29** The Core Growth Area ([PfE Policy JP-Strat 1](#)) is focused on the City Centre and stretches through to Central Park. Within this area land is one of the most valuable assets with a high concentration of activity in jobs, homes and leisure. It serves as the economic hub of the City Region and whilst this is prioritised this needs to be balanced with other activities, such as homes and transport. It is clear that the growth of jobs is particularly focused within the confines of the inner ring road, while residential development is growing beyond this boundary. This sets out a specific challenge in terms of how the new Local Plan manages space for economic, residential and leisure growth, recognising that the City Centre is an expanding area. It is important that our economic base is protected and other uses do not prejudice economic growth.
- 5.30** Located at the heart of the transport connections across the North of England, its location at the hub of an extensive transport network makes it both an attractive and sustainable location for growth. This will increase further with improvements to the transport infrastructure. In order to sustain this vital role as an economic driver, land needs to be made available and the City Centre will need to expand with other areas identified for residential and economic growth.

Inner Areas

- 5.31** The Inner Areas ([PfE Policy JP-Strat 6](#)) surround the City Centre and are characterised by areas of opportunity alongside high levels of deprivation. Significant population increase has resulted in a younger and larger working age population than both the City Region and national average. It has also led to significant development pressure and the need for sustained neighbourhood regeneration, with investment in improving the quality of existing housing. Although there is a need for significant levels of development to meet demand and to maximise the use of brownfield land, it will be essential that access to the network of open spaces and other green infrastructure is improved, contributing to the long-term attractiveness of these neighbourhoods. It will also be important to ensure that this area is better connected to employment and leisure opportunities through improved transport connections.

Southern Areas

- 5.32** The Southern Areas ([PfE Policy JP-Strat 9](#)) of the City have some of the most popular neighbourhoods but also some of the greatest disparities between neighbourhoods with pockets of deprivation. There are a number of key employment locations including Manchester Airport and surrounding areas, Wythenshawe Hospital and Wythenshawe District Centre with potential for significant growth in key sectors and jobs. Manchester Airport plans to grow to maximise use of its two runways, increasing access to global markets and leisure destinations. The proposal for a new high speed train station in close proximity to Manchester Airport has the potential to drive growth in this location and beyond.

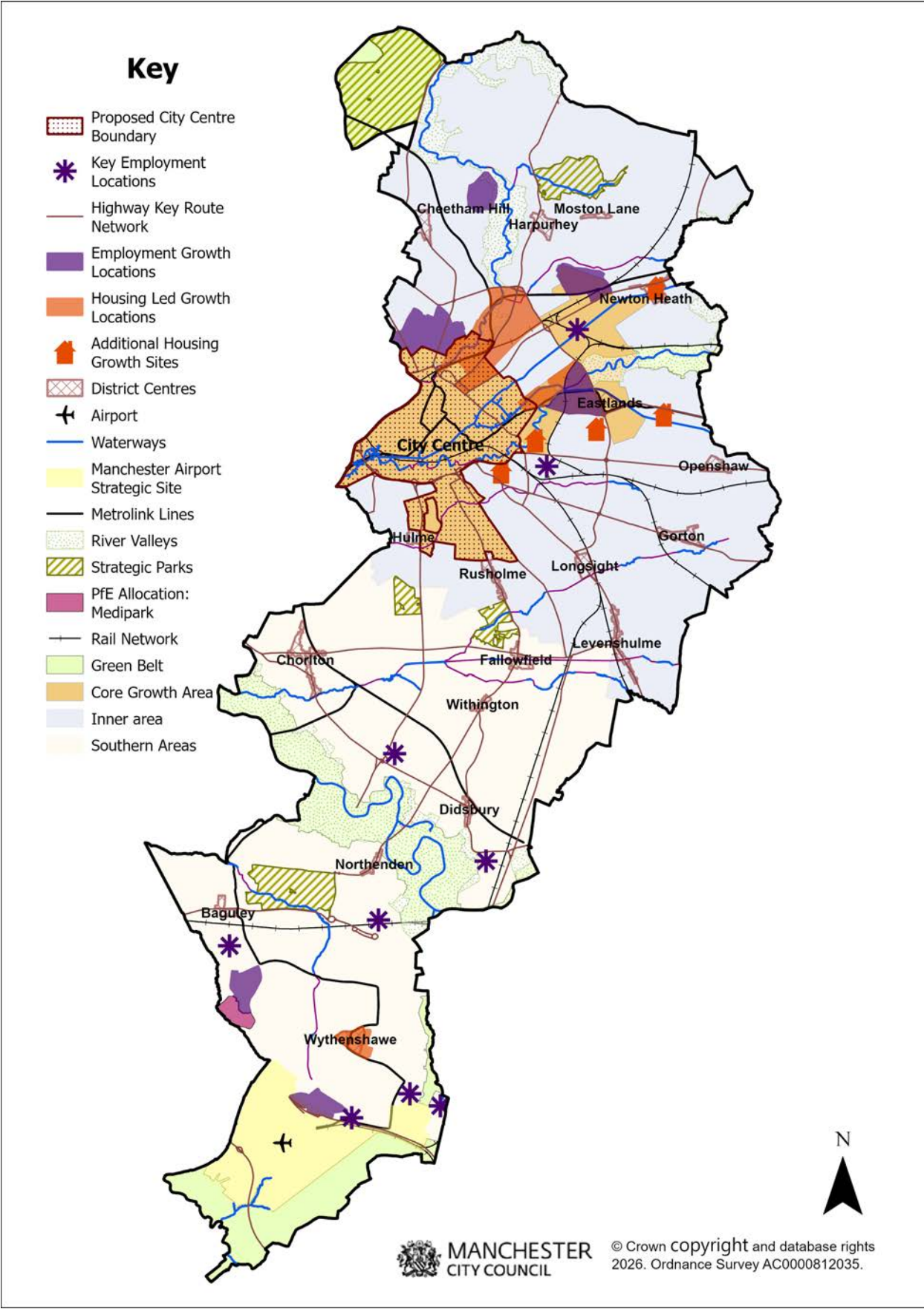
Strategic Issues

- 5.33** The Draft Local Plan needs to address a number of strategic issues that will shape the spatial strategy developed in the plan. The Draft Local Plan will incorporate what is already working in existing planning policies while developing a strategy to reflect new thinking and best practice to address the latest evidence on these issues.
- 5.34** Identified below are strategic issues that will shape the spatial strategy:
- Deliver high levels of inclusive growth supporting the prosperity of Manchester whilst ensuring all parts of the City and our residents share the benefits.
 - To achieve a net zero-carbon Manchester by 2038 at the latest.
 - To deliver a sustainable transport system that supports spatial development.
 - To balance the competing demands for space.
 - To consider how critical infrastructure requirements are addressed.
 - To create neighbourhoods that promote and enable healthy lifestyles.
 - To deliver a sustainable high quality and inclusive environment.

6 Key Diagram

- 6.1** Picture 6.1 Key Diagram is an overview of the spatial policies within the Draft Manchester Local Plan. To see the geographical areas linked to policies in more detail you can visit the [Policies Map](#) online.

Picture 6.1 Key Diagram



7 Spatial and Development Principles

- 7.1** The Local Plan sets out policies firstly on a spatial basis focussing on key locations for growth. The plan also provides a series of thematic policies. All development proposals in the city are first and foremost considered against the overarching policies that set out the Spatial Principles and Core Development Principles for the city.
- 7.2** The spatial principles were established in the Core Strategy. The principles were established to emphasise the role of the City to the Greater Manchester economy, and also ensure that the City grows in a way which reflects the aspirations of its residents. Further detail is set out in relevant key locations and thematic policies.

Policy SP 1

Spatial Principles

The key spatial principles which will guide the strategic development to 2039 are:

- The Core Growth Area will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality residential development. This will be focused primarily on the City Centre within the Inner Ring Road, the universities and hospitals along the Oxford Road Corridor and east towards Central Park.
- The Inner Areas will be a focus primarily for residential development in the key growth locations of Victoria North and Holt Town. Provision of high quality and diverse housing around district centres which meet local needs, will also be a priority.
- The Southern Areas of the city will maintain its distinctive local neighbourhood character and environmental attractiveness. The key growth locations of Manchester Airport; Wythenshawe District Centre; and Wythenshawe Hospital (Medipark) will deliver economic opportunities in these locations and additional residential growth within Wythenshawe Centre.
- The City's network of green and blue infrastructure including open spaces will provide all residents with good access to recreation opportunities. The River Valleys, (the Irk, Medlock and Mersey) canals and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport.

Why this policy?

- 7.3** The Core Growth Area, Inner Areas and Southern Areas were established in Places for Everyone. The Core Growth Area has Manchester City Centre as a key location with its role as the economic driver for the conurbation. Surrounding the Core Growth Area are the Inner Areas, which for Manchester include some of the City's most deprived and under-populated neighbourhoods. These areas represent another

marriage of need and opportunity - large scale residential development can attract people to locations from which the Core Growth Area is easily accessible and also to regenerate local communities. The Southern Areas of the city includes key growth locations at Manchester Airport; Wythenshawe District Centre; and Wythenshawe Hospital (Medipark). Manchester Airport, is the most significant international gateway to the North of England. It presents a secondary hub for economic growth in Manchester, with a particular emphasis towards business sectors that benefit most from international connectivity. This economic opportunity sits alongside an area of pronounced deprivation, which will benefit from the creation of accessible employment.

- 7.4** Whilst Manchester is one of the most urban authorities in the country, it has key green assets which are important in terms of character, linkages and environmental quality. The three river valleys, as well as other parks and open spaces, are assets which will be protected and enhanced because they are the backbone of the City's Green and Blue Infrastructure and make a contribution to creating an attractive and healthy City.
- 7.5** The final spatial principle relates to the City's transport infrastructure. One of the reasons that Manchester is the right place in which to focus development is because it has a well established transport infrastructure. However, it is important to realise that this is a finite resource. Development needs to make greatest use of existing and planned public transport, and promote the most sustainable means of transport possible (especially access for disabled people and walking and cycling for local journeys).

Policy SP 2

Development Principles

Development in all parts of the City should:-

- Contribute to the delivery of high quality design and architecture which creates places where people want to live, work and visit.
- Contribute to the delivery of net zero carbon development.
- Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character and promote social cohesion.
 - making a positive contribution to the health, safety and wellbeing of residents.
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - take account of the local character and history, including the surrounding built and natural environment.
- Ensure efficient use of natural resources and reuse previously developed land and buildings wherever possible.
- Ensure adverse impacts on water and air quality are mitigated.

- Improve access to jobs, services, education, health services, sport, recreation and open space by locating development to reduce the need to travel and provide good access to sustainable transport provision.
- Assist in the delivery of spatial interventions to address health inequalities.

Why this policy?

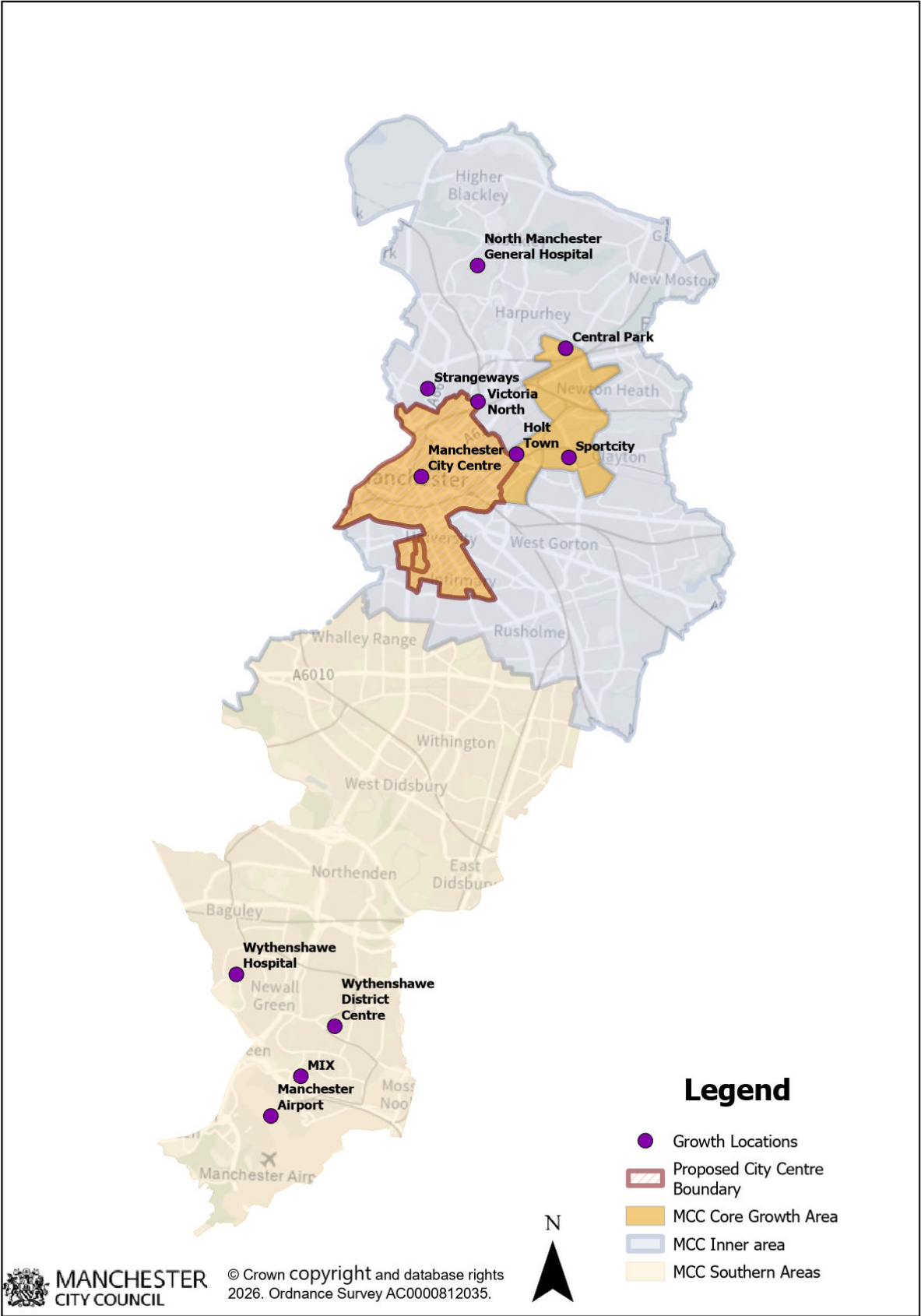
- 7.6** The Core Development Principles were also established in the Core Strategy and incorporated into one policy alongside the Spatial Principles. They have been split out into a separate policy to emphasise their importance as key guiding principles for the whole of the local plan.
- 7.7** As well as taking place in the right places, the delivery of the Council's strategic objectives requires that new development is shaped by certain overarching considerations. All development should contribute to the City's aim to create neighbourhoods where people choose to live and where a good mix of housing and local services and facilities provides for people of all ages and with differing needs. Good design can contribute to neighbourhoods of choice by making the most of the heritage and natural environment and helping enhance or create a recognisable character to the area. New development can also play a key role in improving health. This will include the provision of pedestrian and cycling facilities; good access to and quality of open space provision; sustaining local facilities and networks; good quality housing provision and choice; and good access for all to jobs and services. The design of a development can also contribute considerably to reducing crime and the fear of crime. Layout, informal surveillance, secure buildings and safe parking arrangements are all important. Further policy on design and place shaping can be found in chapter 15 Design Quality and Heritage and in supplementary planning documents.
- 7.8** The vision for the City to have a growing economy and to be in the top rank of European and world cities will mean increased development and an increasing population. In this context the Council is aware that in order to reduce CO2 emissions, it will be important to reduce demand for energy from the existing housing stock, decarbonise the grid and invest in public transport as well as ensuring growth in the economy is achieved in a sustainable manner. Further policy on Climate Change can be found in chapter 11 Net Zero Carbon and Resilience.
- 7.9** In achieving sustainable economic success, the City is committed to ensuring the economic benefits are extended to all residents and neighbourhoods which will include job creation, education options and improved facilities and services in district centres. Critical to this aim is the ability of residents to access these opportunities. Increased use of sustainable transport reduces emissions, therefore reducing the City's contribution to climate change and having a positive impact on health. The location of development should aim firstly to reduce the need to travel allowing access by walking,

cycling and wheeling if possible and secondly to ensure good links by sustainable public transport. Further policy on transport can be found in chapter 14 Transport and Digital Connectivity.

8 Growth Locations

- 8.1** The Local Plan Review is seeking to provide an updated framework for the City's development and growth for the next 15 years and take into account strong growth since 2012. It will continue to provide a basis for maximising sustainable economic growth, homes, jobs and inward investment. The policies support the overall economic competitiveness of the City through the delivery of a diverse, strong economy, recognising opportunities presented by existing and new sectors.
- 8.2** The Our Manchester Strategy vision and priorities seek to ensure people will share in a growing more equitable economy that brings better jobs and prospects to everyone. It promotes growth in Manchester's strongest sectors to generate jobs and enhance its role as a global business destination. It recognises the need to help those interested in investing, improve productivity and access to employment for residents.
- 8.3** Within the City, the Council has identified the primary locations expected to accommodate the majority of growth, development and infrastructure over the next 15 years. The City is expected to see significant growth in housing and employment, alongside investment through the delivery of Northern Powerhouse Rail (NPR), plus a step change in environmental quality. Manchester is the driver of economic growth in the City Region possessing the greatest number of jobs and the greatest potential for future growth in jobs. It attracts world class investment and brings forward innovative developments. It is also the home of over half a million people and continues to attract people to live, work and visit the City. Its broad diversity is its key strength.

Map 8.1 Growth Locations



Policy GL 1

Growth Locations

Provision will be made for around 60,000 new homes, approximately 1.4 million sqm of office development including operational and administrative functions E(g)(i), research and development E(g)(ii) and industrial processes E(g)(iii) and 50,000 sqm of industrial B2 and warehousing B8 development within the City by 2039. The primary locations for growth, development and investment are shown on Map 8.1 Growth Locations and are:

- Core Growth Area - the majority of 1.4 million sqm of office requirement and 42,600 homes located in:
 - Manchester City Centre (proposed extended area)
 - Holt Town
 - Sportcity, including the Etihad Campus
 - Central Park
 - Victoria North (part)
- Inner Areas - offices and 13,200 homes located in:
 - Strangeways
 - North Manchester General Hospital
 - Victoria North (part)
- Southern Areas - offices and 4,200 homes located in:
 - Manchester Airport and MIX Manchester
 - Wythenshawe Hospital
 - Wythenshawe District Centre and adjacent areas

Appropriate infrastructure provision will be required to support the growth and continued capacity of these areas, with particular regard to public transport, green and blue, digital, renewable energy, healthcare, social and utilities infrastructure.

Subject to site and location details, the Core Growth Area will generally be a location where higher density development is appropriate. A balance must be maintained between the primary role of the Core Growth Area as an economic driver and its other roles in providing homes, retail, leisure and cultural uses, with these being complementary to the economic role. Managing the demand for space is vital to leveraging the maximum benefit to the people of Manchester whilst ensuring that any impact on existing communities is acceptable.

During the lifetime of this Local Plan, it is expected that sites of strategic importance to the City will become available for development. In these circumstances, a strategic approach should be set out in a comprehensive framework and agreed by the Council.

Why this policy?

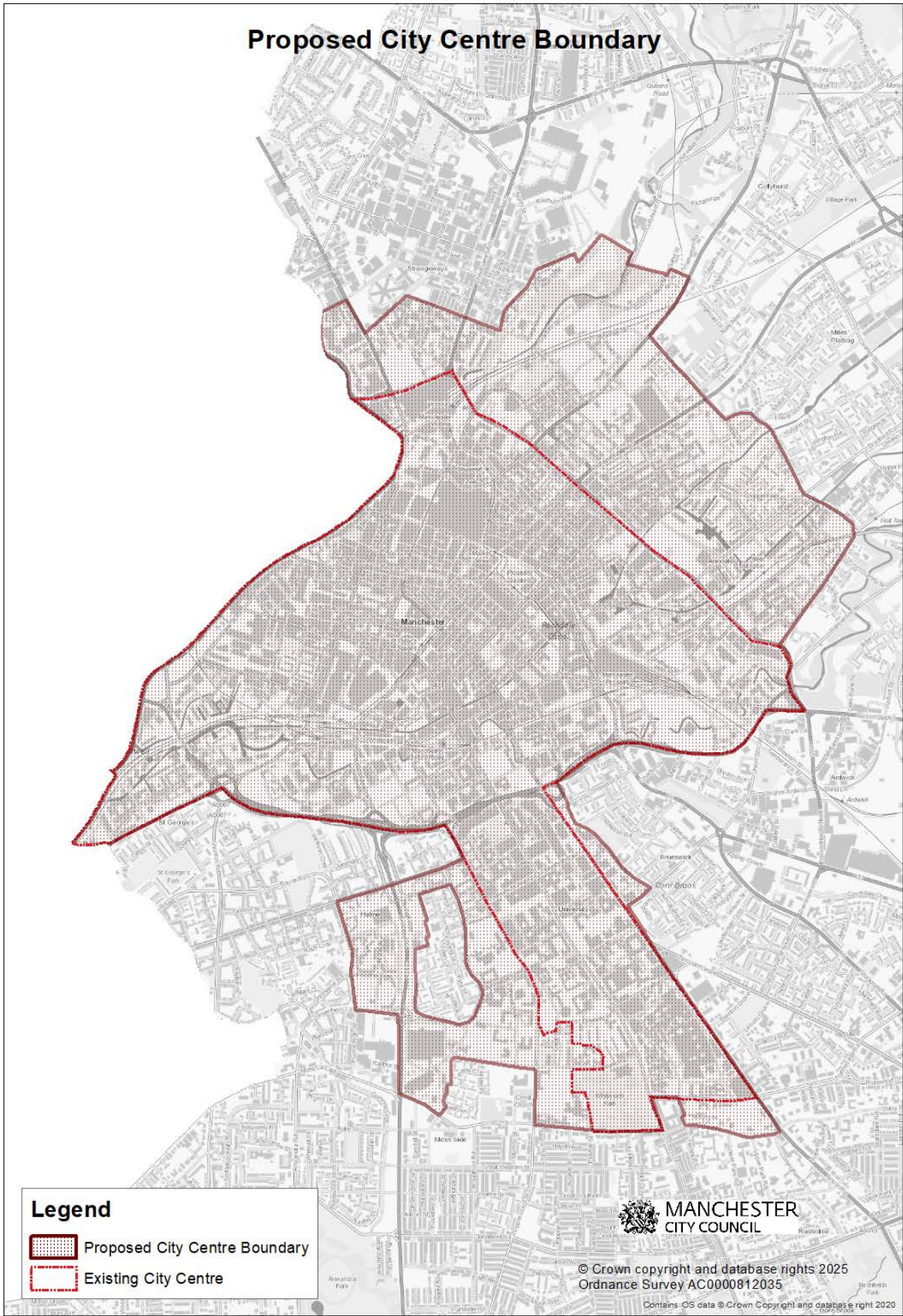
- 8.4** The Spatial Strategy for the City-Region is set out in Places for Everyone (PfE) and focuses growth in the Core Growth Area and Inner Areas, followed by boosting northern competitiveness and sustaining southern competitiveness. Within Manchester, three areas fall within the PfE Spatial Strategy - the Core Growth Area, Inner Areas and Southern Areas, shown in Map 8.1 Growth Locations.
- 8.5** The vast majority of growth planned over the local plan period is located within the areas identified in the policy. The Growth Locations are supported by various strategies including regeneration frameworks, Economic Strategy, Housing Strategy, Green and Blue Strategy, Climate Change Framework and Greater Manchester Transport Strategy 2040. Focusing development within these locations would make the best use of land and other resources, with a focus on previously used land and existing assets.
- 8.6** To ensure everyone benefits from growth, the City is seeking to make the most of its opportunities and is encouraging investment. Outside the City Centre all areas (Core, Inner and Southern) have significant areas of deprivation and will benefit from proximity and access to jobs alongside other measures aimed at improving education and skills. It is important that local people are able to access job opportunities and benefit from employment growth.
- 8.7** The proposed City Centre makes up most of the Core Growth Area alongside Sportcity and the Etihad Campus, and Central Park. There are advanced plans to regenerate adjoining areas - Holt Town and Victoria North, which will contribute significant numbers of homes. The Core Growth Area has the highest density of development in the City Region and the greatest potential for future employment and housing growth. It is a sustainable location due to existing infrastructure, reuse of existing building stock and availability of previously developed land. The Aquarius Estate is set out as a separate area that does not fall within the City Centre policies, but is still within the Core Growth Area. It is recognised that for the Aquarius Estate, as set out in the policy, consideration of development proposals will assess whether any impact on existing communities is acceptable.
- 8.8** Within the Inner Areas, major plans for Strangeways and North Manchester General Hospital are expected to support job growth. The transformation of the hospital will improve health facilities and services for the people of North Manchester and beyond.
- 8.9** The Southern Areas is home to Manchester Airport, the third largest airport in the UK, which is driving demand for logistics and employment space with quick access to the Airport. Other major development opportunities include Medipark, Wythenshawe Hospital and the regeneration of Wythenshawe District Centre.
- 8.10** Manchester is a city which undergoes continuous regeneration and change, and there are expected to be large sites of strategic importance which become available over the life time of the plan. These sites will require consideration by the Council to ensure that

their regeneration positively contributes to the overall strategy and ambition of the City, with a strategic approach set out in a comprehensive framework to be agreed by the Council.

Manchester City Centre

- 8.11** The growth of Manchester City Centre over the last 30 years has seen development extend beyond the Inner Ring Road into Ancoats, New Islington, Pollard Street, Great Ducie Street, Victoria North, NOMA and Manchester Science Park. Further significant quantum of high density city centre development is planned for the period to 2039 and to acknowledge this the draft Local Plan is proposing to expand the City Centre boundary, as shown below. Existing communities will be included in the expanded boundary and it is important that proposals contribute to enhancing those communities.

Map 8.2 Proposed City Centre Boundary



Policy GL 2

Manchester City Centre

The expanded City Centre is the most significant economic location outside London and will remain the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester to 2039. Development proposals will be expected to contribute to inclusive economic growth. It will be expected to support residential growth, where there is no detriment to jobs, in high quality areas and to meet the need for quality student accommodation. Development which contributes to its role as a major visitor destination of national and international significance will be encouraged.

Development in the City Centre will be required to:

- Protect and enhance the economic function of the City Centre and facilitate employment and job growth through the expansion of the boundary to include the Great Ducie Street area of Strangeways, Victoria North (part), Ancoats, New Islington, Manchester Science Park and Manchester Metropolitan University Campus.

Scale and type of Development

- Remain the primary focus for high density economic development, accounting for the majority of the 1.4 million sqm office (Class E (g)) floorspace requirement to support both existing and growth sectors from 2022 to 2039.
- To enable more people to access economic opportunities and attract workers to the City, provision will be made for high quality and high-density residential development of at least 200 homes per hectare, to deliver a sustainable pattern of development and 38,400 new homes from 2022 to 2039.

Areas

- Take account of the areas in which they are located by ensuring proposals are suitable in terms of the scale, massing, design, density and form. As part of this, consideration will need to be given to existing natural and built assets within and surrounding the site in the design of a proposal.
- Prioritise employment-led mixed-use development within the Inner Ring Road and along the Oxford Road Corridor; outside of this area, mixed use development will be considered suitable. If the area is of strategic importance and contributes to the City's priorities, mixed-use can be across a wider development area as well as within a single building.
- Make provision for a broad range of business floorspace typologies, including Grade A offices, research and development, lab and life sciences and hybrid space. Improve existing employment space through intensification, renewal and modernisation.
- Make provision for homes as part of mixed use schemes. Proposals without employment opportunities will be the exception and must have a clear justification. The

City Centre should meet residential space standards and offer a range of tenures and types, including accommodation for students, professionals and families.

- Ensure the Primary Shopping Area (PSA) continues to be the focus for comparison retail development falling within Planning Use Class E(a) display or retail sale of goods, followed by locations on the edge of the PSA, in accordance with Policy C 2 City Centre Retail. Other town centre uses may be acceptable within the PSA, provided retail E(a) remains the predominant use and the other uses support the vitality and viability of the PSA. Development within this area should provide active ground floor frontage to maintain the character and enhance the vitality of the main shopping streets.
- Outside of the PSA and within the City Centre boundary, town centre uses will be considered suitable, with the exception of retail within Planning Use Class E(a), which will only be permitted outside of the PSA if it does not undermine the role of the PSA and where it contributes to place making.
- Retain, enhance and make provision for hospitals and health facilities, life sciences, research, innovation and university provision within the Oxford Road Corridor. Proposals for other uses should be complementary to and enhance this role.
- Make provision for the delivery of Northern Powerhouse Rail, increasing the capacity of mainline rail and Metrolink at Piccadilly Station, including future proposals for a high speed rail scheme. Improvements and upgrades to all city centre railway stations and their surroundings will be considered suitable, where they increase capacity and functioning of railway stations and support economic growth in the adjacent areas, including at Oxford Road Station.
- Make provision for new cultural, leisure and tourism facilities to strengthen and diversify the visitor economy and attraction of the City. Deliver an appropriate range of supporting facilities such as food and drink, hotel and conference facilities to enhance the experience and stay time of visitors and to maximise the economic contribution.
- Protect and make provision for the night-time economy where it contributes to the leisure and cultural offer in the City Centre and where the impact on amenity is acceptable.
- Ensure development contributes to the creation of a high-quality inclusive environment that is accessible to all and promotes permeability by creating places that are easy to move through and connect with each other and existing services.
- Ensure proposals take appropriate account of relevant heritage assets and their settings, including Conservation Areas and Listed Buildings in accordance with Policy D 4 Heritage and Policy D 5 Conservation Areas, Listed Buildings and Registered Parks and Gardens.
- Ensure proposals make provision for enhanced active travel public transport and highway improvements, in accordance with the City Centre Transport Strategy to 2039,

the Greater Manchester Local Transport Plan: Manchester Local Implementation Plan and any subsequent strategy or guidance adopted in the future.

- Improving capacity and connectivity of rapid transit system within the City Centre and to surrounding areas will be supported.
- Support the objective to be net zero carbon by 2038. Proposals will deliver energy efficient development through sustainable design and construction and utilise renewable and low carbon energy and be in accordance with policies in the Zero Carbon and Resilience Chapter.
- Ensure development enhances and relates well to existing areas of open space and improves quality and public access to areas of open space. Public realm will also be enhanced and where appropriate provided as part of development proposals.
- Ensure that any development is safe from and mitigates for potential flood risk from all sources including the River Medlock, River Irwell and surface run off and does not increase the flood risk elsewhere.
- Developments should demonstrate their climate resilience, including Sustainable Drainage Systems (SuDs), the reduction of surface water flooding and mitigation of the urban heat island effect.
- Improve safety and promote positive social contact, behaviours and community cohesion, including through creation or enhancement of effective places to dwell and through increased natural surveillance.
- Ensure proposals promote civil resilience and mitigate the risk of potential terrorist attacks through recognised urban and landscape design solutions.

Why this policy?

- 8.12** Places for Everyone (PfE) acknowledges the role of the City Centre as the most significant economic location in the country outside London and identifies it as suitable for significant levels of office and residential development. The Manchester Draft Local Plan is proposing to extend the boundary of the City Centre to fulfil the policy ambitions in PfE JP-Strat2: City Centre.
- 8.13** The City Centre has gone through a huge resurgence since the 1980's, providing around 10% of all jobs in Greater Manchester. Since 2010, over 13,000 new residential units have been built and it has an estimated population of 100,000. It is a modern post-industrial city and a thriving place to do business, live and visit. The economic drive in the City Centre has attracted inward investment from all over the world in high value sectors such as advanced manufacturing, digital and cyber, health innovation and life sciences, business, finance and professional services. Growth has been supported by public sector investment in public transport and other utilities enabling the capacity to keep pace with growth.
- 8.14** The City Centre has a high concentration and wide range of research assets in its universities (Manchester University, Manchester Metropolitan University), hospitals (Manchester Royal Infirmary, Royal Manchester Children's Hospital, St. Mary's

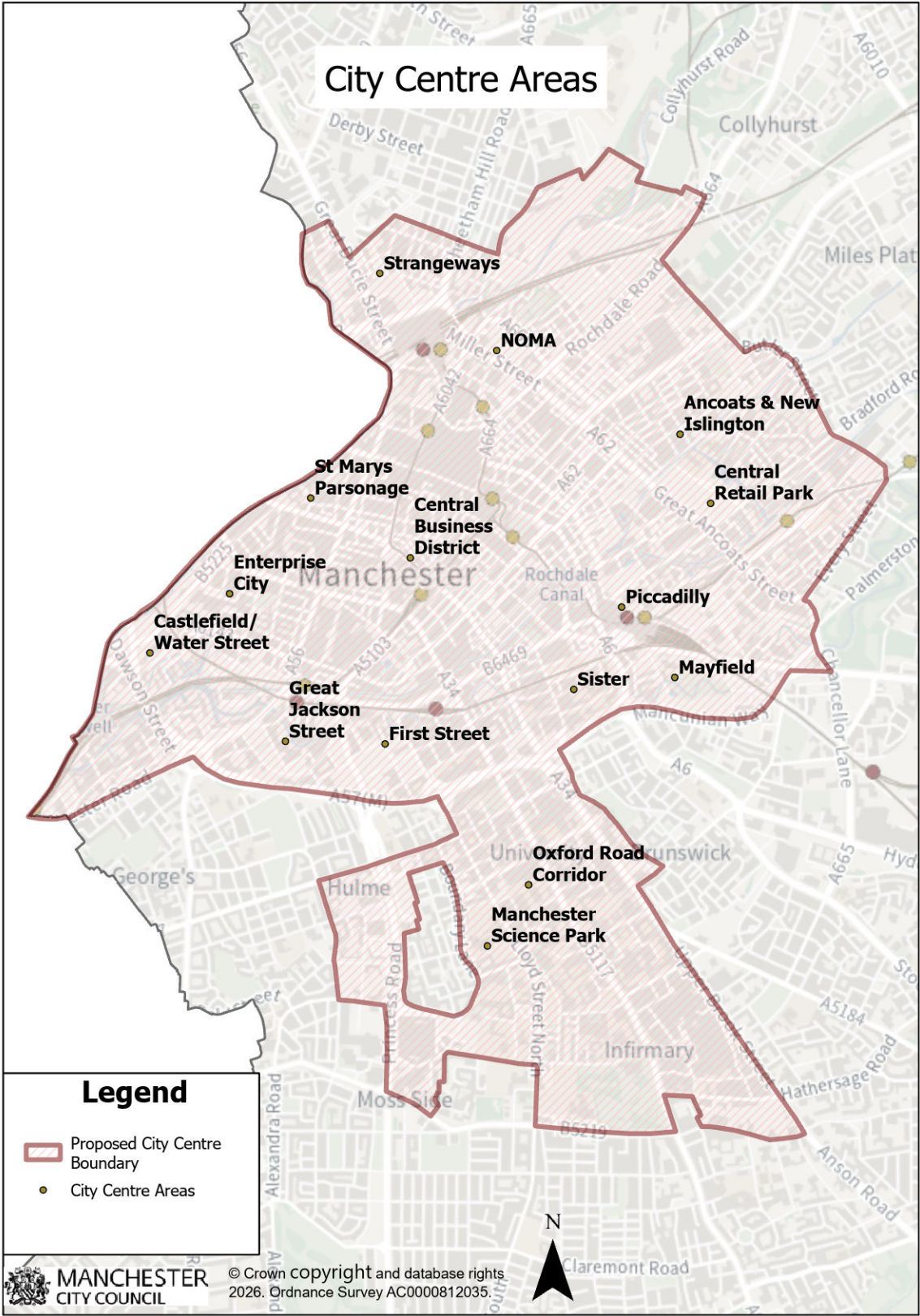
Hospital), and research institutions (such as Graphene Engineering Innovation Centre, Henry Royce Institute and many more). It has a large pool of graduates, with one of the highest graduate retention rates in the UK. Highly productive businesses, such as Amazon, Autotrader, Co-operative Group, Google, KPMG and Royal Bank of Scotland are based here. It has major transport infrastructure such as Manchester Piccadilly Station, Manchester Victoria Station, Manchester Oxford Road and an extensive highway, tram, and cycle network focused on the City Centre.

- 8.15** As the City Centre has grown, finding further space within existing boundaries to enable the scale of development which is needed to support economic growth has been challenging. This was recognised in the City Centre Strategic Plan 2015 which acknowledged that the natural evolution of the City Centre expansion into the fringe areas had been taking place for some time. The areas of Ancoats and New Islington have become its new suburbs, with other areas identified for further high density development. To reflect this, it is proposed to extend the City Centre boundary into the areas of Ancoats and New Islington, Strangeways, Victoria North and Manchester Science Park to accommodate City Centre growth.
- 8.16** Nearly half of employment in the City Centre is within knowledge-intensive services or finance, a much higher proportion than city-wide. It is the most economically productive area in the City with a very large share of GM's gross value added generated here. When compared to other cities, it is already close to London in terms of office floorspace density. There is strong sector presence within financial and professional services, digital, communication/media, advanced materials, life sciences and healthcare and low carbon technologies. This creates demand for different types of floorspace in terms of size, configuration, technological requirements and facilities. There is also increasing demand for high amenity and quality co-working and hybrid offices in new and repurposed buildings. Enabling these demands to be accommodated within the City Centre will enable continued growth and strengthening of the agglomeration economy.
- 8.17** Manchester's population growth has been concentrated in and around the City Centre, with students, graduates and young professionals in particular attracted by the growth in skilled jobs and increasingly attractive accommodation, leisure and cultural offer. A significant amount of housing will continue to be built in the City Centre. This pattern of development enables more residents to live close to existing employment within new apartments, reducing travel to work distances, encouraging use of the public transport network and active travel. New apartment-led residential development will add further capacity in the future.
- 8.18** The geographic nature of the City Centre largely circled by the Inner Ring Road has meant it has developed with a dense urban form interspersed with civic spaces. In recent years, the introduction of Mayfield and Ancoats Green has provided further green infrastructure. Opportunities should also be taken to ensure development maintains and enhances accessible routes to existing open and civic spaces.

- 8.19** Making the best use of previously developed land and vacant buildings has driven regeneration throughout the City Centre. Place making has been delivered through the use of regeneration frameworks, bringing partners together with an interest in an area, achieving a shared vision. The City Centre has successfully combined many functions of a city within a mixed use neighbourhood, ensuring activity throughout the day, night and week. The expansion of the boundary will ensure a continued balance between provision of high density office and residential, and other town centre uses.
- 8.20** Retail, leisure and cultural provision is found throughout the City Centre providing services to those living, working and visiting. It employs significant numbers, attracts tourists and contributes to the international brand of the City. It helps define character, contribute to place making, re-use historic buildings and bring people and activity into all areas of the City Centre including regeneration areas. Within Enterprise City, Aviva Studios, the new venue and home to the Manchester International Festival and rehearsal space for the English National Opera, is bringing more activity to the St. John's area of the City Centre and further enhancing its attractiveness to national and international visitors. Many of these activities especially music, form part of the night-time economy. They operate in small established venues, which the City is seeking to retain, recognising that agent of change acknowledges the operation of these existing activities.
- 8.21** The Oxford Road Corridor is considered one of the most productive and innovative locations in the City-Region, generating significant job growth in key sectors such as green innovation, digital technology, health innovation and research. It has attracted significant levels of inward investment and this is expected to continue, especially with the expansion of the City Centre to include the Manchester Science Park and the re-development of Salford Quays. It is home to the University of Manchester, Manchester Metropolitan University and Manchester NHS Foundation Trust, Manchester Science Park, City Labs and the Graphene Centre, alongside established medium and large businesses and public sector bodies. This area has a finite amount of land and the need to manage that space to enable maximum benefit to the key sectors of health and education, requires careful curation to ensure it remains attractive to occupiers and knowledge-based activity and innovation.
- 8.22** The City Centre is also a major transport hub ensuring access to a skilled labour market and supply chain. Furthermore, major transport investments such as Northern Powerhouse Rail, will dramatically reduce journey times to other major cities in the North and this is expected to increase the investment interest, widen the skills pool, increase job growth and make the City Centre accessible. The role of high speed rail is still emerging, but is expected to be part of increasing transport capacity during the lifetime of the plan. The Council will seek to work with partners to ensure the best transport options for the City.

Manchester City Centre Areas

Map 8.3 City Centre Areas



Policy GL 3

City Centre Neighbourhoods

Regeneration and major redevelopment will be focused in the following areas to 2039. Development will be expected to be of a high quality design and, where one exists, be in accordance with the principles set out in a masterplan or regeneration framework agreed by the City Council. Development should be well integrated into the wider area and contribute to the success and strong sense of place.

Piccadilly

Located in the eastern area of the City Centre, Piccadilly is the primary gateway into Manchester City Centre when travelling by train, bus and tram. The arrival of Northern Powerhouse Rail presents a once in a lifetime opportunity to facilitate a substantial amount of high density office and residential growth as part of a new mixed-use neighbourhood. Development should maximise the gateway location and opportunity created by this transport hub, making the best use of the tram, train and the planned delivery of Northern Powerhouse Rail, delivering high density mixed use development. Proposals should support and enable Piccadilly Station to increase passenger and transport capacity and movement. Proposals will be expected to make best use of the areas industrial heritage incorporating canals and industrial features in the design and layout of schemes. Development will:

- Deliver high density mixed use areas focused around Piccadilly Central, Piccadilly Basin, and Portugal Street East.
- Ensure Piccadilly Station is able to facilitate increased passenger numbers arising from the arrival of Northern Powerhouse Rail, further capacity at the mainline train station, Metrolink and future tram/train provision.
- Make provision for high quality public realm throughout the development to enhance layout and design with a particular focus on the canal and river features of the River Medlock and Ashton Canal.
- Improve sustainable connections to Eastern Gateway across Great Ancoats Street and to the surrounding areas in the City Centre, through improved walking, cycling and public transport routes.

Mayfield

This area sits adjacent to Piccadilly Railway Station and is home to the new Mayfield Park. The layout and design of development will make use of the site's existing assets - Mayfield Park, Mayfield Depot, the River Medlock and its location adjacent to Piccadilly Station. Proposals will provide high-density commercially led mixed-use development, including offices, residential, hotels, leisure and retail. Tall buildings will be considered suitable along the northern edge of the site and at key entry points. Any development is expected to enhance the heritage features on site or adjacent to the site, including the Mayfield Depot. Provision should be made for improved connections to Piccadilly Station,

Medlock Valley, Ardwick and The Oxford Road Corridor. Development will be expected to complement the delivery of rail expansion proposals increasing capacity at Piccadilly Station.

Sister

Following the opening of the University of Manchester's Mechanical and Engineering Campus along Oxford Road, the buildings on Sister have been vacated leaving a major mixed use redevelopment opportunity. Proposals will be expected to make provision for high density office, residential, retail/restaurant and hotels. Employment generating uses will be expected to focus on advanced materials, health innovation, digital technology and biotech. They will take appropriate account of relevant heritage assets and their settings, including the Sackville Building.

Development proposals should improve connectivity and permeability, having regard to Vimto Park, the railway viaduct, Mancunian Way and links though to The Oxford Road Corridor, Manchester Piccadilly, Mayfield and Circle Square. Active frontages should face main pedestrian routes and public spaces. The layout should reference the river, where relevant.

Oxford Road Corridor

Located in the southern part of the City Centre, Oxford Road Corridor is a unique environment within the City-Region, characterised by a concentration of academic excellence, research, business innovation and job creation. Proposals will be considered suitable which support the expansion and improvement of facilities for University of Manchester, Manchester Metropolitan University, Manchester University NHS Foundation Trust (MFT), Royal Northern College of Music (RNCM) and Manchester Science Park. The area is also home to other significant employers and proposals should seek to maximise their contribution.

Proposals will make provision for improved digital infrastructure and high density mixed-use development, innovation and research and life sciences. Purpose Built Student Accommodation will be considered suitable in accordance with Policy H 7 Purpose Built Student Accommodation making provision for the needs of the universities and students.

Key features in the area will be expected to inform the design and layout of schemes. Features, such as the Mancunian Way, railway viaduct and stations, Rochdale Canal, River Medlock and Listed Buildings, including the university cluster and public open spaces will be expected to inform the delivery of a high quality public realm. Growth will be focused on First Street, Great Jackson Street and Manchester Science Park.

- First Street - known for its cultural offer in Home and food, drink and leisure activities, is a mixed use area with residential and Grade A office space, considered suitable for high density office led mixed use development.

- Great Jackson Street - this predominantly residential urban neighbourhood will continue to be suitable for high density residential development, complementing existing development at Crown and Deansgate Square.
- Manchester Science Park - a location suitable for research, innovation and high specification office premises, offering flexible and digitally enhanced space.

Central Business District and Civic Quarter

This area is at the heart of the City Centre with many Victorian buildings through to modern 21st Century development. It is a vibrant area with significant footfall, meeting the day to day demands of civic governance, business and retail. Future development is expected to continue to support this role, enhancing the significant civic buildings and spaces, business and retail accommodation, iconic historic buildings and provision of public transport infrastructure.

Recent Grade A office space has created the opportunity for more commercial floorspace and driven demand in this accessible location. Proposals for further development of Grade A office space will be considered suitable. Development in the area should contribute to and complement this attractive business-led mixed-use location. It should ensure permeability throughout the area, linking to the wider City Centre, recognising that it serves as a gateway location, with substantial footfall, key attractions and assembly areas, such as the Town Hall, Albert Square and St. Peter's Square. The provision of high quality public transport and public realm will remain a key priority. The provision of hotels will maximise the potential of business and tourism visits to the area and enable those wishing to access conference facilities to benefit from longer stays, as hotel capacity increases.

St John's and Enterprise City

This is a major mixed use regeneration area, located in the west of the City Centre and adjacent to the River Irwell. It is a known cultural location, within which sits the Museum of Science and Industry informing visitors of the industrial past of Manchester and adjacent the newly opened Aviva Studios theatre, home to the Manchester International Festival and a rehearsal space for the English National Opera. Proposals suitable at St Johns will be high density mixed use development with retail and leisure uses on the ground floor. Enterprise City is expected to offer technology, media and creative facilities, within modern workspace infrastructure. The design, layout and form of development will be expected to make full use of this strong riverside location, creating views and access to and along the River Irwell. Development must also consider the Castlefield Conservation Area, Listed Buildings and historic assets such as those associated with warehouses along the River Irwell and the world's first passenger railway station on Liverpool Road.

