

Manchester Local Plan (Publication Draft): Infrastructure Delivery Plan

August 2026

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1. Introduction

1.1 Manchester City Council is preparing a new Local Plan, which will sit alongside the Places for Everyone Joint Development Plan Document for Bolton, Bury, Oldham, Manchester, Rochdale, Salford, Tameside, Trafford and Wigan (PfE) (greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf). On adoption, the Local Plan will, alongside the Places for Everyone Plan (PfE), and the Joint Greater Manchester Waste and Minerals Plans, form part of the statutory planning framework for the city. In line with the PfE Plan the Local Plan looks forward to 2039.

1.2 This Infrastructure Delivery Plan (IDP) has been prepared to support the Manchester Local Plan (Publication Draft). This IDP, as far as possible, assesses currently planned infrastructure provision across the borough and the associated infrastructure required to deliver the Local Plan. It is not intended to provide a prescribed implementation plan for the provision of infrastructure with confirmed funding and delivery timetables. It does, however, provide evidence that the council understands the infrastructure needs that are arising from proposals in the Local Plan and sets out how policies within the Manchester Plan, in addition to PfE, will help to support delivery of this infrastructure.

1.3 Although the IDP seeks to identify the key infrastructure that is required to meet growth and change set out in the Local Plan, it does not capture every project being planned by all council services and external providers. Instead, it recognises that there are numerous other plans and strategies that provide more detail on what, how and when those services are to be delivered.

1.4 It is a 'living' document in the sense that infrastructure requirements will change over time as new or improved infrastructure is provided or facilities are lost; or technological advances or social and national policy changes that require new forms of infrastructure or alternative methods of provision.

1.5 Finally, it is important to recognise that it will be necessary to balance infrastructure requirements with the need to ensure that development remains viable.

A Local Plan Viability Assessment ([Evidence base | Local Plan | Manchester City Council](#)) has been prepared to support the Manchester Local Plan and has been published alongside the Publication Plan.

1.6 The document has involved collaborative work between the City Council and a range of key partners involved in delivering infrastructure to support planned growth in the city. It forms a framework for ongoing engagement with infrastructure providers.

2. The Manchester Local Plan

2.1 Manchester's Local Plan will guide development in the city up to 2039. The main purposes of the Plan are to:

- Set out the policies through which the City Council will manage development coming forward and use to determine planning applications;
- Identify designations, such as those for the protection of the city's environmental and historical assets, our city centre and district centres, and employment areas; and
- Facilitate the development of supporting infrastructure, such as transport, education, health and utilities.

2.2 The Local Plan covers the whole city. The Local Plan has been prepared to support the delivery and implementation of PfE at a Manchester level.

2.3 The Local Plan supports the level of growth proposed in PfE for Manchester, including the requirements for housing, offices and industry and warehousing set out in policies

- JP-J3: Office Development,
- JP-J4: Industry and Warehousing Development and

- JP-H1: Scale, Distribution and Phasing of New Housing Development.

2.4 The Local Plan supports the implementation of these policies through Policy H1 – Housing Provision and Policy EC1 - Employment Provision.

2.5 The Local Plan provides more detailed local level ‘development management’ policies that support the strategic policies in PfE, whilst ensuring that together they reflect, and support delivery of, the City Council’s priorities as set out in the ‘Our Manchester Strategy’ ([Our Manchester Strategy | Manchester City Council](#))

3. National Context

3.1 The National Planning Policy Framework ([Updates - National Planning Policy Framework - Guidance - GOV.UK](#)) (NPPF 2021) and national planning guidance ([Planning practice guidance - GOV.UK](#)) on Plan-making highlights the importance for planning authorities to plan for infrastructure in the plan making process, identifying what infrastructure is required and how it can be funded and brought forward.

3.2 Through the plan-making process, strategic policy-making authorities are expected to work collaboratively with infrastructure providers, service delivery organisations, other strategic bodies such as developers, landowners and site promoters to identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed.

3.3 The government recommends that when preparing a plan strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.

4. Greater Manchester Context

The Greater Manchester Infrastructure Framework 2040

4.1 The Greater Manchester Combined Authority (GMCA) has worked with infrastructure providers to produce the Greater Manchester Infrastructure Framework 2040 (GMIF) (<https://www.greatermanchester-ca.gov.uk/media/1715/greater-manchester-infrastructure-framework-2040.pdf>)

4.2 This Framework considers strategic infrastructure needs at the Greater Manchester level and looks various elements of physical infrastructure – energy; transport; digital; flooding, surface and wastewater management; green and blue infrastructure; and potable (drinking) water. It sets out what the key issues and opportunities are that need to be addressed through a wider Infrastructure Strategy.

4.3 The Framework presents the vision for the Greater Manchester Infrastructure Strategy which is to ‘develop and maintain a holistic infrastructure system that is robust, accommodates sustainable growth and supports the ambitions of the Greater Manchester Strategy to make ‘Greater Manchester one of the best places in the world to grow up, get on and grow old’.

4.4 The Framework identifies 11 key infrastructure challenges and identifies the responses required by GMCA, the 10 Local Authorities and other stakeholders to address the key challenges and the opportunities for collaborative working. It sets out where relevant projects and programmes are already underway or planned, and where additional initiatives may be required.

4.5 In identifying the key challenges, and the responses needed, the GMIF has considered the implications of future trends. These trends relate to population and employment growth (having regard to that set out in PfE (albeit referred to in the Framework as its predecessor the ‘Greater Manchester Spatial Framework’), the ageing population and urban densification / regeneration); the environment and climate change; and technological, digitisation and wider changes. The Framework

then considers the impact these trends will have on the key infrastructure sectors and what actions may be needed to address the challenges. In many cases there are already projects and programmes underway or planned to address the challenges identified.

4.6 It is recognised that to deliver action against these challenges an integrated and collaborate approach is required. A Greater Manchester Strategic Infrastructure Board (GMSIB) (<https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/strategic-infrastructure/greater-manchester-strategic-infrastructure-board-gmsib-terms-of-reference/>) has been established. The purpose of the GMSIB is to bring together at a strategic level the main organisations responsible for managing and/or delivering Greater Manchester's critical physical infrastructure. Members include United Utilities, Electricity North-West, Cadent, Environment Agency, Natural England, Transport for Greater Manchester, The Greater Manchester Chief Resilience Officer and the GMCA. This Board will focus on taking the Infrastructure Framework forward and support the delivery of the Strategy.

Places for Everyone Joint Development Plan

4.7 Places for Everyone (PfE) was adopted 21 March 2024 and is the joint development plan of nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Manchester, Rochdale, Salford, Tameside, Trafford, and Wigan) dealing with strategic planning issues including jobs, homes, transport, and natural environment.

4.8 All policies within PfE are 'strategic policies' and it:

- provides the strategic framework for the Manchester Local Plan;
- sets out specific requirements to be taken forward through the Manchester Local Plan in relation to housing, offices, and industry and warehousing, and identifies the main areas where this will be focused;

- identifies the important environmental assets which will be protected and enhanced;
- allocates sites for employment and housing outside of the urban area – in Manchester this is JPA3.1 Medipark
- supports the delivery of key infrastructure, such as transport and utilities; and
- defines a new Green Belt boundary the city.