St Mary's Parsonage

Located in the western area of the City Centre, St. Mary's Parsonage is well located in relation to Spinningfields, the Primary Shopping Area and City Centre Salford. The design and layout of proposals will be expected to consider the setting of iconic buildings

such as Kendals and relate positively to the River Irwell by providing views and access, where appropriate. Development proposals which maximise the potential of the area with high density mixed-use office and residential uses will be considered suitable. Proposals will be expected to consider the reuse of suitable buildings, including Listed Buildings and those contributing positively to the character of the area. New development will be expected to contribute to the creation of an attractive urban area complementing the Conservation Area. Development is expected to reduce the dominance of the car whilst retaining the accessibility and permeability through the site. Proposals will enhance Parsonage Gardens, a valued green space in the City Centre, with active ground floor uses fronting the gardens.

NOMA

NOMA is a significant gateway location in the northern area of Manchester City Centre, close to Victoria Station and the Northern Quarter and the Primary Shopping Area. Proposals will be expected to consider connectivity and improve integration between the surrounding areas. The area is suitable for high density commercially led mixed-use office and residential development, which involves both new and reuse of buildings. Proposals will be expected to take account of relevant heritage assets, including St. Michaels Flags. Proposals will be expected to contribute towards place making, create interconnected areas, accessible public realm and links through Angel Meadows to the Irk Valley.

Strangeways – Great Ducie Street

This area extends northwards from the Inner Ring Road and AO Arena to the edge of the proposed City Centre boundary, bringing a significant opportunity for investment and growth. Regeneration has commenced with the new Manchester College Campus on the old Boddingtons site and high density residential schemes. The area is suitable for high density mixed use development, with consideration given to tall buildings in the southern area close the Inner Ring Road. Proposals are expected to improve connectivity to the surrounding areas, including across the Inner Ring Road and wider Strangeways area. Development will be expected to have a strong and positive relationship with the waterfront, with provision made for a riverside green walkway along the River Irwell linking to the City Centre via a publicly accessible route. Proposals will be expected to enhance public realm, green infrastructure and connectivity to nearby open spaces such as Angel Meadows, where appropriate. Proposals will reflect the hierarchy of routes through the area, utilising the existing street grid patterns wherever possible, addressing permeability and legibility for pedestrians, cyclists and vehicles, complemented by active ground floor uses. Proposals will be expected to make provision for increased utilities and digital capacity.

Ancoats & New Islington

Ancoats and New Islington is a residential led- mixed use neighbourhood. The canals and marina will continue to provide a strong focus for this area with developments enhancing and providing clear access to the waterfronts. Proposals are expected to extend this area for a residential mixed use neighbourhood offering live/work space

stretching eastwards. Density is expected to reflect the existing Ancoats and New Islington areas. Proposals should take account of the relevant heritage assets and their settings including Murray Mill and Royal Mill. Proposals will be expected to link with and enhance the new Ancoats Green Open Space for the benefit of the local community and improve public access to the waterfront.

Central Retail Park

Proposals will be expected to provide a high quality sustainable office district with an attractive public realm at its centre, including new green space. The site will include ancillary retail and leisure accommodation, providing facilities for those who live and work in the area. Any proposals will be expected to respond positively to the surrounding uses, create public routes through the site, new connections and consider the setting of Cotton Field Park, New Islington Marina and the Rochdale Canal in any design.

Castlefield : Water Street

Proposals will be expected to provide a significant new park centred on the River Medlock. Proposals should deliver a residential-led neighbourhood comprising high density homes, which take account of the Conservation Area and its heritage status. Proposals should deliver a network of permeable, active streets that improve connectivity across the site and beyond addressing existing severance and activating viaduct arches. Proposals should extend and enhance pedestrian and cycle networks, including connections to key destinations such as the Science and Industry Museum and Aviva Studios. Proposals should provide strong east–west and north–south routes, ensuring legibility and ease of movement.

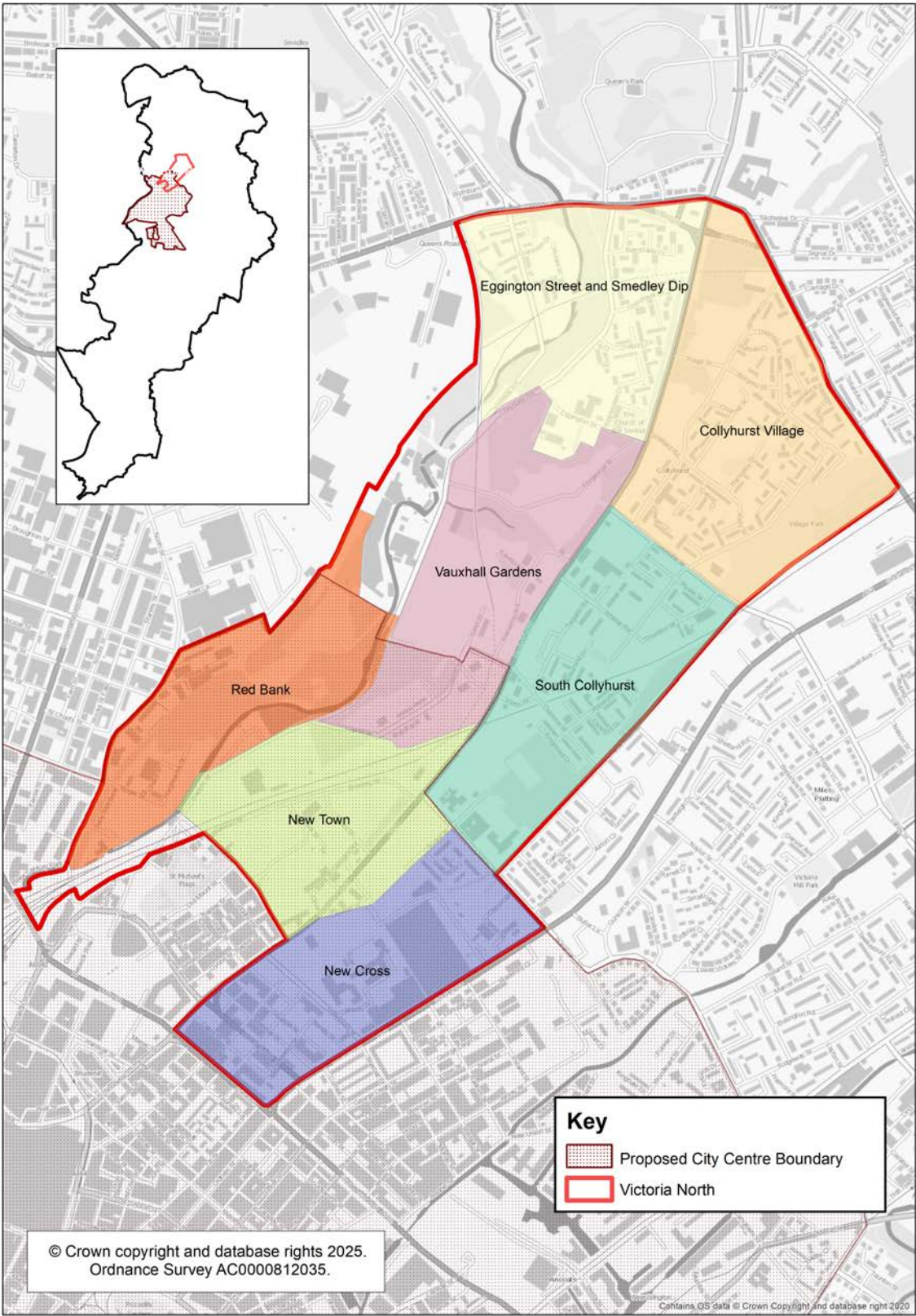
Why this policy?

- 8.23** Significant quantum of the land supply is identified in the proposed City Centre boundary for housing and offices, with nearly 65% of Manchester's housing sites (as identified in the 2025 SHLAA) within the City Centre and enough office land supply to meet nearly 80% of the total PfE requirement. The areas listed above are expected to accommodate the bulk of the PfE requirement in homes and office space to 2039.
- 8.24** Manchester City Centre is made up of different areas and characters, contributing towards a greater whole and ultimately creating a world class city. To make the most of this space it is vital that the various areas are well planned and maximise their potential. A comprehensive partnership approach has been successful in areas such as Castlefields, Civic Quarter, Kampus, NOMA, Spinningfields, Deansgate Square, Circle Square and will continue to be encouraged over the next 15 years. The eastern part of the City Centre is expected to see considerable change as Piccadilly, Mayfield and Sister bring forward significant levels of development.

- 8.25** The delivery of Northern Powerhouse Rail and wider improvements to public transport, digital infrastructure and public realm improvements will increase the attraction of the City to inward investment and development. As this comes forward, it will be important that each area considers those features which improve and enhance an area contributing towards its unique character.
- 8.26** The City Centre expanded area includes a number of significant employers that have been operating in the City for many years and it is important that these employers are able to continue investing in their sites, such as Heineken Brewery.

Victoria North

Map 8.4 Victoria North



Policy GL 4

Victoria North

Victoria North will deliver 15,000 new homes by 2039 through the creation and revitalisation of a series of city neighbourhoods and the integration of the existing communities.

Development within the growth location will be achieved through a comprehensively planned approach set out in this policy and guided by endorsed frameworks.

Proposals will contribute to a mix of housing types, sizes and tenures, including affordable housing in line with Policy H 2 Affordable Housing and PfE Policy JP-H4 Density of New Housing. Apartment-led development will be supported in areas within and adjacent to the City Centre. High density housing will also be supported in South Collyhurst and Vauxhall Gardens. Medium density family housing will be the focus of the other neighbourhoods.

New development will provide and contribute towards a wide range of social, community and physical infrastructure including transport improvements, such as the proposed new Sandhills Metrolink Stop and Travel Hub.

New development will improve the north-south and east-west links to the City Centre, the surrounding areas and between neighbourhoods by the delivery of active travel and public transport improvements including active travel links to the proposed new Sandhills Metrolink Stop and Travel Hub.

Non-residential uses will be supported where they contribute to the vibrancy of residential-led neighbourhoods. Where appropriate, new development will be designed to complement the ongoing operation of continuing employment uses and to protect the residential amenity.

Development with active frontages will be supported and will be expected to include a range of core public services, community uses, retail and local facilities to serve local residents and the wider community.

Development will contribute to an enhanced and extended green and blue infrastructure network comprising a new City River Park, green spaces, green links and public realm. In addition, green infrastructure will be integrated throughout the development. Proposals will be supported that provide new or enhanced safe access to the River Irk.

All development will consider flood risk and provide appropriate mitigation measures which will incorporate nature-based solutions.

Proposals should be designed to capitalise and respond positively to the area's unique characteristics which include key views and vistas (particularly towards the city centre and key public spaces) along with its natural and built assets, including the River Irk and the railway viaducts and arches.

Development will be supported that contributes to the priorities for each of the neighbourhoods as set out below.

Collyhurst Village

Collyhurst Village, an existing neighbourhood, will be a high quality, family-orientated, residential led neighbourhood. It will have a distinctive sense of place, a mix of housing options and a dynamic community heart, supported by high quality social and community infrastructure.

South Collyhurst

South Collyhurst will be a medium to high density residential led neighbourhood providing a variety of home types to create diversity and a suitable mixture of tenures, with family housing being a significant component. Social and community infrastructure to serve the wider area will also be delivered in South Collyhurst.

New Cross

New Cross will be a medium to high density residential led neighbourhood that marks the transition from the City Centre into Victoria North. The neighbourhood will contribute to the urban revitalisation of Rochdale Road.

New Town

New Town will be a residential led neighbourhood at the southern extent of Victoria North. Development will provide a range of higher density housing types and tenures, that support Manchester's diverse and growing population.

Red Bank

Red Bank will be a residential led neighbourhood, where the unique topography and river setting will make it a suitable location for high-density development. Proposals will be set in a green valley and should capitalise on the area's industrial heritage and extensive, but currently under-utilised landscape. The neighbourhood will be largely dedicated to residential led uses, although there are opportunities for a greater mix of commercial uses at the southern end of the neighbourhood adjoining the City Centre.

Vauxhall Gardens

Vauxhall Gardens will become a medium to very high density residential led neighbourhood. The neighbourhood's location at the centre of the Victoria North will provide the primary retail and service hub and a mixed commercial and residential offer. It is also the preferred location for the new Sandhills Metrolink stop and travel hub which will complement proposed wider Victoria North transport improvements. The existing Sandhills Park will be retained and improved as an important feature of the Green-Blue Infrastructure network, with enhanced pedestrian and cycle connections, and increased accessibility to the river valley.

Eggington Street and Smedley Dip

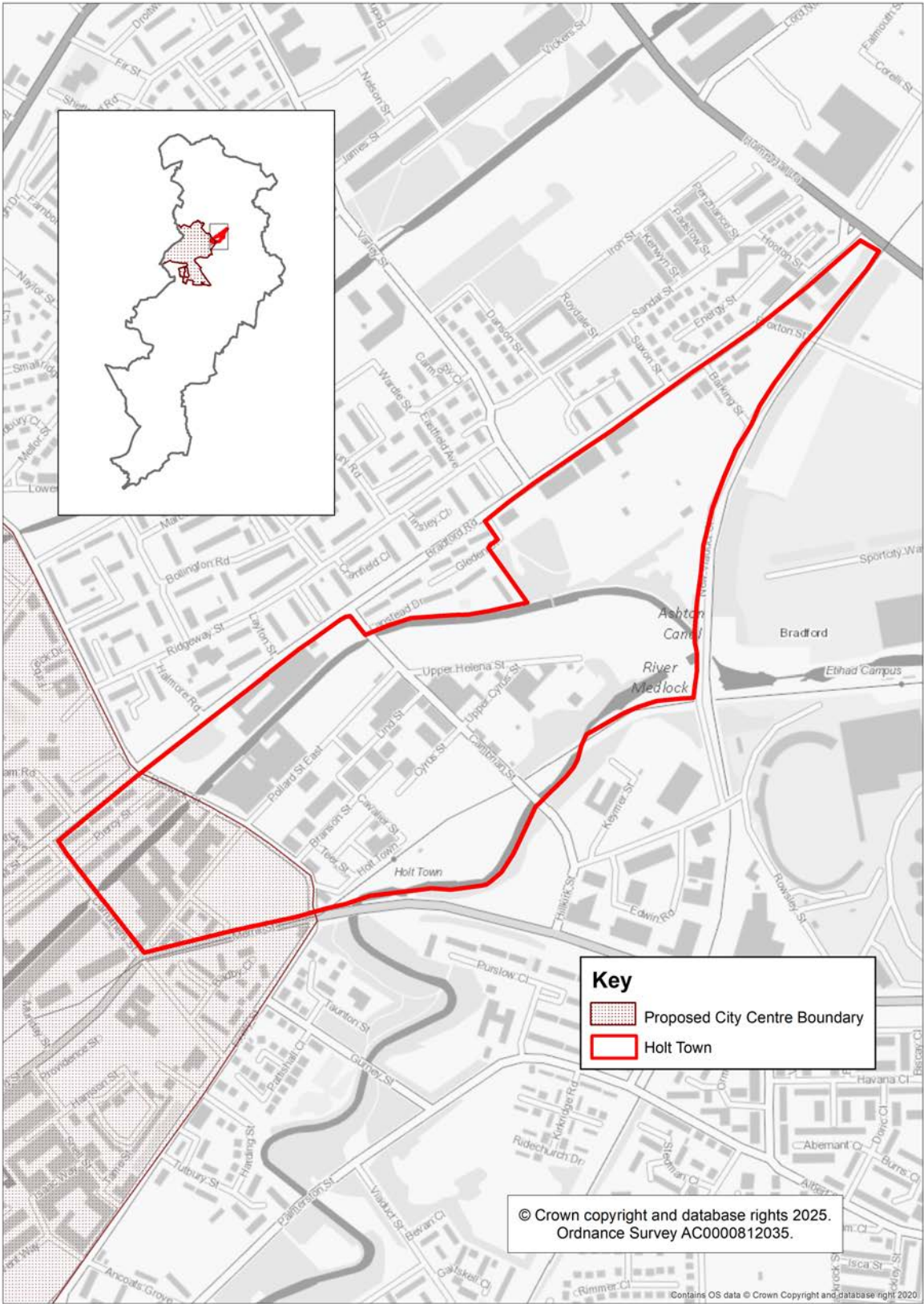
Eggington Street and Smedley Dip will remain as a residential led neighbourhood, with enhanced green space as part of the City River Park. Development should capitalise on the extensive views over, and immediate access to, the City River Park.

Why this policy?

- 8.27** Victoria North falls within the PfE Core Growth Area, City Centre and Inner Areas identified for significant increases in the number of homes. This is considered a highly accessible and sustainable location, where new development will be predominantly residential.
- 8.28** At 155 Hectares, Victoria North is one of the UK's largest and most ambitious urban regeneration projects. It is partly within the proposed City Centre boundary and stretches beyond the City Centre boundary into the Inner Areas.
- 8.29** Over the next 15 years Victoria North will deliver 15,000 homes, growing the population by 40,000 people and creating seven new and distinct neighbourhoods on largely disused brownfield land. It will also provide 46 hectares of interconnected green space, along with better-connected public spaces, new and improved transport links, new schools, healthcare facilities and retail spaces.
- 8.30** Victoria North will comprise the following neighbourhoods:-
- Collyhurst Village
 - South Collyhurst
 - New Cross
 - New Town
 - Red Bank
 - Vauxhall Gardens
 - Eggington Street and Smedley Dip
- 8.31** Endorsed frameworks will support and guide development in accordance with this policy.

Holt Town

Map 8.5 Holt Town



Policy GL 5

Holt Town

Holt Town will become a new mixed use, residential led neighbourhood. Guidance on the delivery of this policy, which will require a comprehensive approach to achieve the regeneration of the area, will be provided through endorsed Neighbourhood Frameworks and masterplans. Development will:

- deliver around 4,500 homes.
- deliver a mix of housing types, sizes and tenures, including affordable housing in line with Policy H 2 Affordable Housing and PfE Policy JP-H4 Density of New Housing.
- deliver around 30,000 sqm. of commercial space with active ground floor uses, including ancillary retail.
- deliver around 6 hectares of new and enhanced public realm including public spaces, play and social infrastructure.
- improve the active travel network throughout the Holt Town neighbourhood including improved active travel links to the Holt Town Metrolink stop.
- deliver leisure and cultural uses.
- improve access and opportunities for residents to experience the waterfront, including by upgrading the riverbank environment of the Lower Medlock Valley and enhancing the setting of the Ashton Canal and its towpath, a Site of Biological Importance.
- transform Ashton Canal Park to become a landscape centrepiece of the neighbourhood including sport and leisure facilities.
- improve east west links connecting Ancoats and New Islington with Sport City and the Etihad Campus, facilitating the safe movement of pedestrians and cyclists through the area. This includes impact management and enhancement to the flow of visitors to Sport City and the Etihad Stadium.
- consider flood risk in line with Policy EN 9 Flood Risk and provide appropriate mitigation.
- deliver water management taking a 'Sponge City' approach including Sustainable Urban Drainage Systems.
- deliver smart infrastructure built into the neighbourhood.
- deliver social infrastructure and amenities to support the neighbourhood.
- integrate effectively with existing businesses and activity and, where necessary, provide suitable mitigation to protect new residents.
- take appropriate account of relevant heritage assets, and their settings including the Grade II* listed Hope Mill and other Grade II listed Mills within the area.

Development may also include:

- a multi-use mobility hub, providing parking along with affordable workspaces and neighbourhood services.

- a new 1km Play Link which will be a safe, inviting space for pedestrians, free from vehicle traffic, featuring play equipment, benches, and green spaces.
- a flexible cultural and community space.

The comprehensive redevelopment of Holt Town will take many years to complete. The Council, therefore, will support meanwhile uses:

- where there is a demonstrable social, economic and environmental value;
- that improve the quality of life for residents in Holt Town and/or adjoining communities; and
- align with this policy and the Council's long-term aspirations for the area.

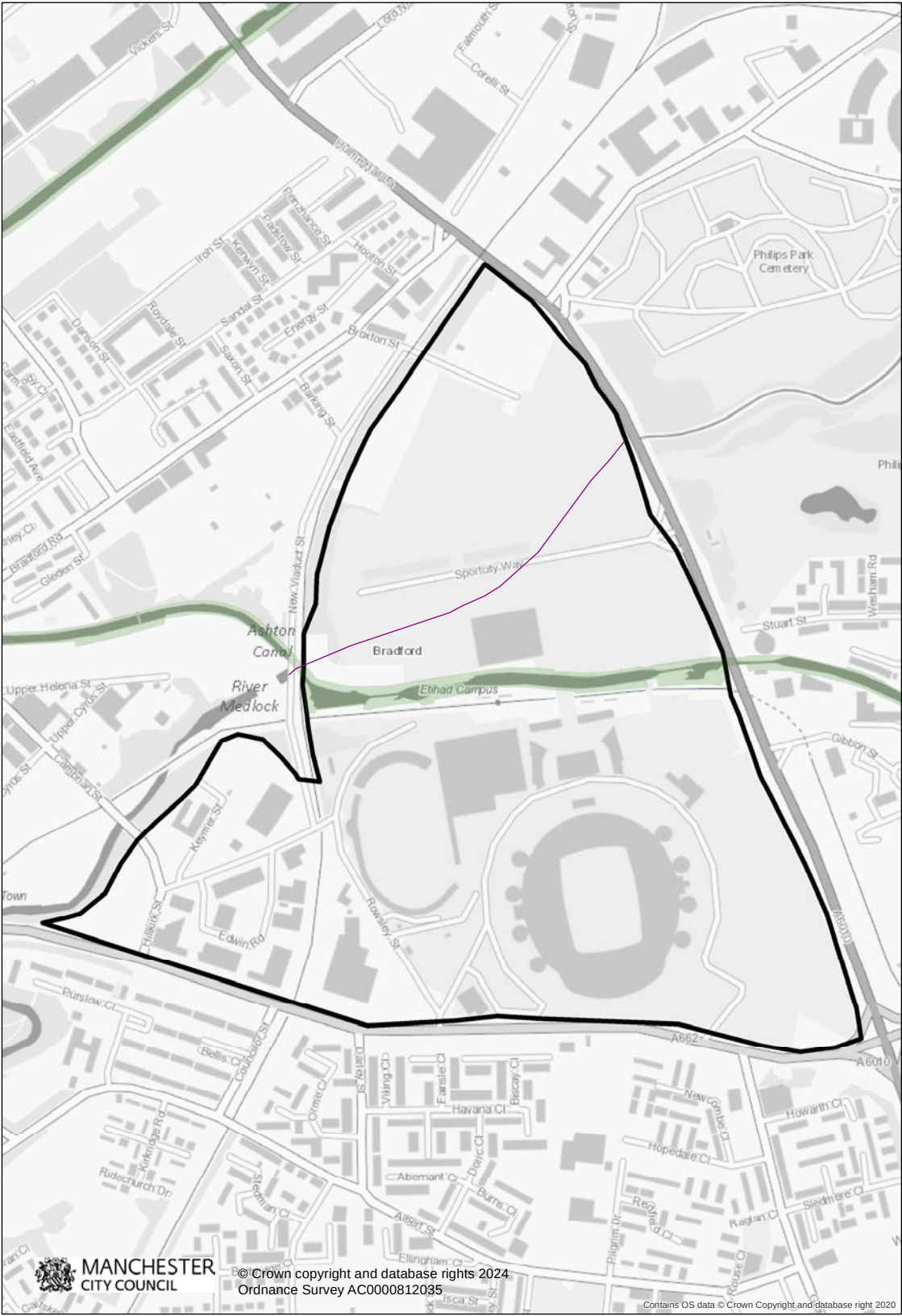
Meanwhile uses will not be acceptable where they have a negative impact on local amenity or residents.

Why this policy?

- 8.32** Holt Town falls within the PfE Core Growth Area identified for significant increases in the number of homes with a small part within the proposed City Centre boundary. This area will contribute to the increasingly important residential role of the City Centre.
- 8.33** Holt Town is a 30 hectares site situated between significant drivers of growth and established Manchester residential communities. To the east is the world class Sportcity including the Etihad Campus, which now includes an entertainment district including the Co-op Live Arena. To the south west includes part of the City Centre including Ancoats and New Islington. Miles Platting neighbours the area to the north.
- 8.34** Since 2007 successive Regeneration Frameworks endorsed by the Manchester City Council Executive have set out an on-going and long-term integrated regeneration strategy for East Manchester that aligns with planning policy. This approach has successfully driven forward investment and development within the wider East Manchester area but there is more to achieve. Holt Town is one of the last significant growth zones within Manchester's urban core to be brought forward for further detailed planning. It presents an ambitious opportunity to utilise land, integrate distinctive heritage, open up safe access along canals and to green spaces, and create safe and biodiverse routes through a new residential area connecting into Sportcity and other residential neighbourhoods
- 8.35** Endorsed frameworks will support and guide development in accordance with this policy.

Sportcity

Map 8.6 Sportcity



Policy GL 6

Sportcity

Sportcity, including the Etihad Campus, Eastlands District Centre and National Cycling Centre, is located in the heart of East Manchester, close to the expanded City Centre boundary. It is a sports and leisure destination of national significance focused around the home of Manchester City Football Club. It is also the location of the biggest indoor arena in the UK called the Co-op Live and a cluster of national sporting organisation and facilities. It is accessible by a range of public transport options, including Metrolink, bus and train and also by other sustainable modes via cycling and pedestrian networks. Development will need to:

- Demonstrate compliance with the sequential test and policy Policy C 8 Out-of-centre development,. Only where there are no preferable sites available would Sportcity be considered suitable for large-scale sports and leisure facilities attracting significant numbers of visitors. The type of facilities considered suitable include those having a wide catchment area, ranging from the City-Region through to those regularly attracting international visitors.
- Provide a sustainable campus attractive to leisure and sporting businesses and organisations, which is accessible to all and provides for the needs of employees and visitors with a mix of complementary uses including:
 - i E Class - Commercial, business and services;
 - ii C1 - Hotels;
 - iii F Class - Local Community and Learning;
 - iv Ancillary uses associated with Sportcity, including car parking.
- Deliver high density development complementing the facilities on site and accessibility of the location.
- Deliver a mix of high-quality premises which maximise the employment and training opportunities and other regeneration benefits for local communities.
- Deliver landmark designs contributing to the sense of place and taking advantage of frontages along Alan Turing Way and Ashton New Road.
- Take appropriate account of relevant heritage assets and their setting, including the Ashton Canal Lock 6 immediately East of Forge Lane.
- Make provision for sustainable transport and highway infrastructure having regard to the movement of visitors and employees across the day and week and to ensure the safe movement to and from Sportcity on event days.□ This should consider cycling and walking networks, public transport capacity and links with key surrounding destinations.
- Ensure that vehicular access and car parking associated with use of facilities on the site does not have an unacceptable impact on the quality of neighbouring residential areas.

- Protect the quality of watercourses through and around the site, including the Ashton Canal SBI and where possible opening up the culverted River Medlock.
- Reflect the site's location, characteristics and surroundings to take advantage of the opportunities to incorporate green infrastructure, including along the Ashton Canal and the wider canal network. Have regard to the new park opportunity in Holt Town to enhance the setting of the Lower Medlock Valley at the confluence of the Ashton Canal, River Medlock and New Viaduct Street in the adjacent Holt Town regeneration area.

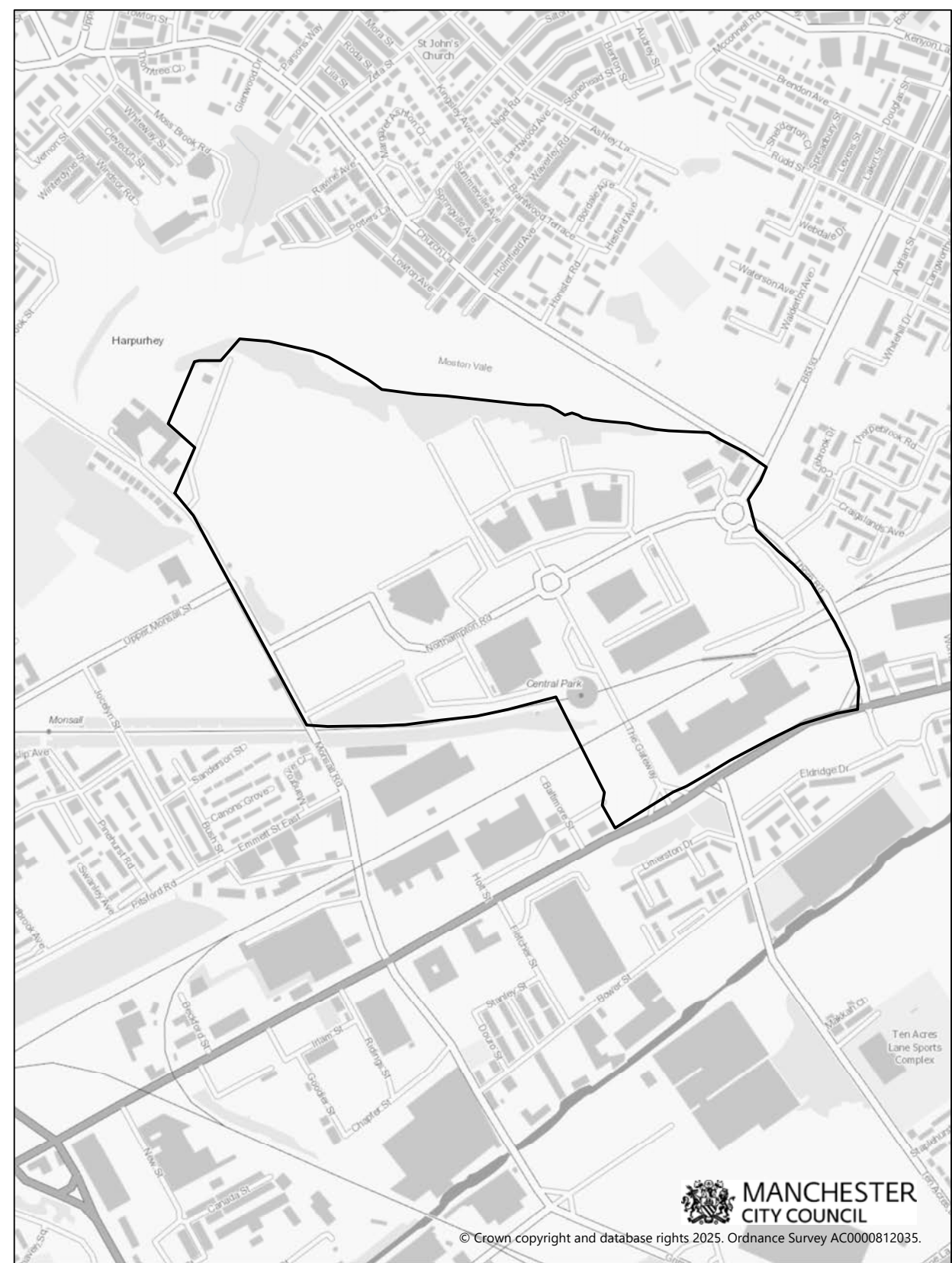
Why this policy?

- 8.36** Sportcity falls within the PfE Core Growth area, an area seeking to protect and enhance the economic role supporting major growth in numbers of jobs.
- 8.37** Sportcity is a complex of sporting and leisure assets centred around the iconic City of Manchester Stadium, the home of Manchester City Football Club and Co-op Live Arena. It is complemented by a number of national sporting associations and the Manchester Institute of Health and Performance (MIHP), the National Cycling Centre, National Squash Centre and Regional Athletics Arena plus Tennis and Football centre and British Taekwondo. The most recent additions have been the Co-op Live Arena, the new Manchester City Football Hotel and Fan Zone.
- 8.38** The opening of the Co-op Live Arena is contributing to a significant step change in the leisure offer in the City, with its 23,500 seater capacity and estimated 120 events a year. The offer is further enhanced with a hotel, fan zone and increased stadium capacity. Significant capacity still remains within the wider site to further enhance its role as a destination for competitive sport, leisure and recreation.
- 8.39** Large scale sports and leisure uses are considered a characteristic of this site, however, the application of the sequential approach will be required to demonstrate compliance with national policy and that there are no other preferable sites available. It remains suitable for high density development as it is supported by high capacity transport infrastructure that can accommodate frequent trips and significant numbers of visitors, taking advantage of Metrolink, bus and the rail network. It is in close proximity to the City Centre and is connected by priority walking and cycling routes.
- 8.40** The increasing concentration of sporting excellence, made up of sports governing bodies and national sporting associations plus the Manchester Institute of Health and Performance is resulting in a sports tech cluster, which is expected to grow. The further development of Sportcity will support the wider objectives for the East Manchester area linking growth and jobs on site to the surrounding communities, where deprivation has remained high. To contribute to addressing this, proposals should maximise social value, for example through access to jobs, sports facilities, apprenticeships and improved education provision etc.

- 8.41** High quality contemporary design is suitable in this location, allowing for the best of urban architecture. The site is shaped by existing features and buildings such as Alan Turing Way, Ashton New Road, the Ashton Canal, the City of Manchester Stadium, the Co-op Live Arena and the Velodrome which all contribute to making this a high profile destination suitable for modern innovative designs. New development should further enhance this area's profile through public realm, layout, massing, legibility and permeability. It should seek to enhance access including improved sustainable transport provision. It should also consider ongoing regeneration in the wider area and how to link to these areas and enhance wider objectives for East Manchester.
- 8.42** Proposals should contribute to the sense of place by connecting public realm to the wider area and integrating Sportcity and surrounding communities. The site is traversed by the Ashton Canal, with the River Medlock culverted through the site and opening up again as it leaves the site. Development should be designed to make the most of all green and blue features on and adjacent to the site, such as the listed Philips Park, the River Medlock and Ashton Canal, creating new green and blue linkages.
- 8.43** There should be a clear movement hierarchy through the site, particularly for pedestrians. A recreational route should be provided, enhancing the green and blue links from the Etihad Entertainment Complex into Holt Town and through to the City Centre.

Central Park (North)

Map 8.7 Central Park (North)



Policy GL 7

Central Park (North)

Central Park (North) is located in East Manchester, 1.5 miles from the proposed City Centre. It is a sustainable employment location well served by public transport. Development will be required to:

- Deliver a range of employment accommodation types for small to large scale businesses, offering space for growth of existing and for emerging businesses.
- Deliver office E(g)(i), research and development E(g)(ii), light industrial E(g)(iii) and sui generis employment uses.
- Deliver ancillary commercial uses, creating a sustainable business destination.
- Make provision for digital infrastructure as part of development proposals to meet the needs of modern businesses.
- Deliver a high quality design and layout with higher densities in the core of the site, close to the Metrolink stop and along Oldham Road and lower densities adjacent to residential areas.
- Provide high quality landscaping to maintain the character of the site.
- Make provision for cycling and walking with links through the site, connecting to Moston Vale and the surrounding area. These links should make as much use as possible of green and blue infrastructure.
- Make provision for improved sustainable transport and highways infrastructure, ensuring the site is accessible to surrounding communities, having regard to existing provision, capacity and movements.

Why this policy?

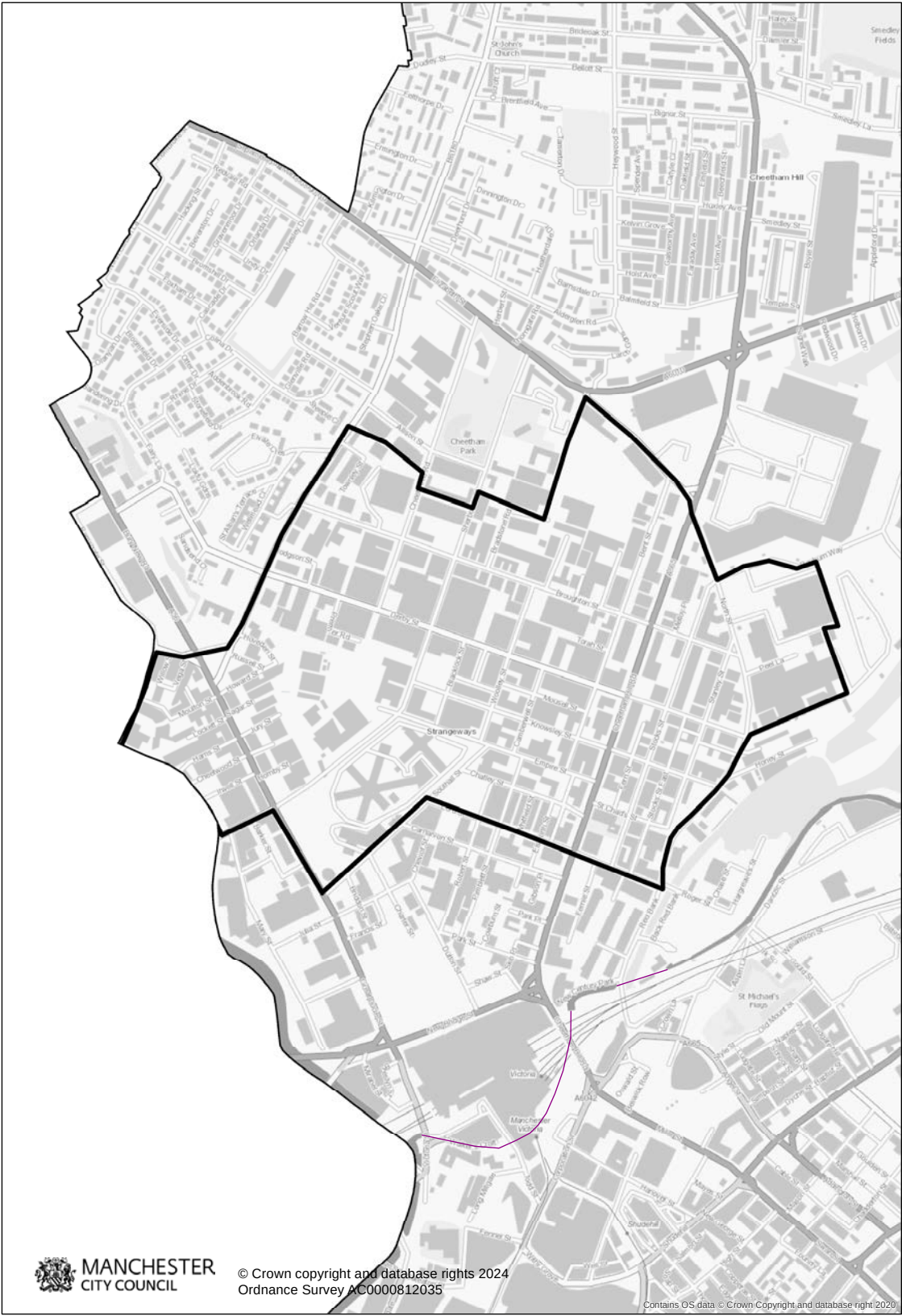
- 8.44** Central Park (North) is located within the PfE Core Growth Area, an area where its economic role will be protected and enhanced. It is a strategic growth location in East Manchester, approximately 1.5 miles from the proposed City Centre, located off Oldham Road, a main arterial route from the city centre. It is a strong business location with existing offices, the Greater Manchester Police Headquarters and Arbeth, an employment premises providing flexible workspace. The site has a dedicated tram stop that facilitates easy commuting to the area from the City Centre and surrounding areas. It is served by an extensive bus network and has easy access to the A62 Oldham Road.
- 8.45** This is a mixed employment site with some serviced but undeveloped plots suitable for offices, advanced materials, light industrial or trade counter units. It may also be suitable for digital and tech sectors and those who are currently occupying space at The Sharp Project but require additional grow on floor space. With the City Centre expanding outward, Central Park (North) has moved closer to the City Centre

office market, giving it greater locational advantage, whilst offering more competitive rents. The proximity of the site to Victoria North development will bring employment opportunities close to this new community.

- 8.46** The provision of amenity space for employees is increasingly important in inward investment choices and Central Park (North) currently lacks amenity space. Ensuring a range of facilities are available to users of the Park will enhance the attraction of the site for employment. This might include services such as retail, gym and other ancillary facilities.

Strangeways

Map 8.8 Strangeways



Policy GL 8

Strangeways

Within the Strangeways area, employment led development will be retained and intensified. Development will:

- Deliver employment within Planning Use Class E(g) offices, research and development and light industrial, B8 Warehousing and sui generis employment, particularly in and around Derby Street.
- Consideration should be given to the retention of existing cultural and arts based uses impacted by development proposals.
- Deliver ancillary commercial uses, creating a sustainable business destination.
- Take advantage of the key radial routes of Cheetham Hill Road and Bury New Road to deliver high-quality design, with consideration given to the interface between the City Centre, Strangeways Employment Area and the Cheetham Hill neighbourhood.
- Ensure design seeks to reduce crime by bringing activity into the area.
- In areas at risk of flooding the ground floor uses will be expected to be commercial uses, this will be a priority within the flood risk areas around Bury New Road.
- Ensure the character of, and the interface between, new and existing development is sensitively designed and acknowledged particularly between the Strangeways area and the City Centre, Victoria North and other surrounding areas. The transition between the areas will be expected to consider permeability, legibility, transport connections, scale and density, design and overcoming barriers.
- Take appropriate account of relevant heritage assets and their settings, including Listed buildings.
- Make provision for improved sustainable transport and highways infrastructure, ensuring the area and sites are accessible to surrounding communities, having regard to existing provision, capacity and movements. Ensure pedestrian and cycle routes are desirable and safe to use.

Why this policy?

- 8.47** Strangeways is located in the PfE Inner Areas, where continued regeneration will be promoted and will be linked to reducing levels of deprivation and poverty. It is an important large employment area providing hundreds of jobs and many businesses. There are many small and medium sized business within the textile, apparel, industrial, warehousing and cash and carry businesses. The area covers 70 ha and extends from the proposed City Centre boundary up to Manchester Fort retail park. It is traversed by Cheetham Hill Road and Bury New Road and abuts the River Irwell in the west and Victoria North in the east.

- 8.48** Since the early 2020s the area has been subject to significant intervention to address a number of unlawful activities in the area and is now moving to the “build” stage. Much of the wider area to the south is now within the proposed City Centre boundary and is expected to witness significant transformation to a mixed use area. Within the policy area, development will be expected to remain predominantly in employment uses as offices, light industrial, warehousing and sui generis employment. Ancillary uses supporting the employment activities will be suitable along Cheetham Hill Road and Bury New Road, providing the range of facilities for a thriving employment area.
- 8.49** The area is expecting continued investment from existing sectors but also to become a destination for growth sectors, in part due to its proximity to the City Centre and the continued evolution of online sales. There are a number of cultural and artist based uses and these coexist successfully with existing businesses and occupiers and their retention contributes to encouraging footfall in the area. Improving economic competitiveness can be achieved through increased productivity and making more efficient use of floorspace.

North Manchester General Hospital

Map 8.9 North Manchester General Hospital



Policy GL 9

North Manchester General Hospital

North Manchester General Hospital is to be redeveloped to deliver a modernised hospital and health facilities which are integrated into the wider community. Development will:

- Provide a new acute and mental health hospital.
- Make provision for an education hub delivering flexible seminar and lecture spaces, a community hub, clinical skills training facilities and ancillary services.
- Provide 550 residential units comprising affordable key worker housing, social housing, stepdown care and extra care housing. Any housing should support the clinical needs of the hospital either as a care response or supporting staffing needs.
- Deliver office space of around 22,000 sqm, complementary to the hospital use.
- Appropriate open space comprising high-quality outdoor space, acting as a focal point for the campus.
- Provide complementary commercial, retail and leisure facilities.
- Submit a Travel Plan for approval to the City Council, which provides for the incorporation of sustainable transport choices, aligns with the hospital-wide plan and demonstrates how it could deliver overall benefit and improvement compared to the existing situation.

The hospital campus will be expected to be of a high quality architectural design, creating an attractive, inclusive, safe and unified layout with well placed public realm and social spaces/places for the community to meet, exercise and relax.

Proposals will be expected to ensure the hospital campus is publicly accessible to all and encourages physical activity to facilitate wellbeing. The design will deliver a legible and permeable layout with a hierarchy of routes for emergency vehicles, employees, patients and visitors. The campus will be expected to integrate into the surrounding neighbourhood to ensure local people can walk, cycle and use public transport to access the site.

Proposals should make provision for green space, footpaths and cycle ways which will be available for therapeutic treatment purposes, promoting neighbourhood engagement, and inclusive activities and education.

Proposals will be expected to set out the social value contribution towards the local community deriving from the development of the hospital campus.

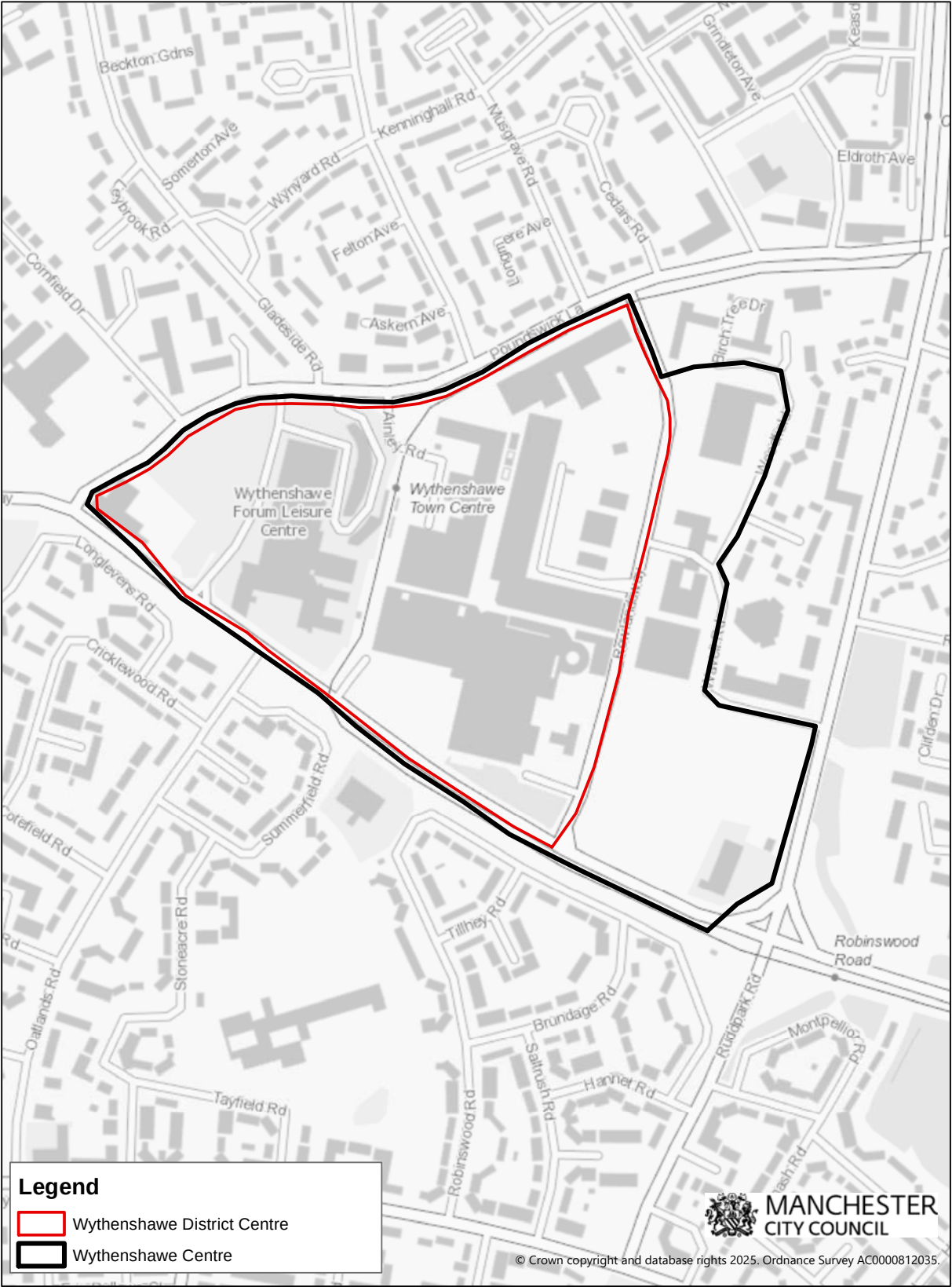
The hospital will stay open during the redevelopment which will require a phasing strategy to ensure the hospital is operational with safe access for patients, clinical staff, visitors and emergency vehicles. A critical operational requirement for the hospital campus is the protection of access, at all times, for emergency vehicles to the retained Accident & Emergency (A&E) building.