4.9 PfE provides the strategic policies for the City. The Manchester Local Plan will provide the non-strategic policies. The IDP has therefore been prepared in this context, and as the Local Plan does not propose any additional growth than that set out in PfE and its spatial strategy, much of the evidence drawn upon relates to the Joint Plan also.

4.10 There are individual policies throughout PfE that require certain types of infrastructure where new development would result in an increase demand on existing provision, such as:

- Policy JP-C8: Transport Requirements of New Development, requires planning applications to be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Potential transport interventions for individual allocations (including one in Manchester) are set out in Appendix D, which should be the starting point for any further transport assessments.
- Policy JP-P5: Education, Skills and Knowledge, which requires (where appropriate) housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate.

- Policy JP-P6: Health, which requires (where appropriate) the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate.
- Policy JP-P7: Sport and Recreation, which requires (where appropriate) new development to provide new and/or improved existing facilities commensurate with the demand they would generate.

PfE Policy JP-D1: Infrastructure Implementation is the key policy in relation to infrastructure delivery and seeks to ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan.

5. Manchester Context

Our Manchester Strategy

5.1 The Our Manchester Strategy sets the city's overarching priorities for the next ten years

5.2 One of Manchester's greatest strengths is its people and the partnerships they create. We are a city built on working together, where individuals, groups and organisations come together to tackle challenges and seize opportunities. From our history as a powerhouse of industry, to our present-day vibrant, modern city, this collective strength has driven our transformation.

5.3 What makes Manchester unique is its ability to build relationships that cut across different sectors, communities, and perspectives. It's not just about having strong organisations – businesses, charities, and residents – it's about how they work together to achieve common goals. These partnerships aren't passive. They're active, hands-on, and rooted in Manchester's trademark approach of working pragmatically to get things done. This pragmatic approach underpins our approach to delivery of infrastructure.

5.4 The Our Manchester Strategy focuses on 12 things over the next ten years, grouped into three themes:

- ◆ Our people is about everyone who calls Manchester home, making sure that they can live their best lives.
- ◆ Our neighbourhoods is about the places we live, making sure they're places to be proud of.
- ◆ Our city is about the things that will secure our future, which make us one of the best places in the world.

5.5 The Manchester Local Plan is the spatial expression of the Our Manchester Strategy. It translates the strategic policies of PfE into locally specific policies which support the priorities of the Our Manchester Strategy.

5.6 To inform preparation of the Local Plan and this IDP, several evidence base documents relating to infrastructure planning have been undertaken. These include:

- Strategic Housing Market Assessment (PfE)
- Flood Risk Assessment (Stage 1 and 2) (PfE and Manchester update))
- Economic Analysis (PfE)
- Energy - Currie and Brown Study (PfE)
- Housing Needs Assessment
- Purpose Built Student Accommodation Study
- Open Space Study
- Biodiversity Net Gain (BNG)
- Urban Green Factor (UGF) studies
- Our Rivers Our City
- Growing Manchester's Trees

- Net Zero New Buildings Shaping Manchester's Local Plan
- Gypsy and Traveller Accommodation Needs Assessments
- GMCA study that included Travelling Showpeople Accommodation Needs.
- Employment Land
- Retail and Leisure Study
- Hotels Study
- Leisure Study

5.7 In addition to Local Plan evidence documents informing the IDP, we have worked with internal and external infrastructure service providers to consider the likely impacts on their services from planned growth.

5.8 The remaining sections of this IDP look at the individual infrastructure categories listed in Table 1, providing information on current and future provision and considering any implications for the delivery of the Manchester Local Plan.

6. Infrastructure Types and Providers

Infrastructure type	Sub-category	Providers/partners
Physical		
Transport	Highway Network	National Highways (NH), Transport for Greater Manchester (TfGM), Manchester City Council (MCC)

	Rail and tram network	TfGM, Network Rail (NR), Train Operating Companies (TOC)
	Bus network	TfGM
	Permissive Rights of Way	MCC
Utilities	Water	United Utilities (UU), Environment Agency (EA)
	Sewage	UU
	Gas	National Grid, Cadent
	Electricity	National Grid, Electricity North West Ltd (ENWL)
	Green energy	Green Energy Providers
	Digital	Telecom providers
Waste	Waste management	Waste Disposal Authority (WDA)
Flooding	Flood storage and management	EA, Local Lead Flood Authority (LLFA)
	Sustainable drainage	LLFA, UU, EA
Social		
Health	Primary care	National Health Service (NHS)GM Manchester Local Care Organisation (MLCO)
	Hospitals	Manchester University Foundation Trust (MFT)
Education	Early years	MCC
	Primary	MCC
	Secondary	MCC
	SEND	MCC
	Further Education	Manchester College

	Higher Education	UoM, MMU
Leisure and culture	Open space, sport and recreation facilities	MCC
	Leisure centres	MCC
	Heritage, libraries and arts	MCC
	Outdoor Sports Provision	MCC/Partner organisations
Community	Cemeteries	MCC
Housing	Affordable homes	MCC, RPs
Emergency Services	Police	GMP
	Ambulance	NWAS
	Fire	GMFRS
Green Infrastructure		
	Parks	MCC
	River valleys and canals	MCC, CRT, British Waterways

Table 1: Infrastructure types and providers / partners

7. Transport and Connectivity

Current provision

7.1 Transport related infrastructure in the city is managed by a range of organisations from national (e.g. National Highways, Network Rail, Canal and Rivers Trust), sub-regional (e.g. TfGM) and local (e.g. Manchester City Council).

Future provision

7.2 There are two key documents that are critical to future provision of transport infrastructure and services in Manchester:

- The Greater Manchester Local Transport Plan (LTP) (<https://democracy.greatermanchester-ca.gov.uk/mgConvert2PDF.aspx?ID=34306>), comprising the Greater Manchester Transport Strategy 2040 and a 5-year Delivery Plan; and
- Manchester Active Travel Strategy and Investment Plan (MATSIP).

7.3 Consultation on the Greater Manchester Transport Strategy 2050 and Delivery Plan took place between December 2025 and March 2026 by Transport for Greater Manchester (TfGM).

Greater Manchester Transport Strategy 2040 and Our Five-Year Delivery Plan

7.4 The Greater Manchester Transport Strategy 2040 (GMTS 2040) has been prepared by TfGM in collaboration with the ten districts in Greater Manchester, including Manchester Council. It was published in 2017 and updated in 2021. The GMTS 2040 outlines a vision for transport in Greater Manchester which focuses on creating world class connections that support long-term, sustainable economic growth and access to opportunity for all.

7.5 To achieve the long-term ambitions as set out in the GMTS 2040, TfGM prepared a Five-Year Transport Delivery Plan (https://downloads.ctfassets.net/nv7y93idf4jq/5Y95swfmf42WVZozNA4fE/84092928376473c507ec000098b18c35/Delivery_Plan_2021-2026_Jan_2021_Final.p) which provides a clear programme of interventions, infrastructure projects and regulatory powers to secure, plan for and deliver over the next five years. The current delivery plan was published in January 2021 and covers the period 2021-2026.