Why this policy?

- 8.50** North Manchester General Hospital (NMGH) is located in the PfE Inner Areas where continued regeneration will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. The hospital is an anchor institution in the north of the City, located off Delaunays Road in Crumpsall and employing over 2,000 people. There are significant inequalities in North Manchester in terms of worklessness in local communities and the redevelopment of the hospital is an opportunity to capitalise on economic and community renewal, alongside the transformation and integration of health services. It has the potential to stimulate economic regeneration supporting improved health outcomes to offer a better future for residents.
- 8.51** The site redevelopment will allow for a purpose-built environment with the co-location of a new acute hospital, a modern mental health hospital, intermediate and community services and primary care in one location. Facilities at the acute hospital will include Accident and Emergency Department, a single multi-purpose outpatients department, an independent day case unit, Women's Services, Imaging and Paediatrics. At the mental health hospital, provision will be expected to include acute wards, older adult wards, an assessment ward and a psychiatric intensive care unit.
- 8.52** An education hub is proposed for the site to enable healthcare training that can result in employment within the NMGH site. However, this hub would also be available for other agencies to support employment and skills development. The design and construction of the scheme would also allow for apprenticeships and training on site.
- 8.53** Development of the Campus will provide high-quality healthcare services, promoting healthier lifestyles and improved wellbeing to tackle, at source, some of the root causes of ill-health and mental illness in this part of the city. The design will be expected to encourage physical activity to facilitate wellbeing and social prescribing. A social value approach will be applied to ensure maximum local impact from the redevelopment process.
- 8.54** Delivering a healthy neighbourhood will require the NMGH to offer more than just traditional hospital care and will involve broadening the range of services on site to include flexible office space and special housing types, such as extra care, key worker and accommodation for young people and adults with learning difficulties and dementia.

Wythenshawe Centre and Adjacent Areas

Map 8.10 Wythenshawe Centre and Adjacent Areas



Policy GL 10

Wythenshawe Centre and Adjacent Areas

Wythenshawe District Centre is the largest district centre in Manchester and is expected to undergo significant regeneration, with the adjacent area delivering up to 2,000 homes. Development will:

- Make provision for cultural and leisure facilities, food and drink and workspace to increase footfall in the centre.
- Make provision for town centre uses within the centre with a focus on retail and neighbourhood services on the ground floor and that are in accordance with Policy C 6 South Manchester District Centres – Baguley, Chorlton, Didsbury, Fallowfield, Northenden, Withington and Wythenshawe.
- Deliver sustainable new homes across the area. These will include:
 - a mix of housing types, sizes and tenures, including affordable housing in line with Policy H2 and PfE Policy JP-H4 Density of New Housing.
 - High density homes to the east of the District Centre.
 - Provision of homes within the District Centre.
- Have regard to the digital connectivity and potential to attract employment uses.
- Make provision for a Mobility Hub containing electric vehicle charging points and sustainable travel options.
- Proposals will be expected to contribute to improving the active travel network throughout Wythenshawe District Centre and adjacent areas.
- Provide a network of high quality public realm and landscaped spaces.

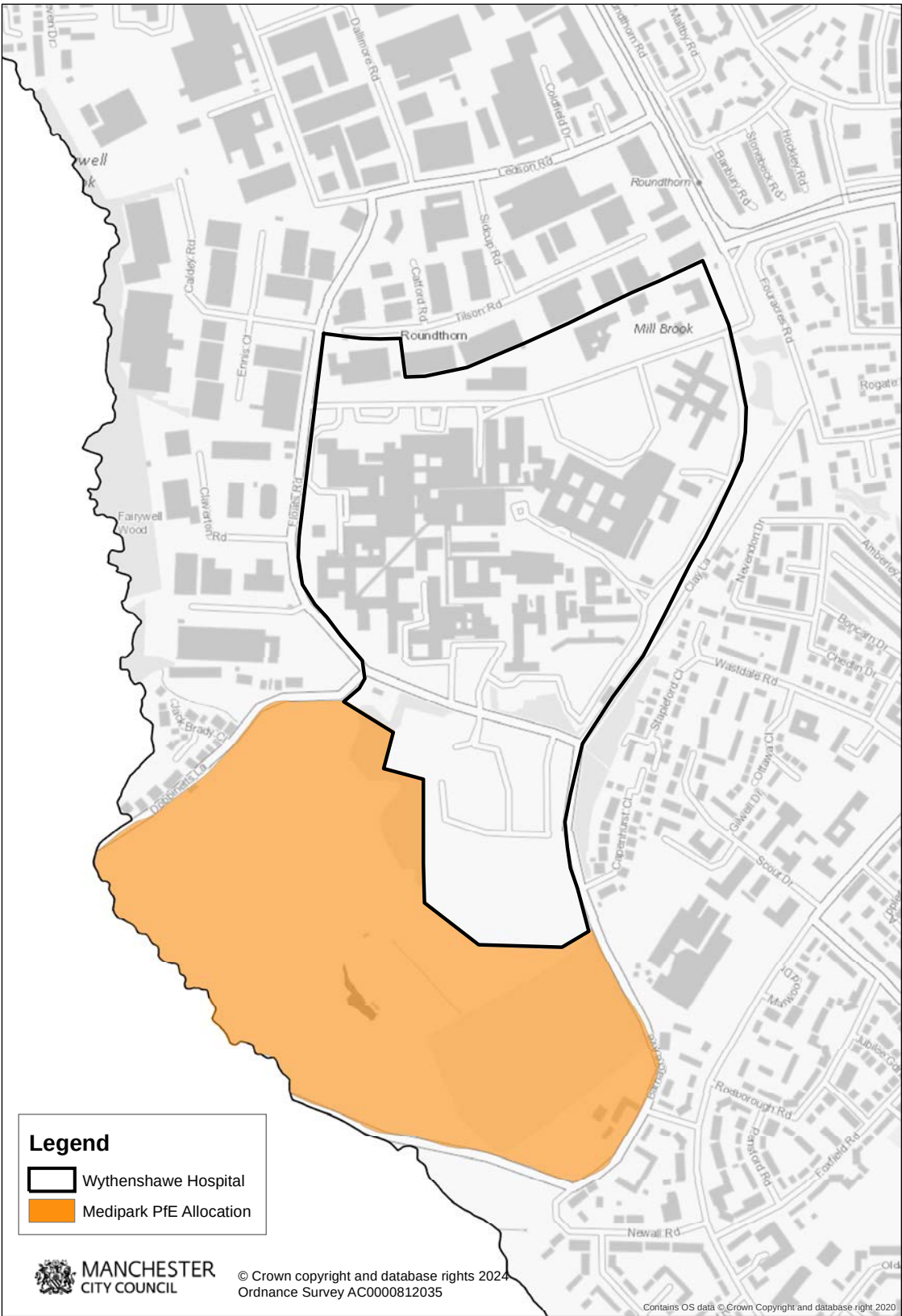
Why this Policy?

- 8.55** Wythenshawe District Centre and Adjacent Areas is located within the Southern Areas of the PfE Spatial Strategy, which seeks to protect and enhance local neighbourhood character and promote the role of the area's town centres and key assets.
- 8.56** Wythenshawe was originally developed using Garden City principles. It is situated approximately 6.5 miles to the south of Manchester City Centre and just 1 mile north of Manchester Airport. The district centre comprises Wythenshawe Civic Centre, The Forum, Etrop Court and the existing transport interchange. The adjacent areas are located to the east of the site and include the existing office accommodation (Alpha and Centron House) to the east of Rowlandsway and the cleared former Shell site.
- 8.57** In recent years, the District Centre and adjacent areas have become in need of regeneration. It is recognised improving access to the centre will make it more permeable and diversification through the introduction of food and drink and cultural/leisure activities will help bring footfall into the centre at different times of the day and night, encouraging an evening economy. New residential development will increase the

population in the centre and create new homes adjacent to the District Centre, helping to support the town centre economy by enabling more people to live and work in the area.

Wythenshawe Hospital

Map 8.11 Wythenshawe Hospital



Policy GL 11

Wythenshawe Hospital

Wythenshawe Hospital is a strategic location in Wythenshawe, South Manchester. It is proposed for significant redevelopment and expansion as a health village, to deliver a modern hospital, with research and key worker housing supporting the clinical needs of the hospital.

Development will:

- Provide a sustainable health village involving the redevelopment, intensification and expansion of the hospital and clinical buildings.
- Make provision for research and development involving new clinical, training and education facilities.
- Support place making by diversifying the uses on site to include office, hotel, leisure, retail, green space, public realm and a multi-storey car park. These uses will be complementary to the primary hospital use of the site.
- Create a place that is attractive and legible to all by providing high quality architecture, designing the layout, massing, public realm and road hierarchy to create clear navigable spaces. Access to key hospital buildings by patients and emergency vehicles should be prioritised in layout designs.
- Ensure the scale and height of development responds to the location, with higher density within the core of the site and low rise adjacent to residential areas.
- Make provision for affordable key worker housing and step down care housing. Any housing should support the clinical needs of the hospital either as a care response or supporting staffing needs.
- Make provision for sustainable urban drainage systems.

Proposals for sustainable transport and highways infrastructure will:

- Improve the transport and functional connections between Wythenshawe Hospital that serve the surroundings areas, including Roundthorn Industrial Estate and Places for Everyone (PfE) JPA3.1 Medipark allocation. This will:
 - Make provision for a proposed Spine Road connecting PfE allocation JPA 3.1 Medipark and JPA 3.2 Timperley Wedge south of the site and the proposed new Manchester Airport train station; and
 - Deliver new and enhanced pedestrian, cycle routes and public transport and highways links, including bus and priority bus infrastructure connecting to PfE Allocation JPA 3.2 Timperley Wedge.
- Take account of the Metrolink Airport line Western Leg planned expansion in the design and layout of the hospital campus and seek to take full advantage of improved accessibility to the site.

- Make adequate car parking provision as part of any redevelopment of the hospital taking into account sustainable transport options and giving full consideration to the requirements of the hospital.
- Submit a Travel Plan for approval to the City Council, which provides for the incorporation of sustainable transport choices, aligns with the campus-wide plan and demonstrates how it could deliver overall benefit and improvement compared to the existing situation.

The hospital will stay open during the redevelopment which will require a phasing strategy to ensure the hospital is operational with safe access for patients, clinical staff, visitors and emergency vehicles. A critical operational requirement for the Wythenshawe Hospital Campus is the protection of access, at all times, for emergency vehicles to the retained Accident & Emergency (A&E) building.

Why this policy?

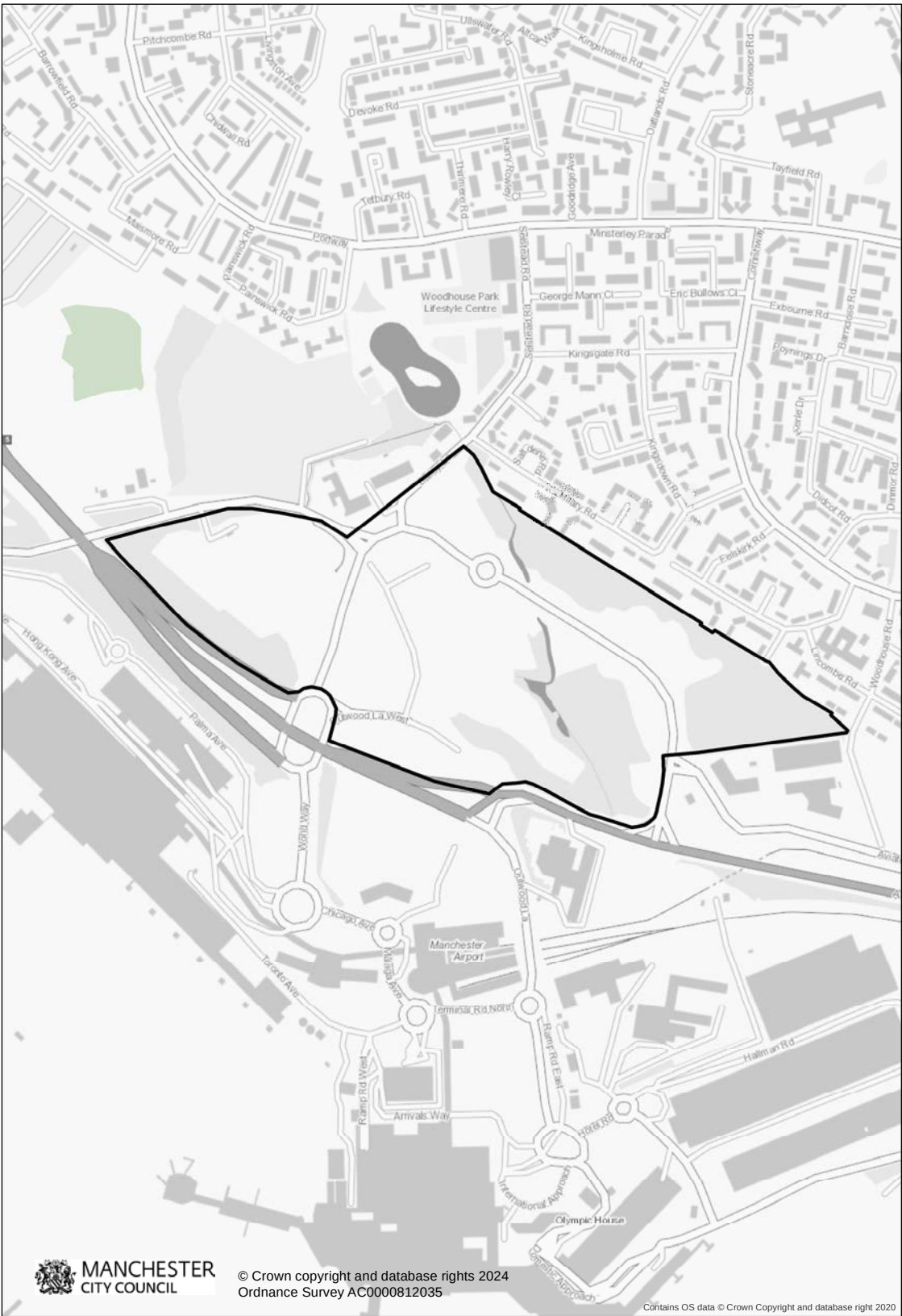
- 8.58** Wythenshawe Hospital Campus, located within the PfE Southern Areas where economic competitiveness will be protected and enhanced. It recognises the South Manchester area has several economic drivers and assets, including Wythenshawe Hospital. It supports improved transport links for the Hospital and adjacent Medipark and Timperley Wedge, including Metrolink Connections.
- 8.59** It is located adjacent to residential areas to the east, Roundthorn Industrial Estate to the north and west and the Place for Everyone allocation JPA 3.1 Medipark to the south. It is in close proximity to Manchester Airport, Airport City and the PfE Timperley Wedge allocation and proposed Manchester Airport high speed train station.
- 8.60** The redevelopment of Wythenshawe Hospital will bring many benefits to patients, staff, the community and the economy. It will enable more efficient use of the site as a hospital, supporting the functioning of a key health facility in South Manchester. It will strengthen existing specialisms through a greater focus on research and development.
- 8.61** Within this area, it is intended to create an enhanced clinical environment that is accessible and welcoming. The aim is to deliver net zero carbon development across the hospital site and deliver inclusive growth that ensures the community derives maximum benefit from investment, through employment and training.
- 8.62** Locational advantage exists through its proximity to emerging development at MIX Manchester and existing employment areas within South Manchester. It has recognised strengths in cardiothoracic, transplant, burns and urology surgery alongside a number of other specialisms. It is a centre for excellence for heart and lung services and research within Manchester Foundation Trust and has the potential to become a life science destination.
- 8.63** The Wythenshawe Hospital Campus presents an opportunity to make provision for alternative models of care in the form of an element of residential use linked to the Hospital function, which could include step-down pathways for people with urgent care,

rehabilitation and / or re-enablement needs. It is expected to include intermediate care for those in the community who need some assistance but without the need to be admitted to hospital or for those who have been in a hospital following surgery or illness. This may include a mix of longer-term accommodation as well as shorter-term apart-hotel style units, where patients can benefit from proximity to hospital care and easier access to home care by specialist clinicians and nursing staff. Key worker accommodation will assist with the retention of staff and also attract staff to job opportunities and in turn support the operation of the hospital by providing affordable housing for those employed by the NHS.

- 8.64** The site is a well connected location via sustainable transport. There are frequent bus services and stops along Southmoor Road, with services running to Altrincham, Manchester, Reddish, Sale, Stockport and Wythenshawe. The closest Metrolink Station to the framework area is Roundthorn, located approximately 250m to the north east. This route provides access to the Manchester Airport – Manchester Victoria line with various interchange options. Manchester Airport and Altrincham Railway Stations are located a short distance from the site. There are proposals to extend the Metrolink Airport Line Western Leg through the site. This alongside a proposed spine road and bus priority infrastructure as part of the Timperley Wedge and Medipark allocations, will further improve accessibility to the hospital campus.

MIX Manchester

Map 8.12 MIX Manchester



Policy GL 12

MIX Manchester

The area to the north of Manchester Airport is a significant opportunity for high density employment development. Proposals should seek to maximise the benefits of this strategically important site in terms of jobs, delivering sustainable economic growth and complementing the surrounding area. The development will take advantage of functional and spatial links with Manchester Airport and nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.

The area is suitable for offices E(g)(i), research & development E(g)(ii) advanced manufacturing E(g)(iii), general industrial B2 and ancillary commercial facilities which will support further the business destination role.

Development will:

- Take advantage of proximity to Manchester Airport and Northern Powerhouse Rail by delivering high quality, high density development opportunities, benefiting from access to a wider labour market.
- Maximise the employment and training opportunities and other regeneration benefits for local communities.
- Maximise the numbers using the existing transport hub at Manchester Airport, taking account of the proposed Metrolink Airport Line Western Leg extension connecting back into the existing line near Wythenshawe Hospital and the proposed Manchester Airport Northern Powerhouse Railway station.
- Make provision for access to cycling and walking networks, including public rights of way and improve sustainable transport links to surrounding areas.

Any development proposal should be set within the context of a comprehensive masterplan. This will have regard to access, delivery, design and layout, flood risk, energy infrastructure, the scale of uses, landscaping and biodiversity, in accordance with relevant Development Plan policies.

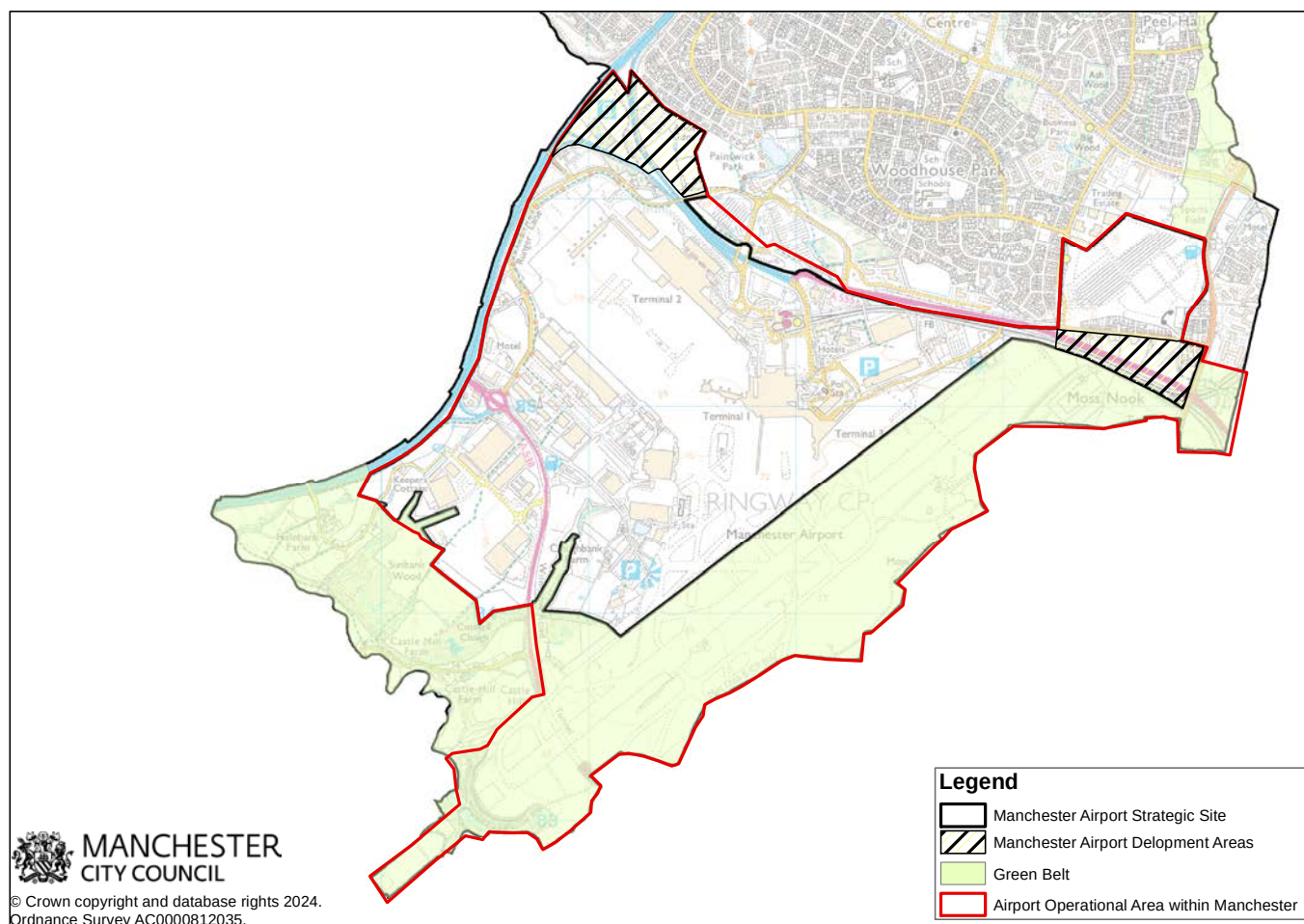
Why this policy?

- 8.65** MIX Manchester is located within the PfE Southern Areas where economic competitiveness will be protected and enhanced. It also lies within the Manchester Airport policy area JP-Strat10 which outlines economic and transport improvements to better connect the airport to the wider area and promotes completing the development of Airport City (MIX Manchester). Airport City, now MIX Manchester, is described as an emerging development, 'creating a major new economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity'.

- 8.66** It is located 400m to the north of Manchester Airport and 12km to the south of the City Centre. The site is surrounded to the north by the well-established residential community of Wythenshawe, to the east by the existing employment at Manchester Business Park, to the south by Manchester Airport and to the west by the existing greenspace at Painswick Park. It is in a unique position due to its close proximity to the Airport and the benefits of access to global markets and a transport hub with links nationwide.
- 8.67** The unique location in proximity to the Airport offers a strategically important growth opportunity. It is well placed to complement the development of key sites in the surrounding area and support the growth of the South Manchester economy. It is essential for the realisation of Greater Manchester's international potential, focusing on significant job creation around the Airport, with further opportunities for local people.

Manchester Airport

Map 8.13 Manchester Airport Strategic Site



Policy GL 13

Manchester Airport

The growth of Manchester Airport to 2039 will be supported to make the best use of existing runway capacity, in line with National Aviation Policy. This will involve the continued development within the Manchester Airport Operational Area either through intensification of existing land use or development of undeveloped areas. During this period, the redevelopment of Terminal 1 and 3 will be supported with further reconfiguration of the existing aircraft apron layout, the development of new aircraft stands and the redesign of taxiways within the airfield. This is to ensure that the airport is able to provide passenger terminals, aircraft parking and an efficient airfield taxiway network to make maximum use of existing runway capacity. Areas remaining to be developed and suitable for the long term expansion of Manchester Airport include:

- Land within and adjacent to Junction 5 of the M56 and to the north of the slip road, suitable for surface access, car parking, airport ancillary uses and commercial uses, such as offices and hotels. Any development should avoid the Painswick Park SBI and be in line with Policy EN 4 Biodiversity and Geodiversity; and
- Land south of Ringway Road and north of the A555, suitable for surface access, car parking, airport ancillary uses, commercial development, landscape mitigation or utilities.

Suitable development within the Manchester Airport Operational Area outside the Green Belt will be supported which enhances the efficiency and amenity of the Airport, including:

- Operational facilities and infrastructure such as runways, taxiways, aircraft apron and aircraft maintenance;
- Passenger and terminal facilities;
- Cargo facilities;
- Airport ancillary infrastructure, such as hotels;
- Landscaping works; and
- Internal highways and transport infrastructure.

As part of the phased growth of the Airport, temporary airport related uses will be suitable where it can be demonstrated:

- It does not impede the operation of the airport and the continued growth outlined in this policy;
- Any temporary displacement enables long term delivery of airport growth; and,
- Development is needed due to the operational expansion and development of facilities at the Airport.

All development proposed as part of the Airport growth should:

- Avoid any harm to the nearby nationally designated Cotterill Clough SSSI and be in accordance with Policy EN 4 Biodiversity and Geodiversity;
- Seek to avoid, mitigate and compensate any harm to the nearby locally designated assets of nature conservation and ecological value, in particular, Sites of Biological Importance, ancient woodland, landscape features and biodiversity mitigation schemes;
- Take appropriate account of relevant heritage assets, and their setting, including Listed Buildings, Clough Bank Farm House, Rose Cottage and Hale Top Farm Cottages. Proposals that would result in substantial harm to (or total loss of significance of) a relevant heritage asset will only be approved where it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits (including, where appropriate, meeting operational capacity requirements) and taking account of the availability of preferable alternative development options within the Airport site.

- Retain or relocate the Woodhouse Park allotments;
- Seek the maximum possible reductions in noise through compliance with Policy DM 7 Aviation Noise and implementation of the Manchester Airport Action Plan; and
- Improve access to training and job opportunities, particularly for Wythenshawe residents.

Proposals should make provision for new and improved sustainable transport, surface access and highways infrastructure including:

- Improved rail, Metrolink, bus and coach links from the Manchester Airport Ground Transport Interchange Station to support the growth in Airport passengers and to provide public transport alternatives to the private car;
- The construction of the Metrolink Airport Line Western Leg extension, connecting the Airport, the proposed new Manchester Airport Railway Station through Davenport Green, back into the existing line near Wythenshawe Hospital;
- Improved local Bee Network public transport services and connections to the surrounding areas; and
- The provision of active travel network of cycling and walking routes, taking account of the National Cycle Network through the site.

Why this policy?

- 8.68** Manchester Airport is located within the PfE Spatial Strategy Southern Areas where economic competitiveness is to be protected and enhanced. It is also within PfE JP-Strat10: Manchester Airport seeking to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. PfE Policy JP-J3 :Office Development focuses on Manchester Airport and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed Northern Powerhouse Rail links.
- 8.69** The growth of aviation is covered by national policy including the Aviation Policy Framework 2013, Beyond the horizon - The Future of UK Aviation: Making best use of existing runways 2018, Flightpath for the Future 2022 and Jet Zero Strategy 2022. These seek to make the best use of existing runway capacity and ensure aviation supports the national objective of long-term economic growth. Aviation emissions are recognised as contributing toward climate change and the Government strategy is to tackle this at an international level, through emissions trading systems. This is reiterated in Flightpath for the Future 2022, setting out a pathway for dealing with aviation following the UK exit from the European Union.
- 8.70** Manchester Airport is the third busiest airport in the UK and is a critical economic asset not just for Manchester and the City Region, but for the north of the country. It is primarily a passenger-focused airport operation with the associated benefits to society and individuals of being able to travel for leisure and visiting families. However, air freight which provides products to time critical sectors, such as advanced

manufacturing, is carried in the belly-holds of these passenger aircraft and is often an important aspect of maintaining a long-haul route's viability which are vital to Manchester's goal of being recognised as a global city. With over 23 million people within its two-hour drive time catchment area, the airport served 200 routes by 50 airlines in 2024, handling 30.7 million passengers. In 2023 the airport contributed over £5bn of GVA to the national economy and supported up to 20,200 on-site jobs with a further 52,000 indirect or induced jobs. Recent investment of £1.3bn in passenger facilities has seen the opening of the expanded and refurbished Terminal 2.

- 8.71** Forecasting passenger growth and capacity of airports is complex and determined by many inter-related factors, making it too unreliable to accurately determine growth by a certain date, but air passenger growth at Manchester Airport is estimated to reach some 46 million passengers by 2040. As it is the only UK airport other than Heathrow to currently have two operational full length runways, there is significant available capacity on its runways to enable growth, estimated to be up to 50 million passengers a year. Other capacity determinants will need to be addressed to allow the airport to grow to its full runway capacity potential, these include airspace capacity, airfield infrastructure, aircraft parking (apron) space, and the capacity of terminal buildings to accommodate busy-hour throughput and the capacity and capability of the Airport's surface access network.
- 8.72** Businesses have cited the Airport as being important in terms of access to markets, customers or clients, and inward investors who are attracted by the range of direct flights to key European and global cities. The Airport also plays a significant role in attracting inbound tourism to the region. Within the City Region, the need to fully realise the role of Manchester Airport is key to the Places for Everyone Spatial Strategy Southern Areas where economic competitiveness will be protected and enhanced. It is an important source of employment for residents of Wythenshawe, one of the most deprived communities in Manchester, as well as those from further afield. The Council recognises that the growth of the airport will be a significant catalyst for the economic development of the City Region. To the north of the site is MIX Manchester, a Growth Location and to the south of the Airport is Global Logistics, a major economic asset attracting global occupiers and investment, supported by excellent connectivity.
- 8.73** The airport is in a strategic location in the centre of the UK with direct access to the national motorway and rail system. This is a major benefit to passenger and freight customers. Manchester Airport has been going through a period of accelerated expansion since the 2012 Core Strategy, with the removal of the site from the Green Belt, only retaining the runways in Green Belt. This enabled the reconfiguration of the apron and taxiways, a new air traffic control tower, Global Logistics development, Terminal 2 expansion, hotel, office and car park development.
- 8.74** Further development to support the growth and improved operational management of the Airport will be supported. Anticipated development in the plan period includes new and replacement aircraft apron, further pier development at Terminal 2, a redevelopment of Terminals 1 and 3, including new aircraft apron, road and rail improvements, and further ancillary development associated with Airport growth such

as hotels, car parks and office accommodation. Much of this will be delivered through intensification of uses on the existing site although there are two areas of undeveloped Operational Area available for the continued expansion of the site (land within and adjacent to M56 J5 and land between the A555 and Ringway Road). Development, including redevelopment within the Airport Operational Area and outside the Green Belt will be limited to that necessary for the operational efficiency or amenity of the Airport including:

1. Operational facilities and infrastructure including: runways and taxiways; aircraft apron and handling services buildings and facilities; aircraft fuelling and storage facilities; emergency services and control authorities facilities; control tower, air traffic control accommodation, ground and air navigational aids, airfield and approach lighting; facilities for the maintenance, repair and storage of service vehicles; airfield drainage facilities.
2. Passenger and terminal facilities including: passenger handling, lounges, baggage handling, catering and retail; administrative accommodation for airlines, handling agents; tour operators, airport authority and Government agencies; public and staff car parking; public transport facilities, including rail, light rail, buses, coaches and taxis; facilities for general and business aviation (including air taxi, helicopter and private use).
3. Cargo facilities including: freight forwarding and handling facilities and bonded warehouses; associated accommodation for airline agencies, freight forwarders, integrators and Government agencies; lorry parking, fuelling and servicing facilities; in-flight catering and flight packaging facilities.
4. Airport ancillary infrastructure including: car rental, maintenance and storage facilities; hotel accommodation; training centres for airlines and airport related services; ancillary office accommodation; maintenance facilities for aircraft and avionics; petrol filling stations; utility infrastructure including sewage, waste, telecommunications, water, gas and electricity.
5. Landscaping works including: strategic planting, earth mounding and habitat creation.
6. Internal highways and infrastructure, including cycleways, footways and roadways.

8.75 The intensification of land uses on the site to deliver the land use objectives of the Manchester Airport Sustainable Development Plan will require a phased approach to delivery and so certain developments may be for temporary periods of time. Such proposals will be acceptable, although the Council will need to be confident that the proposals are part of the overall growth and may consider the use of temporary planning consents. It will be essential that any temporary uses are justified by the operational requirement of the Airport.

8.76 In order that the environmental impacts of airport expansion are minimised, all development needs to consider its impact in terms of ecology, air quality and noise. National Aviation Policy seeks to ensure that maximum possible reductions in noise levels are achieved alongside minimising the number of people affected. An

Aviation Noise Policy is found in the Development Management section relating to the development of noise sensitive uses such as residential development in close proximity to the Airport.

- 8.77** The Cotterill Clough Site of Special Scientific Interest (SSSI) will continue to be protected including the woodland buffer between the SSSI and Airport development. National Policy states that development on land within or outside a SSSI which is likely to have an adverse affect on it should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSI.
- 8.78** The SBIs and ancient woodland will be wholly excluded from the developable footprint. These include the SBIs Sunbank Wood and Ponds, Cotterill Clough and Ponds near Manchester Airport Runway and Painswick Park Meadow. National Policy states that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.
- 8.79** To the north of Manchester Airport within the defined Operational Area there are the Woodhouse Park allotments and these will be retained or replaced. If relocated, this will be in accordance with legislation that protects allotments. Furthermore, any relocation site should seek to reduce the impact on existing allotment holders and consider proximity of alternative sites to reduce travel and inconvenience.
- 8.80** Connectivity of Manchester Airport at a local, national and international level is at the heart of the economic and transport strategy set out in the TfGM 2040 GM Transport Strategy. The quality and availability of surface access choices affects the level of economic benefit that can be derived from the Airport. It also contributes to the choice of Manchester Airport by passengers, access by local residents to jobs and ultimately affects the capacity of the Airport. The Airport is well served by public transport, having an integrated facility accommodating mainline rail, tram, bus and coach, but further improvements are required to unlock additional journey options for passengers, staff and businesses. The Ground Transport Interchange allows for a fast easy interface between public transport choices and the Airport terminals. Network Rail have plans to extend three of the rail platforms within the existing Airport railway station within the plan period to increase capacity and resilience of the Manchester Rail network.
- 8.81** The surface access improvements at Manchester Airport will help to cater for the forecast level of growth and to increase the levels of public transport use. Airport operators will need to work closely with local and regional partners to develop measures to limit the growth in road traffic and prevent any adverse impact on air quality. Air quality at Manchester Airport is monitored against the Manchester Air Quality Management Area and the Greater Manchester Air Quality Action Plan seeking to prevent levels exceeding national standards. Manchester Airport is accredited by the Carbon Trust as being carbon neutral in its energy use and vehicle fuel use and it is looking to achieve Net Zero status by 2038.

- 8.82** The majority of passenger traffic still relies on private hire taxis or being dropped off/picked up (kiss and fly) by car. The main road access is from M56 Junction 5, while freight traffic uses Junction 6. The peak period for airport traffic is between 04.30 and 06.30; before the normal 'rush hour' peak between 07.00 and 09.00. The peak in airport traffic is therefore outside the peak periods for other road users and at a time when congestion is much less of a problem. The airport is seeking to reduce kiss and fly through a combination of encouraging public transport take-up and on-site car parking provision, which may facilitate a reduction in CO2 emissions by requiring only half of the road journeys associated with that mode. Further details of the Airport's surface access strategy are included in the Manchester Airport Sustainable Development Plan.

9 Economy, Employment and Skills

- 9.1** The Local Plan Review is seeking to update the position in the City to reflect the strong growth since 2012. It will continue to provide a basis for maximising sustainable economic growth, jobs and inward investment. The policies support the overall economic competitiveness of the City through the delivery of a diverse, strong economy, recognising opportunities presented by existing and new employment sites and the contribution of key business sectors.
- 9.2** The Our Manchester Strategy vision and priorities seek to ensure that people will be able to share in a growing, more equitable economy that brings better jobs and prospects to everyone. It promotes growth in Manchester's strongest sectors to generate jobs and its role as a global business destination. It recognises the need to improve productivity and access to employment for residents.

Economic Context

- 9.3** Manchester has a younger population and larger working age population than the national average with 71% of the population aged between 15-64 years, compared to 64% nationally. It is projected that by 2039 this percentage will have remained stable in Manchester with other areas in Greater Manchester and England seeing a decrease.
- 9.4** There are significant numbers of highly qualified people within the City. Conversely, the City has people without any formal qualifications, which has implications for access to employment. Job growth has been driven by the professional, scientific and technical, health, information and technology sectors which largely seek office space and this reflects the economic strength of the City Centre. The manufacturing sector is relatively small in terms of proportional employment but has seen growth in recent years.
- 9.5** The profile of businesses shows the City has more medium sized (50 to 249 employees) and larger businesses (250+) than the Greater Manchester or national average. It also has the largest economy in Greater Manchester representing over a third of all GVA in Greater Manchester. However, average earnings of residents in Manchester was lower than the Greater Manchester and England averages (median).

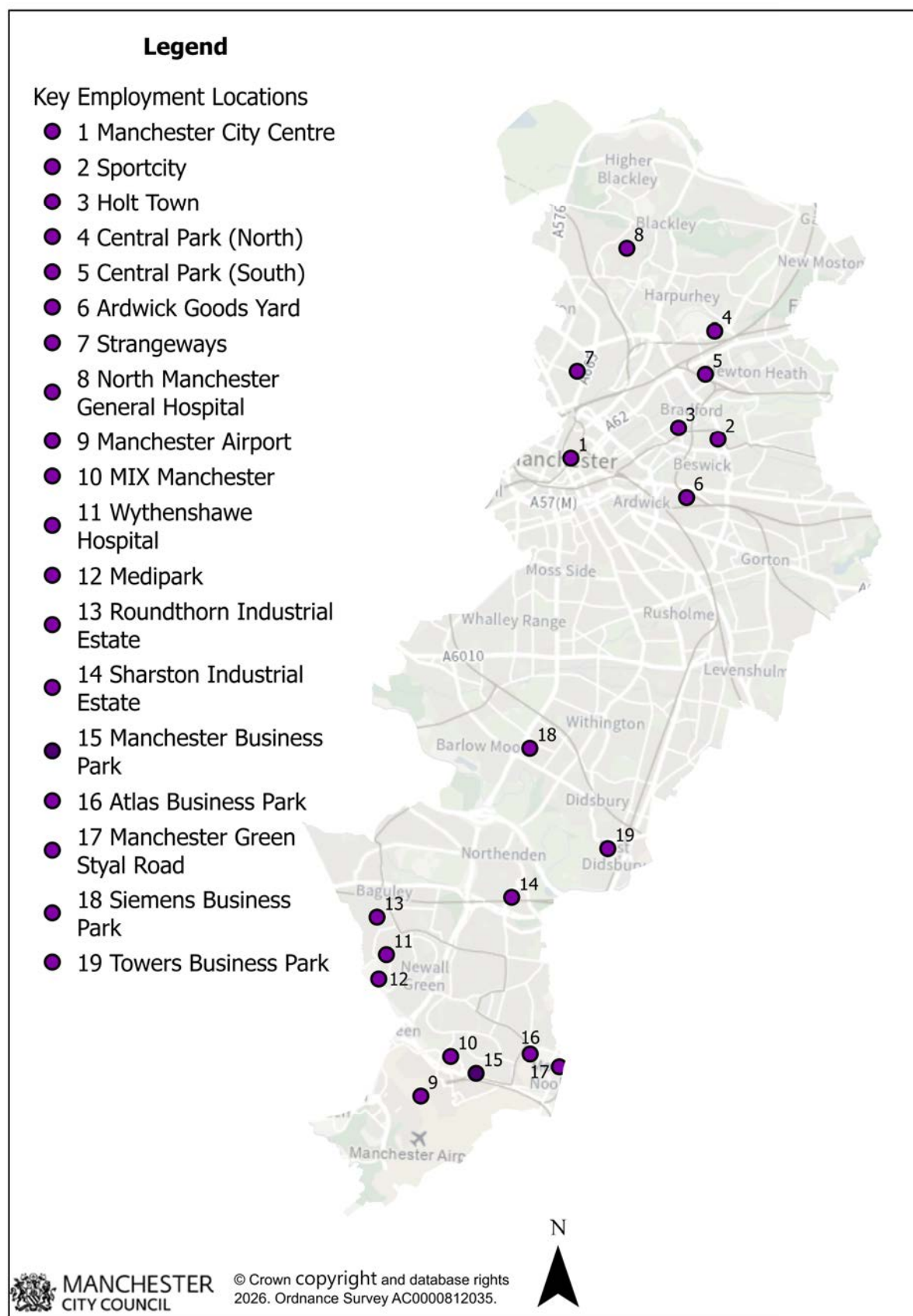
Employment Provision

- 9.6** Manchester City Centre is the primary location for employment for Greater Manchester. It has excellent connectivity, employment premises and major civic, education and cultural institutions. However, there also remain significant industrial nodes within the City, including in City Centre fringe locations.
- 9.7** In recent years businesses have re-orientated how they operate, this is impacting on workplace practices, with demand for premises with high to very high amenity and fitout and which are well serviced by transport and surrounding facilities. The City Centre is well-positioned to take advantage of this trend. The location of the University of

Manchester and Manchester Metropolitan University at the edge of the City Centre has driven innovation and entrepreneurship, encouraging investment in digital technology, life sciences, creative, biotechnology and advanced materials.

- 9.8** In terms of manufacturing, this has seen growth in demand in recent years, particularly within the logistics sector which is linked to the growth in online retailing. The City has a broad range of manufacturing jobs in older industrial nodes with older built stock. Regular investment in existing sites shows continued commitment, such as Ardwick Goods Yard, Central Park South and Sharston Industrial Estate.
- 9.9** The City Council seeks to make sure that there is a range of sites and premises available for different types of businesses throughout the City and has identified key employment locations which will support the economic competitiveness of the City.

Map 9.1 Key Employment Locations



Policy EC 1

Employment Provision

Within Manchester, to build a strong, responsive and competitive economy, suitable office, industrial and warehousing land will be made available to support sustainable growth, innovation and improved productivity, and enable the coordination and provision of infrastructure and digital technology.

The following are identified as the key employment locations, making provision for at least 1.4 million sqm of accessible office floorspace and continuing to be the focus for industrial and warehousing, where appropriate.

Core Growth Area

1. Manchester City Centre
2. Sportcity
3. Holt Town
4. Central Park (North) - off Oldham Road
5. Central Park (South) - off Oldham Road

Inner Areas

6. Ardwick Goods Yard
7. Strangeways
8. North Manchester General Hospital

Sustaining Southern Competitiveness

9. Manchester Airport – including Global Logistics
10. MIX Manchester
11. Wythenshawe Hospital
12. MediPark
13. Roundthorn Industrial Estate
14. Sharston Industrial Estate

Existing business parks

15. Manchester Business Park, Aviator Way at Manchester Airport
16. Atlas Business Park
17. Manchester Green Styal Road
18. Siemens Business Park
19. Towers Business Park

Development will be expected to contribute towards continued sustainable economic growth, including:

- Improving access to jobs for all via public transport, walking and cycling;

- Social Inclusion for example improving access to job opportunities through construction jobs, training and job information;
- Provision of a variety of employment spaces;
- Enhancing digital infrastructure and access to businesses and residents;
- Creating business destinations with ancillary commercial facilities;
- Improving connectivity to markets, goods, supply chains and skills, through new and improved links to international and home markets.

Within Employment Growth Locations, proposals for the redevelopment and regeneration of a site will be expected to retain small and independent businesses at risk of displacement, particularly within the arts, culture and leisure uses which provide local employment, drive footfall and contribute to place making. Proposals should set out a strategy for the retention or relocation of employment as part of the proposal, where possible.

Why this policy?

- 9.10** Places for Everyone (PfE) identifies the need for over 2 million sqm of office development within the nine authorities that make up PfE. Using an approach based on the share of supply across the PfE districts, 1,400,000sqm of office space and approximately 65,000 sqm of industrial and warehousing space are required in Manchester by 2039. On the supply side, Manchester has a significant amount of office supply space with over 2 million sqm, predominantly in the City Centre. This is largely due to the dominant position of the City Centre office market within the region.
- 9.11** The industrial and warehousing provision will include intensification and reuse of existing employment space. The City has a number of large existing employment areas serving the needs of the different sectors, types of employment and space requirements. In addition to the strategic areas listed in the policy, there are other key employers located in the city in the various business parks. Designating these areas means existing and new occupiers are given certainty as to the future of these sites, enabling further investment and continued operation.
- 9.12** The key employment locations are accessible by a range of public and sustainable transport infrastructure with a particular focus on the City Centre and wider Core Growth Area and Manchester Airport. The City's key employment locations - the City Centre and Manchester Airport - are set to see a step change in public transport provision with planned future investment in high speed rail and two new stations at Manchester City Centre and Manchester Airport. This will drive future investment and support the growth of these areas towards maximising their potential.
- 9.13** Ensuring there is a range of employment space across the City offers flexibility to the market and is critical for our communities to be able to connect to employment opportunities, many of which experience high levels of deprivation.

Economic Development Areas

Policy EC 2

Economic Development Areas

Within Economic Development Areas, as shown on the Policies Map, plans for the upgrading, refurbishment and redevelopment of existing offices, industrial/business estates, premises and sites will be supported provided that:

- Proposed uses fall within use Classes E (offices, research and development and light industrial) B2 or B8 or is a sui-generis employment use;
- Proposals facilitate the retention of existing businesses, attract new businesses and / or protect or create new jobs;
- Proposals make provision for a range of premises to meet the needs of different size businesses and requirements.

Economic Development Areas include:

1. Ardwick Goods Yard
2. Atlas Business Park
3. Central Park South
4. Manchester Business Park, Aviator Way at Manchester Airport
5. Roundthorn Industrial Estate
6. Siemens Business Park
7. Sharston Industrial Estate
8. Manchester Green Styal Road
9. Towers Business Park

Why this policy?

- 9.14** The City has a number of large employment areas which contribute to the City's economy, key sectors, jobs and supply chain, which it wants to protect. These areas have been designated as Economic Development Areas to enable the continued investment in employment premises and sites. These sites support the objectives in the Our Manchester Strategy and Economic Strategy, particularly driving inclusive growth, nurturing thriving, productive and innovative sectors.
- 9.15** Manchester has witnessed growth within the office sector over the last 30 years and whilst there have been recent changes taking place in this sector, business parks outside the City Centre remain an important source of office premises, jobs and business growth. In terms of manufacturing and logistics, these sectors have seen a growth in job numbers, bucking national trends. Continued competitive economic growth requires good quality sites to be available for inward investment and where

existing agglomeration and clustering benefits are recognised. The sites above have seen continued economic use and redevelopment with investment in existing premises and new units meeting EPC A and BREEAM Excellent Ratings for energy performance.

Existing Employment Space

Policy EC 3

Existing Employment Space

Proposals for the upgrading, intensification, refurbishment and redevelopment of existing offices, industrial/business estates, premises and sites will be supported.

Development within existing employment areas for alternative uses will only be permitted where it can be demonstrated with evidence that:

- a the development relates to ancillary services which will support the employment area by making it more sustainable, viable and/or attractive;
- b the site is no longer suitable or viable for employment uses and does not contribute to the City remaining economically competitive;
- c the proposal will not undermine the viability of existing employment uses in close proximity to the site; or
- d the alternative use is in accordance with, and offers greater benefits to, the Local Plan vision, objectives and strategic regeneration priorities and does not undermine the Plan's overall Spatial Strategy.

Why this policy?

- 9.16** PfE recognises the need to maintain and protect existing employment sites and premises (JP-J2: Employment Sites and Premises) to ensure there is a diverse range of employment sites and premises.
- 9.17** Existing employment space is found throughout the City, offering businesses a range of locations, sites, premises and floorplates. Much of this provides local employment and serves a range of sectors, from high tech through to manufacturing. A significant amount of the employment development is made up from continued investment in existing sites and locations.
- 9.18** National policy encourages economic growth to build on current strengths and states planning policy should address the specific locational requirements of different sectors. This is reiterated in Places for Everyone which states existing employment areas are important to maintaining a strong and diverse supply of sites and premises throughout Greater Manchester.

- 9.19** The Council considers that existing employment sites will continue to come forward for redevelopment, as these are well located and often have the premises, support services, operating hours, highways and transport access that is sought by various employment sectors. It is essential that existing employment areas are protected to maintain the quantity and enhance the quality of employment space.
- 9.20** As the City's economy changes, pressures for other uses can create competing demand for space. It is acknowledged that there may be locations no longer meeting the needs of businesses and better suited to alternative uses. In some circumstances, the Council will consider an employment space loss if the site is no longer viable in its current use. Where appropriate, for example in areas experiencing significant regeneration, a relocation strategy should be included with any proposal setting out how existing employment will be integrated into a redevelopment scheme.

10 Housing and Centres

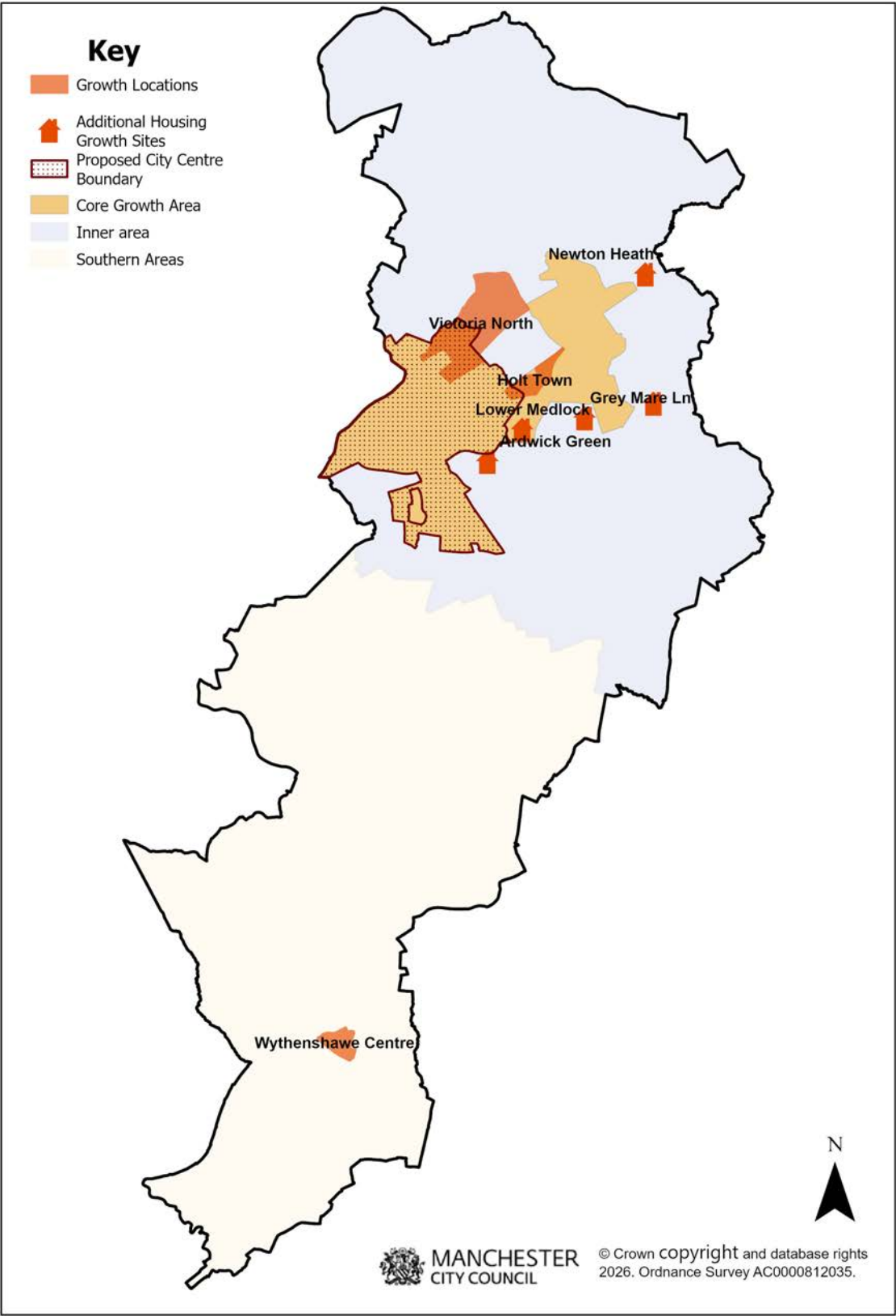
Housing

- 10.1** The past two decades have seen Manchester undergo a period of huge growth, which has led to significant increases in the city's job market and population. Over 30,000 homes have been built in the city since 2015. Residential completions rose steadily since 2012 with over 4000 new homes built in 2020 and 2021, the highest since 2008. After lower completions in 2023 completions are increasing again with over 3,400 in 2025. The Council is creating new and diverse neighbourhoods, principally in and around the City Centre and the Inner Areas, but meeting the needs of the growing population remains a challenge.
- 10.2** In 2022 there were fewer social rented homes than anytime in the previous 40 years. Owner-occupation has also declined to levels seen in the early 1980s, and the private rented sector is now the dominant tenure in Manchester at 39% of all of the city's housing stock.
- 10.3** The lack of options for home ownership and the growing numbers of households on the Housing Register and living in Temporary Accommodation has increased demand for affordable housing. The Council recognises the need to provide homes for residents affected by the cost-of-living crisis and those with longstanding health issues.
- 10.4** The Manchester Housing Strategy (2022 to 2032) sets out the city's long-term vision to deliver the homes people want and need. It is built around the following four vision principles:
1. Increase affordable housing supply and build new homes for all residents.
 2. Work to end homelessness and ensure housing is affordable and accessible to all.
 3. Address inequalities and create neighbourhoods where people want to live.
 4. Address the sustainability and zero-carbon challenges in new and existing housing.
- 10.5** Planning policy will have a direct impact on the following targets/ambitions set out in the Housing Strategy;
- Deliver 10,000 affordable homes between 2022 and 2032 (including 3,000 in the City Centre) which represents just under a third of the 36,000 new homes Manchester aims to deliver over the same time frame.
 - At least 80% of new homes to be built on brownfield sites.
 - Encourage and promote right-sizing across all tenures to release family housing.
 - Increase the proportion of low and zero-carbon homes in the affordable pipeline from 20% to 50% by 2025.

- 10.6** The National Planning Policy Framework (NPPF) requires local plans to make sufficient provision for housing (including affordable housing). For Manchester, the overall housing provision has been set by Places for Everyone (PfE), but the size, type and tenure of housing needed for different groups in the community has been assessed at the district level and is reflected in policy below.
- 10.7** In addition to establishing the level of overall delivery of housing in Manchester, PfE also includes:-
- Policy JP-H3: Type, Size and Design of New Housing, which requires that 'All new dwellings must:
 1. Comply with the nationally described space standards; and
 2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.'
 - Policy JP-H4: Density of New Housing which sets minimum densities for housing developments
- 10.8** This Plan includes three Housing led growth locations, Victoria North, Holt Town and Wythenshawe Centre. It also highlights five additional housing growth sites. The full pipeline of schemes showing Manchester can deliver the level of housing committed to in the PfE is shown in the annually updated [Strategic Housing Land Availability Assessment](#).

Overall Housing Provision

Map 10.1 Housing Growth Locations



Policy H 1

Housing Provision

Overall Housing Provision

The overall supply of housing to be delivered between 1st April 2022 and 31st March 2039 in Manchester is around 60,000 housing units. Based on the distribution of sites in the Strategic Housing Land Availability Assessment 2025, the table below shows the level of housing expected to be delivered in the City Centre, the Core Growth Area, Inner Areas and the Southern Areas.

Table 10.1 Housing provision by area

Location	Approx number of homes to be delivered by 2039*	% of homes delivered in area
City Centre	(38,400)	(64)
Core Growth Area (CGA)	42,600	71
Inner Areas	13,200	22
Southern Areas	4,200	7
Total	60,000	100

*City Centre figures are included in the CGA and are, therefore, not included in the total.

New housing development should:

- reflect the spatial distribution set out above;
- support growth on previously developed sites in sustainable locations; and
- prioritise sites which are in close proximity to centres or high frequency public transport routes.

Across the City, a range of housing sizes, types and tenures will be delivered to meet the need highlighted for each area of the city in the Housing Needs Assessment.

City Centre

Housing in the City Centre will be very high density, often well above the minimum set in PfE Policy H4. Approximately 64% of all new housing in Manchester will be delivered in the City Centre. A large proportion of homes are expected to be 2 bed units, however developments with a diverse range in size of homes, in particular with the inclusion of larger homes, will be supported.

Inner Areas (including part of Core Growth Area)

In line with PfE Policy H4, the density of new housing will be higher where it is closer to the City Centre. Demand for larger properties is higher in the Inner Areas, therefore, developments with a significant proportion of 4 or more-bedroom homes will be supported.

Southern Areas

In line with PfE Policy H4 housing is expected to be of a lower density in the Southern Areas with a significant proportion of homes expected to have 3 or more bedrooms.

Housing Growth Locations

Significant numbers of homes will be delivered via Policy GL 1 Growth Locations. Outside of these locations, the Council will support the development of new homes in line with this policy and Policy H 10 Housing Design and in particular the delivery of new homes in the following Additional Housing Growth Sites:

- Newton Heath
- Clayton Canalside
- Grey Mare Lane
- Lower Medlock Sites
- Ardwick Green

Why this policy?

- 10.9** The overall supply of housing to be delivered between 1st April 2022 and 31st March 2039 (a period of 17 years) in Manchester is 60,061 and is set in Places for Everyone (PfE). When considering the distribution of housing across the City, this figure has been assumed to be around 60,000 housing units.
- 10.10** Manchester assesses its pipeline of schemes annually in its [Strategic Housing Land Availability Assessment](#) and can demonstrate it has adequate land to deliver the level of housing committed to in the PfE.
- 10.11** The level of housing to be delivered in each of the PfE areas is based on capacity and appropriate density for the area. The size of housing expected to be delivered in each area is based on the recommendations in the Housing Needs Assessment.
- 10.12** The City Council's Housing Needs Assessment (HNA) 2026 update sets out the need for properties of a range of sizes across different tenures and areas of the city. The need for market housing in each area is reproduced in Table 10.2 Range of market home sizes needed across the city and the need for affordable home ownership is shown in Table 10.3 Range of affordable home sizes needed across the city.

Table 10.2 Range of market home sizes needed across the city

Number of bedrooms	City Centre (%)	Inner Area (including part of Core Growth Area) (%)	Southern Areas (%)	Citywide (%)
1	5-10	10-15	2-5	5-10
2	45-50	30-35	30-35	35-40
3	30-35	35-40	45-50	35-40
4 or more	5-10	20-25	15-20	15-20

Table 10.3 Range of affordable home sizes needed across the city

Number of bedrooms	City Centre (%) Social / affordable rented	City Centre (%) Affordable homeownership	Inner Areas (including part of Core Growth Area) (%) Social / affordable rented	Inner Areas (including part of Core Growth Area) (%) Affordable homeownership	Southern Areas (%) Social / affordable rented	Southern Areas (%) Affordable homeownership	Citywide (%) Social / affordable rented	Citywide (%) Affordable homeownership
1	50-55	5-10	30-35	20-25	35-40	5-10	30-35	10-15
2	30-35	50-55	25-30	15-20	35-40	45-50	30-35	30-35
3	15-20	40-45	30-35	40-45	20-25	40-45	25-30	40-45
4 or more	0-2	0-2	5-10	20-25	2-5	0-2	5-10	5-10

10.13 The HNA also states 'Market mix is based on underlying demographics of the city blended with the expectations of existing and newly-forming households planning on moving in the general market'.

10.14 In addition to the housing led Growth Locations, a significant number of homes will be delivered in the following additional housing growth sites, all of which will be guided by frameworks endorsed by the Council. These are:

- Newton Heath - focus for new development in and around Newton Heath District Centre. Around 1000 homes are expected to be delivered in the plan period which includes the redevelopment of Jacksons Brickworks, a large brownfield site.
- Clayton Canalside - 1700 homes overall in the canalside area with completions expected from 2031 onwards.
- Grey Mare Lane - around 1000 homes to be delivered, across several sites, throughout the plan period including around 400 in the first five years.
- Lower Medlock Sites - the first site will be a development of 700 homes, between 2030 and 2035, taking advantage of the riverside location. An additional 165 homes will be developed between 2030 and 2039 on a second nearby site.
- Ardwick Green - around 2,500 homes to be delivered later in the plan period, from 2036 onwards.

Affordable Housing

Policy H 2

Affordable Housing

The Housing Needs Assessment concluded that 1,627 affordable homes per year need to be provided in Manchester for the lifetime of the plan. Affordable homes will be delivered through Council and grant funded programmes and through planning contributions and will include newly built homes and acquisitions. It will be expected that 30% of homes in major schemes (10 or more homes) will be affordable. Developers are expected to use the 30% target as a starting point for calculating affordable housing provision.

The tenure split for affordable housing provision, across the city, is expected to be 70% social housing, 5% other affordable rent and 25% affordable home ownership housing.

Affordable housing should be provided on site, be inclusively designed to reflect the character of development on the site and indistinguishable from other units.

Where it can be demonstrated that on-site provision is not viable, developers will provide an equivalent financial contribution.

An exemption from providing affordable housing, in part or entirely; a variation in the proportions of socially rented and intermediate housing; or a lower commuted sum may be permitted where a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable requirement; or where material considerations indicate that affordable housing would be inappropriate. In the latter case, such circumstances could include:

- affordable housing would be harmful to the diversification of the existing housing mix.
- the inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes.
- affordable housing would financially undermine significant development proposals critical to economic growth within the City.
- the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

In instances where an applicant demonstrates to the Council's satisfaction that full or partial delivery of the affordable housing requirement is not possible on viability grounds, the Council will negotiate alternative provision having regard to local need. In circumstances where obligations are reduced or waived, reconciliation mechanisms will be put in place should viability improve during the development process.

Why this policy

- 10.15** The policy is in line with NPPF; Places for Everyone (Policy JP-H 2 in particular); the Manchester Housing Strategy and reflects the recommendations in the Manchester Housing Needs Assessment 2026 update.
- 10.16** The Housing Needs Assessment identified that 1,627 affordable homes should be provided each year. This includes both newly built homes and acquisitions. Affordable homes can be delivered via Council or grant funded programmes and/or contributions made through section 106 agreements. The Council, through its Housing Strategy has set out a target to deliver around 10,000 new affordable homes over the period 2022-2032; to date the majority of affordable units delivered have been funded through Homes England funding. Although planning gain is unlikely to be the main source of funding for affordable housing in the future, the Council is committed to delivering as many affordable homes as possible through planning gain and has, therefore, set a requirement for 30% of all units on major schemes to be affordable.
- 10.17** To ensure, affordable homes are provided across the city and within market housing schemes, the priority for all affordable housing contributions will be on-site. Only when it can be demonstrated that affordable housing on site is not viable will consideration be given to the provision of a commuted sum.
- 10.18** Where a reduction in provision of on or off-site affordable housing contribution has been accepted, provisions would be made in a section 106 agreement to allow the viability to be re-tested to assess whether any additional affordable housing contribution could be secured should market conditions change during the development process.

- 10.19** The Council's priority for affordable housing is social housing and affordable rented housing. The Housing Needs Assessment confirmed these priorities and identified the need for 75% of affordable housing to be affordable rented. Social rented housing is expected to make up 70% of the overall affordable housing provision.

Accessible Housing

Policy H 3

Accessible Housing

Places for Everyone Policy JP-H3 requires that 100% of all homes be built to Part M4(2) of the Building Regulations. In addition to the PfE requirement, a minimum of 4% of all homes, on schemes delivering 10 or more units, will be compliant with Part M4(3) of the Building Regulations.

Why this policy

- 10.20** The National Planning Policy Framework (Chapter 12 Achieving well-designed places, footnote 51) states that 'Planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties.' These standards are set out in Table 10.4 Summary of accessible housing standards.
- 10.21** Places for Everyone, Policy JP-H3: Type, Size and Design of New Housing, requires that all new homes must be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable.

Table 10.4 Summary of accessible housing standards

Standard Label	Standard Title	Level of accessibility provided
M4(1)	Visitable dwellings	Level access not necessarily provided into the dwellings – few accessibility features
M4(2)	Accessible and adaptable dwellings	Level access is provided into the dwelling – easy to adapt to make more accessible – not suitable for most wheelchair users
M4(3)	Wheelchair user dwellings	Dwellings suitable for wheelchair users: either wheelchair adaptable (2)(a) or wheelchair accessible (2)(b)

- 10.22** The Housing Needs Assessment demonstrated a need for 3.6% of new housing in Manchester to be built in accordance with Part M4(3) of Building Regulations.

- 10.23** In applying Part M4(3) to development proposals, the City Council will take account of site-specific factors including vulnerability to flooding and site topography. Where evidence is submitted to demonstrate that step-free access is not viable, there will be no requirement for Building Regulations M4(3).
- 10.24** M4(3)(2b) can only be applied when required by the social housing provider for a person with specific needs. If required this will be applied to the planning permission through a planning condition and will be assessed as part of Building Regulations.

Enabling Independence and Supported Housing

Policy H 4

Enabling Independence and Supported Housing

In order to provide suitable accommodation for children in care and to enable people to live independently either in their own homes or in supported housing for as long as possible with appropriate support and adaptation, the Council will support development schemes that provide accommodation of a high standard, meet the needs of the local community and which:

- diversify options for older people, in particular schemes that support independent living such as Retirement Housing, Extra Care Housing and Senior co-housing communities; or
- incorporate housing provision specifically targeted at older people within new residential developments; or
- diversify options for people of all ages with disabilities*, mental health support needs or those with other specific needs for example due to autism; or
- provide appropriate accommodation for children in care and young people leaving care.

Schemes must:

- meet the identified need and strategic requirements of the City; and
- not materially harm the character of the area, having particular regard to Policy DM 1 Development Management; and
- where relevant, include appropriate management and support arrangements; and
- where relevant, demonstrate that affordability of care to proposed residents has been considered.

* as defined in [National Planning Policy Framework](#)

Why this policy

- 10.25** Places for Everyone Policy PE-H3 Type, Size and Design of New Housing states that 'Development across the plan area should seek to incorporate a range of dwelling types and sizes... to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.' It also states that 'Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.'
- 10.26** A key conclusion of the Manchester Housing Needs Assessment Update (HNA) 2026 is that there needs to be a broader housing offer for older people across the City. The HNA recommends increasing and diversifying the supply of specialist housing for older people. There is a need for 2,431 more units of accommodation for older people by 2039. This includes sheltered/retirement, Extra Care, co-housing and residential care.
- 10.27** The HNA also considered the needs of people of all ages with physical disabilities, learning disabilities and/or autism. The Office for National Statistics -based estimates and the HNA indicate that around one-fifth of Manchester's population have an illness or disability. Although it is challenging to quantify the precise accommodation and support requirements of this group, the HNA helps to identify where needs are arising and provides indicators of specific requirements across a range of groups.
- 10.28** The HNA analysis feeds into the evidence being developed as part of the Council's Enabling Independence Accommodation Strategy (adopted 2022) to help inform how Manchester can best address the complex issues the City is facing.
- 10.29** In this policy, the term 'supported housing' includes specialist housing and refers to accommodation provided alongside support, supervision or care to help people live as independently as possible in the community. This includes but is not limited to accommodation for:
- older people
 - learning disabled people
 - physically disabled people
 - autistic people
 - individuals and families at risk of, or who have experienced, homelessness
 - people recovering from drug or alcohol dependence
 - people with experience of the criminal justice system
 - children in care
 - young people with a support need (such as care leavers or teenage parents)
 - people with mental ill health
 - people fleeing domestic abuse and their children
- 10.30** Proposals should be able to demonstrate how they are in line with the strategic requirements of the City.

Houses in Multiple Occupation

Policy H 5

Houses in Multiple Occupation

In order to protect family homes across the City, change of use of a dwelling (Use Class C3 dwelling house or C2 Residential Institution) to a House in Multiple Occupation (HMO) (Use Class C4 or sui generis HMO) will not be permitted where this would result in either the loss of a home which is suitable for a family or the loss of accommodation which is needed by a care provider such as a charity or social housing provider.

Notwithstanding the above, proposals for an HMO may be permitted where it can be demonstrated that:

- there is a need specifically for a HMO development rather than family housing; and
- there is no reasonable demand for the existing use; and
- the proposed HMO will provide accommodation of a high standard which will not materially harm or cause further detriment to the character of the area.

Why this policy?

- 10.31** A sustainable community must provide opportunities for a mix of households. Within this mix families are particularly important because they support a range of local facilities such as schools and tend to have a greater commitment to the neighbourhood as they live there longer than other types of households.
- 10.32** The Manchester Housing Strategy states that 'Larger families represent the biggest cohort in Priority Bands on the Housing Register; however, larger family housing continues to be severely undersupplied'. The Manchester Housing Needs Assessment Update 2026 underpins this statement as it identifies a need for around 50-60% of the new properties to be built in the city to be three or four+ bedrooms, with stakeholder consultation confirming that there was a shortage of family housing in the City. Therefore, larger housing units are supported and any further loss of family housing to HMOs will be restricted.
- 10.33** An Article 4 Direction came into force across the City in October 2011 which means that planning permission is needed for all proposals to change a dwelling house (Class C3) to a House in Multiple Occupation (HMO). Any proposals for this type of development will be considered against the above policy to prevent further loss of Class C3 dwelling houses to Class C4 HMOs and prevent harm to residential amenity.
- 10.34** For the purposes of the policy, housing suitable for a family or needed by a care provider is a dwelling with 3 or more bedrooms, and no reasonable demand would be demonstrated by a period of at least six months on the market at a reasonable price or rental level or other compelling market evidence

Accommodation for Gypsies and Travellers and Travelling Showpeople

Policy H 6

Accommodation for Gypsies and Travellers and Travelling Showpeople

Between 1st April 2022 and 31st March 2039, around 18 new pitches for Gypsies and Travellers and 56 plots for Travelling Showpeople will be provided in Manchester.

New sites to meet the needs of Gypsies and Travellers and Travelling Showpeople will be supported where they meet the criteria set out in Policy H 10 Housing Design, Policy DM 1 Development Management and the following criteria:

- Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities;
- Any new site should be in or near to existing settlements with access to local services including shops, schools, GP and other health services;
- The site should allow for safe and convenient vehicular, and pedestrian access, including for those vehicles necessary for conducting business activities. The impact of projected vehicle movements will be assessed on a site-by-site basis; and
- The site should not have an unacceptable impact on neighbour uses or vice versa.

The location of new sites upon flood plains or in areas at high risk of flooding will not be permitted. Sites will be designed in accordance with the latest advice from Government and Policy EN 9 Flood Risk.

Why this policy

- 10.35** The policy is in line with the Planning Policy for Traveller Sites 2024 Update and with new evidence from the Manchester Gypsy and Traveller Assessment 2022, the Greater Manchester Gypsy and Traveller Accommodation Assessment 2024 and the Greater Manchester Travelling Showperson Accommodation Assessment Update 2018. Further work is on going with respect to the assessment of opportunities for additional sites for the Gypsy and Traveller, and Travelling Showpeople communities, including through Duty to Cooperate discussions.
- 10.36** Manchester's Gypsy and Traveller Accommodation Assessment 2022 concluded that Manchester required 13 plots in the short term (within 5 years) and a further 4 plots longer term (within 15 years) for Gypsy and Travellers. This figure was updated in the Greater Manchester Gypsy and Traveller Accommodation Assessment 2024 to cover a period up to 2040/41 which resulted in a need for 18 plots in total.

- 10.37** The need for sites for Travelling Showpeople was assessed in 2018 in the Greater Manchester Gypsy and Traveller and Travelling Showperson Accommodation Assessment Update which concluded that there was a need for 56 plots/yards required for Travelling Showpeople.

Purpose Built Student Accommodation

Policy H 7

Purpose Built Student Accommodation

The provision of new Purpose Built Student Accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

- Sites should be in close proximity to the University campuses;
- High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance;
- Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, guided by relevant Strategic Regeneration Frameworks and other masterplans. Student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents;
- Proposals should be designed to be safe and secure for their users. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention;
- Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses;
- Where appropriate, proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value;
- Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or the majority of the bedspaces;

- Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy;
- At least 20% of all student bedspaces should be made available at an affordable rent and the same conditions as those outlined in Policy H 2 Affordable Housing will apply for developers claiming an exemption to this requirement. Affordable student housing is assumed to be a discount of 40% based on a blended rate of discount for cluster and studio units (with an assumption of 70% of maintenance loan as a guide for affordability);
- Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable; and
- Student accommodation should be accredited, be safe and of good quality. Private halls of residence should provide pastoral care and programmes which seek to provide an enhanced student experience; the provision of welfare care and extra-curricular activities are encouraged.

Why this policy?

- 10.38** In National Planning Policy Guidance the Government requires strategic policy-making authorities to plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus.
- 10.39** In November 2019 Manchester City Council approved consultation on a set of Purpose Built Student Accommodation (PBSA) draft policy proposals to be considered as part of the Core Strategy review. Following a targeted consultation with property developers, students and higher education establishments, the Council endorsed the approach in December 2020. The report highlighted market changes, which have seen higher numbers of second and third year students in particular living in the mainstream private rented sector in the city centre. It concluded that new policy should respond to affordability challenges and the need to locate accommodation in close proximity to the Higher Education Institutions. The above policy has been written guided by the agreed approach.
- 10.40** Close proximity to the University campuses means that PBSA should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. This may include parts of surrounding neighbourhoods such as Hulme and Ardwick which are immediately adjacent to the university campuses.
- 10.41** As housing costs continue to increase, there is a need for affordable student accommodation. The 20% ask for affordable student housing is assumed to be a discount of 40% based on a blended rate of discount for cluster and studio units (with an assumption of 70% of maintenance loan as a guide for affordability).

- 10.42** The policy requires PBSA to be safe and of good quality as the Council agreed that private PBSA should be encouraged to provide pastoral care and programmes which seek to provide an enhanced student experience. The three codes of practice required for higher education providers to ensure that accredited student accommodation is safe, good quality and reputable, in 2025, are:-
- The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation.
 - The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments.
 - The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment.

Self-build and custom housebuilding

Policy H 8

Self-build and custom housebuilding and community-led housing

Well-designed new homes on small sites will be supported particularly where they will contribute to the diversification in the type and mix of housing supply.

The Council supports self-build and custom housebuilding schemes that help to create a sense of place and relate to the wider context in line with Policy D 1 Design Principles

The Council supports well designed community-led housing projects where the benefits to the community are clearly defined and it can be demonstrated that consideration has been given to how those benefits can be protected over time.

Why this policy?

- 10.43** The Council supports small and medium sized developers and those wishing to build their own home(s) whether as individuals or as a part of a community-led housing scheme.
- 10.44** The Council is required to keep a register of individuals and groups wishing to self-build or custom build their own homes. The Council will support schemes that assist in meeting the demand demonstrated by the register.
- 10.45** NPPF states that community-led development is development taken forward by, or with, a not-for-profit organisation, that is primarily for the purpose of meeting the needs of its members or the wider local community. NPPF also states that the benefits of the development to the community should be clearly defined and consideration given to how those benefits can be protected over time, including in the event of the organisation being wound up. A full definition of community-led development can be found in [National Planning Policy Guidance](#)

Built to Rent Housing

Policy H 9

Build to Rent Housing

The development of build to rent* schemes will be supported where they:

- are wholly under common ownership and management control for the long term or at least 15 years;
- usually offer tenancies of three or more years to all tenants (except where this would interfere with planned refurbishment works), with tenants having the option to terminate at one month's notice, after the first six months, without a break fee being payable; and
- are consistent with the need to deliver a broad range of tenures across the city.

All build to rent schemes will be subject to the requirements of Policy H 2 Affordable Housing and the affordable units must:

- be maintained as affordable private rent in perpetuity
- distributed throughout the development and physically indistinguishable from the market rent homes in terms of quality and size; and
- be occupied by eligible households having regard to household income levels and local rent levels to address local affordable housing needs, as agreed between the City Council and operator

The change of affordable private rent dwellings to another tenure will not be permitted except where:

- it is clearly impracticable to retain the dwellings in affordable private rent; and
- the full value of the subsidy for the affordable private rent dwellings is recycled, potentially paid as a commuted sum to the City Council, for reinvestment in the provision of affordable housing.

*Built to Rent is defined in the National Planning Policy Framework.

Why this policy

- 10.46** Over recent years, build to rent schemes have delivered a significant number of Manchester's housing completions particularly in city centre areas.
- 10.47** It is important to ensure that build to rent adds to the diversity of housing options and where possible remain available as rented properties into the future. This is particularly important for the provision of affordable rented units.
- 10.48** The plan should be read as a whole so it is important to note that Build to Rent housing is subject to all other relevant policies including Policy H 2 Affordable Housing and Policy H 3 Accessible Housing

Housing Design

Policy H 10

Housing Design

Proposals for new residential development will:

- contribute to creating mixed communities by providing types of homes to meet the needs of a diverse and growing Manchester population, including older people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople; (further detail in Policy H 6 Accommodation for Gypsies and Travellers and Travelling Showpeople and Policy H 4 Enabling Independence and Supported Housing);
- contribute to the character of the local area having regard to Policy D 2 Character Areas;
- meet the minimum density standards as set out in PfE Policy JP-H 4 'Density of new housing';
- ensure designs are flexible for use by people of all ages;
- make provision for appropriate usable outside amenity space, including in high density development (which could be in the form of balconies, as well as shared open spaces such as roof gardens);
- ensure only permeable materials are used for outside surfaces;
- make provision for parking cars and bicycles;
- make provision for wheelie bin storage;
- make provision for appropriate levels of sound insulation;
- take account of any environmental constraints on a site's development (e.g. flood risk or statutory designations); and
- be designed to give privacy to both its residents and neighbours.

Why this policy?

- 10.49** This policy has a number of key connections to other policies in the plan including on design and character areas, green infrastructure, transport and flood risk. Moreover, there is a specific link to PfE Policy JP H4 in terms of housing density. It is therefore essential that the key principles set out in this policy are read in tandem with other policies both in this plan and in PfE to understand the full detail of requirements. The policy also should be read alongside the Council's Residential Quality Guidance which was produced in 2017. The guidance is currently being reviewed and any subsequent updates will be considered alongside this is policy in the determination of planning applications.

- 10.50** Homes should be designed to be flexible enough to adapt to the needs of all ages. In addition to the requirements set out in Policy H 4 Enabling Independence and Supported Housing, proposals should consider the criterion in [Lifetime Homes](#)
- 10.51** To ensure that people can access shops and other facilities by sustainable transport modes, development should be located on sites in close proximity to centres or public transport routes. 'Close proximity' in this context is in line with PfE Policy JP-H4 Density of Housing and can be taken to mean within 400 metres of the centre boundary or a Metrolink stop, railway station or bus stop with a high frequency of services.

Centres

- 10.52** Manchester's City Centre and district centres are places to shop, work, eat, drink, enjoy leisure activities, access services and to live. They are also a key economic asset and contribute to creating neighbourhoods of choice.
- 10.53** The Local Plan sets out a positive strategy for its centres, focused on directing new retail development to deliver accessible centres. A balanced provision of retail and local services will be provided improving existing retail facilities, and planning for future growth. The aim is to promote the vitality and viability of centres, ensuring they are a focus for community and civic activity.
- 10.54** In recent years, retail has gone through significant change, with online shopping and economic conditions impacting the “high street”. This has been accompanied by new retail formats and a growth in leisure. In this context it is important that centres remain the focus, enabling communities to access shops, work, leisure facilities and public services, using sustainable transport choices. Residential development within centres, has and can support centres and given the need to provide new homes such developments will have a key role over the next 15 years.

Centre Hierarchy

- 10.55** Centres are found throughout the City and range in size depending on the catchment they serve, from the the City Centre serving the City-Region and beyond through to district and local centres serving neighbourhoods. It is important that planning policies continue to recognise the hierarchy within Manchester and support their vitality and viability.

Policy C 1

Centre Hierarchy

Development of town centre uses (as defined in the National Planning Policy Framework) should be located in the centres identified in the hierarchy below. The scale of development should be appropriate to the role of the centre within the hierarchy and not adversely impact other centres. To maintain their vitality and viability, a mix of town centre uses will be considered suitable, allowing centres to grow and diversify. The City Centre Primary Shopping Area and district centre boundaries are shown on the Policies Map. Manchester's centre hierarchy is:-

Manchester City Centre

The City Centre serves the City-Region and is a destination shopping location. It is the focus for major comparison retailing, leisure, cultural and tourist activities and other main town centre uses. Major comparison retailing will be focused in the Primary Shopping Area which is expected to continue to provide high quality, modern retailing, accompanied by a range of restaurants, bars and cafés.

The Council will support the development of day-to-day convenience shopping provision to serve the City Centre population, prioritising locations which complement population growth and regeneration priorities.

The City Centre will also continue to be the regional focus for office, culture, leisure and tourism.

District Centres

District centres have an essential role in providing a neighbourhood's retail and service needs and ensuring that residents can access them easily. They are the focus for shopping, commercial, leisure, public and community functions, providing an important opportunity to define local character. Manchester's eighteen district centres are set out below. Development in these centres should primarily respond to the needs of their catchment and recognise the need to support the vitality and viability of centres.

Local Centres

Local centres provide small scale retail and services to meet day-to-day local needs. There are twenty identified local centres. Locations which are not identified in the Local Plan but which perform the same function in terms of scale and meeting local needs will also be considered local centres.

Regeneration Area	District Centres	Local Centres
North	Cheetham Hill Eastlands Harpurhey Moston Lane Newton Heath Openshaw	Victoria Avenue/Rochdale Rd (Charlestown) Hollinwood Ave/Greengate (Moston) Landsdowne Rd/Crumpsall Lane (Crumpsall) Ashton New Road/Manchester Rd (Beswick and Clayton)
Central	Gorton Hulme Longsight Levenshulme Rusholme	Hyde Rd/Reddish Lane (Gorton North) Princess Rd/Claremont Rd (Moss Side) Claremont Rd (Moss Side) Dickenson Rd/Anson Rd (Longsight/Rusholme)
South	Baguley Chorlton	Manchester Rd/Upper Chorlton Rd (Whalley Range)

Regeneration Area	District Centres	Local Centres
	Didsbury Fallowfield Northenden Withington Wythenshawe	Withington Rd/Yarburgh St (Whalley Range) Lloyd St South/Platt Lane/Hart Rd (Fallowfield) Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Merseybank Ave (Chorlton Park) Mauldeth Rd (Withington) Kingsway/Mauldeth Rd (Burnage) Burnage Lane (Burnage) Burton Rd/Cavendish Rd/Lapwing Lane (West Didsbury) Fog Lane/Lane End/Burnage Lane (Burnage) Kingsway/Slade Lane (Levenshulme)

Why this policy?

- 10.56** Manchester's centre hierarchy is made up of the City Centre; eighteen district centres and twenty local centres. The City Centre is the focus of the City Region comparison shopping and a destination for visitors. It is centred on the primary shopping area where footfall is most concentrated. The next level within the hierarchy is district centres, which whilst different in terms of layout, size, built form, age and services offered, perform a role and function reflecting the needs of their local communities. Below this is local centres which are important in providing sustainable smaller scale shopping and community facilities to local residents and their continued vitality is important. Manchester's Proposed City Centre, Primary Shopping Area and district centres are identified on the Key Diagram and Policies Map.
- 10.57** Based on evidence from the Retail and Leisure Study 2023 there is no quantitative requirement in Manchester for additional convenience or comparison goods floorspace over the plan period and therefore there is no need to allocate any additional sites within the plan. Despite there being no quantitative need, there may be demand for additional consumer choice, resulting in further foodstore provision. The hierarchy provides the basis to focus proposals on appropriate size centres, to maintain their vitality and viability and resist significant out-of-centre retail development.
- 10.58** The lack of a quantitative requirement for additional retail floorspace during the plan period reflects the changing way we shop, an existing pipeline and also the increasing role of online shopping and new shopping behaviours, which is having a bigger impact on comparison (non-food) retailing than convenience (food) retailing and its role is expected to grow during the lifetime of the plan.
- 10.59** As part of the evidence base, the primary shopping area in the City Centre and the district centre boundaries have been reviewed. These boundaries are shown on the Policies Map, whilst most have seen some change, a few have remained unchanged.

- 10.60** There are four main out-of-centre retail locations in Manchester - Higher Blackley Retail Park, Manchester Fort, Kingsway Burnage and Parrswood East Didsbury. Although the retail hierarchy focuses new development in centres, opportunities will be taken through refurbishment and replacement to improve the retail environment and reduce the impact on neighbouring residents.

City Centre Retail

- 10.61** Manchester City Centre is a regional shopping location and its comparison shops attract substantial numbers of visitors from a wide catchment area. Alongside this, Manchester's leisure offer has improved and continues to grow, increasing its attractiveness to all, especially its range of music, cultural and food and drink venues. With a rising City Centre population estimated to be 100,000, there is a need for shops selling food and other everyday goods. This complements the largely non-food comparison shopping offer in the Primary Shopping Area, comprising The Arndale, Market Street, St Ann's Square, Exchange Square and King Street. This remains the principle shopping area with its extensive range of high quality shopping brands, underpinned by a strong range of key national multiple operators, which provide a sizeable amount of high quality, modern retail and wider commercial floorspace and are accompanied by a range of restaurants, bars and cafés. Elsewhere in the City Centre, independent and more specialist operators can be found, which provide a unique retail and shopping experience. Within the wider City Centre, it is important to ensure that there is a comprehensive offer which meets the needs of those working, living and visiting, including those from overseas, on business trips and City break visitors.
- 10.62** The food and drink offer includes clusters of restaurants, bars and cafés located throughout the City Centre. These operators play a key role in supporting the function of the City Centre, and in driving footfall and activity, particularly helping to support the evening economy.

Policy C 2

City Centre Retail

Growth and improvement of retail and leisure provision in the City Centre will be promoted.

Comparison retail development will be concentrated within the Primary Shopping Area (PSA), followed by accessible locations on the edge of the PSA. Ancillary commercial and leisure services are also acceptable within the PSA, providing retail remains the predominant use.

If a proposal comes forward for comparison retail which cannot be accommodated within the PSA, the Council will consider areas beyond the PSA, within the wider City Centre. Any such proposal should:

- Be carefully considered against its potential impact on the vitality and viability of the PSA;
- Make a positive impact on the built environment and the public realm, ensuring that new development is of the highest design quality;
- Improve accessibility to the primary shopping area, especially on foot and by sustainable transport modes.

Approximately 15,000 sqm of additional food and drink floorspace provision will be made in the wider City Centre over the plan period.

Across the wider City Centre, retail, leisure, cultural, tourism and other town centre uses will be supported where it would:

- Serve a local community;
- Contribute to the area's character, wider regeneration and other City Council objectives; or
- Improve the services available to visitors, workers and residents.

Mixed developments which include retail or leisure units at ground floor will be considered appropriate if it can be demonstrated that reasonable steps have been taken to ensure that these units will be occupied.

Why this policy?

- 10.63** Manchester City Centre is a shopping location of regional importance and will continue in this role during the life time of the Local Plan. It is anchored by strong retail provision, a vibrant leisure and evening economy, and a significant and growing population. Its visitor role has been assisted by a boom in competitive socialising, a diverse range of cultural and music venues and a strong food and drink scene. Further supporting growth in main town centre uses in the City Centre will encourage linked trips and be a key part of securing its continued vitality and viability.
- 10.64** Improvements to public transport have contributed to its accessibility, making it easier to visit the City Centre from within Greater Manchester and further afield. This has supported increasing numbers of visitors, expenditure and footfall growth.
- 10.65** Increasingly the City Centre is used for day-to-day food shopping and visits for leisure purposes. The opening of Aviva Studios in the City Centre and the Co-op Live Arena (not far from the City Centre) have further attracted footfall and driven demand for facilities to meet the needs of all visitors. Office, residential and leisure destinations in the City Centre are spreading beyond established areas, bringing activity and attractions into newly developed areas.

- 10.66** By 2039 there is estimated to be demand for 8,700 sq.m of restaurant and café floorspace and for 6,300 sq.m of licensed premises floorspace (this equating to a total of 15,000 sq.m of food and beverage floorspace). It is expected that this floorspace will comprise relatively small-scale cafés, restaurants and bars which would generally be accommodated within the City Centre.
- 10.67** Whilst no quantitative need has been identified in the plan period for either convenience or comparison shopping, the significant growth in population in various locations in the City Centre may drive further convenience store provision to meet day-to-day shopping needs. This should be located within accessible locations and areas of population growth.
- 10.68** The success of the City Centre's retail offer depends on the quality of the environment as well as the quality of the retail. In the Primary Shopping Area there will be an emphasis on creating a pedestrian friendly environment, including pedestrian priority zones.

District Centres

- 10.69** All district centres in Manchester provide essential retail facilities for residents, and larger centres also act as a location for the delivery of a wide range of public services and ensure there is access to a range of facilities in one location. Manchester's district centres also provide employment opportunities for local communities and are some of the most accessible locations in the City. Some centres have a large proportion of independent retailers whose contribution to the character, viability and vitality of the centre is recognised and supported.

Policy C 3

District Centres

Within district centres development will be promoted which supports the vitality and viability of centres, complements the distinct local character and contributes to providing a good range of accessible key services, including retail, health facilities, public services, leisure activities, financial and legal services. Housing will also be considered an appropriate use within district centres, provided it supports the vitality and viability of the centre.

Development which has the potential to impact on the centre hierarchy and the current or future vitality and viability of other centres in Manchester will only be acceptable if there is no prospect of the affected centres accommodating growth themselves.

Development in district centres should:

- Prioritise delivery of key 'visitor' services, including retail, public and commercial services, food and drink and retail services (such as beauty and hairdressers). Retail will be expected to remain the principal use in district centres. Subject to impact

on overall character and local amenity, the Council will support development which extends the time during which district centres are active;

- Promote a range of retailers and shop formats;
- Enhance shop frontages ensuring designs improve the appearance of district centres, considering the character of individual centres, accessibility, unit frontages and size, (see Policy DM 5 Shop Fronts and Related Signs).

New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change, (see Policy ZC 1 Sustainable Design and Construction).

Why this policy?

- 10.70** District centres are a key focus for Manchester's communities. They are a hub for activity and thrive when they attract visitors from the surrounding neighbourhoods. The main role of district centres is access to retail services and a strong retail offer which can underpin other uses. The Council supports the growth and adaptation of district centres to meet modern retailing trends and local needs, whilst also promoting a range of other services. Businesses, service providers, community groups and others working together in partnership can enhance both the local economy and the popularity of centres. The approach should be specific to each centre, but the guiding principle will be the need to ensure that all members of the community can access important centre functions.
- 10.71** District centre development must reflect the hierarchy and should not be of a scale which would undermine the vitality of other centres in Manchester and beyond. For all district centres in Manchester, development proposals will need to be proportionate to the defined role and function of that centre and meet the tests set out in national policy and guidance. Whilst certain employment is considered to be a "town centre" use, this should respect the local scale of Manchester's district centres.
- 10.72** Different but complementary uses, during the day and in the evening, can reinforce each other, making centres more attractive to local residents, shoppers and visitors. For example, a broad range of retailer and food and drink representation is likely to increase the attractiveness of a centre throughout the day and night.