7.6 To support the GMTS 2040, there a suite of supporting strategies that have been, or will be, prepared by TfGM including:

- The Streets for All Strategy;

- Electric Vehicle Charging Infrastructure Strategy;
- The Greater Manchester Bus Strategy;
- Draft Greater Manchester Rapid Transit Strategy; and
- The Greater Manchester Freight and Logistics Transport Strategy.

7.7 The GMTS 2040 includes a 'Right Mix' ambition for half of all journeys in Greater Manchester to be made by active travel or public transport by 2040. As part of this there is an increased emphasis on the importance of cycling and walking and use of public transport with improvements to those modes of travel.

Manchester Active Travel Strategy and Investment Plan

7.8 The Manchester Active Travel Strategy and Investment Plan (MATSIP) ([Appendix 1 draft Manchester Active Travel Strategy and Investment Plan-compressed.pdf](#)) was adopted by the City Council in February 2023.

7.9 The aim of the MATSIP is to set out a coherent approach to delivering measures to enable active travel, by which we mean walking, wheeling and cycling, as part of our overall approach to achieving sustainable transport, zero carbon and regeneration objectives. The Strategy sits alongside the GM2040 Transport Strategy (which is our statutory Local Transport Plan), our updated Climate Change Action Plan, and City Centre Transport Strategy to 2040.

7.10 The MATSIP sets the case for investing in active travel measures, primarily in the form of highways schemes but also supporting infrastructure, and how we will go about delivering these interventions. It is a key aim of this Strategy to support the production of bids and business cases to secure both external and internal funding, and to propose a framework which sets out which areas of the city should be prioritised in order to achieve the Council's wider policy objectives as set out in MATSIP and Our Manchester Strategy.

7.11 The MATSIP sets out the significant benefits of active travel investment across a range of policy areas including public health, clean air and zero carbon. It sets out the overall target to make walking the natural choice for short journeys and to double cycling's mode share by 2028.

7.12 The Manchester Local Plan Policy T3 sets out our priorities for transport infrastructure Investment:

- 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
- Metrolink expansion to Salford Crescent
- Metrolink Tram/Train trial programme
- Bee Network Rail Improvements
- Proposals to increase Metrolink capacity through the city centre to remove bottleneck
- Manchester Active Travel Strategy and Investment Plan network map

What is the role of the Local Plan?

7.13 Places for Everyone Policy JP-C8: Transport Requirements of New Development, requires planning applications to be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Potential transport interventions for individual allocations (including one in Manchester) are set out in Appendix D, which should be the starting point for any further transport assessments.

7.14 Policy T3 – Transport Infrastructure Investment sets out key transport priorities. 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.

8. Education and Skills

8.1 National policy requires local planning authorities to take a proactive, positive, and collaborative approach to ensure that there is a sufficient choice of school places available to meet the needs of existing and new communities.

8.2 The Council is committed to ensuring that all young people get the education they deserve and that there is a good school within reach of every child in the city. This requires an assessment in collaboration with education partners of the current capacity of schools and their ability to cater for new growth together with determining where and how the additional capacity to support new growth should be provided. Information on existing and future provision is provided below.

Current Provision

8.3 Information on existing and future provision is provided below.

Setting	No. establishments
Early Years	556
Primary	139

Primary SEND	7
Secondary	33
Secondary SEND	8
Post 16	17

Table 2 existing and future provision

Early years

8.4 Local authorities must publish an annual Childcare Sufficiency Report (Childcare Act 2006; Statutory Guidance 2018) assessing current provision, future demand, and sector needs. Under Section 6, LAs must secure sufficient childcare for working or studying parents of children aged 0–14 (up to 18 for disabled children) and shape provision to be flexible, sustainable, and responsive.

8.5 Table 3 shows current childcare provision available by age range and type.

Provision Type	Age Range	Number of Providers
Private, Independent and Voluntary Daycare	0-4 years	109
Childminders	0-11 years	306
New Childminders on Domestic and Non-Domestic Premises	0-11 years	4
Maintained Nurseries	0-5 years	2
Out of School (OoS) and Holiday Care, of which*;	3-11 years	77
Out of school on the Early Years register		33
Including with daycare who also offer OoS		46
Compulsory and Voluntary Register	3-11 years	19
Voluntary Register	8 years plus	39
Childcare Register	5-7 years	1

Schools with Nursery Classes	3-5 years	131
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*It is possible to be registered on more than one childcare register at the same time.

Table 3 current childcare provision available by age range and type

8.6 The Manchester Childcare Sufficiency report ([Annual childcare sufficiency assessment | Manchester City Council](#)) published in 2025 concludes:

- Manchester meets its statutory duty overall, with sufficient childcare at a citywide level, particularly for pre-school children.
- However, sufficiency is not consistent in practice, due to local variation, workforce constraints, and specific access barriers.
- There is uneven provision across wards, with shortages in:

Brooklands, Deansgate, Northenden, Old Moat, Sharston

- Additional under-3 shortfalls in:

Chorlton, Moston, Withington

- Some demand met through cross-boundary travel, reducing local accessibility.
- 96% of childcare settings rated Good or Outstanding by Ofsted
- Strong quality maintained despite sector pressures.

Key gaps relate to:

- Location
- SEND provision
- Flexibility of hours
- Holiday childcare
- Affordability and workforce capacity
- Demand is increasing due to expansion of funded childcare and rising

Actions to meet future demand

8.7 The following actions have been undertaken:

- 255 new early years places delivered, with up to 500 more planned by Summer 2026
- Significant rollout of wraparound childcare, with ~1,700 places delivered and target of 1,880 by March 2026

Expansion broadly keeping pace with rising demand, but gaps remain locally.

Primary and Secondary education

8.8 The Council is responsible for securing sufficient school places for all children in the city. Over the past decade, the city has experienced shifts in population dynamics, leading to changes in demand for school places. While primary numbers are declining, secondary schools face ongoing pressure due to large cohorts moving through the system. Simultaneously, there is a notable rise in demand for specialist provision, reflecting broader national trends.

8.9 Our Manchester Strategy has a focus on children having the best start in life and our goal is for everybody to have an excellent and inclusive education. Ensuring that residents have access to high-quality schools within their local area is central to achieving the Our Manchester Strategy. Achieving a sufficiency of high-quality school places to meet need continues to require considerable investment, strategic planning and partnership with schools and school providers across the city.

8.10 The demand for school places is influenced by a wide range of complex factors. These include birth rates, migration to and within the city, the impact of welfare reforms, pupil yield from new housing developments, and changing parental preferences for schools. Additionally, cross-border movement between neighbouring authorities, economic fluctuations, and successful regeneration efforts play

significant roles. Global events also affect migration patterns, which are further influenced by government changes to visas, such as those implemented in early 2025.

8.11 In recent years, the birth rate has slowed in some areas of the city, a trend expected to continue in the short to medium term. Consequently, several primary schools are facing reduced demand for reception admissions and have smaller cohorts in Key Stage 1. This can lead to funding challenges due to the Department for Education's use of census data for funding allocations. These lower numbers will progress through the primary phase and eventually transition to secondary school, resulting in reduced demand for places.