North and East Manchester

- 10.73** The North and East Manchester district centres are made up of Cheetham Hill, Eastlands, Harpurhey, Moston Lane, Newton Heath and Openshaw. They are a mix of traditional high streets, retail parks and shopping precincts. All serve residential neighbourhoods and some operators reflect the diverse ethnicity of the surrounding communities. Eastlands serves the surrounding catchment but also visitors to the Etihad Stadium attending sports and leisure events. Moston Lane is proposed as an additional District Centre.

Policy C 4

North and East Manchester District Centres - Cheetham Hill, Eastlands, Harpurhey, Moston Lane, Newton Heath and Openshaw

The district centres in North and East Manchester will continue to be the focus for retail, services and leisure provision.

The district centres serve a predominantly convenience role and continuation in this role will be supported. A range of town centre uses will be considered suitable.

Development should seek to improve the environmental quality of centres, enhance public realm, connectivity and the street scene, including improved shopfronts, reduce inactive frontages, ensure shutters are up during the day and be in accordance with Policy DM 5 Shop Fronts and Related Signs. This is a priority in Cheetham Hill, Eastlands, Moston Lane, Newton Heath and Openshaw and will be supported where it can attract additional investment and redevelopment.

Diversifying the leisure offer by introducing new restaurants, and other food and drink outlets and encouraging longer opening hours will benefit Harpurhey, Newton Heath and Openshaw, bringing activity into all parts of the district centre at different times of the day, subject to no adverse impact.

In district centres dissected by busy arterial roads, priority should be given to improving crossings and connections across centres. Opportunities should be taken in Eastlands to enhance connectivity between the western and eastern sections of the centre, including new signage and additional active street frontages, to encourage linked trips and allow the two 'halves' to become mutually reinforcing.

Activities that will attract footfall into a centre will be supported. Increasing the residential offer in a centre can further increase footfall and is supported where it does not reduce active street frontages. This is a priority in Newton Heath and Moston Lane.

Why this policy?

- 10.74** The district centres in North and East Manchester serve local day to day grocery needs, with a good presence of foodstores.
- 10.75** Opportunities for improvements to Cheetham Hill, Moston Lane and Newton Heath are expected to be addressed in specific Neighbourhood Regeneration Frameworks which will explore opportunities for environmental improvements, investment and further enhancement of the centres. This will support further investment into the new district centre of Moston Lane.

- 10.76** The role of Eastlands is driven by its catchment area but also serves visitors to the wider Etihad Campus, attracted to the sporting and leisure events. The centre is in two halves, separated by the shape of the centre along Ashton New Road, contributing to a feeling of disjointedness and opportunities should be taken to enhance connectivity between the western and eastern halves of the centre.
- 10.77** Harpurhey could benefit from the introduction of new restaurants, or similar uses with longer opening hours, to encourage activity throughout the day and evening.
- 10.78** In Openshaw it will be important to attract additional investment and redevelopment in order to improve the fabric of the centre and generate further activity.

Central Manchester

- 10.79** The centres of Gorton, Levenshulme, Longsight and Rusholme are focused along arterial routes, with Hulme combining large retail units and a high street. Longsight and Levenshulme are located along the A6 corridor with both drawing footfall from the surrounding neighbourhoods. The centres are largely characterised by small units and operators reflecting the diversity of their local communities. Levenshulme is the longest district centre spanning 1.5km of the A6. Gorton has a strong day-time economy underpinned by its food provision, market and independent units. Rusholme is known for its food offer and is busy during the day and into the evening.

Policy C 5

Central Manchester District Centres - Gorton, Hulme, Levenshulme, Longsight and Rusholme

The district centres in Central Manchester will continue to be the focus for retail, services and leisure provision.

The district centres serve a predominantly convenience role and continuation in this role will be supported. A range of town centre uses will be considered suitable.

Levenshulme has a good range of retail operators but is characterised by small unit sizes. Provision should be made for a wider range of shop formats and sizes supporting the creation of a stronger focal point within the centre.

Whilst providing for local shopping needs, Rusholme is dominated by its food and restaurant offer and night-time economy and to build on this a greater mix of town centre uses will be encouraged.

Development should seek to improve the environmental quality of centres and enhance public realm and the street scene. This will include creating well designed shop fronts, viewable throughout the day, contributing to active street frontages, ensuring shutters are up during the day and in accordance with Policy DM 5 Shop Fronts and Related Signs.

Further enhancement of the leisure offer, including the evening economy, will broaden the appeal of all centres, especially Gorton and Hulme, subject to no adverse impact.

In the centres dissected by busy arterial roads, priority should be given to improving crossings and pedestrian connections. In Longsight, the priority is to improve links between the existing foodstore and the rest of the centre.

Activities that complement the role of a centre and attract footfall will be supported. The market in Longsight is a key contributor to the vitality of the centre. Increasing the residential offer in a centre can further increase footfall and is supported where it does not undermine provision of active street frontages or prejudice the key function of a centre.

Why this policy?

- 10.80** The Central Manchester district centres serve diverse local communities and provide for their day-to-day needs. Improving the environmental quality and leisure offer will support the vitality and viability of centres.
- 10.81** Recent interventions in Gorton have seen the opening of the Gorton Hub and Gorton Square, which have had a positive impact on the centre. Improving the food and drink offer, the evening economy and the environmental quality of the centre will remain priorities. Further delivery of the Gorton District Centre Development Framework has the potential to enhance Gorton's vitality and viability.
- 10.82** Some centres, such as Levenshulme, have sections of frontages with shutters down during the day, giving the impression of inactivity. Active street frontages will be encouraged, through viewable well-designed shop frontages and shutters up during the day.
- 10.83** Rusholme's composition is dominated heavily by its restaurant and hot food take away offer. The district centre is busy both during the day and into the evening, drawing trade from both the local population, which comprises a mix of residents and students, and a wider area. It may benefit from a greater mix of retail provision.

South Manchester

- 10.84** District centres in South Manchester are made up of traditional high street formats in Chorlton, Didsbury, Fallowfield, Northenden and Withington, a retail park at Baguley and a shopping precinct at Wythenshawe.
- 10.85** Wythenshawe is the largest district centre by floorspace in Manchester. It is anchored by the Wythenshawe Civic Centre, which is formed around pedestrianised areas. To the west is the Forum Centre which is an integrated service building including community and business use. It also includes the transport interchange, which connects Wythenshawe with surrounding areas via tram and bus, and links directly to the airport.

Policy C 6

South Manchester District Centres – Baguley, Chorlton, Didsbury, Fallowfield, Northenden, Withington and Wythenshawe

The district centres in South Manchester will continue to be the focus for retail, services and leisure provision and town centre uses will be considered suitable.

Whilst comparison retail provision is less prevalent than convenience provision in all district centres, it is a priority to increase and diversify the comparison retail provision in Fallowfield.

Food and drink provision has a strong representation in Chorlton, Didsbury, Fallowfield, Northenden and Withington, with a good mix of restaurants, cafes and drinking establishments. Enhancing the evening economy and maintaining leisure's contribution to the balance of uses will be encouraged, subject to no adverse impact. Increasing provision will be a priority in Wythenshawe where leisure provision and the evening economy are limited.

Continuing improvements to the environmental quality of centres can be delivered by enhancing public realm and the street scene. This will include creating well designed shop fronts, viewable throughout the day, contributing to active street frontages, shutters should be up during the day and be in accordance with Policy DM 5 Shop Fronts and Related Signs. This will be a priority in Chorlton, Withington and Fallowfield.

In the centres dissected by busy arterial roads, priority should be given to improving crossings and connections across centres.

Residential development will be considered suitable where this does not reduce active street frontages or the overall vitality and viability of a centre and where it encourages footfall and expenditure.

In Wythenshawe, its continued regeneration will be supported to rebalance the centre towards the northern part, improve permeability and accessibility, introduce more activity and reduce inactive frontages. This will involve accommodating more retail provision, supporting the development of an evening economy, increasing food and drink provision, encouraging financial services and redeveloping vacant sites. Development should be in accordance with Policy GL 10 Wythenshawe Centre and Adjacent Areas.

Why this policy?

- 10.86** The district centres in the south provide a strong day-to-day convenience offer with Chorlton, Didsbury, Northenden and Withington known for their distinct mix of shops, cafés, restaurants, drinking establishments and service uses. Baguley, Fallowfield and Wythenshawe are served by large supermarkets and reflect their wider neighbourhoods in terms of the mix of uses.

- 10.87** Improvements are planned for Chorlton, with further residential development and the implementation of a public realm strategy. This is expected to address issues around parts of the centre feeling disjointed and create a coherent public realm to enhance the district centre.
- 10.88** In Fallowfield, the Manchester University Campus Owens Park redevelopment has led to a need to prioritise public realm improvements, to diversify the retail and service offer and to improve the management of students living in the Private Rented Sector in the wider Fallowfield neighbourhood.
- 10.89** The priority in Wythenshawe is its continued regeneration through introducing more activity in the form of retail, leisure, public and retail services and homes. The priority is to increase activity in the evening with the introduction of food and drink uses. The closure of the market has resulted in a quieter northern part of the centre, by reducing footfall and general activity. The Council published the Wythenshawe Town Centre Development Framework in 2022, which identifies opportunities that will considerably enhance its vitality and viability.

Local Centres

Policy C 7

Local Centres

Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local everyday needs and would not be harmful to the vitality and diversity of nearby centres.

Development proposals in local centres which would not reflect the local role of these centres will be assessed according to Policy C 8 Out-of-centre development.

Why this policy?

- 10.90** Local centres are one of the keys to achieving the objectives for successful neighbourhoods by providing a range of shops and services that provide for basic day to day needs. The presence of local shops, community facilities and cafes, can help define an area's character and support its residential, commercial or mixed-use function. Such uses can also have an important role to play by allowing easy access for people with young families, elderly people, people with mobility difficulties, and support community cohesion by providing a focus for the community.
- 10.91** As the City's population has expanded and continues to grow, especially in areas which are the focus of regeneration activity, the Council will consider whether it is appropriate to identify any additional Local Centres.

Out-of-centre Development

Policy C 8

Out-of-centre development

Development of town centre uses in locations which are outside centres identified in Policy C 1 Centre Hierarchy, or a Strategic Growth Location identified for such uses, will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal is in an accessible location served by sustainable transport modes;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location and does not harm residential amenity.

Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

Why this policy?

- 10.92** A key priority for the Council's approach to retailing is to safeguard and enhance the City's existing centres. Where it is not possible to locate new development within or on the edge of existing centres, out of centre locations will be considered, subject to a sequential and impact test demonstrating that the vitality and viability of the centre is not compromised.
- 10.93** National Planning Policy Framework (NPPF) indicates that it is appropriate to identify thresholds for the scale of those edge-of-centre and out-of-centre retail and leisure developments that should be the subject of impact assessments. The approach to impact assessments reflects Manchester's neighbourhood geography, within which there are district centres and local centres in close proximity to each other, with varying characteristics and of varying sizes. Development of a scale which is of local significance only is unlikely to lead to unacceptable impacts on the City Centre, district or local centres. However, proposals of a scale which is likely to have a significant impact beyond the immediate locality could have implications for the vitality and viability of existing centres within the City and in neighbouring areas, and on the accessibility of shopping facilities to communities. These implications should be considered through

the planning process. In Manchester's circumstances, the impacts of out-of-centre development will vary across the City, depending on location and health of centres, and will need to be considered on a case-by-case basis.

- 10.94** When considering impact thresholds, this should be appropriate to the type of centre. For the City Centre the impact threshold is set at around 750sqm gross for both retail and leisure purposes. For the purposes of retail development, this relates to the Primary Shopping Area and, dependent on the type of retail, may apply City wide. For district and local centres there is potential for an impact from a unit of 300sqm or more. The impact threshold of 300 sq.m would be considered within 800 metres of the boundary of the relevant centre. The distance of 800 metres is broadly commensurate with the potential walk-in catchments of smaller centres.
- 10.95** The Council considers that development of less than 300sqm gross will generally be of local significance only. Proposals of more than local significance should be accompanied by a statement which has regard to the factors set out in NPPF and National Planning Practice Guidance (NPPG). The level of detail within impact assessments for proposals of less than 2,500sqm gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500sqm gross floorspace and over, a full assessment addressing the impacts set out in NPPG will be required.

Leisure and Evening Economy

- 10.96** Manchester is a city people want to visit and it attracts millions of people every year, making it not only a destination of choice but a major contributor to the City's economic success. The offer is varied with many different types and sizes of entertainment, culture and food and drink places etc. It enables emerging sectors to find affordable space and also those of an international scale to perform in the City. The ease of accessing the City via different forms of transport brings people from all over the UK and globally and is supported by having a major airport in the city, a gateway for visitors from all over the world.
- 10.97** In recent years, the leisure offer has become a significant draw and people are choosing to visit for the food and drink and entertainment, particularly in the City Centre and has led to an increase in the amount of floorspace in this sector. Manchester is globally recognised for its music, sport and cultural scene, with the regeneration of Manchester in the 1980's and 90's linked to the music scene and the range of music and cultural venues reflects this importance.

Policy C 9

Leisure Developments

Proposals for the enhancement and provision of leisure including cultural, entertainment and visitor attractions F1(b, c, d, e)/ F2(c, d), food and drink E(b) and sui generis leisure (excluding hot food takeaways) uses will be encouraged where:

- Development is in accordance with the centre hierarchy with the City Centre as the primary focus, followed by district centres;
- Outside of centres, the location is identified as suitable for leisure and is accessible to public and sustainable transport modes; and,
- Proposals are complementary to the wider development and enhances the area, contributing to the needs of those living, working and visiting an area.

Other Locations Suitable for Leisure and Sports

Sportcity is considered suitable for sports and leisure uses including large scale sports and leisure. Development will be expected to :

- Demonstrate compliance with the sequential test as set out in Policy C8 ensuring there are no preferable sites available
- Enhance the role of this strategic site in accordance with Policy GL 6 Sportcity;
- Ensure the proposal enhances the City's leisure and sports offer;
- Encourage the use of sustainable and public transport options to access the site.

Existing Provision

Proposals to improve the appearance, retention, use and accessibility of all leisure attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.

Proposals will be expected to retain small and independent businesses at risk of displacement, particularly within the arts, culture and leisure sectors, which provide local employment, drive footfall and contribute to place making.

Why this policy?

- 10.98** Leisure is an important part of the mix of uses within a city which make it an enjoyable place to live, work and visit. The majority of leisure uses are found in the City Centre, the most sustainable location in the City-Region. Leisure is a broad term encompassing art galleries, competitive socialising, conference facilities, theatres, museums, sports facilities, food and drink (bars, cafes, restaurants) and music and many other activities. It is an important part of the economy and provides significant employment opportunities across a wide range of skills. Demand will continue to be created as the population and expenditure grows, driven by regeneration and increased visitor numbers.

- 10.99** The city hosts many events throughout the year and is a leading conference destination, with a range of venues and depth of choice across the leisure sector. The recently opened Aviva Studios and Co-op Live Arena have added to the capacity of the City to host large-scale events, increasing the attractiveness of the City as a destination both locally, regionally, nationally and internationally.
- 10.100** Step changes in leisure have seen an increase in the number of units and floorspace being used for all types of leisure. An on street survey has indicated that one of the main reasons people visit the City Centre has shifted from shopping towards food and drink and entertainment. The leisure sector has evolved and grown to meet the needs of more people using the City Centre, such as the increasing numbers of residents, student, workers and those visiting the City for business as well as leisure.
- 10.101** The events calendar is increasingly busy throughout the year in terms of venue bookings and on-street activities, attracting people to spend time in the City throughout the day and night. Whilst the City is a leisure destination in its own right, particularly the City Centre, leisure often complements the economic and residential role of the City with linked trips as people enjoy a leisure activity after work or because it is part of the lifestyle enjoyed by those living in the City.
- 10.102** One of the attractions of the City Centre is its food and drink offer, which is a dynamic sector and as regeneration continues, the leisure, entertainment and food and drink elements will be critical to place making.
- 10.103** Due to the facilities and infrastructure already in place, Sportcity is expected to continue in its role as a national sports and leisure destination, suitable for large scale facilities. It already comprises the Etihad Stadium, a cluster of national sporting institutes and Co-op Live Arena and further growth will strengthen this destination for both sports and leisure.

Policy C 10

Leisure and the Evening Economy: Amenity

Development proposals for cultural, entertainment and leisure F1(b, c, d, e)/ F2(c, d), food and drink E(b) and sui generis leisure uses which are in accordance with Policy C 9 Leisure Developments will be permitted subject to:

- Residential and wider area impact - the proposals should not create an unacceptable impact on residential amenity and the operation and amenity of existing areas and sites. Specific consideration will be given to:
 - a Cumulative Impact – development will not have an unacceptable impact, either individually or cumulatively, on the amenity and character of the surrounding area, particularly due to noise, opening hours, litter, odour, traffic generation, parking or disorder/nuisance;
 - b Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies and ensure the mix of uses supports the vitality and

viability of centres, including the function of centres and safety of residents and visitors;

- c The storage and collection of refuse and litter - relevant planning applications should be accompanied by a waste management strategy setting out how the proposal will deal with its own waste and also the waste generated by customers.

Developments should incorporate sufficient mitigation to ensure existing activities in the surrounding area are not impacted in their function and operation by the new development. This particularly applies in areas with an existing leisure and night time economy or employment/commercial use, these activities and venues should be unaffected by new development proposals. In these locations, the agent of change principal will apply, particularly in the City Centre which is a mixed-use area. When considering the amenity impact of a proposal in the City Centre it is recognised that mixed-uses sit together and mitigation measures can be critical in ensuring a proposal's impact is acceptable.

Why this policy?

- 10.104** The City Council recognises the important contribution that leisure and the evening economy can have in supporting the vitality and viability of centres. However, if not properly managed some uses when located near each other have the potential to disturb each other. This disturbance may be from the use itself but also through the associated servicing, plant and the noise caused by people arriving and leaving the premises and, in some cases, general disorder. New proposals can also disrupt the operation of existing uses for example the introduction of late night activities into residential areas or visa versa and it is important that the agent of change principle applies to the introduced activity and mitigation is the responsibility of the new development. This disturbance can be particularly pronounced when similar uses are clustered in certain areas.
- 10.105** As the City grows, mixed use developments increasingly become the norm. Ensuring uses complement one another and support the vitality and viability of areas is important. The leisure and evening economy can place demands on public services such as the police, transport infrastructure and street cleaning. It is important that the City is a safe and attractive place, which is easy to travel around.
- 10.106** Areas of the City have very different characters at different times of the day and this is part of being an international city. The cumulative impact of uses can change the balance of an area, and it will be important to ensure this is managed to support both the day-time and night-time economy. It will be appropriate to support temporary and outdoor uses where they help to activate and revitalise centres and vacant units and sites. The City Centre is considered differently as the mix of uses need to sit together and the agent of change principal applies where a new land use is responsible for managing the impact of that use.

Hotel and Other Visitor Accommodation

Policy C 11

Hotel and Other Visitor Accommodation

The provision of hotels and serviced apartments will be supported in accordance with the centres hierarchy.

The City Centre is the main focus for hotel accommodation in the City Region and will continue to be the prime location. New hotel development which contributes to the quality of the City Centre hotel offer will be supported.

Hotels or other visitor accommodation in locations identified for businesses, leisure and tourism will be required to demonstrate:

1. The development will cater specifically for the needs of these uses; and
2. Full consideration has been given to the deliverability of the type of accommodation proposed in the location identified.

Locations outside town centres and identified for business, leisure and tourism include:

- Manchester Airport;
- Strategic Growth Locations and Economic Development Areas; and
- Sportcity.

To ensure the City can reach its full potential it is important that visitor accommodation supports all types of visitors to the City, including those visiting students, for sport, tourism and business and provides for a range of accommodation to meet different budgets. It should also be accessible by a range of public and sustainable transport modes.

Why this policy?

- 10.107** To maximise the City's economic growth, it is important to ensure visitors can stay in the City for as long as they want to. The City Centre is of regional importance to business, leisure and tourism and providing adequate hotels and other visitor accommodation to cater for the volume of visitors is important.
- 10.108** Based on market projections of growth and an understanding of pipeline delivery, it is calculated that approximately an additional 7,600 rooms will be required by 2039, with an average of 400 bedrooms per annum. This is expected to maintain hotel occupancy at 75% to 81%. The addition of a further 7,600 rooms will provide a significant employment boost to the City, estimated at over 2,000 additional jobs. The primary focus will be the City Centre followed by other strategic locations such as Manchester Airport and major leisure destinations such as Co-op Live at Sportcity.

- 10.109** Providing a range of hotels and other visitor accommodation contributes to meeting the needs of different types of visitors. With increasing amounts of office space planned over the plan period, it will be important that hotels provide suitable facilities for business visitors, such as meeting, conference and exhibition spaces which can enhance business tourism. The provision of a range of hotels etc. at varying price points can ensure visitors stay in the City overnight and longer, maximising the benefit including increased employment opportunities and income to food and drink, restaurants and bars, music, cultural and leisure destinations.
- 10.110** Hotels are a main town centre use and town centres are the preferred location as they are accessible and offer other facilities to meet visitor needs. There are some key locations outside of centres where hotels complement existing uses and enhance their functioning, such as Sportcity and employment locations. Manchester Airport is also considered a sustainable location for hotels given the demand generated and the need for close proximity of hotels to terminals, meeting the needs of passengers and supporting the operational functioning of the Airport.
- 10.111** Strategic development and regeneration areas provide opportunities to identify sites and locations for hotel accommodation. Many of the City's current regeneration areas are within the existing and expanded City Centre boundary such as Ancoats, Holt Town and Strangeways. Including hotels in these locations will complement regeneration, increase footfall and extend dwell time. They will also reduce pressure for short term lets in parts of the City where homes are prioritised.

Hot Food Takeaways

Policy C 12

Hot Food Takeaways

Hot food takeaways will be supported within district and local centres, or parades of 10 or more retail units, where the cumulative impact of introducing them would not be detrimental to the vitality and viability of a centre, the balance between the day time and night time economy and the health of the population.

A proposal will be considered to be harmful to the vitality and viability of a centre if it:

- Increases the concentration of hot food takeaway ground floor frontages in a centre to more than 10% of all non-residential ground floor frontages. In centres where the proportion of hot food takeaway ground floor frontages is approaching 10%, consideration will also be given to the impact of the proposal on the character of the area surrounding the application site. Applications will not normally be permitted if the proposal would lead to the proportion of hot food takeaway frontages being more than 10% of non-residential ground floor uses in a particular part of the centre concerned;

- Creates a cluster of more than two hot food takeaways together; and
- Reduces the number of units between hot food takeaway clusters to less than two non-hot food takeaways.

Exceptions to the above are Manchester City Centre and Rusholme District Centre. A key role of these centres is to serve the night-time economy. They have become known as locations for food and drink, attracting visitors from across Greater Manchester and beyond. In these centres, hot food takeaway applications will be considered based on an assessment of the impact on the role and character of the surrounding area.

In centres where vacancy levels are more than 10% (or 25% in centres with less than 20 units) the Council will wish to see evidence that effort has been made to fill the unit with another town centre use (other than a hot food takeaway) before hot food takeaways will be permitted. In areas where it can be shown that it would be compatible with surrounding uses, residential use should also be considered. Where there is evidence of no demand for an alternative use in a vacant unit, hot food takeaways could be considered favourably even if this would increase the proportion of hot food takeaways to above 10% of ground floor frontages.

To prevent any harmful effect on the visual amenity of the street scene, shutters should be up between the hours 9am and 5.30pm.

Hot Food Takeaways and Schools

Where a hot food take away is proposed within 400 metres (walking distance) of a primary or secondary school, planning permission will not be permitted, unless the proposal is within a district centre.

Within district centres, where sites are within 400 metres walking distance of a primary or secondary school the following opening hours will apply:

- A primary school: the hot food takeaway is not open to the public between 3 pm to 5.30pm on weekdays.
- A secondary school: the hot food takeaway is not open to the public before 5.30pm on weekdays.

Amenity

Amenity issues related to hot food takeaways should be considered in accordance with Policy C 10 Leisure and the Evening Economy: Amenity and Policy DM 1 Development Management, with specific consideration given to residential amenity and its proximity, hours of opening, extraction of odours and noise abatement, disorder and anti-social behaviour, disposal of waste products and customer litter and highway safety and access. All applications should be accompanied by a waste management strategy setting out how a hot food takeaway will deal with its own waste and also the waste generated by customers.

Highways

Proposals should take account of highway safety and the impact on existing traffic conditions and amenity of the surrounding area. Consideration should be given to parking availability, loading and unloading and food delivery by the operator.

Why this policy?

- 10.112** Hot food takeaways are important to local communities, especially when they are part of a balanced mix of town centre uses. However, increasing numbers have led to concerns about their impact on vitality and viability particularly on the mix of uses, shuttered frontages, litter and other amenity issues.
- 10.113** The City Council carries out a survey of its 18 district centres on a regular basis and uses this as part of the health check of centres. In 2017, concern about the balance of uses in centres and particularly the number of hot food takeaways led to the City Council to implement a Hot Food Takeaway Supplementary Planning Document. This determined that the proportion of hot food takeaways, as part of a mix of uses, which was considered not to harm the character of a centre or the area surrounding the application site was up to 10%.
- 10.114** The recent health check of centres found that a significant majority are considered vital and viable. The careful management of centres alongside planning policies has enabled the City to successfully manage the balance of uses and part of this has been keeping the proportion of hot food takeaways to around 10%. In centres where vacancy rates are higher than 10% consideration will be given to permitting hot food takeaways if it can be shown that the site has been actively marketed for other town centre uses and consideration given to the suitability of the site for residential, taking into account the impact on the vitality and viability of the centre.
- 10.115** The distinction between restaurants (Use Class E(b)) and hot food takeaways (Sui Generis) is often hard to discern, as businesses often operate both functions within the same unit. The following will be used to assist the judgement as to whether the unit operates as a hot food takeaway: the presence of an ordering counter for hot food takeaways, the proportion of space given over to food preparation in comparison to customer circulation and the number of tables and chairs to be provided for customer use.
- 10.116** The concentration of hot food takeaways is calculated as a percentage when compared to all non-residential ground floor frontages within a district or local centre. Frontages will be counted by entrances, for example, a terrace of four shops each with its own entrance will count as four.
- 10.117** Addressing obesity in children is both a national and local priority and evidence from the National Child Measurement Programme shows that in Manchester the proportion of children that are obese in Year 6 is increasing and presently stands at 44.2%, significantly higher than the national average of 36.6%. Reducing children's exposure to foods contributing towards obesity, such as those sold in hot food takeaways, can

reduce intake of foods high in fat, salt and sugar. The aim of the policy is to ensure that during times when children are making food choices, such as lunch time and after school, the environment and availability of hot food takeaways is not encouraging unhealthy choices. The use of a 400m buffer is considered to be approximately a five minute walk and a reasonable distance from schools within which to control environments for the benefit of children.

- 10.118** Hot food takeaways create specific amenity issues which can create an unacceptable impact on communities and neighbourhoods. Managing impacts to an acceptable level is important to creating vital and viable centres, consideration should be given to opening hours, residential amenity, character of an area, prevention of unacceptable levels of noise and odours, light, litter, vermin and visual amenity including location of extraction systems. The impact of waste from the business itself and also from customers should be the subject of a waste management strategy. All waste generated by the business should be accommodated on site.
- 10.119** The Council will take account of any adverse impact on highway safety and amenity, particularly in locations near bus stops/bus lanes, cycle facilities, pedestrian crossings and junctions, where pick up and servicing activity can conflict with road users, pedestrians and residents. Proposals should take account of existing traffic conditions in the area, the availability of public parking or off-street parking and should set out how food delivery from the premises will be managed to avoid impact on pedestrians and to maintain road safety.

11 Net Zero Carbon and Resilience

- 11.1** Climate change and its impact on the environment both urban and natural is recognised as one of the significant challenges facing Manchester. The built environment accounts for 25% of the UK's total carbon footprint (UK Environmental Audit Committee) and therefore it is essential that the way in which Manchester develops over the plan period and beyond is set within the context of mitigating the impacts of climate change and adapting to its effects on the local environment.
- 11.2** Manchester has a target to be a net zero-carbon city by 2038, twelve years ahead of UK Government's 2050 target. In 2020, the Manchester Climate Ready Partnership developed a high-level framework for the city to focus action that would help deliver on its climate change ambitions which was updated in 2025 ([Manchester Climate Change Framework \(2020-25\) 2022 Update](#)). The Framework used a science-based targets approach to set a zero-carbon date of 2038 and a carbon budget of 15m tCO₂ for the period 2018-2100 for the city. In order to meet these targets action will have to be accelerated, and urgently.
- 11.3** The Manchester Climate Change Ready: The Plan 2025-30 takes a science-based approach for the city to reach zero carbon by 2038, setting this out as a cumulative carbon budget. It notes that buildings are responsible for 67% of the city's direct emissions, with residential buildings accounting for 29% of these emissions. The Plan sets out the scale of action needed to reduce direct emissions from buildings and transport by 55% by 2038. It also sets out the scale of increase in renewable energy generation needed to support this. This is reiterated in the aims of the Greater Manchester Five-Year Environment Plan 2025–2030 which states that all new development will be net zero carbon and sustainable whilst increasing renewable energy generation and energy storage, and capacity of heat networks.
- 11.4** At a similar time, Government recognised the need for taking a whole systems approach to planning and designing local energy systems. In response, Greater Manchester Combined Authority helped support the 10 GM districts by providing a Local Area Energy Plan for each district to assist with meeting the city-region's zero carbon targets. Local Area Energy Plans (LAEP) are recognised as the leading method for translating national Net Zero targets into local energy system action with plans that are collaborative, data-driven and cost-effective.
- 11.5** This chapter sets out specific policies aimed at enabling and supporting development which is sustainable, minimising emissions relating to both construction and the operation of buildings once constructed, and increasing local decentralised energy/heat networks to help meet these targets. In relation to this chapter sustainable development:
- uses natural resources wisely
 - minimises waste and pollution

- mitigates and adapts to climate change
- moves to a low carbon economy

Sustainable Design and Construction

Policy ZC 1

Sustainable Design and Construction

All new developments shall support sustainable development, unless it can be demonstrated that it is not practical or financially viable, through:

- a including the reuse and/or refurbishment of existing buildings within the site where appropriate. Where a building/buildings are to be demolished a Demolition Justification Statement should be submitted.
- b adopting the principles of the energy hierarchy as set out in policy JP-S2 of Places for Everyone [Places for Everyone Joint Development Plan](#) with:
 - new build residential development meeting the fabric energy efficiency required under the Manchester Net Zero Carbon Building Standard or an accepted equivalent standard
 - residential conversions, refurbishment, extensions and changes of use should be designed to achieve BREEAM Domestic Refurbishment excellent rating or appropriate sustainability measures
 - new build non-residential, refurbishment of existing buildings and conversions of 1,000m² or more meeting the Manchester Net Zero Carbon Building Standard or an accepted equivalent standard
 - minor non-residential development under 1000m² achieves BREEAM very good rating or meet the standard required by any subsequent revision to building regulations.
- c ensuring the efficient use of natural resources and materials accounting for the energy, carbon emissions and other environmental impacts arising from construction and end of life demolition and disposal. For major development the proposals should take action to reduce life-cycle carbon emissions demonstrated through a Whole Life Cycle Carbon Assessment [Manchester Climate Ready: The Plan 2025-30](#)
- d minimising the need to travel and encourage walking, cycling and the use of public transport instead of by private car and in non-residential developments encourage the more sustainable movement of freight through the location and form of development
- e delivering a density of development that makes the most of accessible sites and encourages the efficient use of land

- f ensuring the design of new developments is sufficiently flexible and adaptable to enable future changes of use or layout and facilitate future adaptation and retrofitting
- g designing development, through its layout, orientation, form and massing and through the use of green and blue infrastructure, to minimise the overheating of buildings and provide comfortable external spaces in hot weather and conserve water supplies. Where appropriate to its context, this should include the integration of green/living walls and the use of living roofs with sufficient substrate depth to maximise cooling benefits.

Development proposals should demonstrate through a Sustainability Statement/Assessment how the above have been met.

Why this policy?

- 11.6** When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework set out above. Development should contribute to both mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and as a result sustainable design and construction will be integral to new development in the city. The City has committed to a carbon budget to provide a science based approach to its approach to climate change mitigation and adaptation.
- 11.7** Manchester Climate Change Ready has worked with partners to develop recommendations that include whole life carbon target setting for the design and construction of new buildings over their entire life, including their demolition and disposal ([Net Zero New Buildings: Recommendations for Policy - Shaping Manchester's Local Plan](#)). BS EN 15987 provides the calculation method, based on Life Cycle Assessment (LCA) and other quantified environmental information, to assess the environmental performance of a building and its site, and provides a means for reporting the outcome of the assessment for all new and existing buildings and refurbishment projects.
- 11.8** Existing buildings contain embodied carbon from their construction materials and processes and throughout the whole lifecycle of a building up to and including demolition and disposal. For new buildings the proportion of embodied carbon can represent around 50% ([Embodied carbon emissions in buildings](#)) and as a result the Council promotes a retrofit first approach that states, where possible, consideration should be given to retaining and/or adapting existing buildings within the site in order to retain embodied carbon and to support works to improve their energy efficiency. In the first instance consideration of, and justification for, the demolition of any buildings on the site will be required.
- 11.9** New buildings have been identified as key to helping Manchester meet its climate change targets within the city's Climate Change Framework. To meet these targets new development will need to exceed standards set out in Part L of the Building Regulations. This policy aims to ensure that new development:

- reduces energy consumption and demand through thermal efficiency and design;
- mitigates its impact on climate change;
- is designed to cope with new climatic conditions; and
- is capable of maintaining year round comfort and wellbeing.

- 11.10** The Manchester Climate Ready Partnership has developed and recommended Net Zero Carbon targets ([Net Zero New Buildings: Recommendations for Policy - Shaping Manchester's Local Plan](#)) for new buildings as part of its wider carbon reduction remit and to accelerate action. The targets will form the basis of future considerations for residential and commercial buildings - further detailed policy and guidance is set out in Policy ZC2. There is currently a degree of uncertainty as various different standards are being developed including the UK Net Zero Carbon Building Standard (UKNZBS). The development of standards both at a local and national level will be assessed as part of any future guidance for the implementation of this policy.
- 11.11** Mitigation and adaptation should be considered together from the start of the design process if the best outcome against these commitments is going to be achieved.

Towards Zero Carbon

Policy ZC 2

Towards Net Zero Carbon

The Council will expect new development, unless it can be demonstrated that it is not practical or financially viable, to achieve the net zero targets and energy efficiency for residential and commercial development as follows:

- All residential proposals should achieve a site average (and preferably on-plot) space heating demand of 15-20 kWh/m²/yr and a site average total energy demand of 35 kWh/m²/yr, achieved through a 'fabric first' approach to construction.
- All non-residential proposals should achieve levels in line with the Net Zero Building Standards or, where not specified, a site average space heating demand of around 40 kWh/m²/yr and a site average total energy demand of 45 kWh/m²/yr.

a) Energy Demand Reduction

- All developments should minimise the demand for heating, cooling, hot water, lighting and power through the inclusion of energy efficiency measures and in line with the energy hierarchy
- In relation to existing buildings, retrofitting them with measures to reduce energy consumption, in a manner consistent with any heritage interest
- Meet any remaining heat/cooling demands in a sustainable way as set out below.
 - The operational energy use (both regulated and unregulated) of a proposed development shall be considered at the design stage, to minimise any performance gap. This should be demonstrated through modelling using

Passivhaus Passive House Planning Package (PHPP), Design for Performance, NABERS UK Design or CIBSE TM54.

- Compliance with the energy efficiency and renewable energy provisions and presenting the carbon savings achieved across each step of the energy hierarchy (demand reduction, efficient supply, renewable and other low carbon technology)
- any residual operational regulated carbon emissions (over the course of 30 years) will be calculated and offset to zero

How these requirements will be met should be demonstrated through a detailed Energy Statement set out as part of its Sustainability Statement based on expected end user requirements. This will indicate, using site relevant evidence, how the development has sought to maximise reductions in carbon emissions through energy efficiency measures. Where end user requirements change significantly, an updated Energy Assessment should be submitted prior to construction.

Where existing buildings are being converted into new uses and it is not feasible for the full CO₂ emission reduction to be met, the Energy Statement should show that anticipated emissions have been reduced to the lowest practical level utilising an energy hierarchy approach.

b) Renewable Energy

All developments should, where feasible and possible, incorporate the use of renewable and low carbon energy on site including connecting to district heating networks which should be detailed in the Sustainability Statement/ Assessment.

c) Carbon Offsetting

Offsetting will only be considered an acceptable solution to net zero carbon requirements if it can be demonstrated that carbon reductions achieved via on-site measures (and near site renewables) are unfeasible or unviable and once on-site CO₂ reduction requirements for energy efficiency and renewable energy measures have been met.

Why this policy?

- 11.12** Reducing the overall energy consumption of buildings and being more energy efficient is vital to reducing emissions. This is not only in relation to a building's heating, cooling and lighting requirements but also taking into account the total operational emissions of a development including such aspects as the use of computers, domestic appliances, lifts, etc. In order that new developments can meet the city's 2038 net zero targets buildings will need to embed fabric efficiency and ensure operational net zero energy needs are met from renewable energy sources until such time as the national grid decarbonises.

- 11.13** In determining planning applications, local planning authorities should give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic (including, for example, through installation of heat pumps and solar panels where these do not already benefit from permitted development rights).
- 11.14** Where developments cannot, either technically or feasibly deliver a net zero energy balance a carbon offsetting solution will be sought. Offsetting will only be considered acceptable to net zero requirements if it can be demonstrated that carbon reductions achieved via on-site measures (and near-site renewables) are unfeasible or unviable.

Renewable and Low Carbon Energy Developments

Policy ZC 3

Renewable and Low Carbon Energy Developments

The Council supports proposals for low carbon and renewable energy infrastructure, including freestanding installations and community generation projects, which will be assessed against the following:

- a Potential social and economic benefits including local job opportunities
- b Contribution to significant community benefits
- c The need for secure and reliable energy generation capacity
- d Environmental impact

Why this policy?

- 11.15** Nationally the electricity grid is set on a path to decarbonisation with the share of zero carbon energy sources having grown from less than 20% in 2010 to almost 50% in 2020 (with carbon sources contributing only 35%) ([NESO: Road to Zero Carbon in numbers](#)). The government is aiming to meet 100% of national electricity generation coming from low-carbon sources by 2035. With decarbonisation of heat, energy and transport in particular annual electricity demand is forecasted to increase from 2480 GWh per year to 4930 GWh per year in the city by 2038 resulting in a need to increase electricity grid capacity.
- 11.16** Both nationally and locally it is important to provide a consistent and secure energy supply for our homes and businesses. It is also important in order to meet our zero emission targets that the energy generated is from renewable and low carbon sources and that developments for this purpose are supported in the most appropriate locations. For the purposes of this policy the term energy infrastructure not only includes generating equipment but also battery storage and works for distribution networks. There will always be a need to balance the benefits of such developments against any adverse impacts resulting from the developments themselves.

- 11.17** Due to the built-up nature of the city there is limited potential to develop large scale renewable energy from the most common sources. However, smaller scale and other forms of renewable energy generation, and the use of battery storage will help balance the city's energy needs and are possible. The Manchester LAEP approved in September 2023 identifies that potentially rooftop solar PV could provide 1,230MWp of installed capacity in the city.

Heat Networks

Policy ZC 4

Heat Networks

Where district heating networks exist or are proposed the Council will expect the development proposals to demonstrate that the proposed heating and cooling systems have been selected considering the heat hierarchy in line with the following order of preference:

- i Connection with existing networks (with a decarbonisation plan)
- ii Site wide network fed by renewables or low carbon source
- iii Communal network fuelled by renewable energy sources

In areas identified as a Heat Network Zone major development proposals will be expected to connect to an existing or planned network, where feasible and viable.

In the absence of an existing or planned heat network new major development will be expected to be designed to facilitate future connection to a heat network.

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

Development proposals should demonstrate through a heat/energy network assessment how the above have been met. Where proposals involve the decarbonisation of existing heat networks supporting information should indicate the timeline for the transition works.

Why this policy?

- 11.18** One of the biggest challenges to achieving our net zero goals is how to decarbonise heat. Heat networks are identified as a critical part of the solution to decarbonising heat in our cities and towns and they are predicted to make up 20% of heat generation by 2050. Within a heat network the heat is generated in a centralised plant room which then distributes hot water to either multiple connected buildings (district heat network) or multiple occupants in a single building (communal heat network) via a network of pipes. They provide an infrastructure solution that can supply locally generated low-carbon heat to a range of buildings. In high density urban areas, they are often

the lowest cost, low carbon heating option. Transferring to locally supplied energy reduces the exposure of customers to global fossil fuel price shocks thereby protecting vulnerable residents and those in fuel poverty from external influences.

- 11.19** The Energy Act 2023 provides the powers for government to implement Heat Network Zoning (HNZ) in England. The Department of Energy Security and Net Zero (DESNZ) are developing the detail of regulations to implement zoning in England from mid-2025. HNZs will designate geographic areas where heat networks are expected to be the lowest cost, low carbon solution for supplying heat giving confidence to the industry to invest in developing heat networks. Designation of an area as a HNZ will provide the power to require new development and certain existing buildings to connect to an existing or proposed heat network where a connection can be provided in a timely fashion.
- 11.20** There are currently around 290 existing heat networks across the city serving over 7,000 customers. There are also cross boundary opportunities for heat networks. There is an identified opportunity to develop existing and new heat networks to supply a theoretical maximum of up to 36% of Greater Manchester's heat demand. The forthcoming Heat Network Zoning Policy provides the potential for these to be expanded over time and for them to deliver a significant component of the region's carbon neutral target by 2038. Opportunities will include the decarbonisation of existing heat networks based on robust plans and clear timelines.
- 11.21** The LAEP suggests that approximately 32,000 existing homes could cost effectively transition to a district heating network.
- 11.22** The Local Area Energy Plan and National Heat Network Zoning provides useful information in respect of the areas of opportunity for district heating networks and these will generally be supported provided they are found to be acceptable.

Indicative DHN Zones across GM

- 11.23** The Department for Energy Security and Net Zero (DESNZ) is continuing to refine its heat network modelling methodology and intends to publish updated outputs through a new Heat Networks and Zones Service website. This will provide the most recent modelling results alongside interactive mapping.
- 11.24** In the interim, an indicative map based on an early version of the modelling is available for Greater Manchester. This map should be treated as provisional and subject to change. It can be found on the Greater Manchester Combined Authority website ([Heat network zoning map: Greater Manchester](#)).
- 11.25** Where DESNZ identifies a potential heat network zone and this is transferred to the relevant Zone Coordination Body, further work will be undertaken to refine the boundary. This will include a period of consultation before any zone is formally designated.

12 Environment

Introduction

- 12.1** The health of our natural environment is vital to each individual's physical and mental well-being and the well-being of Manchester's communities. A healthy and cared for natural environment impacts positively on the quality of day to day life for Manchester's residents and those visiting the City for work or other reasons. It provides a range of eco system services including outdoor recreation, enhanced wellbeing, climate resilience, flood resilience, urban cooling and habitats for our wildlife to thrive. This section introduces the planning policies that seek to protect and enhance our environment. Policies relating to the protection and enhancement of indoor and outdoor sport and recreational land and facilities, however, are located in 13 Social Infrastructure.
- 12.2** There has been an increased realisation of both the impact of climate change on our way of life and the integral part that our natural environment has to play in this. A number of policy documents relate to the natural environment, including the NPPF, the Environment Act 2021 and the Department of Environment, Forestry and Rural affairs (Defra) 25 Year Environment Plan.
- 12.3** The NPPF and Practice Guidance recognise the importance of the conservation and enhancement of the natural environment, including green infrastructure, and of planning measures to address climate change mitigation and adaptation. National Planning Policy Guidance defines green infrastructure as a range of spaces and assets that provide environmental and wider benefits, including, for example, parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as rivers, streams, ponds, canals and other water bodies. These natural capital assets provide multiple benefits at a range of scales.
- 12.4** Manchester recognises that green and blue infrastructure is of vital importance to the design quality of the city, requiring strategic policies to guide the pattern and scale of its overall provision, to deliver the ecosystem services described earlier. Manchester's award winning Green & Blue Infrastructure Strategy 2015-2025 is being refreshed in 2025. In delivering this strategy and in response to the increasing realisation of the impact of climate change and the loss of biodiversity, the Council has also commissioned considerable research to increase the understanding of the natural environment within Manchester. This has included "Our Rivers Our City", Managing Manchester's Trees, the Nature of Manchester, My Wild City, My Back Yard and the Biodiversity Net Gain, Open Space Assessment and Urban Green Factor Study. These studies have been used to guide and evidence, policy approaches within the Environment section of this draft Local Plan.

- 12.5** The 2021 Environment Act has set a new course for environmental recovery in the UK which, following Brexit, the UK government is now directly responsible for. The Environment Act is an enabler for the priorities set out in Defra's 25 Year Environment Plan, in particular the threat of biodiversity loss, climate change and the pollution of air, water and land.
- 12.6** At a Greater Manchester level, policies within Places for Everyone stress the need for a high quality network of diverse types of green and blue infrastructure. These include existing opportunities within Manchester such as the Irwell, Mersey and Lower Medlock River Valleys and Moston Brook Corridor, as well as the potential to increase our natural capital and climate resilience through an improved green and blue infrastructure network. The policies in this section provide more detail on the role that development has in incorporating and improving our green and blue infrastructure network, including river valleys and waterways, urban green space, trees and woodlands, and enhanced biodiversity.
- 12.7** In 2018 Manchester adopted a target to be zero carbon by 2038, based on the recommendations from the University of Manchester's Tyndall Centre for Climate Change Research. This target is to enable Manchester to play its full part in relation to national climate change goals. Manchester is currently updating its Climate Change Framework, which includes green infrastructure and nature based solutions as a key priority for action.

Green and Blue Infrastructure

Strategic Green and Blue Infrastructure

Policy EN 1

Strategic Green and Blue Infrastructure

The strategic elements that make up Manchester's network of green and blue infrastructure include:

- The Irk, Irwell, Medlock, Mersey and Bollin River valleys; the Chorlton, Platt, Gore, Gatley and Moston Brooks, and the Rochdale, Ashton and Bridgewater Canals, which together with the adjoining land provide multiple functions including flood management, biodiversity and recreation.
- Existing parks, amenity space, and natural and semi natural open spaces that provide accessible recreational space but also make vital contributions to the City's biodiversity, flood management, community health and well-being, with the potential to increase this functionality still further.
- Trees and woodland that together make up the urban forest.