8.12 Manchester's economic success and residential growth make it an attractive place for families from across the United Kingdom and abroad to live. This additional demand impacts all year groups, leading to the growth of pupil cohorts as they progress through the education system. However, while in year arrivals continue to increase pupil numbers, they do not offset the reduced numbers entering primary school at reception.

8.13 The annual school census completed in January 2025 showed 83,362 mainstream pupils attending Manchester schools, compared to 83,618 pupils in January 2024. This snapshot indicates a reduction of 256 pupils across the mainstream primary and secondary phases within a year, equivalent to a 0.31% year-on-year decrease. This is the first year a reduction has taken place since January 2009 census.

8.14 The following table illustrates how the total number of mainstream pupils peaked in January 2024 and will now enter a period of decline as smaller primary cohorts work through the system and enter the secondary phase.

Year (January)	Total Pupils (approx.)	Growth Rate (approx.)
2015	69000	0.045
2016	70100	0.044
2017	70200	0.035
2018	70500	0.03
2019	70900	0.025
2020	70950	0.026
2021	80000	0.007
2022	80100	0.022
2023	80200	0.011
2024	80300	0.009
2025	80200	-0.005

Table 4 Total Mainstream Pupil Cohorts

8.15 Projections of anticipated pupil demand were submitted to the Department for Education (DfE) in June 2024 as part of the School Capacity Survey (SCAP). The forecasts identify the projected number of places required to meet the Council's sufficiency duty and determine its Basic Need funding allocation for future years.

Academic Year	Y0	Y1	Y2	Y3	Y4	Y5	Y6
2026-27	5857	6443	6717	7210	7160	7372	7636
2027-28	6080	6003	6562	6824	7317	7251	7477
2028-29	6138	6226	6107	6659	6918	7404	7348

Academic Year	Y7	Y8	Y9	Y10	Y11
2026-27	7181	7110	7342	7309	7252
2027-28	7215	7329	7181	7448	7411
2028-29	7043	7353	7391	7275	7543

2029-30	6935	7168	7407	7479	7358
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Table 5 School Capacity Survey (SCAP) June 2024

8.15 To create the forecast, NHS birth data, school census data, cross-border movement identified in transitions and in-year applications and expected pupil yield from residential development is considered. Potential demand from residential development is calculated using the DfE's Pupil Yield Dashboard, which estimates the number of children expected to live in different types of housing, differentiated by the number of bedrooms and tenure. This formula is applied to the total number of residential unit types included in consented planning applications, providing a total potential pupil yield, which is then distributed across all year groups.

8.16 In response to the increasing demand for secondary and special school places the Council continues to work with its partners to develop additional capacity in targeted areas, utilising capital funding provided by the Government to the Council for this purpose, as well as through the Government's free school programme. The Council also plays a role coordinating work across admissions authorities to manage the supply of school places when there is a requirement to reduce surplus capacity due to declining rolls.

Actions to Secure Sufficient School Places

Primary Phase

8.17 Demand for primary school places is in a period of decline with a good availability of places across most year groups. As a result, there are no plans to expand primary provision in the short to medium term. Areas of significant residential development such as Victoria North and Holt Town may require a response, but this will be considered in the context of local demand and availability of places in existing settings.

Secondary Phase

8.18 The historical growth of primary cohorts continues to drive increased demand for secondary school places, along with new arrivals to the city. Since 2015, in response to this demand, the Council has commissioned a significant programme of expansions funded by Basic Need capital and collaborated with the Department for Education (DfE) to secure the delivery of a centrally funded free schools. Places created since 2021 are detailed in the table below.

School	Age Range	Delivery Route	Opened	Places
Co-op Academy North Manchester	11-16	MCC Expansion	2021	150
Dixons Newall Green Academy	11-16	Central Free School	2023	700
The East Manchester Academy	11-16	MCC Expansion	2024	100
Manchester Communications Academy	11-16	MCC Expansion	2024	300
Levenshulme High School	11-16	MCC Expansion	2024	100
Burnage Academy for Boys	11-16	MCC Expansion	2024	150
Our Lady's RC High School	11-16	MCC Expansion	2024	150
Didsbury High School	11-16	MCC Expansion	2024	50
Eden Boys' Leadership Academy	11-16	MCC Expansion	2024	105
Eden Girl's Leadership Academy	11-16	MCC Expansion	2024	105

Table 6 Secondary School places created since 2021

8.19 There are two approved secondary free schools pending delivery in Manchester which are part of a national review being undertaken by the Department for Education. It is not yet clear when decisions will be made which presents a planning challenge for the Council. The table above demonstrates mitigations commissioned by the Council to meet demand in the short term, but as with primary,

there may be a need to develop further capacity linked to large scale residential developments. All of the places in the above table are fully funded.

Special Schools

8.20 There are currently 15 Special schools established in the city organised across primary and secondary. In addition, 20 schools have resourced provision (RP) for between 7 and 15 children at each site, in excess of their mainstream cohorts. Resourced provision is setup in dedicated environments within the schools' accommodation. Additionally, there are two SEN Units established which are embedded within mainstream settings providing specialist provision at a higher level of need than resourced provision.

8.21 Specialist provision in Manchester is operating at or close to capacity as a result of the significant growth in the number of pupils with an EHCP. Continued growth of the SEN cohort is expected requiring specialist provision to be organised effectively and efficiently across the city.

8.22 A significant number of council-commissioned expansions have taken place to increase capacity within the specialist sector. In the academic year 2020/21, there were 1,891 special school places and 157 resourced provision places. By the start of the academic year 2025/26, there will be 2,622 special school places, 269 resourced provision places, and 130 SEN Unit places. Details of capacity increases taking place from 2024 are noted in the following table.

School	Age Range	Delivery Route	Opened	Places
Rushbrook Primary Academy (SEN Unit)	3-11	MCC Expansion	2024	40
St Anne's RC Primary School Crumpsall (Resourced Provision)	3-11	MCC Expansion	2024	12

Broad Oak Primary School (Resourced Provision)	3-11	MCC Expansion	2024	12
Ashbury Meadow Primary School (Resourced Provision)	3-11	MCC Expansion	2024	8
Higher Openshaw Community School (Resourced Provision)	3-11	MCC Expansion	2025	20
Old Moat Primary School (SEN Unit)	3-11	MCC Expansion	2025	30
Orchard House High School	11-18	MCC New School	2025	150
Grange School	4-19	MCC Expansion	2025	70
Co-op Academy Medlock (Resourced Provision)	3-11	MCC Expansion	2025	12
Benchill Primary School (SEN Unit)	3-11	MCC Expansion	2025	30
Newall Green Primary School (SEN Unit)	3-11	MCC Expansion	2025	30
William Hulme's Grammar School (Resourced Provision)	3-18	MCC Expansion	2026	18

Table 7 Specialist provision capacity increases since 2024

8.23 A new secondary special school commissioned by the Council is being constructed at a site in Miles Platting. The school will provide 150 places for pupils with an EHCP and is due to open in 2025/26 academic year. It will be operated by Prospere Learning Trust and will be called Orchard House High School.

8.24 Considering the ongoing high levels of demand for specialist provision across the city it is anticipated that further investment will be required to meet growth in the cohort of children with an EHCP who require places in resourced provision, SEN Units, or special schools now and in the future. Continuing to provide more local specialist provision will enable the Council to meet need locally and reduce our costs

on home to school travel and reduce revenue spending on independent specialist provision which is located outside of the city.

8.25 The Council continues to collaborate with special schools, multi-academy trusts, and mainstream schools to identify opportunities to increase capacity for pupils requiring specialist support. This includes expanding existing special schools and establishing resourced provisions or SEN Units in mainstream settings. SEN Units differ from resourced provisions as they cater to a higher level of need within a mainstream setting, enabling children who would typically attend a special school to access this provision at a more local primary school. Efforts to increase specialist places will be focused on areas with the greatest demand to ensure provision is well-located to meet community needs and reduce travel distances for pupils.

8.26 The additional places highlighted above are funded in 2025/26 through additional funding the council received within the Dedicated Schools grant (DSG). Although the additional funding of £14m is significant, it will only support the growth in special school places going forward and not address the underlying budget pressure. The High Needs Block (HNB) of the DSG overspent by £26m in 2024/25.

Post 16 Provision

8.27 Manchester has a strong post-16 sector, where the vast majority of education providers are judged by Ofsted to be good or better and where young people, and their families have a choice. There is a healthy offer, albeit stretched, of post-16 pathways across all available routes, and there is an expanding partnership where Post 16 providers remain committed to working well together and with the City Council.

Setting	Type
The Manchester College (LTE Group)	FE College
Loreto College	FE College

Xaverian College	FE College
Connell Co-Op College	16-19 Academy
Parrs Wood High School Sixth Form	School Sixth Form
William Hulme Grammar School Sixth Form	School Sixth Form
Whalley Range High School Sixth Form	School Sixth Form
Didsbury High School Sixth Form	School Sixth Form
The King David High School Sixth Form	School Sixth Form
Trinity CoE High School Sixth Form	School Sixth Form
Access Creative College	ITP
The Growth Company	ITP

Table 8 Settings who are members of the Post-16 Strategy Group

8.28 A Post-16 Sufficiency Report, commissioned by MCC and published in 2022 looked at a range of data sets including ONS data, Manchester Forecasting Model and school census data and worked with post 16 providers operating in the city. It concluded that a substantial increase in demand for 16-18 education and training by young people living in Manchester or travelling into Manchester to study is underway and that this will outstrip the ability of providers to meet this demand.

8.29 Following the review in 2022, a series of intervention have taken place, including the Council Executive supporting a recommendation to submit a 'Gaps in provision or study programmes for young people (16 to 19) - Local Authority Application' followed by a sustained focus on this with stakeholders within the EET Strategic Plan 2025-28.

What is the role of the Local Plan?

- Policy JP-P5: Education, Skills and Knowledge, which requires (where

appropriate) housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate.

9. Health

9.1 The first priority of the Our Manchester Strategy is to support people to be happy, healthy and active from childhood and throughout their lives. The health estate must be supported to develop and modernise, and planning has a key role in helping to deliver these ambitions, through helping to secure quality and accessible health provision that meets the needs of our local communities.

9.2 Manchester has a relatively youthful population compared to the national average, with a higher proportion of residents aged under 18. However, in line with national trends, the population is ageing. Since 2001 there has been a steady increase in the older population alongside lower birth rates and increased life expectancy.

9.3 Work undertaken for the Housing Needs Assessment([Evidence base | Local Plan | Manchester City Council](#)) looked at both the national population projections are produced by the ONS every two years and figures produced by Manchester City Council produces its own figures as the council believes the nuances of the city population are not sufficiently reflected in the ONS projections. In both projections, there is an increase across most age cohorts with the exception of the 0 to 19 age group in the 2018 based projections. Older age groups see the largest increase under both projections.

9.4 The significant growth in the over-85 population will have a substantial impact on future demand for primary care, community health services, adult social care, urgent care and specialist services. This demographic change reinforces the importance of planning health infrastructure that supports care closer to home and reduces pressure on acute hospital services.

Current provision

GP Practices

9.5 There are around 85 GP practices (400 GPs) and 3 Health Centres/Walk in Clinics across the City.

Hospitals

9.6 Manchester University Foundation Trust (MFT) is one of the largest acute NHS trusts in the UK and operates the majority of hospitals and community services within the city of Manchester.

[Manchester Royal Infirmary](#) (MRI)

[Wythenshawe Hospital](#)

North Manchester General Hospital

Royal Manchester Children's Hospital

Manchester Royal Eye Hospital

[Saint Mary's Hospital](#) (Maternity and Gynaecology)

[University Dental Hospital of Manchester](#)

[Withington Community Hospital](#)

9.7 Greater Manchester Mental Health NHS trust (<https://www.gmmh.nhs.uk/about-us>) provides a range of inpatient and community services across the City, including at:

- North Manchester General Hospital, Crumpsall
- University Dental Hospital of Manchester
- Manchester Royal Infirmary
- Spire Hospital, Didsbury (private)

- Withington Hospital
- Christie Hospital, Withington
- Wythenshawe Hospital

Future provision

9.8 Health outcomes in Manchester are influenced by a wide range of social, economic and environmental factors including housing, employment, transport, education, green space and community networks. To address this, Manchester and its partners adopt a whole system approach to health and wellbeing, recognising that improving health requires coordinated action across multiple sectors.

Strategic Estates Governance and Delivery

9.9 The Manchester Strategic Estates Group (MSEG) plays a key role in providing the strategic oversight, planning and direction required to enable the more effective, place-based use of public land and property assets across the Manchester.

9.10 The Manchester SEG has become the key strategic forum for reviewing and responding to the estates requirements for the locality, and has brought together local partner organisations including Manchester City Council, Manchester University NHS Foundation Trust (MFT), Greater Manchester Mental Health (GMMH), NHS GM and local NHS Property Organisations to:

- Establish an effective cross public service strategic group with the capacity and authority to develop a 'One Public Estate' approach. This will help accelerate the pace of progress towards integrated service delivery and improved community services at a local level which will lead to social and economic benefits for Locality, including releasing surplus land to construct additional housing as well as economic development and increased employment opportunities.

- Begin the production of a Citywide Health Infrastructure Plan, which sets out clear priorities for the strategic use of local public land and property assets.
- To develop collaborative bids for capital funding in line with priorities in the Locality Strategic Infrastructure plan and to identify and establish new routes to funding public infrastructure.

Future Health Infrastructure and Priority Areas

9.11 A citywide infrastructure plan is underway encompassing the following elements:

- Completion of a population need assessment for Healthcare Estate, taking account of current and projected population and demographics and changing attitudes towards and expectations of health services and models of care.
- First stage of North Manchester Community Infrastructure Planning work has completed This includes work to develop a community estates plan encompassing community health, social care and the voluntary, community and social enterprise (VCSE) sector
- Finalising Primary Care Network (PCN) Clinical and Estates Strategies across the city which have identified the task ahead, provide a target level for capacity growth and act as an enabler for ongoing estate infrastructure planning.
- Identification of a pipeline of medium / long term primary care estates developments which could host health and wellbeing services in line with future population growth and population need, aligned to strategic growth locations such as Victoria North and Holt Town.
- Establishment of strong links between Manchester City Council's Neighbourhood Centre work and a City Healthcare-Led Regeneration programme of work. We expect to be able to describe the long-term health

care requirements within each of Manchester's Neighbourhood Centres, but initial areas of focus include City Centre and North Manchester.