- The mosaic of smaller open spaces, including smaller amenity spaces, private gardens and urban green features that together provide over 21% of Manchester's green infrastructure.
- Strategic recreational routes along existing and former canals, disused former railways, river valleys and, in a few instances adjacent to some current transport corridors, as shown on the Policies Map, which enhance accessibility to green spaces for people and provide corridors for wildlife.

Development proposals will be expected to:

- Maintain and enhance existing green and blue infrastructure in terms of its quality, quantity, accessibility and multifunctionality.
- Incorporate green and blue infrastructure early in the design stage.
- Seek to maximise the benefits that high quality green and blue infrastructure can bring to the local community and beyond, such as improving health, increasing biodiversity, enabling nature recovery and connecting people with nature, adapting to climate change and reducing flood risk, including through the use of Sustainable Drainage Systems (SuDS).
- Incorporate links to existing green and blue infrastructure to improve the accessibility of Manchester's open spaces and increase the potential for wildlife corridors.
- Facilitate extensions to and connections with strategic recreational routes, where appropriate opportunities arise.
- Ensure that appropriate long-term management and maintenance measures are in place for any proposed green and blue infrastructure.
- Ensure that improvements to green and blue infrastructure are consistent with other relevant Local Plan policies; in accordance with the latest Green and Blue Infrastructure Strategy and with the priorities and actions set out in the Greater Manchester Local Nature Recovery Strategy (GM LNRS).
- Consider the role that green and blue infrastructure can play in helping to enhance the historic environment.

Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green or blue infrastructure, the developer will be required to justify why the loss is necessary, and demonstrate how this loss will be mitigated in terms of quantity, quality, accessibility, function and future management.

Why this policy?

- 12.8** Manchester's residential and commercial growth has played an important role in the success of the conurbation. Whilst its historic growth pattern has created more densely built-up areas towards the centre of the City, approximately 50% of its total area is defined as green, and plays an important role for the residents of the City. The largest component of the green and blue infrastructure network is created by the river valleys and canals, from the Irk in the north which joins the Irwell in City Centre, to the

Medlock in the east and the Mersey and Bollin in the south. The Rochdale, Ashton and Bridgewater Canals play a key role as linear corridors, formerly industrial but now increasingly the focus of attractive new communities and regeneration, converging in the City Centre.

- 12.9** Except for river valleys, canal corridors and larger parks like Heaton and Wythenshawe, much of Manchester's green and blue infrastructure is interspersed across the built environment in the form of gardens, street trees, smaller parks and amenity space. Together, this combined network of diverse types of green infrastructure brings many benefits, including improved health, climate resilience, the creation of a sense of place, better air quality and increased biodiversity. It is essential that these benefits are accessible to all and that the network of green infrastructure forms an integral part of each neighbourhood within Manchester. Well designed green infrastructure should have multiple functions appropriate for the needs of the local community.
- 12.10** The National Planning Policy Framework and Guidance requires the Local Plan to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure and plan for its enhancement at a catchment scale across local authority boundaries. Strategic policies are to identify the green infrastructure networks and set out policies for their protection and enhancement, based on evidence-based assessments and supported by green infrastructure strategies. Development proposals are required to take into consideration green infrastructure opportunities and requirements at the earliest stage.
- 12.11** This policy is consistent with Places for Everyone (PfE) which identifies a strategic green infrastructure network (PfE Fig. 8.2) including Opportunity Areas that have particular potential for delivering improvements; within Manchester these include the river valleys and waterways. Other key elements of the green infrastructure network identified within PfE and of relevance for Manchester include historic parkland, urban green spaces, trees and woodlands.
- 12.12** Places for Everyone, Policy JP-G 2 requires new and existing green infrastructure to be integrated into new development wherever practicable, with appropriate provision made for its long term management and maintenance. PfE also refers to the need to expand the network of strategic recreational routes (Policy JP-P7) and deliver a higher proportion of journeys via walking and cycling utilising green infrastructure such as parks, canals and recreation grounds (Policy JP-C5). Manchester's strategic recreational routes are shown on the Policies Map and includes routes that are mostly off highway. Routes that are mostly on highway are not shown; where development impacts routes that are mostly on highway it is expected that these could be diverted along another highway.
- 12.13** Work is ongoing to extend the network and improve accessibility. Cyan Lines is an example of an ongoing partnership project which aims to connect blue and green spaces across Manchester City Centre and beyond, creating a high quality network of walking, wheeling and cycling routes for residents, visitors and nature. The Local

Plan thematic policies, particularly EN1 Strategic Green and Blue Infrastructure and EN2 River Valleys and Waterways provide the planning framework to support the development of such a network within Manchester.

- 12.14** A Greater Manchester Local Nature Recovery Strategy and Network has been prepared. Within Manchester this also identifies river valleys and waterways as a key part of the nature network, together with trees and woodlands, urban green spaces, and grassland, as important opportunities to improve and connect habitats benefiting wildlife and local communities.
- 12.15** Manchester's Green and Blue Infrastructure Strategy 2015-2025 was refreshed in 2022 and is being reviewed to take it through to 2035. This identifies the integral and critical part that the City's green spaces and waterways play in Manchester's plans for growth. Its objectives include improving the quality and function of green and blue spaces; using appropriate green and blue infrastructure within new developments to help create successful neighbourhoods; improving access and connectivity for people and wildlife, and increasing our understanding and awareness of green and blue infrastructure.
- 12.16** The Green and Blue Infrastructure Strategy recognises the importance of Manchester's green and blue spaces from the small scale green urban features such as individual trees, green walls, green roofs and gardens, to the large scale river valleys, canal corridors and major parks. The small scale features are often overlooked but cumulatively they play an essential role, helping to define the character of local areas and contributing to climate resilience. Further evidence has identified that 21% of Manchester's green space is formed from gardens (My Backyard, MMU, 2018), which highlights the importance of these connected green spaces not only for the residents but also as a green infrastructure resource.
- 12.17** The collaborative project "Our Rivers Our City" has provided a long term vision and action plan for Manchester's river valleys, to 2030. This comprehensive appraisal of the City's river valleys identifies the potential increased contribution that they could have as drivers for growth, creating places where people and nature thrive, as well as the essential contribution that they could make to a "sponge city" approach to the City's flood resilience. Further detail is provided in Policy EN 2 River Valleys and Waterways

River Valleys and Waterways

Policy EN 2

River Valleys and Waterways

Development will need to take into consideration any canal, watercourse or water body that crosses or is adjacent to the development site and will be required to:

- Assess hydrological, hydromorphological and ecological effects on adjacent and nearby water bodies, to ensure there is no deterioration to existing water quality or ecological value of the waterbody. Where applicable, this may include a Water Framework Directive Assessment, which would need to be considered as part of any Environmental Impact Assessment required for a planning application.
- Safeguard the structural integrity of the waterway and its related infrastructure and assets.
- Improve water quality by providing access to the waterway to allow necessary maintenance by the riparian owner, and statutory agencies, as appropriate, and by preventing pollution sources and pollution pathways which arise from or cross the development site, from entering the watercourse. (See Policy EN 8 Water Quality and Efficiency)
- Incorporate Sustainable Drainage Systems (SuDS), including tree planting,
- Where appropriate and demonstrate the use of the SuDS hierarchy, including active consideration of nature based methods of managing water flows to increase permeability, improve surface water drainage, reduce flood risk and improve water quality. (See Policy EN 9 Flood Risk)
- Use the waterway as a key component in creating a sense of place, by considering how to increase physical access to the waterways early in the design stages of the development. Where physical access is not practicable, development should seek to increase the visibility of the waterway throughout the development and/or from vantage points such as river crossings.
- Improve access and facilitate the creation of continuous walking and cycle routes along river valleys and canals, incorporating appropriate pedestrian and cycle links with adjacent neighbourhoods and green spaces.
- Address the need to make the river valleys and canals places which are safe and inclusive spaces for all, for example, through improved visibility and appropriate levels of lighting, taking into consideration the needs of people and wildlife.
- Implement the potential for re-naturalising waterways and the opportunities to improve water quality, riverine ecology, fish passage and migration, where viable. Where this is not possible, development within river valleys or fronting waterways must consider the protection and restoration of the waterway and wildlife.
- Implement the potential for Natural Flood Management (NFM), where viable, including techniques such as re-meandering, wetland creation, and floodplain reconnection, where appropriate.
- Have regard to the priorities and actions set out in the Greater Manchester (GM) Local Nature Recovery Strategy with regard to rivers, waterbodies and canals and the identified Core and Opportunity Areas within the GM Local Nature Recovery Network. (See Policy EN 4 Biodiversity and Geodiversity)
- Have regard to the important historical and cultural role that the river valleys and canals can play in place shaping within the locality.

Development proposals will also be expected to explore opportunities to address the specific priorities for each river valley or canal, where relevant, as set out below:

Mersey Valley

- Balance the appropriate provision of both recreation and nature conservation.
- Enhance leisure provision through improvements to nearby local parks, green spaces and access, including active forms of transport, across and along the river valley, linking with adjacent neighbourhoods and the neighbouring districts of Stockport and Trafford.
- Where appropriate, incorporate landscape management, such as ecological buffers, bankside restoration and in-stream habitats along the River Mersey and its key tributaries including the River Bollin, Gore/Platt/Chorlton Brook, Fallowfield Brook, Cringle Brook, Baguley, Gatley and Fairywell Brooks.
- Have full regard to the flood management role that the Mersey Valley plays, particularly with regard to the Didsbury Flood Basin and neighbouring Sale Ees Flood Basin.

Irk Valley and Moston Brook Corridors

- Improve connectivity, particularly via walking and cycling routes, with adjacent neighbourhoods, and to and between local parks and green spaces, both within and adjacent to the Irk Valley and Moston Brook corridors.
- Improve nearby local parks and green spaces, and create a river park at the core of Victoria North.
- Allow a continuous link to be created between the City Centre, Heaton Park, and through to the neighbouring district of Rochdale, including through the City River Park at Victoria North, by taking opportunities to improve access along pedestrian and cycle-friendly, way-marked trails along the Irk Valley.
- Consider further opportunities to improve walking and cycling along the Moston Brook, linking through to the neighbouring district of Oldham, and to improve way-finding and visitor facilities, whilst respecting local character and biodiversity.
- Improve ecological connectivity opportunities including with the nearby Rochdale Canal.

Medlock Valley

- Improve connectivity, particularly via walking and cycling routes, with adjacent neighbourhoods, and to and between local parks and green spaces, both within and adjacent to the Medlock Valley.
- Enhance leisure provision through improvements to nearby local parks and green spaces.
- Improve connectivity, particularly via walking and cycling routes, into, across and along the river valley, allowing a continuous link to be created between the City Centre and the neighbouring districts of Tameside and Oldham, including through the regeneration

schemes at Holt Town, within the Lower Medlock Valley, and through the City Centre itself, for example at Sister.

- Improve ecological connectivity opportunities, including with the nearby Ashton Canal.

River Irwell

- Consider how the siting, scale, design and orientation of development adjacent to the river can utilise the locational and visual opportunities provided by the river to increase safe access and create a sense of destination to the waterfront.

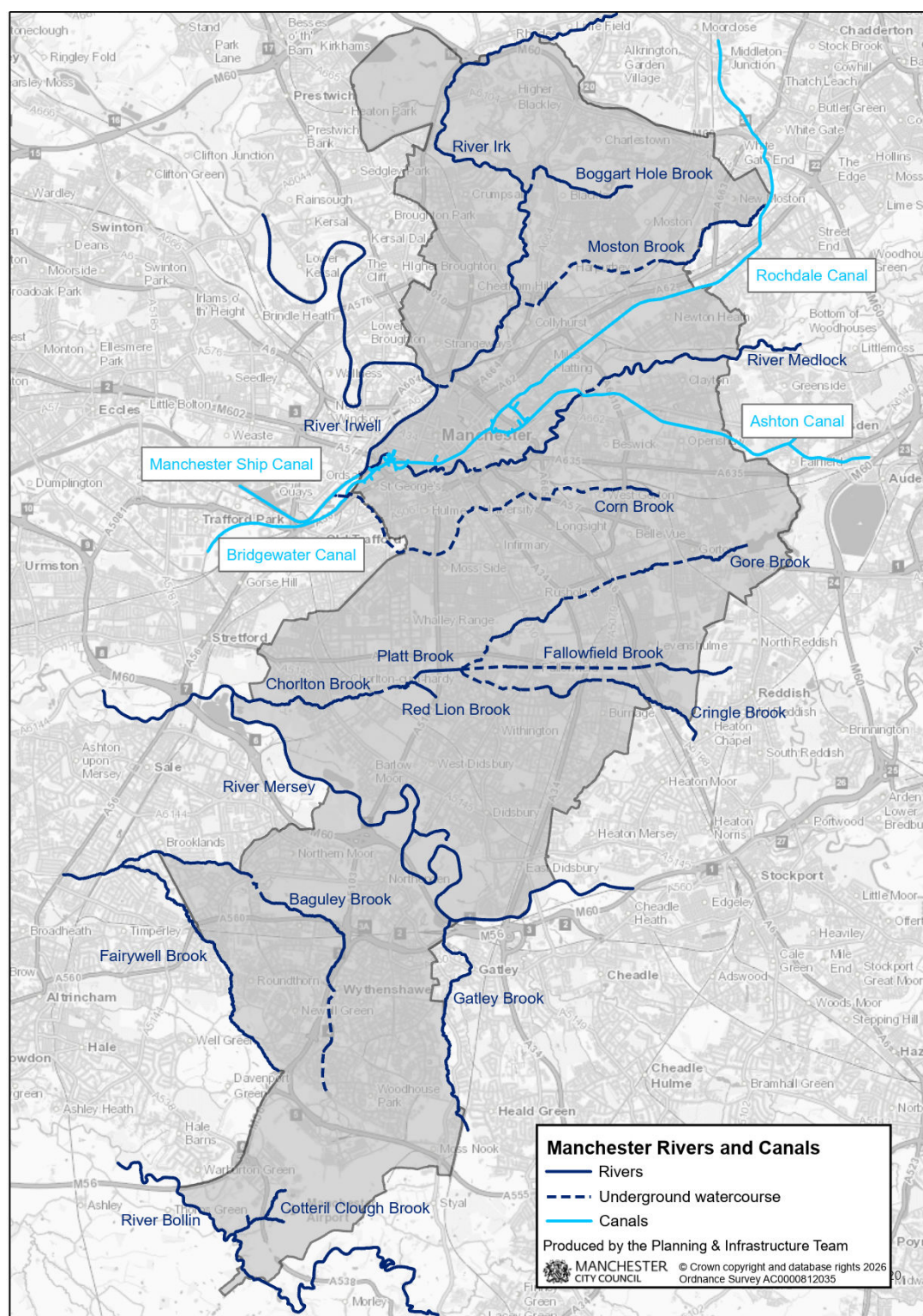
Rochdale, Ashton and Bridgewater Canals

- Within the City Centre, explore opportunities to provide an improved, attractive and safe off-road access route for cyclists and pedestrians, between Ancoats and the Castlefield Basin, along the Rochdale and Bridgewater Canals, with retained and improved access points along its length.
- Beyond, but linked with the City Centre, explore opportunities to provide an improved, attractive and safe off-road access route for cyclists and pedestrians, along the Ashton Canal and the Rochdale Canal, with retained and improved access points along its length.
- Utilise the heritage value of the canals, associated locks and canal basins to create a locally distinctive sense of place and enhance the public realm.
- Improve ecological connectivity opportunities and have due regard to the SSSI and SAC designations along the Rochdale Canal, in the neighbouring district of Oldham.

Why this policy?

- 12.18** Manchester's river valleys, tributaries and canal corridors play a vital role in our green and blue infrastructure network; they form an important part of our flood defences and climate resilience, also providing recreational routes and destinations and wildlife habitats. The protection and enhancement of these functions will be a key consideration in assessing development proposals that impact the waterways and river valley corridors. The main rivers, tributaries and canals are shown in the Map below but there are other smaller tributaries, sometimes below ground, that may also need to be considered as part of assessing any development proposal.
- 12.19** The river valley boundaries are shown on the Policies Map but consideration will be given to potential refinements to these boundaries as part of the Local Plan consultation.

Map 12.1



12.20 Our waterways have a diverse character, from the urban, hard-edged setting of the River Irwell and canals as they flow through the City Centre, to the more natural landscapes found along the River Mersey and parts of the Medlock. In places, our river valleys, particularly the Irk and Medlock provide part of the setting for new

neighbourhoods. Blending future development needs with the role the waterways play in terms of ecology, flood defence, climate adaptation, well-being and recreation will be key to delivering successful communities.

- 12.21** NPPF requires planning policies and decisions to contribute to enhancing the natural environment. Where possible, new development should improve local environmental conditions including water quality. Plans are to be proactive in mitigating and adapting to climate change, taking into account implications for flood risk, water supply and biodiversity. Opportunities provided by new development and improvements in green and other infrastructure are to be used to reduce the causes and impacts of flooding, with as much use as possible made of natural flood management techniques.
- 12.22** The importance of our rivers and canals is recognised in national and regional policy. The North West River Basin Management Plan, as required by the Water Framework Directive, provides the statutory framework for the region's water environment. Water Framework Directive Assessments are particularly required for strategic sites or those near sensitive water bodies. In Manchester this would include sites with either the River Medlock, Irk or Irwell running through them or near enough to impact them. Within Greater Manchester (excluding Stockport), Places for Everyone has been developed using a robust evidence base, including strategic flood risk assessments, river restoration studies, and work to understand the natural capital value of the Irwell and Mersey catchments, which includes Manchester's rivers and tributaries. There is also a commitment to Natural Flood Management (NFM) where viable, an approach that not only reduces flood risk but also enhances biodiversity and water quality.
- 12.23** Places for Everyone Policy JP-S 4 Flood Risk and the Water Environment sets out the integrated catchment basin approach to be taken to protect water quantity and quality. The policy includes returning rivers to a more natural state where practicable and sets out the criteria for sustainable drainage systems which developments are expected to adhere to unless demonstrably inappropriate.
- 12.24** Places for Everyone Policy JP-G 3 River Valleys and Waterways identifies the protection and improvement of the river valleys and waterways as a central component of enhancing the Green Infrastructure Network.
- 12.25** Manchester's draft Local Plan policy provides further detail using the evidence provided by Our Rivers Our City (OROC). This Study highlights the important role our rivers play in place making, a fundamental principle that underpins the development of our strategic regeneration frameworks. It also outlines the critical role that our waterways play in mitigating flood risk, through effective management of river valleys, the implementation of Sustainable Drainage Systems (SuDS), the use of nature-based solutions, and the adoption of sponge city principles to enhance permeability. These measures also contribute to improved water quality by preventing pollutants from entering rivers during storm overflow events.
- 12.26** Whilst significant improvements to Manchester's river valleys and water quality have taken place over the last few decades, further improvements are essential, particularly in areas where rivers such as the Irk and Medlock will play a central role in shaping a

cohesive sense of place in emerging neighbourhoods of choice. The City Council is Lead Local Flood Authority for the City and developers will be expected to liaise with the Council in this capacity. Continued collaborative working with stakeholders, such as the Environment Agency, United Utilities and third sector organisations such as The Canal and River Trust, will also be essential to achieving these improvements, and will be an expected component of development proposals that are brought forward. Once the Flood and Water Management Act comes into force, the implementation of SuDS within new developments will become standard practice. In this context, developers are encouraged to engage with and consider the options set out in the Greater Manchester SuDS Design Guide.

- 12.27** The policy requires consideration to be given to environmental betterment and improved access. Where space allows, best practice is to provide an 8-10 metre setback from the top of the riverbank. 8m relates to operational access and 10m is in relation to BNG. Within Manchester this aspiration will not always be feasible, but developers should still consider what improvements they can bring to the existing river corridor.
- 12.28** Sensitive development, within and near our river valleys, can result in biodiverse spaces that people and wildlife directly benefit from. Our river valleys are fundamental to the City's ecosystem and their protection and restoration are also at the heart of the Local Nature Recovery Strategy and our Biodiversity Strategy. Within an urban context there are a range of appropriate measures, examples include habitat refuges, urban pocket parks alongside rivers, wildlife friendly features such as living walls, green/brown/blue roofs, clean rivers with fish barriers removed and the treatment of invasive species.
- 12.29** The OROC Study also identifies the natural capital value that our rivers bring to the City; the Rivers Irk and Medlock, for example, contribute £78m in natural capital, including £30.3m attributable to "avoided healthcare costs" by enabling people to engage with nature. We know that our river valleys and canals are not used equally by all our residents and visitors, and more needs to be done to enable them to become inclusive and safer spaces that will attract greater use. Continuing to make the most of our waterways through the City's regeneration, will ensure that their benefits are extended to even more people.
- 12.30** Definitions:
- Hydromorphology is a relatively new discipline which is described in the Water Framework Directive. It refers to the physical character of the river and includes the flow of water in the river, the course the river takes, and the form and shape of the river channel.
 - Hydrology is the science that studies the spatial and temporal distribution and the properties of water available in the atmosphere and in the earth's crust (rainfall, runoff, soil moisture, evapotranspiration, etc.)

Trees and Woodlands

- 12.31** Trees offer a wide range of benefits to both residents and visitors to the City, as well as to the natural environment. They play a vital role in enhancing the character and quality of urban areas, whilst also contributing significantly to climate change mitigation and adaptation.
- 12.32** This policy aims to ensure trees are retained as part of new development or replaced when appropriate. The approach seeks to ensure that new development increases the presence of trees throughout the City, contributing towards the aim of extending the City's tree canopy.

Policy EN 3

Trees and Woodlands

Provision of trees

Trees are an essential element in Manchester's urban landscape. The provision of additional, and/or the improved management of existing trees, will be expected as part of the landscape treatment of all new development. Innovative approaches to incorporating trees that contribute to creating a strong sense of place will be welcomed.

Trees provided as part of the landscape treatment will be expected to:

- Be designed into the scheme from the beginning;
- Be appropriate to the scheme in terms of their size, species and placement;
- Contribute to a strong sense of place;
- Take opportunities to create tree lined streets and pedestrian routes, subject to practical considerations, e.g. visibility and driveway access, sufficient pavement width;
- Assist in reducing or mitigating run-off and flood risk on the development site; and
- Increase canopy cover and assist in providing shade and shelter.

Proposals will be expected to set out the reasoning behind species selection and appropriate measures to secure the long-term maintenance of newly planted trees.

Protection and replacement of trees

New development should retain and integrate existing trees or fully justify why the removal of trees is required. A British Standard compliant tree survey (BS5837:2012 or later) should be submitted with the planning application.

Development resulting in the loss of ancient woodland or ancient or veteran trees will not be permitted.

The removal of a tree within a Conservation Area or subject to a Tree Preservation Order would need full justification and will not normally be permitted.

Existing street trees should normally be retained and proposals which include new street trees must demonstrate that the locations identified can accommodate the necessary size of tree pits.

Where tree loss or damage is proposed to allow for appropriate development, all existing trees above 7cm in diameter at 1.5m height shall be assessed by using an agreed valuation tool, e.g. the CAVAT Full Method, and the assessment submitted with the planning application. The size of the trees being planted should reflect the size of the trees being removed. The value of the trees lost will form the starting point for discussions on replacement trees.

As a minimum, two trees or equivalent canopy cover at maturity, or a commensurate financial contribution, will be required for every tree lost.

Within the following wards, which have a lower tree canopy cover in comparison with the average across the City, a minimum of three trees or equivalent canopy cover at maturity, or commensurate financial contribution, will be required for every tree lost.

- Ancoats & Besick
- Ardwick
- Cheetham
- Deansgate
- Hulme
- Moss Side
- Piccadilly

All new or replacement trees must be containerised standard trees sourced from a UK nursery with a robust biosecurity policy, and be a minimum tree size of Extra Heavy Standard (EHS) 14-16cm girth. The tree planting specifications shall be as set out in Section 19 Appendix B: Tree Planting Guidance.

New and replacement trees that are not subject to Biodiversity Net Gain thirty year maintenance requirements, will be subject to a three year maintenance condition to ensure that they are established and likely to reach maturity and will contribute to an increased canopy cover and climate resilience across the City. Each tree will also be subject to a ten year replanting condition so that in the event of a tree failing within the first ten years it will need to be replanted with a further three year maintenance period imposed.

Replacement trees should be located on site in the first instance. Where off-site planting is required, this shall always be as close as possible to the development site, subject to practical considerations e.g. underground services. Where the development site is within one of the wards listed above, any off-site tree planting location should be as close to the site as possible. Where that is not possible, off site planting should be in the same ward or, as a last measure, within one of the wards listed. Off-site replacement trees will be secured through an appropriate legal agreement.

Why this policy?

- 12.33** Recent national policy and guidance has increased the emphasis on the importance of trees, particularly street trees: retaining existing, planting new, and securing their long term maintenance. Manchester has a densely populated urban environment, but the evidence provided by Growing Manchester's Trees, and described later in this section, demonstrates how additional tree planting can take place in appropriate locations. This will ensure that even more residents experience the multiple benefits that healthy trees and woodlands bring. Developers can also use [The Equity Score](#) (TES) which has been developed by the Woodland Trust and partners. This identifies specific neighbourhoods, or LSOAs, within wards across the city where tree planting would be most beneficial, with the areas with the lowest scores prioritised.
- 12.34** In line with the Places for Everyone Policy JP-G7, Manchester City Council is seeking to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, "All Our Trees", seeking to increase canopy cover, plant new, protect existing, use appropriate valuation methods to secure replacement trees and ensure their long term survival.
- 12.35** The policy also seeks to deliver Manchester's Tree and Woodland Action Plan 2024-34 which sits within the context of Manchester's Green and Blue Infrastructure Strategy. The Action Plan is supported by a detailed tree capacity study, Growing Manchester's Trees, providing ward based insight into tree planting priorities. The Tree and Woodland Action Plan aims to increase the canopy cover across Manchester from 18.8% to at least 21.8% by 2050, equating to an additional 64,000 large trees. This requires new trees of the right type, size and species, to be planted in the right location with long-term management to allow them to reach maturity. This target is further supported by the Greater Manchester Local Nature Recovery Strategy which seeks to expand the tree canopy across Greater Manchester to 20% by 2035. Tree planting specifications are set out in 19 Appendix B: Tree Planting Guidance.
- 12.36** In seeking to increase canopy cover in Manchester, this policy seeks to retain existing trees as far as possible. This is particularly true of street trees which can be more complex to locate given the extent of underground services within dense urban areas and issues such as visibility splays, driveway access and pavement width requirements as set out in the [Greater Manchester Streets for All Design Guide](#), which was co-produced by the ten GM Districts and Transport for Greater Manchester.
- 12.37** Our evidence, set out in Growing Manchester's Trees, shows that there is a disparity in tree cover across the City. Seven wards, all within the core of the conurbation, have a tree canopy cover of 12% or less in contrast with the average tree canopy cover of 18.8% and the six highest canopy covered wards that each have over 25%. To increase canopy cover, developments that result in the removal of existing trees within the seven wards identified in the policy above - those with the lowest tree canopy cover - will be required to replace them on a three-for-one basis, provide equivalent canopy cover, or make a commensurate financial contribution. However, the study also recognised, as mentioned earlier, that in dense urban areas it can be harder to find

locations for tree pits and planting may be more expensive. In such cases one larger tree, which is the equivalent of three, may be acceptable but this would be subject to further consideration of tree species and issues such as appropriate maintenance arrangements.

- 12.38** The use of the Capital Asset Value for Amenity Trees (CAVAT) Full Method or similar valuation tool, provides a suitable mechanism to determine the appropriate level of mitigation where loss of trees is proposed as part of development. As an example, where mature large canopy trees are lost, semi mature equivalent canopy forming species trees with a minimum girth of 20/25cm at 1.5m height above ground could provide an appropriate mitigation.
- 12.39** In terms of Biodiversity Net Gain, habitat creation or enhancement involving trees may be considered significant and secured with a specific planning condition or agreement. In some cases, individual trees, whilst not significant under BNG legislation, may still be considered significant in the street scene or local area, and may therefore be secured through a specific condition or planning agreement.
- 12.40** Where the tree provision and/or replacement policy is not already met by Biodiversity Net Gain requirements, for example, because Biodiversity Net Gain requirements do not apply to the development, development will still be expected to fulfil the tree replacement policy.
- 12.41** Further information on the value that Manchester places on trees and the principles governing how trees are expected to be managed is set out in Manchester's Tree Management Principles document.

Biodiversity and Geodiversity

Policy EN 4

Biodiversity and Geodiversity

Development shall avoid having any significant adverse impact on the nature conservation value of the following hierarchy of designated sites, in accordance with legislative and national policy requirements, and shall promote the conservation, restoration and enhancement of these priority habitats:

1. Internationally designated sites, including the Special Area of Conservation (SAC) just over the border in Oldham.
2. Irreplaceable habitats, including ancient woodland at Sunbank Wood and ancient or veteran trees.

3. Nationally designated sites including Cotteril Clough Site of Special Scientific Interest (SSSI) in Woodhouse Park and the SSSI just over the border in Oldham along the Rochdale Canal.
4. Locally designated sites, such as Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs), as shown on the Policies Map.

Any adverse impact on biodiversity will need to be fully justified against the wider benefits of the proposal and against other Local Plan policies. Where an adverse impact is unavoidable then this shall be minimised as far as possible, and developers will be required to provide appropriate mitigation and/or compensation for the remaining adverse impact.

Development should wherever possible seek to maintain, enhance or restore existing geodiversity.

Greater Manchester Local Nature Recovery Strategy (GM LNRS)

Development should seek to support and deliver on the priorities and actions for nature recovery that are set out in the Greater Manchester Local Nature Recovery Strategy.

The Greater Manchester Local Nature Recovery Strategy (GM LNRS) identifies a nature network, comprising **Core** Local Nature Sites and Nature Recovery **Opportunity** Areas, where focused action for nature recovery will have the most impact.

The **Core** Local Nature Sites that are located within Manchester include the priority habitats listed above in this policy.

Development that may have an impact on **Core** Local Nature Sites, will be required to demonstrate how the proposal will enhance and protect the integrity of such areas for nature recovery.

Nature Recovery **Opportunity** Areas are locations which offer the possibility to expand and better connect Core Local Nature Sites and so extend the nature network.

Development on land within Nature Recovery **Opportunity** Areas should seek to:

- Enhance, restore and create habitats in a way that significantly improves habitat connectivity within the development site and beyond, and with nearby Core Local Nature Sites.
- Incorporate the relevant habitat actions set out in the GM Local Nature Recovery Strategy alongside other land uses.

All developments should demonstrate the following, having regard to the GM Local Nature Recovery Strategy relevant mapped and unmapped actions for that location:

- The expansion, where appropriate, and enhancement of existing habitats;
- The strategic creation and restoration of habitat to better connect existing habitats;
- The way in which the design and layout of the development will enhance biodiversity, including large scale interventions e.g. wildflower meadow creation, and small scale interventions e.g. swift/bat bricks;

- The mitigation of the impact of any infrastructure that could be detrimental to achieving enhanced biodiversity connectivity, such as roads, buildings and other barriers to species movements e.g. fences; and
- The opportunities for design and construction to accommodate specific bespoke species actions outlined in LNRS.

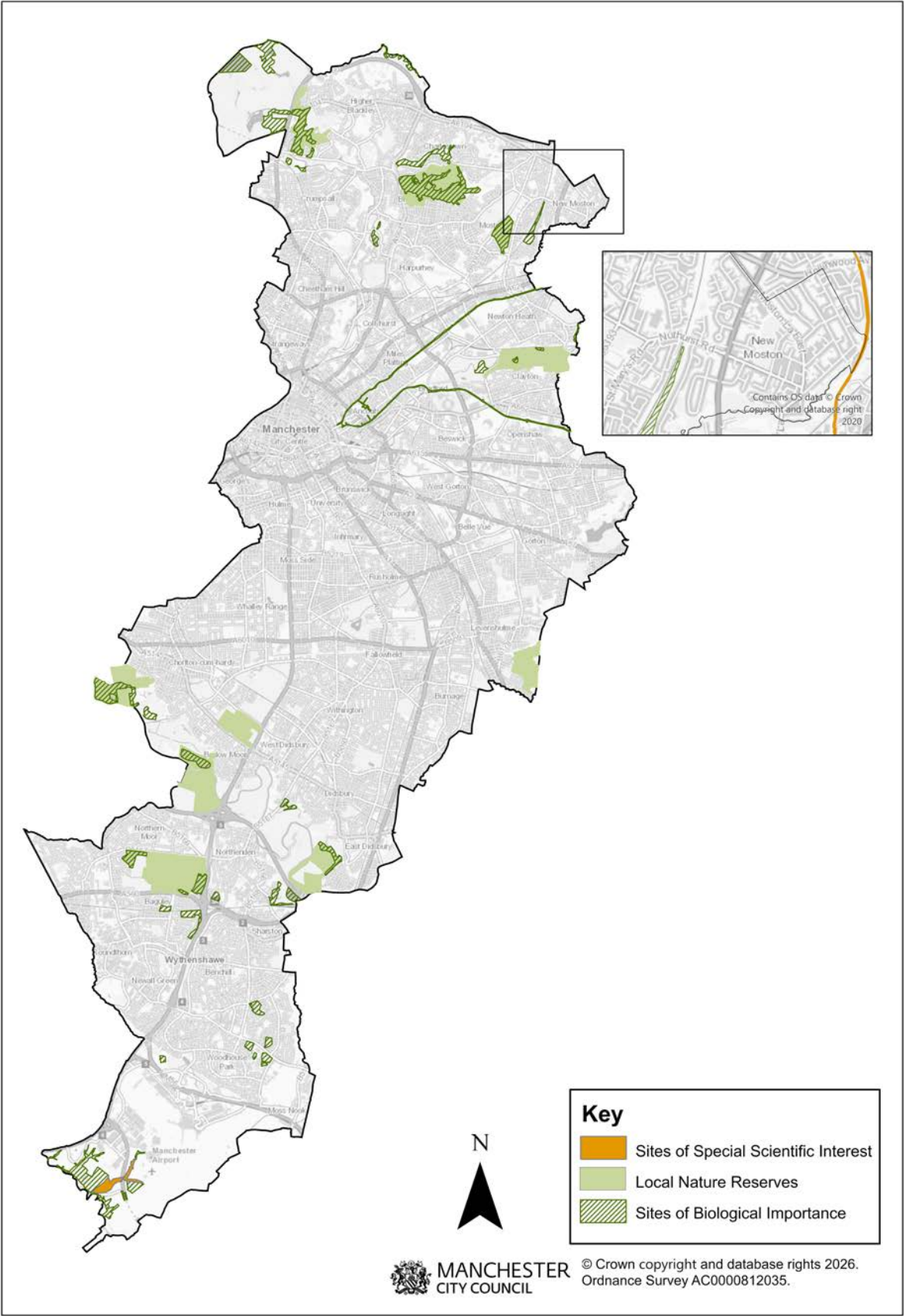
Why this policy?

- 12.42** This policy identifies and distinguishes between the hierarchy of international, national and locally designated sites. It ensures that development takes place on land with the least environmental or amenity value and takes a strategic approach to maintaining and enhancing networks of habitats and green infrastructure that have been identified as important within Manchester. Protecting and enhancing habitats will in turn benefit and help protect species.
- 12.43** This policy is consistent for Places for Everyone which sets out the local planning approach to enhancing biodiversity and geodiversity in Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity. Priority habitats of particular importance for biodiversity conservation that are found within Manchester include various types of grassland, ancient/species-rich hedgerows, woodlands, lowland heath, managed greenspace, reedbeds, rivers, canals and ponds.
- 12.44** The Greater Manchester Local Nature Recovery Strategy (GM LNRS) identifies many of these areas as part of a linked nature network. Within this network designated sites are identified as Manchester's Core Local Nature Sites, requiring protection and enhancement. Work is ongoing to ensure that they all benefit from up-to-date management plans. The GM LNRS also identifies 16 priority species and groups of species relevant to the conurbation, in addition to species protected by national legislation, and lists the practical actions that are needed to assist their recovery.
- 12.45** Local planning authorities are required by law to "have regard" to the relevant Local Nature Recovery Strategy, species recovery strategy and protected site strategy. A Local Nature Recovery Strategy does not override existing national protections.
- 12.46** The GM LNRS identifies other non designated sites as Nature Recovery Opportunity Areas. These are sites that have the greatest potential for enhancing, enlarging and providing connections between Core Local Nature Sites. Opportunity Areas do not prohibit development, but consideration must be given to how habitats can be enhanced and connections provided for wildlife.
- 12.47** More detail on the Core Sites and Opportunity Areas can be found in the [Greater Manchester Local Nature Recovery Strategy](#)
- 12.48** Within Manchester the designated sites, which are also Core Local Nature Sites, include Cotteril Clough Site of Special Scientific Interest (SSSI). This consists of 10.5 ha of lowland broadleaved, mixed and yew woodland, with associated stream habitat and neutral grassland on an embankment within the site; it supports diverse bird and

invertebrate fauna. The site, which is in the south of the City near the airport, is divided into two by a busy road; the larger section (7.1 ha) is to the west of the road with the smaller (3.4ha) to the east. Both sections are deemed as being in a "favourable condition" by Natural England.

- 12.49** Manchester's designated sites/Core Local Nature Sites also include 37 SBIs and 11 Local Nature Reserves, as shown on the GM LNRS website and on the Policies Map. They are also shown on the map below. Map 12.2 Manchester's designated biodiversity sites
- 12.50** The GM LNRS Core Sites also include the Rochdale Canal SAC and SSSI which are just over the border in Oldham (Manchester's section of the Rochdale Canal is a Site of Biological Importance (SBI)); the Rochdale Canal supports a significant and unusually dense population of floating water-plantain (*Luronium natans*); the conservation objective for the SAC is to maintain in favourable condition the habitats for the population of this plant.

Map 12.2 Manchester's designated biodiversity sites



- 12.51** The habitats and species identified within the GM LNRS are further complemented by the Manchester Biodiversity Strategy which identifies 76 Indicator species across five key habitats.
- 12.52** Details around how habitats, and consequently species, can be protected and enhanced are contained both with the GM LNRS and the Manchester Biodiversity Strategy and Action Plan. Developers would be expected to consider enhancements to those habitats relevant to their site.
- 12.53** Sites of biodiversity value also exist beyond the LNRS network, and actions to enhance and extend the network can be implemented across Manchester.
- 12.54** Development should be viewed as the mechanism that helps to drive nature's recovery. It is expected that development should leave nature in a better state 'post-development', by not only seeking to protect existing biodiversity assets, but also by enhancing and improving the connectivity of the landscape for habitats and species.
- 12.55** On sites where the statutory minimum 10% Biodiversity Net Gain applies, the biodiversity enhancements required under Policy EN4 are seen as complementary and would not require an additional uplift beyond the statutory minimum 10%.

Biodiversity Net Gain

Policy EN 5

Biodiversity Net Gain

All development subject to the national mandatory requirement for Biodiversity Net Gain shall deliver at least a 10% net gain in biodiversity value, to be secured for a minimum of 30 years through an appropriate means e.g. a legal agreement.

In identifying and implementing Biodiversity Net Gain, developers will be expected to enhance, restore or create new biodiversity that contributes to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:

- The priorities and actions set out in the Greater Manchester Local Nature Recovery Strategy;
- The Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester, and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk River Valleys, the canals and disused railway lines, and areas of managed greenspace particularly in parks; and
- The Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary.

Developers must follow the Biodiversity Gain Hierarchy when selecting a site, in preparing development proposals and in preparing the Biodiversity Gain Plan.

As far as possible, Biodiversity Net Gain must be provided on site.

Any off-site Biodiversity Net Gain shall be provided in the following order of priority, with full justification given:

1. Off site, but as near to the development site as possible, within the boundary of Manchester District and within the Greater Manchester Local Nature Recovery Strategy Network area.
2. Off site, within the National Character Area 55: Manchester Conurbation, and within the Greater Manchester Local Nature Recovery Network area.
3. Off site and within the Greater Manchester Local Nature Recovery Network area.
4. Off site and within Manchester.
5. Off site and within Greater Manchester.
6. Off site, beyond Greater Manchester or via the purchase of Statutory Credits as a last resort.

Consideration will be given to the provision of off-site Biodiversity Net Gain that is located within Manchester but not within the Greater Manchester Local Nature Recovery Network, where the specific ecological benefits and wider social benefits to the local community can be clearly demonstrated.

In the event of no possible Biodiversity Net Gain within Manchester, either on-site or off-site, the location for any off-site biodiversity units beyond Manchester's boundary, should have some benefit to Manchester residents e.g. schemes that would reduce flooding downstream or improve water quality.

Significant on-site gains must be secured with a legal agreement or planning condition for 30 years and a Habitat Monitoring and Management Plan will be required. Significant on-site gains relate to habitats:

- Of medium or higher distinctiveness in the biodiversity metric;
- Of low distinctiveness but which create a large number of biodiversity units relative to the biodiversity value of the site before development;
- Where distinctiveness is increased relative to the distinctiveness of the habitat before development;
- Created or enhanced which are significant in area relative to the size of the development; or
- Where the condition is enhanced, for example from poor or moderate to good.

Significant on-site gains which are considered to be substantive will be secured with a legal agreement.

Areas identified as Local Nature Recovery Opportunity Areas within the Greater Manchester Local Nature Strategy are identified as having strategic significance for the purpose of the Statutory Biodiversity Metric.

In the design of on site Biodiversity Net Gain, or any enhanced biodiversity where the site is exempt from BNG, consideration should also be given to the requirements of the Urban Green Factor Policy at the earliest possible stage, to ensure that these requirements are complementary and considered from the outset of design.

Why this policy?

- 12.56** The Environment Act 2021, Schedule 14, introduced 10% Biodiversity Net Gain as a mandatory requirement for all except a limited number of exempt developments. A further series of six Statutory Instruments set out the regulations, providing more detail. Places for Everyone also requires a measurable net gain in biodiversity of no less than 10% in Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.
- 12.57** The requirement for BNG needs to be set within the local Manchester context. Manchester is densely developed with more dispersed biodiversity habitats than many other districts. In line with the Manchester Biodiversity Strategy 2022 and the Greater Manchester Local Nature Recovery Strategy 2025, the need to retain habitat on site or as near to proposed development sites as possible is vitally important to provide stepping stones for nature to thrive in accordance with the Lawton principles and to provide Manchester residents with a close connection to nature. For this reason this policy requires high priority to be given to on site BNG with off site provision located as near as possible to the proposed development site. Any development that cannot comply with this will be expected to fully justify the reasons.
- 12.58** Manchester commissioned a study to look at the need for biodiversity units off site. This concluded that over the course of the plan between 130-276 units may be required. There will be a need to monitor new developments or habitat banks coming forward that may influence the results. Manchester, however, is actively seeking to bring forward registered biodiversity sites to allow off site provision to be provided locally. Proposals that require the provision of off site BNG would be expected to consider these sites, where appropriate under the metric “trading rules”.
- 12.59** Development proposals submitted for planning approval will be expected to include sufficient information e.g. in plans, drawings and/or a statement, to understand the proposed strategy for meeting the Biodiversity Net Gain requirement. This may also help to demonstrate compliance with the policy on Urban Green Factor where relevant. Developers are also encouraged to engage in pre-application discussions, particularly on larger schemes where development is likely to be phased.
- 12.60** Regulations require a completed metric calculation showing the biodiversity value of the site pre-development to be submitted with the planning application. There will also be instances where the applicant will be expected to provide additional information about post development on site biodiversity provision, such as a draft Habitat Maintenance and Monitoring Plan, or information about off site provision, for example, where the submitted metric shows the need for significant on site or off site biodiversity provision, which may need to be the subject of a planning obligation.

- 12.61** Manchester has significant levels of deprivation as detailed in the spatial portrait. Where off site biodiversity is required, the ability to locate this to allow the enhancement of natural habitat within areas with high socio economic deprivation will bring added benefits to residents, including community engagement and involvement and opportunities for training in new skills.
- 12.62** This policy should be read in conjunction with the Biodiversity and Geodiversity Policy and the Greater Manchester Local Nature Recovery Strategy. The hierarchy of seeking to avoid, mitigate and compensate habitat loss should be considered during site selection and in the early design stages of any development. The requirement to provide BNG does not override the mitigation hierarchy, or other legal requirements around protected species or priority and irreplaceable habitats.
- 12.63** Local Planning Authorities are required to take into account the Biodiversity Gain Hierarchy in determining the Biodiversity Gain Plan. It is essential therefore that developers have factored this into their choice of site and development proposals at an early stage, to increase the likelihood of an approved Biodiversity Gain Plan.

Urban Green Factor

- 12.64** Development that is subject to Biodiversity Net Gain, may also be subject to Manchester's Urban Green Factor Policy. Whereas some development sites with low or zero biodiversity value may only be subject to the Urban Green Factor Policy. The measures required to provide on-site Biodiversity Net Gain will often contribute to achieving the appropriate Urban Green Factor score which should be seen as complementary rather than as a wholly additional requirement.

Policy EN 6

Urban Green Factor

All development proposals, except for householder, shopfront and signage applications, and applications for Listed Building Consent and minor change of use, will be required to:

- Incorporate the provision of urban greening early in the design stage; and
- Include high quality greening, which is clearly indicated on landscaping/elevation plans that are submitted with the planning application.

All major development will be required to:

- Include a Manchester Urban Green Factor (UGF) calculation, as set out in 18 Appendix A: Urban Green Factor Guidance, demonstrating how the scheme meets the following UGF scores as a minimum:
 - 0.4 for residential (including for student accommodation);
 - 0.3 for all other land use.

- Submit an operation and management plan to show how the green features will remain successful throughout the building's life.
- Ensure that UGF calculations are consistent with any mandatory BNG calculations; in terms of measurements of site area and on-site habitats post-development.

In providing on site urban greening, it is expected that the following will be prioritised in all developments:

- The use of permeable paving, particularly where it can reduce discharge to combined sewer overflows and flood risk.
- The linking of urban green features to the strategy for surface water management and the integration of Sustainable Drainage Systems (SuDS). These shall be designed to comply with current Manchester City Council Highways Developer Design Guidance.
- Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two-thirds of the projected canopy area of the mature tree.

Consideration may also be given to environmental improvements on riparian or canal side land that is adjacent to, but outside, the site edged red, provided they are secured by means of a legal agreement.

Where the ability to reach the appropriate UGF score is reduced, for example, due to the provision of other social infrastructure of benefit to the local community as part of the overall scheme or due to insurmountable technical constraints such as contamination or subsurface issues, developers will be expected to justify fully the UGF score that has been reached.

In instances where individual phases within a large development cannot meet the relevant UGF score e.g. where the site edged red is drawn very tightly around a building, submitted plans should indicate how the UGF score will be reached across the site as a whole.

Why this policy?

- 12.65** In line with the National Planning Policy framework, Local Plans are required to take a proactive approach to adapting to climate change with policies that support appropriate measures to increase climate resilience, including through the use of green infrastructure. Urban greening brings a range of benefits to residents including increased climate resilience, through reductions in flood risk and the urban heat island effect; improved air quality; the enhancement of biodiverse habitats and the opportunity for increased mental and physical wellbeing.
- 12.66** In a city like Manchester sustainable growth often means utilising sites that have already been previously developed and building at a higher density in order to make the most of accessible urban locations. These sites often have little or no existing green space or biodiversity. The Manchester Biodiversity Net Gain (BNG) and Urban Green Factor (UGF) Studies showed that policy on BNG alone would not deliver significant urban greening on many inner urban sites that form most of the

City's 15-year development pipeline. Instead, a suite of policies would be needed to encourage an increase in urban greening in line with Manchester's strategic vision of a climate resilient city.

- 12.67** The use of an Urban Green Factor is one such approach to increasing climate resilience that is both supported by Natural England (Natural England Research Report NERR132 Jan 2023) and aligns with Places for Everyone as set out in the supporting text for the JP-G2 Green Infrastructure Policy.
- 12.68** The Urban Green Factor approach provides a checklist of potential greening measures with comparator scores which can be combined in a flexible way during the development design stage, allowing the developer to reach a required score. The UGF approach and scoring system used in London formed the basis for consideration in Manchester's UGF Study. The approach was tested on existing planning approvals relating to sites in Manchester, and consultation was undertaken with local developers, external stakeholders and across other council departments.
- 12.69** The results of this work concluded that the use of an urban green factor approach with a required score of 0.4 for residential developments, including developments for student accommodation, and 0.3 for commercial/industrial developments, would be an achievable target that would increase urban greening and the associated climate resilient benefits.
- 12.70** The Urban Green Factor target scores in this policy reflect those recommended by Natural England, who have also provided a handbook and a calculator spreadsheet to help calculate Urban Greening Factor scores. [GI Standards \(naturalengland.org.uk\)](https://naturalengland.org.uk) The policy wording encourages green features and surface treatments that also reduce surface level flooding. Further guidance on how the Manchester Urban Green Factor is to be applied is provided in 18 Appendix A: Urban Green Factor Guidance.
- 12.71** The policy allows for flexibility in the boundary used to calculate the UGF where the development is adjacent to a water course, due to the potential benefits to both water quality and biodiversity. Any works which form part of the UGF score and are outside the site edged red would, however, need to be subject to appropriate legal agreement.
- 12.72** Whilst this policy requires all development to reach the appropriate UGF scores, it is recognised that there may be circumstances where the ability to do so is reduced, for example, due to the provision of other social infrastructure of benefit to the local community as part of the overall scheme. In these instances, developers will be expected to justify the UGF score that has been reached.
- 12.73** The requirements of this policy and the UGF tool are not intended to be used in place of other policy requirements, such as submission of the Department for Environment, Food and Rural Affairs (DEFRA) biodiversity metric to demonstrate biodiversity net gain, or the need for landscaping plans. There will however be a natural crossover between these considerations. The assessment process for this policy can supplement and/or contribute to meeting other relevant policy requirements where relevant. It

may be appropriate for the maintenance requirements for on site BNG to be used to demonstrate the long term maintenance of surface cover types that create an acceptable urban green factor score.

Regulatory Environment

- 12.74** There are a number of policies grouped in this section on the regulatory environment. The section includes policies that transect with significant other regulatory frameworks dealing with air and water quality; flood risk; and contaminated land.
- 12.75** The section also contains policies on minerals and waste. The 10 Local Authorities in Greater Manchester are the waste and minerals planning authorities for their respective area. Each authority is responsible for land use planning matters for waste and minerals development. The Greater Manchester authorities worked together to produce a Greater Manchester Joint Waste Development Plan Document (the Waste Plan), adopted in 2012, and a Greater Manchester Joint Minerals Development Plan Document (the Minerals Plan) which was adopted in 2013. The intention is for the 10 local authorities in Greater Manchester to replace the two current joint local plans with a single Joint Waste and Minerals Local Plan.

Air Quality

Policy EN 7

Air Quality

The Council will seek to improve the air quality within Manchester, taking account of policy JP S5 in Places for Everyone; and statutory Air Quality Management Areas within the City. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Why this policy?

- 12.76** Air quality has a significant impact on public health, both in terms of mortality and on people's quality of life. It is, therefore, important that action is taken to minimise the impacts of air pollution. The main pollutants of concern are nitrogen dioxide (NO₂) and particulate matter PM₁₀ and PM_{2.5}. The exceedance of NO₂ air quality objectives and

elevated levels of particulate pollution in areas of Manchester are a significant health concern and concentrations of these pollutants, and their associated health impacts, need to be reduced.

- 12.77** Road transport is the major source of NO₂ emissions in Manchester, however, other development-related sources include gas or biomass boilers and combined heat and power (CHP) plant. Domestic solid fuel burning is the major source of PM_{2.5} in the UK.
- 12.78** The Council produced guidance in 2022 which links to the existing Core Strategy and saved UDP policies. The guidance aims to provide help and advice in relation to air quality in a planning context to encourage good practice and mitigation of impacts. It outlines what is expected in relation to current guidance and policy with the aspiration that new developments achieve the highest possible standards without compromising the health and well-being of people that live and work within the City of Manchester. The guidance is relevant to the policy set out in this plan and will be revised where appropriate to reflect references to this plan once it is adopted.
- 12.79** Greater Manchester has signed up to the World Health Organisation (WHO) Breathe Life City status by 2030, which means achieving WHO targets for particulate matter (PM_{2.5} must not exceed 5 micrograms per cubic metre as annual mean) and other air pollutants by this date.

Water Quality

Policy EN 8

Water Quality and Efficiency

All development shall be expected to:

- Avoid any adverse impact on water quality, including during the construction phase, and wherever possible seek to enhance water quality, both chemical and ecological.
- Minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems in order to minimise groundwater contamination and avoid pollutants reaching watercourses.
- Ensure that waste or litter cannot enter any watercourse from the site.
- Where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

All new residential developments are expected to achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates.

Major non-residential development will be required to achieve five credits for category Wat 01 of BREEAM unless demonstrated to be impracticable.

Development proposals should demonstrate how they contribute to integrated water management across the catchment, including consideration of cumulative impacts on water quality, flood risk and ecological status, in line with the Greater Manchester Integrated Water Management Plan.

Why this policy?

- 12.80** Water quality is governed principally via the Water Framework Directive (WFD); a key piece of European legislation that was transposed into UK law through the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Its primary objectives include:
- Achieving Good Status: The WFD aims for all water bodies (rivers, lakes, coastal waters, and groundwater) to achieve "good status" by setting environmental objectives and monitoring water quality.
 - River Basin Management Plans (RBMPs): The directive requires the preparation of RBMPs for each river basin district, which outline the measures needed to protect and improve water quality. These plans are regularly reviewed and updated.
- 12.81** The UK government has launched initiatives to improve water quality and tackle pollution, including the Plan for Water, which outlines strategies for sustainable water management and infrastructure investment. This plan emphasises the importance of reducing pollution from various sources and enhancing the resilience of water systems.
- 12.82** Within Manchester, as identified in the Our Rivers Our City study, river water quality has improved significantly, since the 1980's, due to investment in wastewater treatment works. However there are still major pollution issues, particularly urban diffuse pollution, misconnections, illegal discharges and the legacy of industrial activity (leachate from historic waste tips and contaminated land). In heavy rainfall, surface water mixes with sewage and exceeds the capacity of the combined sewer network, leading to spills from Combined Sewer Overflows (CSOs). There remains a huge task for our rivers to reach required conditions (as defined by national regulations) by 2027. Manchester contains a Source Protection Zone (SPZ) centred around Moss Side, which is particularly sensitive.
- 12.83** A mix of engineering; green infrastructure and nature-based solutions; actions at business premises, and at householder level, is needed to prevent pollution at source and reduce harmful emissions reaching our waters. The impacts from new development are clearly part of the wider strategy and therefore need to be carefully managed to assist in the challenge to address water quality.
- 12.84** The main ways in which development proposals can assist in improving water quality are by:
- Incorporating the use of sustainable drainage systems (SuDS) as a way to reduce water run-off:

- Not all types of SuDS are appropriate for all urban areas; in some parts of Manchester there are brownfield sites which have issues of contamination where the use of some types of SuDS would be problematic, causing transfer of contaminants to receptor sites (the Strategic Flood Risk Assessment provides further guidance on this).
- Where appropriate, above-ground SuDS such as retention ponds, ponds and swales are preferred to underground options because they have greater landscape and biodiversity value.
- In densely built-up urban areas such as Manchester where there is limited open space, there is also a role for innovative SuDS solutions including green roofs and green walls.
- Ensuring that development adjacent to water resources, including the storage and disposal of waste, transport, commercial and residential (in the context of a growing population) is carefully controlled to prevent water pollution from wastewater, land contaminants, industrial and construction processes and litter / fly tipping; the discharge of effluent or leachates may pose a threat to surface or underground water resources directly or indirectly through surrounding soils.
- Incorporating consultation and working together with all agencies concerned including United Utilities and the Environment Agency to reduce surface water run-off rates and remove surface water from public combined sewers whenever possible.
- Ensuring that the physical modification of water bodies including rivers does not cause deterioration in the ecological and chemical status of those water bodies, unless this is unavoidable and the benefits to human health, human safety and/or sustainable development override this, such as may be the case for a flood defence/alleviation scheme.

Flood Risk

Policy EN 9

Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the most recent Strategic Flood Risk Assessment (SFRA) and any subsequent updates. Sites identified in a current or future SFRA that potentially require a Level 2 SFRA will be assessed to determine whether the risks identified are confined to a small area (less than 10% of the site) allowing a site layout that mitigates the flood risk, negating the need for a Level 2 SFRA (IA and SFRA recommendations).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in Planning Practice Guidance, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5 ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones.

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SuDS) and the appropriate use of Green Infrastructure.

Developers should aim to minimise surface water runoff from developments and achieve at least the following runoff rates:

- Greenfield runoff on Greenfield sites up to a 1 in 100 year storm event, including consideration of climate change.
- A 50% runoff rate reduction for Brownfield sites, with an aim of reducing runoff to Greenfield rates up to a 1 in 100 year storm event, including consideration of climate change.

The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the Council's asset register as being beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.

Why this policy?

- 12.85** Manchester, along with Salford and Trafford, effectively drains much of Greater Manchester via the River Irwell and River Mersey, both of which flow into the Manchester Ship Canal. Flood risk in Manchester is a significant and complex issue, arising from this and a number of other potential sources which often span local authority boundaries and can interact with each other, particularly during extreme weather events. Flood risk is a combination of both the probability of an event occurring, and its likely consequences, and a precautionary approach should be followed which takes both into account.
- 12.86** Whilst development should be planned following the sequential approach and the risk/vulnerability matrix set out in national policy and guidance, in Manchester, the scale and focus of development within the Core Growth Area and Inner Areas in particular means that it will not always be possible to direct development to sites with the lowest probability of flooding. Where flood risk needs to be addressed, including that likely to arise from climate change, development should seek firstly to minimise the risk to the site, then to make the development resistant to any residual risk, and lastly to make the development flood-resilient; provision for emergency access and escape must also be included.

- 12.87** New development should minimise the risk of flooding to people, property and the environment within the site, without increasing risk elsewhere; where possible it should also seek to reduce flood risk elsewhere. Development can help to mitigate and manage flood risk by creating storage areas and reducing surface water run-off, and developments should be designed in a way that can contribute to these objectives, incorporating SuDS and GI where possible. Minimising surface water run-off rates from new developments, including through the use of SuDS, is an important part of managing the risk from surface water flooding both in the vicinity of the development site and over a wider area. The cumulative effect of a number of developments could be significant in managing flood risk, particularly in Critical Drainage Areas where this is a more significant issue. There may be opportunities to deliver SuDS through integrated solutions for collections of strategic sites. Developers should consider how their site could support wider flood risk management, including through partnership working with local authorities as Lead Local Flood Authorities (LLFAs), the Environment Agency, United Utilities and other stakeholders.

Contaminated Land

Policy EN 10

Ground Contamination and Ground Stability

The Council will give priority for the remediation of previously developed land to strategic locations as identified within this document. Any proposal for development of land potentially affected by ground contamination must be accompanied by a human health and environmental risk assessment with details on proposed ground surveys and remediation work.

All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

Why this policy?

- 12.88** The City's industrial past has left a significant amount of contaminated land with considerable levels of contamination, particularly in north and east Manchester. The City has had an industrial use on some 26.5% (3,066 hectares) of its land at some time in the past. The pollutants – chemicals, oils, heavy metals etc., left from the former industrial processes, can be present in the ground or water resources unless remediated. The type and intensity of any contamination can influence the remediation costs and potential re-use of the land. Most of the northern part of Manchester is located within a coalfield and has previously experienced coal mining activities. This legacy has the potential to lead to public safety hazards unless any risks

have been fully considered and appropriate treatment/mitigation measures have been incorporated within new developments in line with government guidance contained in the National Planning Policy Framework (NPPF).

- 12.89** Much has been done to bring derelict and contaminated land back into use to ensure that the Government's targets for the re-use of previously developed land are met in line with the NPPF, which refer to the efficient use of land with priority going to the re-use of previously developed land. PfE Policy JP-S4 includes reference to the need to secure the remediation of contaminated land in order also to minimise the potential for urban diffuse pollution to affect the water environment.
- 12.90** The Council has taken account of costs that might be associated with remediating sites in preparing its Strategic Housing Land Availability Assessment, where this might have an impact on the viability of a site potentially coming forward for housing.
- 12.91** Successful remediation of contaminated land is crucial to facilitating the growth of Manchester as a place in which to live and work. Planning conditions are used to achieve this, in addition to Part IIA of the Environmental Protection Act 1990 which introduced the contaminated land regime in 2000. The Council keeps a contaminated land register and sites are brought forward for remediation on a priority basis. The Council has a Contaminated Land Strategy and an Information for Developers document which contain more specific information. The Council also works with landowners and developers to ensure that land is improved, greatly benefitting the local community. It is aware that the costs of bringing contaminated land up to developable standards can be significant and may impinge on the capital available for the development itself. It is important to ensure that sustainable remediation is undertaken that does not compromise design quality including environmental standards.
- 12.92** The Council will be seeking to ensure that the limited resources available are prioritised for land remediation of strategic sites which are key in terms of delivering the economic, housing and regeneration objectives for the City.

Waste

Policy EN 11

Waste

The Council will:

- Work with other Greater Manchester Districts to produce a Joint Waste and Minerals Local Plan to ensure the effective safeguarding of existing sites for waste management and develop policies to consider future waste management proposals.
- Require all developers, including those of new waste management facilities within Manchester, to demonstrate the proposal's consistency with the principles of the

waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal).

- Require all developers of new waste management facilities within Manchester to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.
- Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- Have full regard to the economic and environmental benefits that well designed and run waste management facilities can bring to Manchester, subject to any conditions required to protect the amenity of existing adjacent users.
- Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system.
- Require waste management practices to have full regard to their environmental, social and economic impacts and deliver long-term benefits by enhancing the environment, supporting the regeneration of areas in need of investment and, where appropriate, being co-located with other employment uses.
- Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

Why this policy?

- 12.93** A review by the GMCA of the Waste and Minerals Plans found that there have been numerous national policy and legislative changes since their adoption, including the publication of the Greater Manchester Sustainable Consumption and Production Plan 2022-2025. The policies in the plans are no longer effective in addressing specific local issues. The review concluded that both plans should be updated in whole. □
- 12.94** National planning guidance requires each community to take responsibility for their own waste and to adopt the principles of the waste hierarchy – prevent, reduce, reuse, recycle. Given that Manchester does not have any landfill capacity it is even more important that priority is given to preventing, reducing, reusing and recycling waste within the District to limit the volume of waste needing to be transported elsewhere for treatment. Manchester will require a sufficient number of waste treatment centres to cater for its needs. Where this involves newer methods of waste treatment, this can often take place in completely enclosed, controlled environments and does not produce the same level of neighbour nuisance as older facilities. Existing waste treatment facilities, however, have often been located in older industrial areas. As these areas are regenerated the existing uses may not be considered compatible with the new.

In this context and in order to ensure Manchester's waste treatment needs are met, existing waste treatment facilities will either need to be improved, where necessary, and safeguarded or relocated, if truly considered to be unacceptable.

Minerals

Policy EN 12

Minerals

The Council will:

- Work with other Greater Manchester Districts through a joint Waste and Minerals Joint Local Plan to provide a co-ordinated sub-regional approach to minerals planning; ensure that mineral resources are safeguarded (including through the definition of mineral safeguarding areas), and maintain an adequate landbank of aggregates to contribute towards the maintenance of Greater Manchester's share of the regional production of aggregates and to support the planned levels of growth in Manchester.
- Encourage the efficient use of minerals and promote the use of secondary/ recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See Waste)
- Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible.
- Ensure that any adverse environmental impacts of storage, processing and transfer on neighbouring uses are minimised.

Why this policy?

- 12.95** Minerals are an important national resource, providing the raw materials for energy, manufacturing and development. Manchester does not have any active mineral workings; there are, however, mineral resources within parts of the city. In particular, there are sand and gravel resources at locations in the far northwest and the far south of the City, as well as at a number of locations within the Mersey Valley. Surface coal resources exist to the northeast of the City Centre and on the northern fringe of the City.
- 12.96** The Council will need to work closely with other districts to ensure that sufficient capacity exists for Greater Manchester to meet its sub-regional aggregate provision as identified by the North West Aggregate Working Party using the National and Regional Guidelines for Aggregates Provision in England and provide for the maintenance of land banks.

- 12.97** Within this context it will be particularly relevant to encourage the use of secondary/ recycled aggregates wherever possible as an alternative to primary extraction and to identify and safeguard sites for their storage, processing and transfer.
- 12.98** Whilst Manchester does not contain a peat extraction site, the reduction in the use of peat and support for non-peat based products within Manchester will contribute towards the reduction of carbon emissions and promotion of biodiversity within the region.

13 Social Infrastructure

Introduction

- 13.1** This section covers provides the policy approach to protecting and enhancing Manchester's recreational open spaces. It also covers the planning policy requirements regarding adding social value through development. Specific policies in Places for Everyone (Policy JP P5 and JP P6) provide additional detail on matters to be considered in the delivery of educational and health facilities; and the potential requirement for health impact assessment.

Open Space, Sport and Recreation

Policy SI 1

Protection of Existing Open Space, Sport and Recreation Land and Facilities

The Council will seek to retain and improve existing open spaces and indoor and outdoor sport and recreational land and/or facilities.

Planning applications for the development of existing open space, sport or recreational land or facilities must be accompanied by an appropriate assessment that considers the current use of the site in accordance with the quantity, accessibility and quality thresholds set out in Table 13.1 Open Space Standards against which surpluses and deficits should be calculated. Where the site is less than 0.2 ha in size a proportionate assessment will be required.

The development of existing open space, sport or recreational land or facilities for uses other than sport, open space or recreation will only be permitted where:

- The development is for alternative sports, play or other recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or
- It has been clearly demonstrated, through an up-to-date open space or sports needs assessment, that the site is surplus to requirements, and is not capable of helping to meet a deficit in the provision of any other type of open space, sport or recreation use or facility in the local area; or
- Replacement open space, sport or recreation provision of at least the equivalent quantity and quality, including community benefit and management level, is made in a suitable location having regard to accessibility to its catchment population; or
- The site is within a key location identified for alternative purposes in the development plan, and the overall development will deliver an equivalent replacement or net improvement in terms of quantity, quality and accessibility, in the City's open space, sport or recreation resources.

Where the loss of an unused playing field site is proposed, consideration will be given to the length of time it has been unused and the following priority order of options will be used:

- The site shall be brought back into use where its continued use as a playing field is sustainable and it meets a need identified in an up-to-date-assessment.
- Where the continued use of the site as a playing field is not sustainable or practicable, the site shall either be:
 - Used to meet an existing deficit in the provision of any other type of open space, sport or recreation facility in the local area; or
 - Redeveloped for an alternative use with an appropriate financial contribution required, either for improvements to existing recreation facilities in the locality or to meet an identified pitch sport need within an appropriately located strategic hub or key centre playing field site as detailed in an up-to-date sports needs assessment, in accordance with Policy DC 1 Developer Contributions.

The recommendations set out within Manchester's latest Playing Pitch and Outdoor Sport Strategy will also be taken into consideration.

This policy applies to all existing sites and facilities that have an open space, sport, or recreational use or value, irrespective of whether they are owned or managed by the public, private or voluntary sector.

Why this policy?

- 13.2** Manchester is a city which benefits from a good overall provision of publicly available, green, open space. Manchester's updated Open Space Assessment (2026) has demonstrated that after consideration of the need for land to meet our housing requirements and employment needs, Manchester has 3.33 ha per 1,000 population publicly accessible greenspace. This figure includes all open space in line with the Companion Guide to Planning Policy Guidance Note 17 – Allotments, Amenity Greenspace, Cemeteries, Play, Civic Spaces, Natural and Semi Natural and Parks. Whilst the Companion Guide to Planning Policy Guidance Note 17 has been superseded, it is acknowledged that the principles and approach within the guidance have not been replaced and it is still relevant to apply the methodology to assess needs for open space provision. Amenity or natural/semi-natural sites below 0.2 ha, are not included although it is recognised that some small sites will have local importance.
- 13.3** The Natural England Accessible Greenspace standard, however, does not include all open space, and specifically excludes allotments, cemeteries, sports facilities and play space. Using this standard Manchester has 2.91 ha per 10000 population. When the larger cemeteries are included which are used for informal recreation, Manchester has 3.11 ha per 1000 population.

- 13.4** Manchester's publicly accessible open space is not distributed evenly across the city. Some areas such as north Manchester and Wythenshawe have above average provision of most open space typologies. Other areas, typically with greater population density such as within central Manchester, have less open space provision per capita. The quality of open space varies between open space type and area.
- 13.5** Manchester's historic growth pattern has created a dense urban form and it is recognised that it will not always be possible to increase the quantity of open space, sport or recreation provision even in areas where this may be desirable. This, together with the planned increase in Manchester's population, means that the protection of existing areas of open space, sport and recreation provision is important. Where a replacement or increase in quantity is particularly difficult, improvements to the quality and accessibility of existing open space, sport and recreation land and/or facilities will be even more essential.
- 13.6** The Manchester Open Space Assessment has identified the existing quantity, quality and accessibility of different open space typologies and assessed each against national benchmarks. This now provides the baseline against which proposals for new development can be assessed.
- 13.7** The table below sets out the open space quantity standards against which it is possible to assess whether a surplus or deficit exists, and should be seen as a baseline. The table also includes accessibility and quality thresholds to be used in preparing any Open Space Assessment. The standards are derived from Manchester's updated Open Space Assessment (2026) and from national standards produced by Natural England and Fields in Trust. The national standards have been adapted to take into account local circumstances within Manchester.
- 13.8** In line with national and local planning policy, as part of any planning application, all sites that currently have an open space, sport or recreation use, including any SHLAA or Employment Study site, should be assessed on an individual basis for their open space value, using Table 13.1 Open Space Standards against which surpluses and deficits should be calculated and with reference to the latest Open Space Assessment, and Playing Pitch and Outdoor Sports Strategy. When assessing open space need, nearby areas of amenity grassland less than 0.2 ha should not normally be included in assessing the quantity of provision. This is because although small sites may have a valuable role to play in terms of visual amenity or, for example, as a buffer along a main road, they are typically too small to provide meaningful leisure or recreational opportunities. There will be exceptions to this, for example, where a site has become a local pocket park. For further information about Quality Standards see the Manchester Open Space Assessment (2026).

Table 13.1 Open Space Standards against which surpluses and deficits should be calculated

Open Space Typology	Quantity Standard (ha per 1,000 population)	Accessibility - Walking Threshold (measured as straight	Quality
Allotments and Community Gardens	0.10	n/a	n/a
Amenity Greenspace	0.52	480 metres (10-minute walk)	Good (60%)
Cemeteries and Burial Grounds	n/a	n/a	n/a
Civic Spaces	0.02	n/a	Good (60%)
Natural and Semi-Natural Greenspace	1.04	720 metres (15-minute walk)	Good (60%)
Parks and Gardens	1.35 (incl. 0.85 Strategic Parks)	710 metres (15-minute walk)	Good (60%)
Provision for Children and Young People	0.125	Local Area of Play (LAP) 100m (2-3 mins walk); Locally Equipped Area of Play (LEAP) 400m (20 mins walk); Neighbourhood Equipped Area of Play (NEAP) 1000m (20 mins walk); Other, including MUGA, 700m	Good (60%)
Outdoor and Indoor Sports Provision	Provision for new or enhanced indoor and outdoor sports facilities should be guided by the findings of the up to date Playing Pitch and Outdoor Sport Strategy and Indoor Sports Strategy	n/a	n/a

- 13.9** Given the urban nature of Manchester not all the national benchmarks are considered achievable. The Fields in Trust (FiT) Benchmark, for natural/semi natural open space, for example, is 1.8 ha per 1,000 head of population whilst the Open Space Assessment shows that we have 1.04 ha of natural/semi natural per 1,000 head of population. The higher benchmark is unlikely to be achieved in the City due to its historical urban pattern. Conversely, the existing baseline for parks and gardens is 1.35 ha per 1,000 head of population, well above the standard suggested by Fields in Trust of 0.8 ha per 1,000 head of population. The lower natural/semi natural baseline is, to a degree, off-set by the extent of Manchester's parks, many of which include natural/semi natural habitat as well as recreational open space, providing multi-functional open spaces. Maintenance regimes can also be adapted to create more natural environments, where appropriate.
- 13.10** The multi-functionality of many of Manchester's open spaces is an important characteristic of Manchester's green infrastructure and open space provision. It is a characteristic that applies not only to parks but also to some of Manchester's amenity spaces and cemeteries. Southern Cemetery, for example, is now a designated Local Nature Reserve, in recognition of the biodiversity and informal recreational value provided by the extensive tree canopy created by the avenues of mature trees. The continued emphasis on creating and enhancing multi-functional spaces as well as increasing their quality and accessibility will remain a central objective of Council policy as set out in Manchester's Green and Blue Infrastructure Strategy.
- 13.11** The amenity green space standard of 0.52 ha per 1,000 population is marginally below the recommended FiT guideline of 0.6ha. This is considered a realistic figure, however, having excluded sites that were within the SHLAA (Strategic Housing Land Availability Assessment) at the time of the Open Space Assessment. Sites within the SHLAA are more likely to be developed over the lifetime of the plan to meet the housing demand within Manchester, but will still be subject to detailed site by site open space assessments. New amenity greenspace or other types of open space may also be provided as part of new development.
- 13.12** The current provision for children and young people is 0.04 ha/1000 population. This is 16% of the national best practice. In seeking to protect existing play provision a higher threshold of 0.125 ha /1000 population is included which is 50% of the national best practice standards. Where viable opportunities arise new play provision may be created on existing sites to enhance their recreational value and function.
- 13.13** Within the City Centre, 22 civic spaces cover approximately 10 hectares. It is important that these are maintained to a high quality, and innovative solutions to create further high quality public open space within regeneration schemes will be welcomed.
- 13.14** There is no Fields in Trust benchmark standard for allotments and community gardens and the Manchester standard is based on protecting the existing level of allotment provision. No quality or accessibility standard is set due to the individual nature of each allotment site.

- 13.15** No standard is provided for cemeteries or burial grounds as the extent of burial space is based on the demand for this service, rather than the additional informal recreational value that some of these sites also offer. Where evidence suggests that new cemeteries or burial grounds are required, consideration should be given as to the recreational role they could play.
- 13.16** The specific needs for indoor and outdoor sports vary depending on the sport in question. No single standard is therefore listed and any needs assessment should be informed by the findings in the current Playing Pitch and Outdoor Sports Strategy and Indoor Sport Built Facilities Strategy.

Policy SI 2

Provision of New Open Space, Sport and Recreation Land and Facilities

Proposed new and/or enhanced open space, sport and recreation land and facilities, both indoor and outdoor, will be supported in principle where they are evidenced by an appropriate, up-to-date needs assessment, and subject to consideration of any impact on neighbouring uses.

Development proposals for new schools, school extensions, and associated sports facilities shall be designed in accordance with Sport England technical design guidance; provide community access to ensure facilities meet community needs and have community use agreements as a condition of planning approval.

Major residential developments may be expected to contribute, through financial contributions, to new or improved open space, sports or recreation areas or facilities, subject to viability and in line with Policy DC 1 Developer Contributions. Consideration will be given to the extent to which development would increase the demand for such areas or facilities and whether there is a recognised shortage in the locality.

Why this policy?

- 13.17** Places for Everyone Policy JP-G6 recognises the need to work with developers and other stakeholders to deliver new high quality "urban green spaces". This term has a broad definition including formal or informal recreational facilities such as playgrounds and sports pitches as well as other smaller areas and types of green infrastructure which make a valuable contribution to the quality of life within urban areas.
- 13.18** Places for Everyone Policy JP-P7 requires new development to provide new and/or improved existing sport and recreation facilities commensurate with the demand they would generate. The policy states that this provision will be determined by individual local authorities through an evidence based approach.

- 13.19** It is recognised that Manchester's historic development pattern has resulted in limited scope to increase the quantity of open space, sport and recreation facilities, particularly in the inner areas. This emphasises the need to retain facilities where possible and also the need to consider innovative solutions to meet demand. It is important that all opportunities, including those offered through new development, are taken to improve the quality and accessibility of existing open space, sport and recreational facilities, to counter the difficulties in increasing quantity. Wherever possible, developers are encouraged to provide community access, to all sports facilities and use Sport England's technical design guidance.
- 13.20** Manchester Playing Pitch and Outdoor Sports Strategy (MPPOSS) is monitored and reviewed annually, with full updates undertaken when significant changes in supply and demand are identified. The most recent 2022 version sets out a series of recommendations, including the need to address potential shortfalls in provision through qualitative and quantitative improvements; the need to secure long term community use from existing and future school sports facilities and the need to secure developer contributions as appropriate. The most up to date MPPOSS, together with the MPPOSS Annual Monitoring Reports, should be used to assess the likely impact of any development on sports provision. In assessing the level of contributions required, consideration is always given to the overall benefits a scheme is providing as set out in Policy DC 1 Developer Contributions. In this context and where contributions towards playing pitches are being considered, Sport England's Playing Pitch Calculator should be used as a tool and starting point to assess the appropriate level of contributions. It is also recommended that contributions include an amount towards maintenance, subject to viability.
- 13.21** The Manchester Indoor and Built Facilities Strategy (2023-2031) has identified that Manchester has a sufficient supply of facilities to meet current demand. When assessing future demand, in line with the City's growth strategy, however, there are projected shortfalls in some facility types, including indoor tennis courts, sports halls, and swimming pools. This shortfall is focused in the North and Central analysis areas around the boundary of the City Centre, where population growth from planned housing development is expected to be significant.
- 13.22** The Manchester Playing Pitch and Outdoor Sports Strategy, and the Indoor and Built Facilities Strategy cover the following types of sports provision:
- Grass sports pitches for example for football, rugby league, rugby union, and cricket as defined by current legislation;
 - Artificial surfaces for all pitch sports;
 - Athletics facilities;
 - Tennis Courts;
 - Bowling Greens;
 - Golf Courses;
 - Sports halls;
 - Swimming pools;

- Fitness centres and gyms; and
- Other specialist indoor facilities including those for bowls, combat sports, gymnastics, squash and tennis.

Local Green Space

Policy SI 3

Local Green Space

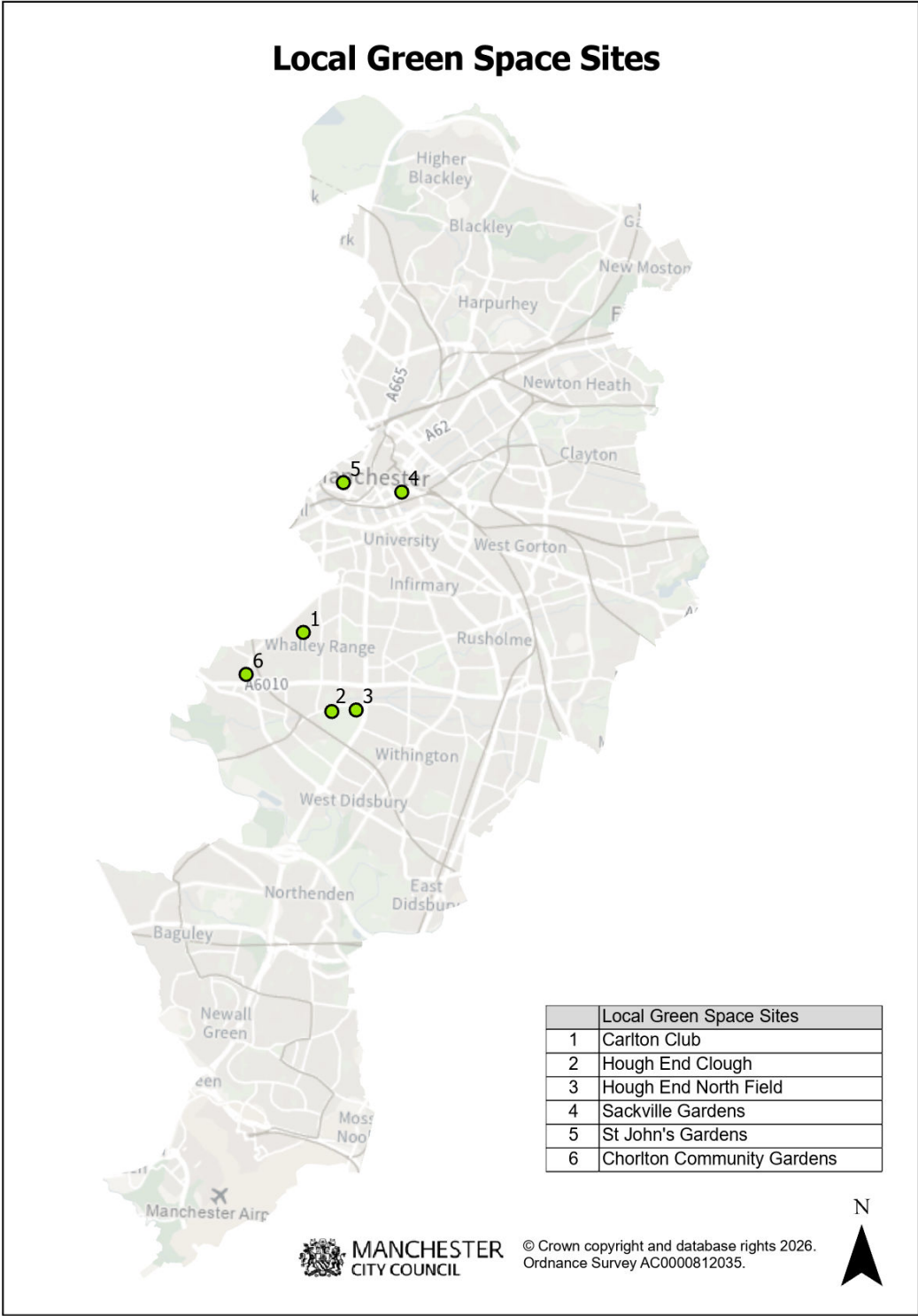
The following sites will be protected as designated Local Green Spaces, and will be managed in accordance with Green Belt policy within the National Planning Policy Framework, and PpE (policy JP-G9)

- Carlton Club, former bowling green, Whalley Range (0.19 ha)
- Hough End Clough, Chorlton Park (2.18 ha)
- Hough End North Field, Chorlton Park (9.33 ha)
- Sackville Gardens, City Centre, Piccadilly (0.42 ha)
- St Johns Gardens, City Centre, Deansgate (0.47 ha)
- Chorlton Community Gardens, Chorlton (0.01 ha)

Why this policy?

- 13.23** The Local Green Space sites identified in the policy have been considered as part of the analysis of proposed Local Green Space sites submitted to the Council. The assessment methodology used the criteria set out within National Planning Policy Framework and National Planning Policy Guidance.
- 13.24** Each of the Local Green Space sites identified in the policy are considered to have special local importance with regard to one or more of the following categories: beauty, historical significance, recreational value, richness of wildlife or tranquillity.
- 13.25** The NPPF states that local policies and decisions for managing development within a Local Green Space should be consistent with national policy for Green Belts.
- 13.26** The sites are identified on the map below and in more detail on the policies map.

Map 13.1



Social Value

Policy SI 4

Social Value

Major planning proposals should seek to maximise social value provided by new development for its future users and the wider community.

Major planning proposals will be informed and accompanied by a Social Value Statement clearly setting out the measures proposed through the lifecycle of the development that will make a positive contribution to social value, including Employment and Skills plans, the creation of apprenticeships and training opportunities for local people and the use of local suppliers of goods and services.

Why this policy?

- 13.27** Social infrastructure covers a wide range of uses including health provision; educational facilities; recreation, sports and leisure facilities; cultural and community facilities; and community safety facilities. Whilst the planning system does not tend to directly deliver social infrastructure, it can play a role, in appropriate circumstances, in facilitating the supply of new social infrastructure and providing support for existing types of provision.
- 13.28** Social Value has traditionally focussed on the encouragement of organisations to operate and provide goods and services in such a way that offers maximum social, environmental, and economic benefit to Manchester residents and communities. Manchester works with organisations that share our values and we follow the overarching priorities within the Greater Manchester Social Value Framework. These are:
- Develop locally based and resilient supply chains.
 - Create employment and skills opportunities and provide the best employment you can.
 - Be part of a strong local community
 - Keep the air clean and make your organisation greener
- 13.29** Manchester City Council has also set specific local priorities that have been co-designed with our cross sector partners and can be found in the Council's [Social Value Policy](#)
- 13.30** With respect to planning decisions the above can be distilled into the following three main opportunities that flow from new developments:
- Creating employment and skills opportunities;
 - Delivering developments that increase resilience within the local community; and
 - Contributing to a healthier local environment

14 Transport and Digital Connectivity

Transport

- 14.1** Transport is central to the vision set out in the Manchester Climate Change Framework 2020-25 of: "A green city with walkable neighbourhoods, clean air, good jobs in successful businesses, warm homes and affordable energy, safe cycling routes and a public transport system that works for everyone." Ground transport is responsible for an estimated 24% of the city's carbon emissions, so efforts to decarbonise our transport system are pivotal to achieving our zero carbon goal and reducing the impact of poor air quality and high emissions on our residents.
- 14.2** This Local Plan sits alongside the Manchester Active Travel Strategy and Investment Plan 2023-2028, the Greater Manchester Transport Strategy 2040, and City Centre Transport Strategy to 2040 in placing transport in the wider context of the city's strategic objectives.
- 14.3** As set out in the 2019 government's Decarbonising Transport plan, Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 27% in 2019 (International aviation and shipping are not included in this figure). Domestic GHG emissions from transport have been broadly flat for the last 30 years, even as those of other sectors have declined. Better engine efficiency has been made up for by increasing numbers of journeys; the growth of electric and hybrid vehicles has been made up for by the growth in diesel and petrol SUVs."
- 14.4** The same is broadly true in Manchester, as per the Manchester Climate Change Framework, transport is responsible for 32% of the city's direct carbon emissions, along with direct emissions from homes and workplaces. The Framework commits us to reducing these overall combined direct emissions by 50% every year from 2020 to 2025, which would require significant progress in decarbonising the GM transport network, which operates across local authority boundaries.
- 14.5** This chapter sets out how the city's Local Plan will ensure that transport investment and services help the city to achieve the city's overall strategic objectives as set out in Section 5 of the Local Plan. The city's transport system must deliver attractive places to live and fast connections to productive areas of the city. This will be achieved by coordinating infrastructure investment with spatial strategy, from strategic infrastructure down to interventions on a more local scale.

Policy T 1

Transport Principles

To deliver a world class, integrated transport system for Greater Manchester, achieve the modal shift from private vehicles to public transport, shared mobility and active travel and contribute to zero carbon, road danger reduction and sustainable economic growth, the Council will support proposals that:

- Enable and remove barriers to travel and access by public transport and active travel, and only enable the minimum necessary quantum of trips by private vehicle.
- Promote sustainable economic growth, a reduction in carbon emissions, improve equitable access to services and positively contribute to delivery of the Greater Manchester Transport Strategy 2040, the Manchester Climate Change Framework, City Centre Transport Strategy 2040 and subsequent updates to these documents.
- Contribute to delivery of the Network Plan of walking, wheeling and cycling routes in the Manchester Active Travel Strategy and Investment Plan (MATSiP) and any subsequent updates.
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better bus and rapid transit priority, improved services and information provision.
- Encourage and support proposals which improve the quality, capacity, and extent of the Rapid Transit network within Manchester and at appropriate points with neighbouring authorities.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods, particularly including freight consolidation facilities for cycle logistics.
- Facilitate delivery of electric vehicle charging infrastructure, subject to their appropriate design and location.
- Are located and designed, through their internal and site layout, public realm and transport infrastructure, to prioritise users according to the following hierarchy, in order of preference, as set out in Places for Everyone policy JP-C1:
 - Pedestrians and people using mobility aids;
 - Cyclists, powered two wheelers and public transport users;
 - People doing business or providing services (such as taxis/private hire, deliveries or waste collection);
 - People in personal motorised vehicles.

Why this policy?

- 14.6** The transport principles set out in Policy T1 seek to ensure that new development will incorporate transport solutions that contribute to the aims and objectives set out in various transport strategies (Greater Manchester Transport Strategy 2040 and the City Centre Transport Strategy 2040). The principles set out with respect to specific transport matters will contribute to the city's approach to economic growth, transition to net zero and improving equity and quality of place.

Policy T 2

Sustainable location of development

The Council will actively manage the pattern of development to ensure that new development: -

Is located to ensure access by convenient, frequent and high-quality public transport and active travel.

Is easily accessible by walking, wheeling, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Will be designed to prioritise practical, safe and convenient access and use by sustainable transport modes, namely walking, cycling and public transport and must include accessible parking provision.

In the City Centre, as defined in the Policies Map, development will be permitted to include appropriate car parking provision to meet the needs for persons with disabilities; emergency vehicles; and vehicles accessing to provide services to businesses within the City Centre. Additional parking required beyond these categories will be considered in relation to how it will complement the Council's approach to sustainable transport within the City Centre.

In all areas beyond the City Centre, will seek to minimise associated vehicle parking, taking into account the proximity to high-frequency public transport provision, particularly Metrolink and rail services. Provision of consolidated parking at the edge of major developments should be considered, at levels which can be demonstrated to align with the aims of emerging Manchester transport strategies including the Local Implementation Plan and Parking Strategy.

Evidence to justify parking provision associated with development proposals should be provided in a reasonable and proportionate Transport Assessment according to the requirements in Places for Everyone Policy JP C8.

In all parts of the City, proposals will provide cycle parking in line with national guidance (LTN 1/20) or the use of alternative solutions where appropriate reasons can be demonstrated.

Where development would be likely to lead to levels of off-site car parking that would have an adverse impact on the surrounding area, appropriate mitigation measures will be required

Why this policy?

- 14.7** The sustainable location of development can clearly be assisted by transport infrastructure that makes that development accessible by various modes of travel. There are a number of supporting council strategies including the City Centre Transport Strategy that set out proposals to deliver changes to how the city is accessed and to increase modal shift towards active travel and public transport options.
- 14.8** There are a number of key elements in relation to cycle and vehicular parking in the emerging Parking Strategy that look to establish key approaches set out below:
- Cycle parking and disabled parking bays (designated accessible parking spaces to meet standards in BS: 8300) at new developments should be located prominently and as close as possible to the primary entrance of buildings. In the case of disabled bays, there should be level or ramped direct access between the bays to the primary building entrance.
 - Any new on-street parking bays should not encroach on the free movement of pedestrians, cyclists, disabled people or other vulnerable road users.
 - Car parks should include sufficient boundary treatments to make clear to drivers the pedestrian focus of the area and discourage or prevent excessive speeds or dangerous driving either within or when entering or exiting car parks.
 - Care must be taken to ensure the availability of on-street parking bays does not encourage pavement parking.
 - Provision of on-street parking must ensure that pedestrian, cyclist and public transport movements are prioritised and that the safety of disabled people and other vulnerable road users is not compromised, and that emergency vehicle access is retained.

Policy T 3

Transport Infrastructure Investment

The Council will support proposals that contribute to a world-class integrated transport network including the following strategic transport initiatives:

- Northern Powerhouse Rail improvements including an underground station at Manchester Piccadilly
- Castlefield Corridor heavy rail improvements to improve capacity
- City Centre Bus and Streets for All Connectivity Programme

- Metrolink Western Leg Extension including wider connectivity to Altrincham and Stockport
- Sandhills Metrolink stop
- Metrolink extension to Salford Crescent with a north-west focus considering links between Manchester City Centre and Salford, Wigan, Leigh and Bolton
- Metrolink Tram/Train trial programme
- Bee Network Rail Improvements
- Proposals to increase Metrolink capacity through the city centre to remove bottlenecks
- Manchester Active Travel Strategy and Investment Plan network map

Why this policy?

- 14.9** The City Council is working with the Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM) and the other nine GM districts to plan and implement the Bee Network integrated transport system. The £1.07bn City Regional Sustainable Transport Settlement programme will deliver significant infrastructure improvements between now and 2027, and work is ongoing to plan the second tranche of funding, currently committed as over £2bn [confirm] to 2032. However, in the long term, more will be needed, if we are to reach zero carbon by 2038, deliver sustainable economic growth and improve poor health and other measures of deprivation across the city.
- 14.10** The projects listed in Policy T3 may be subject to change including the potential for new proposals across all modes of transport. A future review of the Local Plan will enable the policy to be altered to reflect changes in terms of transport investment.

Digital Connectivity

Policy T 4

Digital Infrastructure

To enable digital infrastructure in Manchester to be secured now and in the future, development proposals should:

- ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments.
- meet expected demand for mobile connectivity generated by the development

- take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation
- support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.

Why this policy?

14.11 Manchester's Digital Strategy (2021-2026) aims to provide the vision and framework to realise Manchester's ambition to be a world leading Digital City by 2025. The priorities of the Manchester Digital Strategy will contribute directly to the delivery of five of the ten Our Manchester Strategy priorities.