- Initiation of work on a joint funding strategy to capture capital and revenue implications for future schemes. This would include the mapping of expected funding routes and exploration of a business case for co-investment on an invest to save and inclusive growth perspective. This should take the broadest possible view of potential funding mechanisms, to stimulate creative approaches in a time of financial constraint
- Development of an approach to monitor key organisational estates risks, starting with Primary Care.

What is the role of the Local Plan?

9.12 PfE Policy JP-P6: Health, requires where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate and the submission of a Health Impact Assessment for all developments screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.

9.13 As outlined above, where new development generates additional demand for health services, the Council will work collaboratively with health partners to:

- Identify infrastructure requirements
- Assess the capacity of existing provision
- Secure appropriate mitigation through Section 106 and other funding mechanisms
- Align health investment priorities through the Strategic Estates Group

9.14 In addition to the Manchester Local Plan and the IDP health infrastructure delivery will be guided by:

- The NHS 10 Year Plan

- The Greater Manchester Integrated Care Partnership Strategy
- The Manchester Health and Wellbeing Strategy

9.15 This will ensure that health estate investment is coordinated, evidence-led and aligned to population need and growth across the city.

10. Community, Cultural and Leisure Facilities

10.1 There are a variety of cultural and community facilities within the city including community centres and halls, libraries, event spaces, theatres and galleries. All of which are important for bringing communities together, enhancing life experiences and helping people nurture their talents.

Community Centres

10.2 There are numerous of community centres and facilities across the City that support different groups and individuals. Many are in charitable, voluntary ownership or attached to churches, mosques, and other religious buildings. It is recognised that these facilities bring added value to residents' lives.

Libraries

10.3 There are currently 24 libraries across the city:

- Abraham Moss
- Arcadia (Levenshulme)
- Avenue (Blackley)
- Barlow Moor
- Beswick
- Brooklands
- Burnage

- Central (co-located with City Library)
- Chorlton
- Didsbury
- Fallowfield
- Forum (Wythenshawe)
- Gorton
- Hulme High Street
- Longsight
- Miles Platting
- Moss Side
- New Moston
- Newton Heath
- North City (Harpurhey)
- Northenden
- Withington
- Z-arts children's library (Hulme)

These provide a range of services, including:

- Books and media
- Information services and access to official records and local history resources
- Tourist information
- Digital and online support, including free access to Wi-Fi and public computers

- Opportunities for community events / groups and learning

Cultural facilities (event spaces, theatres, galleries and museums)

10.4 Culture is very important to Manchester. It shapes our communities and tells our story to the world. The Manchester Cultural

Strategy(<https://www.manchester.gov.uk/parks-leisure-and-the-arts/always-everywhere-manchesters-cultural-ambition-2024-to-2034>) sets out our ambitions.

What is the role of the Local Plan?

10.5 Places for Everyone Policy JP-P3 Culture, recognises the important role that culture plays and requires the planning process to consider how to protect facilities and enhance where possible. The policy recognises the important role that community facilities play in town and district centres.

10.6 The Local plan policies C1 – 10 recognise the role of community, leisure and cultural facilities in providing vitality and footfall to our centres. Both PfE and the Local Plan require the application of the ‘Agent of Change’ principle to ensure that established uses are not threatened by new development.

10.7 Local Plan Policy DC1 sets out where and how planning contributions will be sought in line with national policy. The list of potential uses to be funded includes community facilities and cultural heritage.

11. Emergency Services

Police

11.1 Policing in Manchester is provided by Greater Manchester Police with Force HQ located at Central Park.

Fire Services

11.2 Fire and rescue services in Manchester are provided by Greater Manchester Fire and Rescue Services, who have 7 fire stations in Manchester: Blackley, Gorton, Manchester Central, Philips Park, Moss Side, Withington and Wythenshawe.

Ambulance

11.3 Ambulance services in Manchester are provided by the North-West Ambulance Service NHS Trust.

What is the role of the Manchester Local Plan

11.4 The Council will work our emergency services partners with the regards to future provision and development proposals.

12. Green Infrastructure

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.

12.2 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.

What is the role of the Local Plan?

12.3 Places for Everyone (PfE) identifies a strategic green infrastructure network (PfE Fig. 8.2) including Opportunity Areas that have particular potential for delivering improvements

12.4 The Manchester Local Plan (Publication Draft) includes policies (EN1-6) to protect and enhance key environmental assets, for example, the river valleys and waterways, historic parkland, urban green spaces, trees and woodlands.

12.5 Policy DC1 sets out where and how planning contributions will be sought in line with national policy. The list of potential uses to be funded includes climate change mitigation/adaption measures, provision of green infrastructure, protection and enhancement of environmental value.

13. Open Space, Sport and Recreation Provision

13.1 Open space is an important part of the city's green infrastructure network. It has a key role to play in the protection of the environment, enhancing the biodiversity of the city and mitigating against climate change. Access to quality open space is essential to the health and well-being of communities, enabling increased physical activity, opportunities for social interaction and inclusion and contributing to improved mental health.

13.2 The Council's Open Space Study (2023 updated 2026) and Playing Pitch and Outdoor Sports Strategy (PPOSS) (2025)([Evidence base | Local Plan | Manchester City Council](#)) provide key evidence of local needs.

Indoor Sports Provision

13.3 Manchester City Council's current indoor leisure arrangements are contracted through Greenwich Leisure Limited (GLL) for the Community &

Elite venues and with Sport & Leisure Management (SLM) for Wythenshawe Forum. The UK's largest leisure charitable social enterprise, GLL has managed facilities in the City since 2014 and will work in partnership with Manchester City Council to do so until 2028 under its Better brand. SLM are contracted for the same period operating under Everyone Active brand.

13.4 GLL manages leisure facilities with outdoor sports provision at the following sites:

- Belle Vue Sports Village
- Denmark Road Sports Centre
- Manchester Regional Arena
- Manchester Tennis and Football Centre
- National Speedway Stadium
- Ten Acres Lane Sports Complex
- Whalley Range Sports Centre

13.5 GLL also manages Sugden Sports Centre which is university owned and not within the MCC/MCRactive portfolio.

13.6 Manchester has a strong and diverse network of indoor sport and leisure facilities, ranging from world-class regional facilities (e.g. East Manchester hubs) to Community leisure centres and school-based provision. The estate has benefited from recent investment and modernisation, creating a generally fit-for-purpose offer.

Supply

- Overall supply is sufficient to meet current demand across the city.(https://www.manchester.gov.uk/_data/assets/file/0021/125247/manchester_indoor_sport_built_facilities_strategy_update_report.pdf)

- Most residents have good accessibility to facilities, supported by a wide network of sites.
- Supply relies on a mix of public, education and partner-operated facilities, including dual use of schools.

Quality

- Quality is generally high, reflecting ongoing capital investment and renewal programmes
- Presence of modern, high-quality community and elite facilities
- Some sites still require ongoing maintenance and upgrades and improvements to accessibility and inclusivity

Shortfall

- No significant current shortfalls overall.

Future shortfalls are projected due to population growth, particularly for:

- Sports halls
- Swimming pools
- Indoor tennis courts

Pressures are expected to be geographically focused, especially:

- City Centre / Central
- North Manchester growth areas

Outdoor Provision

13.7 The Playing Pitch and Outdoor Sports Strategy (PPOSS) (2025) provides a very detailed assessment of the main types of sports provision. A summary is below.

Football

13.8 Overall football pitch provision is adequate at the strategic (citywide) level, but there are localised pressures where demand exceeds available capacity, particularly at peak times and for youth formats.

Quality

Pitch quality is variable, with a mix of good and standard provision alongside a notable proportion of poor-quality grass pitches. Issues such as drainage, overuse and maintenance constraints reduce effective capacity. Ancillary facilities are often dated and below modern expectations, further limiting usability. In contrast, 3G pitches are high quality and heavily used.

Shortfall

The main shortfall is qualitative and functional rather than purely quantitative.

There is insufficient good-quality, accessible and all-weather provision, particularly:

- 3G (floodlit) pitches for training and matches
- Appropriate youth-sized formats

Existing poor-quality pitches also create a capacity deficit, as they cannot sustain current levels of play.

Cricket

13.9 Cricket provision in Manchester is club-led and capacity-constrained, with activity focused on a relatively small number of established grounds.

Demand is stable with areas of growth (juniors, women/girls), creating pressure at peak times.

Supply

Limited number of grass wicket squares and suitable outfielders across the city. Many sites are single-square grounds, restricting the number of matches that can be hosted.

Quality

Mixed quality:

- Good at well-managed club sites
- Standard/poor at some local authority or education sites
- Quality directly impacts capacity and sustainability of use.

Shortfall / Capacity

- Peak-time shortfall (especially Saturdays), despite limited overall supply.
- Some sites experience overplay, risking deterioration of squares.
- Latent and future demand (population growth, participation increases) will widen the shortfall.
- Overall position: no significant surplus; system operating close to or at capacity.
- Opportunities to increase supply are constrained by land requirements and pitch specification needs.

Rugby League

13.10 Rugby league in Manchester is relatively limited and localised, with activity focused on a small number of clubs and sites. Participation is modest compared to football and rugby union, but clubs are important for community and junior development in specific areas.

Supply consists of:

- Grass pitches shared with other field sports (primarily football/rugby union)
- Very few dedicated rugby league venues
- Overall provision is low in numerical terms, with heavy reliance on multi-use pitches

- Limited geographic spread across the city

Capacity

- Overall capacity is generally adequate at a city-wide level due to lower demand
- Peak demand tends to be manageable, but with limited spare capacity at key club sites.

Quality

Mixed quality across available sites:

- Some good quality pitches at established club bases
- Others standard or poor, particularly on shared or local authority sites

Rugby Union

13.11 Rugby union in Manchester is well-established and club-based, with a network of key sites supporting senior and junior teams. Demand is stable with growth in juniors and emerging female participation, placing increasing pressure on existing facilities. Activity is concentrated at a limited number of hub club sites.

Supply comprises:

- Grass rugby pitches, mainly located at club sites
- Some use of education and multi-pitch venues

Compared to need, provision is:

- Relatively limited in number of sites, but
- Strongly anchored around multi-pitch club hubs
- Opportunities for new supply are constrained by land availability and pitch requirements.

Quality

- Generally good at core club sites, where pitches are well maintained and supported by good ancillary provision (clubhouses, changing)
- Elsewhere, quality is more variable, especially on Local authority or shared pitches

Shortfall / Capacity

- Capacity pressures evident at peak times (weekends and training), particularly at main club sites.
- Some pitches are at or close to capacity, with limited spare availability
- Localised shortfalls exist, especially where club demand is strong and/or where access to additional pitches is limited
- Future demand (population growth, participation increases) will increase pressure on existing sites and likely widen shortfalls without intervention

Hockey

13.12 Hockey provision in Manchester is club-based and highly dependent on artificial surfaces (AGPs) rather than grass pitches. Participation is established but relatively limited, with activity concentrated in a small number of clubs and sites. Demand is stable with some growth, particularly in junior sections.

Supply

- Supplied almost entirely through full-size sand-based or water-based Artificial Grass Pitches (AGPs) suitable for hockey
- Very limited number of appropriate AGPs across the city
- Many AGPs are multi-use facilities (shared with football training, schools, community use)

Quality

- Some good/high-quality surfaces suitable for competitive hockey
- Others aging or lower-quality (3G or worn sand-based), which are less suitable or unsuitable for higher-level play
- Quality significantly affects club development and ability to host competition and training

Shortfall / Capacity

- Clear shortfall of suitable hockey-compliant AGPs, particularly:
- At peak evening and weekend training times
- Future demand (population and participation growth) will intensify existing capacity pressures

Tennis

13.13 Tennis provision in Manchester is spread across park sites, clubs, and some education venues. The majority of courts are public park courts (local authority owned) and/or supported by a smaller number of club-based facilities. Recent investment programmes (e.g. park improvements) mean provision is relatively well distributed geographically.

Quality

- Highly variable quality with some good / refurbished courts (often secured sites or recent investment), but many standard or poor-quality park courts, with worn surfaces, poor drainage and damaged fencing or lack of facilities
- Club sites generally offer higher quality courts and better maintenance
- Quality strongly influences actual usability (many courts underused due to condition) and ability to support structured play and club development

Shortfall / Capacity

- In numerical terms, there is not a clear overall shortage of courts.

- There is a functional shortfall due to poor quality rendering some courts unusable or unattractive and limited access to bookable, well-maintained courts
- Demand is latent and suppressed, particularly in areas with poor provision
- Peak-time pressures can occur at high-quality or club sites, which attract concentrated demand

Bowls

13.14 Bowls provision is primarily park-based, with greens located in public open spaces and a smaller number of club-managed sites. Facilities are relatively well distributed, but typically single greens per site and serving local and ageing memberships. Participation is generally stable or declining, reflecting demographic trends.

Quality

- Quality is mixed, with a general decline in some locations and is closely linked to club presence and volunteer capacity.
- There are some well-maintained greens supported by active clubs but others are standard to poor, particularly where clubs have folded and maintenance regimes are limited.
- Common issues include surface condition and drainage, maintenance costs and skills availability and ageing or limited ancillary facilities (pavilions, seating).

Shortfall / Capacity

- There is no clear quantitative shortfall in bowls greens across the city. The main issue is underuse at some sites, due to declining or ageing participation.
- The variable quality making some greens less attractive.

- A functional deficit can emerge locally where clubs remain strong but facilities are limited or poor quality. Spare capacity exists, but it is not always in the right place or right condition.

Athletics

Athletics provision in Manchester is focused on a small number of dedicated track-and-field facilities, typically located at strategic hub sites. Facilities support club training and competition and school and community use. Demand is steady, with clubs playing a key role in talent development and participation pathways.