- The city has ambitions and objectives that can be advanced through the deployment of digital infrastructure. These include:
- Growing the digital-tech economy in the city and reinforcing Manchester's position as a leading digital city;
- Encouraging innovation in public, private and third sectors;
- Enabling productivity and efficiency gains in the wider economy and in the public sector;
- Providing new opportunities to citizens for learning and employment;
- Extending the benefits of digital and on-line services to the whole of the community.

14.12 In order to maximise the impact on these ambitions and objectives, there are choices concerning what type of digital infrastructure should be deployed, and how it should be deployed. The principles behind any choices made can be summarised as follows:

- During construction and infrastructure upgrade activity, using a 'dig once' approach;
- During investments by operators to 'retrofit' new digital infrastructure.

14.13 By adopting a proactive dig-once approach, the authority can help:

- Minimise disruption to business and the public.
- Reduce the financial and environmental cost of digital infrastructure deployment, including the carbon footprint.

15 Design Quality and Heritage

- 15.1** Manchester is both an international city, a capital for the region and a hometown. It is highly diverse and multi-faceted. Through a long-standing commitment to making Manchester more attractive, more accessible and useable, the city has seen an integration of environmental, economic and social activities; at the heart of which is the pursuit of key design principles. These have helped to achieve high quality development and places that have enhanced the look and feel of Manchester and it is essential this commitment is reinforced.
- 15.2** These design principles are not simply about aesthetics, its about creating an inclusive, accessible and safe environment that also responds to climate change in a holistic way.
- 15.3** The National Planning Policy Framework sets out that achieving high quality places and buildings is fundamental to the planning and development process. It also leads to improvements in the quality of existing environments. The National Planning Policy Framework expands upon the fundamental principles of good design to define what is expected for well-designed places and explain how planning policies and decisions should support this. The two policies below in this Local Plan provide a strategic framework with respect to design and character areas that can be identified within the city. The policies are supported by detailed guidance (Residential Quality Guidance) that is currently being reviewed alongside this emerging plan.
- 15.4** The historic environment is central to our cultural heritage and the key defining aspects have been set out in the Spatial Portrait earlier in the plan. It contributes to the identity of Manchester through its aesthetic value and the memories of events. The original Victorian City helps create a sense of place and enhances the quality of our daily lives. Furthermore, it provides a catalyst for regeneration. The policies in the section provide a strategic framework to guide considerations for development proposals with respect to the city's heritage firstly, and then specific matters pertaining to conservation areas, listed buildings, registered parks and gardens, and archaeological features.

Design Principles

Policy D 1

Design Principles

All development will be required to create high quality places, both in terms of design of individual building; and how development combines to create a sense of place and relate to the wider context. The key principles to incorporate include:

- Reinforce qualities of local character by consideration of existing context and character; rooted within a sense of place; incorporate high quality materials and details; and are of an appropriate scale.

- Addressing the needs of diverse and inclusive communities.
- Demonstrate how the design responds to street hierarchy including the contribution to safe and active streets with opportunities for surveillance.
- Taking into account connectivity and the wider transport network that facilitates and encourages walking and cycling; and enhances way finding and legibility.
- Respond positively to landscape context and connect to blue and green infrastructure network.
- Offer appropriate solutions for car parking, cycle and bin storage that do not dominate the street scene.
- Future proof from climate change by reducing need for energy in the design of the development, build in adaptability, and apply solutions that consider retrofit and reuse first.
- Address key standards and amenity issues including space standards, storage space, opportunities for daylight, and sufficient private amenity space in the most appropriate locations.

Further guidance will be set out in the supporting document to the Local Plan - Residential Quality Guidance.

Why this policy?

- 15.5** National policy emphasises the role of design where it states: *“Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable.”* The NPPF elaborates on the need for the preparation of design guides or codes that are consistent with the principles set out in the National Design Guide. Importantly, the NPPF identifies that, *“... geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.”*
- 15.6** Design quality is derived from aiming for the very best within the city. This requires the skills of good designers and architects who work with the policies of the Local Plan whilst delivering the key components of place making and sustainable neighbourhoods.
- 15.7** The key principles set out in the policy have been derived from the Residential Quality Guidance that was produced by the City Council in 2017. The guidance has proved invaluable in setting out the City Council's key expectations in terms of design principles. The guidance is currently being reviewed, and any subsequent updates will be considered alongside this policy in the determination of planning applications.

Character Areas

Policy D 2

Character Areas

All development should demonstrate how proposals consider the distinct character areas of the city.

- **City Centre:** The main opportunity area for growth with a significant presence of heritage and concentration of listed buildings, requiring development to enhance and complement the historic legacy and provide skyline interest, with high quality innovative and contemporary designs that promote active frontages.
- **Arterial Routes:** Arterial routes often characterised by gateway and landmark buildings with distinctive landscape character such as Wilmslow Road. Promote high quality tall buildings on key radial routes with a focus on improving public realm, enhancing landscape features and, where possible, providing street trees.
- **River Valleys and Canals:** Respect and enhance landscape character, topography and views, and promote connectivity. New development should respect the industrial legacy of the canals and structures, with complementary and innovative new buildings having regard to materials and appearance. There should be an emphasis on mending fragmented character with high quality public realm that improves the pedestrian experience.
- **Higher Education Precinct (HEP):** This area has a concentration of education and medical institutions characterised by larger massing and footprints. Development should enhance and complement the historic context with innovative contemporary buildings and high-quality public realm.
- **Central Arc:** An area of change where new building types can be introduced. These should feature innovative high quality designs with connected streets and new high quality public realm.
- **Southern and Northern Suburban Areas:** Predominantly residential areas with a verdant character and legacy of historic built form and street patterns. New development should respect and complement prevailing suburban and historic built forms, building typology, materiality and landscape features. There may be scope for some increase in scale and massing in district centres and in landmark locations. Special regard must be given to the distinctive qualities of conservation areas and their settings.
- **Eastern Area:** This part of the city comprises areas with key opportunities for further regeneration. There is potential to improve the townscape and create a high-quality new identity and built form in areas where the townscape has been fragmented. Existing building typologies and spaces characterised by denser built

form could be enhanced with high quality new development and landscape features where appropriate, with an emphasis on creating an attractive streetscape.

- Heaton Park: A continuation of its historic landscape character as parkland with informal groups of trees, to enable the accommodation of the existing range of leisure activities, is expected.
- Wider Wythenshawe and Airport: Garden village qualities of the area to be carried through to new development with an emphasis of enhancing landscape features and public realm.

Why this policy?

- 15.8** The character areas set out in the policy reflect an updated approach to that set out in the Core Strategy. The nine areas give a broad indication of Manchester's character. They have been amended in part to reflect the approach to Key Locations within the Local Plan; and to align with other thematic policy aspects (e.g. River Valleys and Canals).
- 15.9** Any development brought forward must also take into account site specific issues, and issues relating to listed buildings and conservation areas where appropriate. It is recognised that the City's main radial and orbital roads and rail network cut through the strategic character areas. Prominent development along these routes has a significant role to play in shaping the overall impression of Manchester as an attractive place to visit or in which to live or work, as well as by providing identifiable landmarks. The quality of such development is, therefore, considered to be of particular importance.

Tall Buildings

Policy D 3

Tall Buildings

Tall buildings are defined as buildings which are substantially taller than other buildings in the neighbourhood and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- deliver excellent design quality;
- give due consideration to location and siting, local context, character, views and sight lines;
- contribute positively to sustainability;
- contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and
- take account of the City's priorities in the area and will bring significant regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

With the exception of conservation areas and listed buildings, suitable locations will include sites within and adjacent to the Inner Ring Road which can easily be served by public transport.

Elsewhere within Manchester, tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should be informed by the local, rather than the City Centre, urban context.

Due to their size, tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.

Why this policy?

- 15.10** Tall Buildings can provide a sense of place and distinctiveness. High density development can also have a substantial impact on an area and careful consideration should be given to each proposal.
- 15.11** The National Design Guide (January 2021) states that "Well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline." and that "Proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration. This includes their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and the sky; and environmental impacts, such as sunlight, daylight, overshadowing and wind. These need to be resolved satisfactorily in relation to the context and local character."
- 15.12** In the context of ensuring sustainable development, the City Centre requires the prudent use of scarce land resources. It is generally well served by public transport, and a high density of development is consistent with its distinctive character. The City Centre, within the Inner Ring Road, is an area where appropriately sited tall buildings can be located.
- 15.13** Elsewhere across the City, District Centres may be appropriate locations for 'tall' buildings. Being generally accessible to the local population and well served by public transport, they are natural foci for developments that attract a larger number

of people. The definition of 'tall' will be in relation to neighbouring buildings within the specific district centre, as the scale of development acceptable within a district centre is unlikely ever to match that within the City Centre.

- 15.14** The above criteria based policy, together with other design policies, forms the policy context against which all proposals for tall buildings will be considered.
- 15.15** Tall buildings by their very nature can dominate the street scene and be highly visible over long distances. They can also have an impact on the local micro-climatic conditions, for example, by creating wind tunnels. It is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space.
- 15.16** It is crucial that the viability and deliverability of a proposed tall building be proven. Developers will need to show that they, and their design team, have the experience and/or capability of delivering these complex projects. Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner. This can hinder the development of the site for other uses and can have an adverse impact on the developability of other sites and the regeneration of an area.

Heritage

Policy D 4

Heritage

Manchester has a distinctive historic environment with a concentration of heritage assets in the city which contribute to the character, economy, sustainability, culture and quality of life.

Development affecting heritage assets will positively conserve or enhance their significance as an integral part of sustainable growth, and will:

- Describe and assess the significance of the heritage asset which will inform proposals for their positive conservation.
- Ensure heritage assets and their settings are conserved and enhanced in a manner appropriate to their significance.
- Secure the continued beneficial use of heritage assets while allowing them to meet changing needs and adapt to climate change.
- Ensure heritage is at the heart of place making and sustainable growth, responding positively to the distinctive character of our heritage assets and delivering high quality buildings and spaces which enhance their settings.
- Avoid harm to the significance of heritage assets, but where unavoidable clearly demonstrate the public benefit of the proposals and seek to mitigate the harm in all cases.

Archaeological Assets

Conserve and enhance archaeological heritage assets and scheduled ancient monuments in a manner appropriate to their significance. Prioritise preservation in situ for archaeological remains of significance and where not feasible ensure appropriate mitigation through excavation, recording and analysis.

Non-designated Heritage assets (NDHAs)

Non-designated heritage assets including local buildings and structures of merit, archaeology, and open spaces will be conserved. When assessing proposals affecting NDHAs a balanced judgement will be made regarding the scale of any harm or loss of the asset and the public benefit of the development.

Why this policy?

- 15.17** PfE recognises the importance of the historic environment in policy JP-P2 Heritage and encourages local plans to emphasise those key elements which contribute to a district's identity, character and distinctiveness.
- 15.18** The historic environment is central to our cultural heritage. It contributes to the identity of Manchester through its aesthetic value and the memories of events. The original Victorian City helps create a sense of place and enhances the quality of our daily lives. Furthermore, it can provide a catalyst for regeneration.
- 15.19** Historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced both for their own heritage merits and as part of wider heritage regeneration proposals. Designated heritage assets including the city's conservation areas and buildings that are statutorily listed are protected under national legislation guidance, non designated heritage assets are considered relative to their heritage value. The Council maintains information on the City's heritage assets. It is expected that developers will carry out an appropriate appraisal and assessment of matters relating to the significance and impact of proposals on heritage assets. Re-use of empty historic buildings will be encouraged subject to consideration of the building's special interest and significance.
- 15.20** Non-designated heritage assets (NDHAs) include assets of archaeological interest, buildings, monuments, sites, places, areas, or landscapes that possess heritage significance but do not meet the criteria for formal designation (such as listing or scheduling). Records of assets of archaeological interest are held by the Greater Manchester Historic Environment Record (HER).
- 15.21** Manchester's heritage dates back to the Roman period with remains of a Roman Fort overlooking the confluence of the Rivers Medlock and Irwell in Castlefield. Evidence of the Medieval period is focused around the Cathedral. The City's global significance dates from the Industrial Revolution, where the first steam-driven textile mill was opened on Miller Street in 1781 and where the oldest surviving passenger railway station in the world opened in 1830. The Bridgewater Canal (1765) linked Manchester to Liverpool and, thereby, to world trade. Steam-powered mills rose from one to 86 and

were built on a huge scale. By mid-century Manchester's role as the cotton capital of the world was cemented, with the city nicknamed *Cottonopolis*. By the end of the 19th century commercial warehouses became the principal character type of Manchester's commercial core. The 19th century also brought the railways with stations, warehouses, sidings and viaducts dominating the city fringe.

- 15.22** The early 20th century saw substantial house building particularly in south Manchester. Between 1919 and 1939, 30,000 corporation-supported houses were built in the city. Since the 1990's the City has seen a revival following a period of industrial decline, this has seen high quality new buildings and strong urban design which have helped create a distinctive and contemporary City Centre. Manchester has led the revival of city centre living, with Ancoats being an example of how growth has respect to the city's world-renowned heritage.

Conservation Areas, Listed Buildings and Registered Parks and Gardens

Policy D 5

Conservation Areas, Listed Buildings and Registered Parks and Gardens

Conservation Areas

New development will conserve or enhance the character and appearance of Conservation Areas taking into account their special architectural or historic interest and the contribution made by their setting, and will:

- Conserve the unique and distinctive townscape characteristics and features of the conservation areas including landscape character, boundary treatments, walls, gardens, open spaces, trees and buildings.
- Preserve or enhance key views and vistas.
- Expect high quality design in new development that enhances the historic and architectural character.
- Use high quality materials and detailing appropriate to the context.
- Refurbish or replace undesignated buildings that have a negative impact on the area.
- Take opportunities to better reveal the significance of the area.
- Resist harmful incremental changes where the cumulative effect erodes the character and appearance of the area.
- Take account of any further guidance and frameworks approved by the Council.

Listed Buildings

Alterations to listed buildings and their settings will conserve or enhance their significance, where appropriate restoring architectural detail and historic fabric through:

- Development affecting settings of Listed Buildings should take opportunities to enhance or better reveal their significance.

- Taking opportunities to reinstate internal and external features of special architectural or historic significance and remove harmful features.
- Ensuring change of use and adaption is consistent with their long term conservation, securing its optimum viable use, particularly those which have been identified at risk.
- Resisting the demolition of Listed Buildings in whole or in part or the removal or modification of features which contribute to significance.
- Ensuring work is informed by appropriate specialists and carried out to high quality conservation standards.

Registered Parks and Gardens

Proposals affecting registered parks and gardens must conserve or enhance their significance, including the contribution made by their setting, and will:

- Where appropriate, take opportunities to sensitively reinstate landscape or built features that contribute positively to their historic interest.
- Remove harmful landscape and built features.

Why this policy?

- 15.23** To ensure the special architectural and historic interest is preserved and enhanced the Council maintains a schedule of listed buildings including those at particular risk. The Council will produce documentation including appraisals and management plans that identify the important characteristics of existing conservation areas including the identification of those areas to be preserved and those in need of enhancement.
- 15.24** Listed building consent is required for any works for the demolition of a listed building, or for its alteration or extension, which is likely to affect its character as a building of special architectural or historical interest.

16 Development Management

- 16.1** All development should have regard to the criteria set out in Policy DM1. More specific development management policies for particular uses are set out below.

Policy DM 1

Development Management

All development will have regard to the following specific issues.

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods, including recreational open space and public realm, fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, including habitat and species protection, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations
- Designed to ensure that where the operation of an existing business or community facility could have a significant adverse effect on new development the applicant (or agent of change) should be required to provide suitable mitigation before the development has been completed.

Why this policy?

- 16.2** The Council's approach to Development Management is intended to ensure that new developments contribute to the overall aims of the Local Plan. The issues which should be considered are those which will ensure that the detailed aspects of new development complement the Council's broad regeneration priorities, in particular by contributing to neighbourhoods of choice. This includes protection of amenity and local character, environmental standards and practical matters such as access and safety.
- 16.3** The Agent of Change principle places the responsibility for mitigating the impact of noise and other nuisances on the new development. This means that where new developments are proposed close to existing noise-generating uses, demonstrate how they manage the impact of proposals, for example, new residential uses to avoid adverse effects to the businesses. This includes identifying suitable mitigation as part of the planning submission, which if found to be acceptable takes place before the development is completed.

Residential Extensions

Policy DM 2

Residential Extensions

This policy applies to houses, flats, and apartment buildings although exemptions may be considered where adaptations are required to make a home accessible for the occupant.

In determining planning applications for extensions to residential properties, the Council will have regard to:

- the general character of the property and the surrounding area, including the historic environment;
- the effect upon the amenity of neighbouring occupiers;
- the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- the overall appearance of the proposal in the street-scene; and
- the effect of the loss of any on-site car parking.

Extensions to residential properties will be allowed subject to compliance with other relevant policies in this Plan and the following criteria:

- they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);
- they do not create an undue loss of sunlight, daylight or privacy;
- they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details;

- they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- only permeable materials are used for outside surfaces; and
- provision is made for wheelie bin storage.

In considering proposals for 2-storey side extensions:

- the Council would not normally approve 2-storey extensions with a flat roof, particularly those which would be visible from the public highway.
- the Council will seek to ensure that:
 - the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
 - the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole; and
 - the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

Why this policy?

- 16.4** Many people prefer to extend their existing homes rather than move. The Council understands the need for more living space but must also ensure that the amenities of neighbours are protected and that the overall character of the surrounding area is not harmed. The policy allows each case to be looked at on its individual merits, having regard to a range of criteria.

Flat Conversions

Policy DM 3

Flat Conversions

In determining planning applications to convert property to flats, there will be a presumption against any conversion which results in the loss of single family homes and homes capable of being used for larger and / or extended families. When considering applications for conversions to flats, the Council will have regard to:

- the standard of accommodation for the intended occupiers of the premises;
- effects on adjoining houses as a result of noise from flats passing through party walls;

- adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and/or existing trees and shrubs;
- adequate private outdoor amenity space;
- the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- the satisfactory provision of refuse storage and collection facilities.

The Council will normally refuse permission for any developments in this category which:

- are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- involve conversion schemes without adequate private external amenity space;
- are schemes without satisfactory refuse storage and collection facilities.

In determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family homes, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Why this policy?

- 16.5** Many larger, older properties in the City are suitable for conversion into flats, and this is often a good way of preserving attractive buildings which are no longer economical for use as single family dwellings or as commercial property. Nonetheless, the Council will look at all the factors set out in Policy DM 3 Flat Conversions to ensure that the standards of accommodation are satisfactory for the people who would be living in the flats, and also that there is no unacceptable impact on occupiers of neighbouring property, or on the character of the area.

Housing on 'Backland' sites

Policy DM 4

Housing on 'Backland' sites

The Council will not normally grant consent for residential development on "backland" sites, that is, sites with limited access to a road because they are surrounded by housing or other uses.

Development will not be permitted unless:

- there is no loss of privacy to adjoining homes and associated rear gardens;
- access and parking arrangements do not significantly increase noise and disturbance for occupiers of existing adjoining homes;
- the scale and design of the development is compatible with the character of buildings in the surrounding area;
- there is sufficient space between the proposed and existing homes to avoid problems of significant overshadowing or of over-dominant appearance affecting either the existing or the proposed homes;
- the proposal does not involve the loss of important trees or other natural features of high amenity value or the loss of locally important wildlife habitats;
- the proposed and existing homes retain adequate levels of private amenity space; and
- in the case of development within a Conservation Area, the built form and the surrounding spaces preserve or enhance the character or appearance of the area.

Why this policy?

- 16.6** Some pieces of land with apparent development potential are surrounded by existing buildings (usually houses), and only have very limited access to a road. These sites are often very difficult to develop in a way which avoids a serious impact on neighbouring residents. All the tests set out in the policy would be applied before planning permission could be considered.

Shop Fronts and Related Signs

Policy DM 5

Shop Fronts and Related Signs

Development affecting shop fronts will:

- Ensure the proportion, scale, style, detailing, colour and materials make a positive contribution to the building and its context. This will require designs to consider the location and heritage assets such as conservation areas and Listed Buildings or whether more contemporary shop fronts are required;
- Ensure new shopfronts and alterations are considered in the context of the whole building and the streetscene, in terms of design, proportion and position;
- Allow full access for people whose mobility is impaired and ensure proposals are in accordance with relevant Building Regulations. The only exceptions which the Council may consider are where there are particularly difficult physical constraints, or where the architectural character of a listed building would be damaged;

- Ensure that proposals for security grilles, advertisement signs, canopies and awnings, and ventilation are in keeping with the character of the building, adjoining buildings and shopfronts and the area within which the premises are located;
- Avoid externally mounted security grilles or shutters if they are of solid construction. In cases where externally mounted security grilles or shutters are considered acceptable, the boxes housing the grille or shutter should wherever possible be located behind the fascia; and
- Security shutters should be raised during the day and should ensure that any shutters have sufficient perforation to enable natural surveillance and promote the feeling of activity and being overlooked.

For major new developments in the City, a shopfront and signage strategy may be required to ensure consistency of approach to shopfront design and advertising to separate commercial premises across a building or a group of buildings.

Why this policy?

- 16.7** Shopfronts throughout the City have a significant impact on retail and visitor experience and character of our environment. When well-designed and well integrated within their context shopfronts can have a positive impact on our environment and the commercial success of individual businesses. Further guidance on shop frontage design can be found within the Shopfront and Signage Design Guide, which is a material consideration in planning decisions in Manchester.
- 16.8** New shopfronts and alterations to existing shopfronts should be considered in the context of the whole building and the wider streetscene. In the context of the historic environment, particularly when dealing with listed buildings, properties in conservation areas and non-designated heritage assets, the design, detailing and quality of new shopfronts and alterations to existing shopfronts should preserve or enhance the building and the area where they are located.

Advertisements

Policy DM 6

Advertisements

Proposals for advertisement consent will be permitted in accordance with the relevant regulations, currently the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, with particular consideration given to amenity and public safety.

In determining applications for free standing advertisement displays, free-standing pavement displays and advertisements attached to buildings, including fascias, hanging signage and banners, the Council will take account of the following matters:

- a the general location of the proposed development and the effect on visual amenity, including visual clutter and prominence within the street scene and the general character including place making;
- b the design of the structures, and the relationship with any premises on which they are located;
- c the effect of the proposal on permanent redevelopment of the land;
- d public safety resulting from the positioning of the design of the display;
- e the ease with which the structure is capable of being satisfactorily maintained;
- f the use of advertisements to screen vacant sites or buildings during development, or where development is known to be imminent;
- g the use of advertisements as part of a scheme to prevent access by unauthorised users onto land pending development;
- h the use of advertisements to disguise or improve the appearance of unsightly features, operations or activities;
- i the number of advertisements in the locality and their cumulative effect on visual amenity

When considering amenity and safety the Council will take account of the following:

- a the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest. It will also consider whether the placement of the advertisement would interfere with the proper use of the existing development;
- b they should be in scale with the locality and relate properly to the site on which they stand;
- c they should be unobtrusive and should not intrude into residential neighbourhoods and areas of high amenity value;
- d whether a proposal would be injurious to public safety or adversely affect the flow of traffic, use of a railway, waterway and Manchester Airport, by reason of its position, size, or design;
- e whether the display of the advertisement is likely to obscure, or hinder the ready interpretation of: any traffic sign; railway signal; or aid to navigation by water or air;
- f whether the display of the advertisement is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

Why this policy?

- 16.9** The policy aims to set clear criteria to enable adverts to be placed in the right places without detriment to the amenity of the surrounding area. The policy recognises the benefits of displaying advertisements whilst protecting the built and natural environment and public health and safety.

Manchester Airport Development Management

Policy DM 7

Aviation Noise

Residential and other noise sensitive uses will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable aviation noise from Manchester Airport.

Noise sensitive uses proposed in areas that are exposed to noise below the Lowest Observed Adverse Effect Level (LOAEL) will be acceptable and will not require mitigation measures.

Noise sensitive uses proposed in areas that are exposed to aviation noise between the Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) will not be permitted unless it can be demonstrated that all reasonable mitigation, through careful planning, layout and design, has been employed to ensure that the noise impact for future users will be acceptable.

Noise sensitive uses proposed in areas that are exposed to noise at or above the Significant Observed Adverse Effect Level will not be permitted.

Why this policy?

- 16.10** The policy aims to ensure that wherever practicable, noise sensitive developments take account of aviation noise from Manchester Airport.
- 16.11** Manchester Airport commissions a suite of noise contours from the Civil Aviation Authority, which reflect each departure route and glide. These are published on the Airport's website ([Environmental Management | Manchester Airport](#)) and show areas subject to different noise levels. These are updated on an annual basis.
- 16.12** For aviation noise sources, it is currently accepted that LOAEL is considered to occur where noise exposure is 51dB LAeq, 16 hr or 45dB LAeq, 8hr. The SOAEL is considered to occur where noise exposure is above 63dB LAeq, 16hr or 57dB LAeq, 8hr, regard will be had to both the 16hr and 8hr noise exposure contours when applying the above policy. This was most recently established in the 2023 Panel Report into the expansion of Luton Airport. This could be subject to change where future noise studies are published and different standards are adopted by Government.
- 16.13** A Noise Impact Assessment will be required with all applications for proposed noise sensitive development:
- i To assess the impact of the proposal as a receptor of aviation noise, and
 - ii To demonstrate how the development will be designed, located, and controlled to mitigate the impact of noise on health and quality of life.

Policy DM 8

Manchester Airport Public Safety Zones

Within the Public Safety Zones (PSZ), there is a general presumption against new or replacement development, including changes of use of existing buildings, except for development listed as development permissible within PSZs in the Department for Transport's guidance 'Control of development in airport Public Safety Zones' or any replacement guidance.

Why this policy?

- 16.14** Public safety zones (PSZs) are designated areas of land at the end of runways at major airports, in which development is restricted so as to control the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off or landing. The Department for Transport's policy objective governing the restriction of PSZ development near civil airports is that there should be no increase in the number of people living, working or congregating in public safety zones, and that, over time, the number should be reduced as circumstances allow.
- 16.15** Public safety zones have been defined at the ends of Manchester Airport's runways and consist of an outer Public Safety Controlled Zone (PSCZ) and an inner, higher risk zone, the Public Safety Restricted Zone (PSRZ). The extent of the inner PSRZ and the outer PSCZ is shown on the Policies Map.
- 16.16** Within the public safety zones, there is a general presumption against development unless it is an exception specified in the Department for Transport guidance '[Control of Development in Airport Public Safety Zones](#)' (last updated October 2021). Within the inner PSRZ, the airport operator is also expected to purchase and remove residential and commercial properties.
- 16.17** Within the PSRZ no residential or employment uses will be permitted. Within the PSCZ, planning permission will only be granted for extensions or changes of use or low-density development. In determining planning applications within the public safety zone, the Council will be guided by the Department for Transport's guidance 'Control of development in airport public safety zones' or any subsequent superseding or additional advice.

Policy DM 9

Aerodrome Safeguarding

Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Consideration will be given to the construction phase of development and any hazards through the creation of dust and smoke, use of materials that could become airborne in proximity to the aerodrome, need for gas purging, use of drones, use of temporary equipment including lighting and cranes.

Why this policy?

- 16.18** Aerodrome Safeguarding ensures the safety of aircraft manoeuvring on the ground, taking off, landing or flying in the vicinity of the aerodrome. It is a legal requirement and regulated by ICAO (International Civil Aviation Organisation) and the UK CAA (Civil Aviation Authority).
- 16.19** By virtue of its importance to the national air transport system, Manchester Airport is an officially safeguarded aerodrome. The safeguarding zones around Manchester Airport are defined on a safeguarding map lodged with relevant local planning authorities by the airport. The map defines development types that require prior consultation with the Airport Operator and/or National Air Traffic Services Ltd (NATS). Detailed information and guidance on aerodrome safeguarding is published by the Civil Aviation Authority and its implementation in the Planning system can be found in ODPM/DfT Circular 01/2003 '[Safeguarding Aerodromes, Technical Sites & Military Explosives Storage Areas Direction](#)' (or any revised versions of this Circular).
- 16.20** The safeguarding zones for Manchester Airport cover the whole of the City. The main implications for the types of development that will require consultation are:
- Obstacles – Development over a certain height in different areas of the City as specified on the safeguarding map.
 - CNS – Communication, Navigation and Surveillance systems & navigational aids – any development that might interfere with vital aviation equipment.
 - Lighting – Any lighting that could confuse or distract pilots.
 - Glint & Glare – To prevent distraction or ocular damage to pilots.
 - Wildlife Management – Any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying, waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas of water, land restoration schemes, sewage works, nature reserves, or bird sanctuaries.
 - Renewables – Including wind turbine, solar and biomass energy schemes because all have the potential to interfere with the safe operation of the airport.

- Thermal Plumes – Any scheme that could cause a change to air density e.g. chimneys.
- Wind Shear – Any scheme close to the airport that has the potential to alter wind speed and direction.
- Aviation – Applications connected with an aviation use in any part of the City including drones, EVTOL (electric vertical take-off and landing) aircraft, UAS (unmanned aircraft system), UAV (unmanned aerial vehicle), vertiports and heliports.

16.21 On a precautionary basis, consultations should also be made in relation to telecommunications development within 3km of the Airport perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.

17 Planning Obligations

- 17.1** The delivery of infrastructure has traditionally been provided by a variety of funding including specific grant regimes, direct investment by specific utility providers, and developer contributions. Government consulted on proposals for an Infrastructure Levy in 2023, designed as a reform to the existing system of developer contributions including Section 106 planning obligations and the Community Infrastructure Levy in England. The detail for any new Infrastructure Levy is yet to be published; and it is anticipated that the timeframe for deployment of the Levy will be over a period of years. The role for a continued basis for developer contributions is set out in this Local Plan to ensure development proposals provide for necessary infrastructure until such time an Infrastructure Levy replaces the current approach.
- 17.2** In order to secure the best use of land, the Council needs to ensure, through the use of conditions or planning obligations attached to planning permissions, that new development provides for appropriate infrastructure, facilities, amenities and other planning benefits which are necessary to support and serve it, and to offset any consequential planning loss to the local area which may result from the development. Local mitigation will involve site-based analysis for each development scheme and its impact on the immediate locality. Priorities for planning obligations involve three elements: a strategic level, regeneration area priorities, and local, site-based mitigation. Whilst all projects funded by planning obligations must address issues raised by the development proposals, an opportunity exists to assist with broader strategic objectives.

Policy DC 1

Developer Contributions

Where needs arise as a result of development, the Council will seek to secure planning obligations in line with the latest Government legislation and guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:

- Affordable housing
- Climate change mitigation / adaptation
- Community facilities
- Education
- Health and wellbeing facilities
- Highway improvements, traffic management, sustainable transport and disabled people's access
- Protection or enhancement of cultural heritage

- Protection or enhancement of environmental value
- Provision of Green Infrastructure including open space
- Public realm improvements
- Safety and security improvements
- Sports and Recreation facilities and spaces
- Training and employment initiatives

Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.

Where it has been demonstrated through a viability assessment, an affordable housing provision or a contribution towards either on site or off site, is not possible, a reconciliation clause will be inserted as standard in a S106 agreement. This will allow for a retesting of viability at an appropriate and agreed trigger point.

Why this policy?

- 17.3** In order to secure the best use of land, the Council needs to ensure, through the use of conditions or planning obligations attached to planning permissions, that new development provides for the infrastructure, facilities, amenities and other planning benefits which are necessary to support and serve it, and to offset any consequential planning loss to the local area which may result from the development. Local mitigation will involve site-based analysis for each development scheme and its impact on the immediate locality. Priorities for planning obligations involve three elements: a strategic level, regeneration area priorities, and local, site-based mitigation. Whilst all projects funded by planning obligations must address issues raised by the development proposals, an opportunity exists to assist with broader strategic objectives.

18 Appendix A: Urban Green Factor Guidance

Guidance on the application of Policy EN 6 Urban Green Factor Policy

- 18.1** Urban Green Factor (UGF) promotes the use of vegetation and surfaces that provide shade, passive cooling, flood risk mitigation, biodiversity, air quality and visual interest. Features such as permeable paving, rain gardens, street trees and green roofs are scored, and the aim is for a development site to achieve a collective threshold score.
- 18.2** The central reference source for UGF standards is Natural England's Urban Greening Factor for England User Guide. The Manchester Urban Green Factor uses Natural England's approach and proposed surface cover weightings.
- 18.3** Further guidance including a template and /or excel spreadsheet which can support applicants to calculate the urban greening score for their site can be found at [GI Standards \(naturalengland.org.uk\)](https://naturalengland.org.uk)
- 18.4** All planning applications for major development must include:
- An Urban Green Factor calculation demonstrating how the proposed scheme has met the relevant UGF score;
 - A clear, coloured masterplan, (with minimal writing or objects overlaid), and with accurate tree canopies plotted;
 - Detailed planting plans, complete with species name and the number, and projected 25-30 year canopy size for trees;
 - Clear information on tree pit, soil volumes and species / stock selection, where the higher score is being claimed. The stock selection and tree pit design should take the guidance provided within Trees and Woodlands Policy (see 19 Appendix B: Tree Planting Guidance) as a minimum; and
 - A template management and maintenance plan, taking into account foreseeable future pressures such as climate change and overshadowing from planned neighbour developments.
- 18.5** Details to be submitted for the discharge of conditions related to UGF are:
- An updated UGF calculation and associated drawings;
 - A long-term habitat management plan, aligned with the document produced for BNG compliance where this is required;
 - An agreed operations and management plan indicating:
 - The public, semi-public and private areas across the site;
 - The specific maintenance action required for each UGF element and the frequency of this action;
 - Who will be undertaking the different maintenance for each element e.g. private householder, management company, local authority department.
- 18.6** As part of the management plan for UGF, the Council will require:

- An audit of the as-built landscape scheme, confirming inspection by a suitably qualified ecologist/landscape architect. Again, this should ideally be aligned with documents produced for BNG compliance, where these are required.

19 Appendix B: Tree Planting Guidance

Tree Planting Specifications

19.1 New or replacement trees should be planted in line with the following condition/specifications:

- A planting plan to a recognised scale clearly showing the individual locations of any tree is to be provided.
- Native tree species should be considered and all trees should be sourced from a UK nursery with a robust biosecurity policy.
- All standard trees should have a minimum tree size of Extra Heavy Standard (EHS) (14-16cm girth) and be sourced as containerised trees allowing for a more intact root system, leading to a higher transplant success rate and faster growth.
- Tree pits should be excavated to measure 1,000 mm deep x 1,500 mm diameter and back filled with 75 mm depth of coarse grade mulch. The tree should be placed in the centre of the new pit and back filled using excavated soil (if suitable) or tree compost in layers lightly compacted at 120 mm at a time. The tree should be planted 50 mm above nursery line to allow for settling, secured with straps (no bungs or spacers) and the surrounding surface edges around the tree pit, reinstated.
- An approved urban irrigation system should be installed with filler above ground and tube around root ball to manufacturer's recommendations.
- Trees should be stabilised with twin 2,400 mm high x75 mm diameter stakes (softwood timber that is fully peeled, coated with wood preservative and pressure treated, or treated with an approved preservative).
- A standard lightweight galvanised mesh steel tree guard, (size: 800 mm x 360 mm), to be installed by attachment to the twin stakes. The top of the guard to be flush with the top of the stakes and raised above ground level to allow for litter removal. Where cuts are made to the guard, edges should must be filed to remove sharp edges.
- Mulch to be applied around the base of each tree at a depth of 50 mm but leaving a clear collar of 100 mm from the tree. Mulch to be 10 mm above surrounding surface level.
- Each tree planted will enter a 3-year establishment period requiring sufficient maintenance to survive in prevailing weather conditions, in line with Trees and Woodlands and in accordance with any conditions attached to the grant of planning permission. The maintenance programme recommended is shown below.
- The replacement of any trees will be expected to the same minimum specification that have failed during the establishment period. A new 3-year establishment period for the replacement tree will then begin and will itself be subject to replacement if failure occurs.

Maintenance Programme

- It is recommended that for a period of three years, each tree should be watered via its watering tube, applying a minimum of 60 litres per visit. There should be a minimum of 14 visits per season to water each tree, with more visits in the warmer months to ensure the survival of each tree.
- For a period of three years maintenance visits will be necessary to ensure the base of each tree is weeded, with mulch replaced to 50 mm depth and formative pruning carried out as required; watering tube, ties and stakes checked and adjusted as necessary. A minimum of 7 visits per season (21 in total during the establishment period) is expected to maintain the health and survival of each tree.

Glossary

Glossary term	Definition
Active travel	Active travel refers to any form of travel that involves physical activity as a means of transport. The most common types are walking, cycling, scooting or skating, wheeling.
Affordable housing/homes	(NPPF 2021) Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used. c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes

Glossary term	Definition
	and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.
Amenity space	Outdoor amenity space includes informal recreation spaces and green spaces, with a primary purpose of providing opportunities for informal activities close to home or work, and often enhancing the appearance of residential or other areas.
Bee Network	The Bee Network is Greater Manchester's new joined-up travel network, helping people make seamless journeys by bus, tram, train, walking, wheeling or cycling. Eventually it will be a one-stop-shop for all local journeys, making it easier and cheaper to get around.
Biodiversity Net Gain / BNG	BNG is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development.
Brownfield land/site	See Previously developed land.

Glossary term	Definition
City Region	City Regions are defined areas that encompass major urban centers and their surrounding areas, often with combined authorities for governance. They include the old metropolitan counties such as Greater Manchester, Merseyside, West Midlands, etc.
Comparison (retail)	Retail focused on products where customers typically compare features, prices, and quality before purchasing.
Competitive Socialising	Leisure activities based around organised social activities where people compete in games or interactive experiences including bowling, crazy golf, table tennis, darts, axe-throwing, escape rooms etc.
Conservation Area	An area designated for its special architectural or historic interest where local authorities apply stricter planning controls to preserve and enhance its character; it creates a precautionary approach to the loss or alteration of buildings and/or trees.
Convenience (retail)	Retail designed for quick, easy access to everyday essentials, such as corner shops, petrol station stores, small supermarkets.
Critical Drainage Area	A Critical Drainage Area (CDA) is an area designated by the Environment Agency where surface water management is crucial due to the unique characteristics and conditions that make these areas susceptible to flooding. A CDA typically includes urban areas with impermeable surfaces like roads and buildings, which combined with local topography contribute to excess stormwater runoff.
Decarbonisation	Decarbonisation is the term used for removal or reduction of carbon dioxide (CO ₂) output into the atmosphere. Decarbonisation is achieved by switching to usage of low carbon energy sources.
Developer contributions	Developer contributions is a collective term mainly used to refer to the Community Infrastructure Levy (CIL) and Planning Obligations (commonly referred to as 'Section 106' or 'S106' obligations after Section 106 of the Planning Act). These are planning tools

Glossary term	Definition
	that can be used to secure financial and non-financial contributions (including affordable housing), or other works, to provide infrastructure to support development and mitigate the impact of development.
Flood risk	“Flood risk” is a combination of the probability and the potential consequences of flooding. Areas at risk of flooding are those at risk of flooding from any source, now or in the future. Sources include rivers and the sea, direct rainfall on the ground surface, rising groundwater, overwhelmed sewers and drainage systems, reservoirs, canals and lakes and other artificial sources. Land is categorised by the Environment Agency as Low/Medium/High Probability or Functional Floodplain.
Green (& Blue) infrastructure / spaces / networks	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
Green Belt	Green Belt land was designated to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The general extent of Green Belts across the country is already established. It can help to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
Greenfield land/site	Land that has not previously been developed, plus land excluded from the brownfield/previously developed land definition below.
HMO / Houses in Multiple Occupation	A house in multiple occupation (HMO) is one where at least 3 tenants live there, forming more than 1 household, and toilet, bathroom or kitchen facilities are shared with other tenants.
Listed Building	Listed buildings are buildings of special architectural or historic interest with legal protection. The record of each listed building is hosted on the National Heritage List for England.

Glossary term	Definition
LNR (Local Nature Reserve)	An area of land that is locally important for wildlife and/or geology, education and enjoyment. LNRs are declared and controlled by the Local Authority.
Local energy system	Local energy systems refer to decentralized energy generation and distribution methods that allow communities to produce and manage their own energy resources. These systems can significantly contribute to sustainability goals by utilizing renewable energy sources such as solar, wind, and biomass.
Meanwhile uses	Meanwhile uses are temporary or interim activities that utilise vacant spaces or buildings, providing social, economic, and community benefits while awaiting longer-term development.
Mobility Hub	In Manchester, the Mobility Hub project in Ancoats offers parking for residents and visitors, and promotes sustainable transport options, with secure car and bicycle parking, electric vehicle charging points, dedicated spaces for car club/share schemes, together with other community facilities.
Natural capital (value)	Natural capital includes certain stocks of the elements of nature that have value to society, such as forests, fisheries, rivers, biodiversity, land and minerals. It includes both the living and non-living aspects of ecosystems. Stocks of natural capital provide flows of environmental or 'ecosystem' services over time. These services, often in combination with other forms of capital (human, produced and social) produce a wide range of benefits. These include use values that involve interaction with the resource and which can have a market value (minerals, timber, freshwater) or non-market value (such as outdoor recreation, landscape amenity). They also include non-use values, such as the value people place on the existence of particular habitats or species.
Neighbourhood Development Framework (NDF)	NDFs guide the future development and regeneration of an area, setting out the vision and aspirations for the area. Following public consultation, and endorsement by Manchester City Council's

Glossary term	Definition
	Executive Committee, the NDF is a material planning consideration for any development activity planned in the area. NDFs are prepared to be consistent with the policies of the Council's adopted Development Plan. NDFs usually focus on distinct neighbourhoods, however they vary in scale from a set of street and urban blocks, through to large district centres.
Northern Powerhouse Rail (NPR)	Northern Powerhouse Rail (NPR) is a major strategic rail programme, designed to support the transformation of the North's economy by providing effective and efficient rail connectivity between the North's major economic centres (including Liverpool, Manchester, Leeds, Sheffield, Hull and Newcastle), offering a faster and more reliable service across the entire region, connecting people, communities and businesses.
Operational Area (Airport)	The Operational Area refers to the designated airspace and land where the airport operates its activities; this includes air traffic management to ensure safe take-offs and landings, and development necessary for operational efficiency, including passenger and cargo facilities.
Original Victorian City	As well as being the world's first industrial city, it was the first city in the UK to be granted city status within Queen Victoria's reign (there were others before the Victorian era).
Purpose Built Student Accommodation/PBSA	Purpose-built student accommodation (PBSA) refers to housing specifically designed and constructed for students, offering tailored amenities and services to enhance their living experience. PBSA typically includes a range of housing options, such as studios, shared apartments, and en-suite rooms, often located near universities or colleges.
Pipeline delivery/development	The planning pipeline is all those developments which have planning permission that is extant (i.e. has not expired).

Glossary term	Definition
Planning Obligations/Gain	A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Previously developed land	Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Registered Park & Garden	The Historic England 'Register of Parks and Gardens of Special Historic Interest in England' includes designed landscapes (such as parks and gardens) assessed to be of particular significance; it includes gardens, grounds, town/city squares, parks, cemeteries. The emphasis is on 'designed' landscapes, rather than on planting or botanical importance.
SBI (Site of Biological Importance)	Sites of Biological Importance, or SBIs, are areas that have been identified as being of importance for species and habitats. They are part of a national suite of sites also known as Local Wildlife Sites (LWS) and are selected based on their ecological value. Whilst SBIs do not have statutory protection they are protected from development through national and local planning policy.

Glossary term	Definition
Section 106 agreements	Section 106 agreements are legal contracts between developers and local planning authorities, designed to mitigate the impact of development by securing contributions for infrastructure, affordable housing, and community services. The primary purpose of S106 agreements is to make developments acceptable in planning terms by addressing their impacts. A Section 106 (S106) agreement is a type of planning obligation authorized by Section 106 of the Town and Country Planning Act 1990. These agreements are typically made between a developer and a local planning authority (LPA) to ensure that certain conditions are met as part of the planning permission process. They can also be unilaterally offered by developers without LPA involvement.
Social value	Social value refers to the broader impact of decisions and actions on the well-being of individuals and communities, emphasising the importance of social, economic, and environmental benefits beyond traditional financial metrics.
Sponge city	Sponge cities focus on flood prevention and stormwater management via green infrastructure instead of purely relying on drainage systems. Urban parks, gardens, green spaces, wetlands, nature strips, and permeable paving can all help to reduce flooding by serving as reservoirs for capturing, retaining, and absorbing excess stormwater.
SSSI (Site of Special Scientific Interest)	Natural England designates sites as an SSSI when it believes the land's wildlife, geology or landform is of special interest and has special conservation value. SSSIs supporting many characteristic, rare and endangered species, habitats and natural features.
Strategic Regeneration Framework	SRFs guide the future development and regeneration of an area, setting out the vision and aspirations for the area. Following public consultation, and endorsement by Manchester City Council's Executive Committee, an SRF is a material planning consideration for any development activity planned in the area; SRFs are prepared to be consistent with the

Glossary term	Definition
	policies of the Council's adopted Development Plan. SRFs, compared to NDFs, are usually of a larger-scale geographically and delivered over a number of phases, although they can focus on specific sites.
SuDS (Sustainable Drainage System)	Sustainable drainage systems (SuDS) are designed to both manage the flood and pollution risks resulting from urban runoff, as close to its source as possible, whilst also contributing wherever possible to environmental enhancement and place making. Their design mimics natural drainage processes, they operate through infiltration where possible and/or attenuation combined with slow conveyance.
Sui Generis	Sui generis' is a Latin term that, in this context, means 'in a class of its own'. Certain uses are specifically excluded from other use classes and therefore become 'sui generis', such as theatres, petrol stations, car sales, scrap yards, pubs, hot food takeaways, concert halls, cinemas. Other uses become 'sui generis' where they fall outside the defined limits of any other use class; for example, C4 (Houses in multiple occupation) is limited to houses with no more than six residents. Therefore, houses in multiple occupation with more than six residents become a 'sui generis' use.
Sustainable (development)	Sustainable development is an approach to social, economic, and environmental planning that attempts to balance the social and economic needs of present and future human generations with the imperative of preserving, or preventing undue damage to, the natural environment.
Urban heat island effect	It refers to the relative warmth of a city compared with surrounding rural areas, caused by heat trapping due to land use, the configuration and design of the built environment, including street layout and building size, the heat-absorbing properties of urban building materials, reduced ventilation, reduced greenery and water features, and domestic and industrial heat emissions generated directly from human activities.

Glossary term	Definition
Zero carbon/net zero carbon	Zero carbon means that any carbon emissions produced by a specific activity, process, or organization are completely eliminated or balanced by removing an equivalent amount of carbon from the atmosphere.