Supply

- Supply is very limited, consisting of formal synthetic athletics tracks (full-size facilities) and associated field event areas. These are strategically important assets serving wide catchments and often shared across multiple user groups.
- There are no surplus facilities, and opportunities for new provision are constrained by high cost and land requirements.

Quality

- Generally good at main track sites, particularly where regular maintenance and governing body standards are met. However, key issues include ageing track surfaces requiring periodic resurfacing, wear and tear from intensive use and variable quality of ancillary facilities (changing, storage).
- Quality is critical for competition compliance and user safety and performance.

Shortfall / Capacity

- There are no large surplus – system operates efficiently but tightly
- Key pressures are peak-time congestion, especially for training and limited availability for casual/community access due to club bookings.

- Any loss or closure would create a significant strategic shortfall due to lack of alternatives.
- Future demand (population growth, increased participation) will increase pressure on existing tracks, particularly without reinvestment.

Golf

Golf provision in Manchester is well-established but peripheral to the urban area, with courses typically located on the city's edges. Provision is largely club-based, with a mix of private members' clubs and some pay-and-play / municipal access. Participation is stable overall, though changing patterns (casual and flexible formats) are influencing use.

Supply

- Supply consists of 18-hole and 9-hole courses, plus practice facilities (driving ranges)
- In quantitative terms, there is a reasonable level of provision within and around the city.
- Courses tend to serve wide catchments rather than purely local neighbourhoods
- Supply is constrained in expansion terms due to significant land requirements and competing development pressures

Quality

- Generally good quality across most sites, particularly established private clubs with ongoing investment. Municipal or lower-cost facilities can be more variable in condition

Shortfall / Capacity

- There is no clear quantitative shortfall of golf provision.

- Many courses have spare capacity, especially outside peak times. Issues are more related to accessibility and affordability, rather than availability.
- Demand is generally met by existing supply, with limited evidence of unmet need.

Multi-Use Games Areas (MUGA)

MUGAs and outdoor 3x3 basketball courts form a small but important part of informal and recreational provision. Facilities are typically located in:

- Parks and open spaces
- Education sites
- Community hubs

They are designed for multi-sport, informal use rather than formal competition.

Supply

- Supply is generally sufficient at a citywide level, particularly for casual and community use.
- Provision is widely distributed, helping to support access in local neighbourhoods.
- However, availability can vary locally, with some areas more reliant on limited or lower-quality facilities.

Quality

- Quality is variable across the stock
- Some sites are modern and well-maintained
- Others are aging and in need of refurbishment

Shortfall

- No major quantitative shortfall identified in overall provision.

- There is a qualitative shortfall
- Need to upgrade and modernise older facilities
- In some areas, there may be localised gaps in accessible provision, particularly where population growth is planned.
- MUGAs play a key role in accessible, informal sport and physical activity, especially for young people.
- The main priority is improving quality and accessibility, rather than significantly increasing overall supply.

Other pitch sports

Very limited, non-dedicated provision across all sports (American football, lacrosse, Gaelic sports, softball/baseball). Activity largely takes place on shared facilities (3G AGPs, university sites, or grass pitches used for football/rugby). Participation is small-scale and club-led, typically with only one or a few teams per sport.

Supply

- Overall supply meets current demand, due to low participation levels.
- Supply is dependent on access to multi-use sites, fragmented and informal, with no dedicated network
- Provision is therefore not robust or secure long-term.

Quality

- Generally adequate where better quality AGPs or education sites are used.
- Not sport-specific (markings, pitch types, ancillary provision)
- Limited availability at peak times due to priority use by other sports
- Quality constraints limit development and expansion.

Shortfall

- No significant current quantitative shortfall.
- But there is a clear qualitative/strategic shortfall

What is the role of the Local Plan?

13.19 Places for Everyone Policy JP-S7 Sport and Recreation requires new development to provide new and/or improved existing facilities commensurate with the demand they would generate and recommends that local plans set more detailed standards,

13.20 The Manchester Local Plan (Publication Draft) includes several policies that will support protection/replacement and enhancement of sport and recreation facilities, notably Policies SI1 and SI2.

14. Utilities

Water and sewerage

14.1 United Utilities is responsible for clean water and wastewater infrastructure in Manchester. As well as a large network of water service pipes and wastewater pipes and sewers that support residential and business users, they also have reservoirs and wastewater treatment plants assets in the city.

14.2 The provision of clean water and the disposal of surface and foul water, including water pressure and capacity of systems, is essential when planning for new development. In addition, with climate change impacts there is a need to consider water efficiency measures, the separation of foul and surface water, flood risk and sustainable measures for surface water run-off as part of new policy and infrastructure investment.

14.3 United Utilities published its current Water Resources Management Plan (WRMP) in 2024 which covers the period 2025-2050

(<https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/>). The city of Manchester falls within the United Utilities Strategic Resource Zone, which covers the majority of the North-West, including major urban areas such as Greater Manchester. The Strategic Resource Zone benefits from a highly integrated supply network, allowing water to be sourced from multiple locations including Cumbria and North Wales. The plan predicts a region-wide baseline deficit without intervention by 2050, driven by the effects of climate change and necessary abstraction reductions to protect the environment.

14.4 United Utilities anticipate that this will be resolved by their demand management strategy. In addition, they have identified several 'strategic choices' to help protect, and where possible, benefit customers and the environment:

- Leakage reduction and demand management;
- Customer preferences relating to levels of service; and
- Supporting regional and national water resource needs through water transfer.

Future drainage and wastewater provision

14.5 For wastewater, the cost of increasing capacity is borne by United Utilities. United Utilities produced a new Drainage Wastewater Management Plan (DWMP) (<https://www.unitedutilities.com/corporate/about-us/our-future-plans/Our-long-term-plans/>) in 2023 which covers the period 2025 2050. It is intended that the plans are updated every five years. The plan sets out the investment required to meet planning objectives and statutory requirements to meet, amongst other targets, the Government's Storm Overflow Reduction Plan.

14.6 The DWMP is a legal requirement under the Environment Act 2021 and will help shape how United Utilities operate, informing investment decisions and forming the foundation of their future business plans.

14.7 United Utilities are required to review the DWMP every 5 years and are in the process of reviewing the plan. UU anticipate that a draft DWMP will be available in November 2027 with the final publication being in August 2028. This will be a long term strategic plan for the Northwest, up to 2055.

14.8 The Council will continue to work collaboratively with UU in the preparation of their updated DWMP, to ensure that it continues to safeguard the environment and public health and support housing, economic growth, and climate resilience across the city.

Flooding

14.9 The Environment Agency is responsible for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea. The Local Lead Flood Authority (LLFA) is responsible for managing the risk of flooding from surface water, groundwater and ordinary watercourses. They also lead on community recovery following flooding incidents.

Greater Manchester Integrated Water Management Plan

14.10 A GM Integrated Water Management Plan (IWMP) (<https://www.greatermanchester-ca.gov.uk/media/8082/integrated-water-management-planv14.pdf>) is being produced by GMCA, Environment Agency (EA) and United Utilities (UU). The Draft IWMP presents a collective vision, objectives and actions, and identifies accountability and capacity delivery across GM.

14.11 Delivery of the IWMP is based around seven workstreams:

- Living Integrated Opportunity Programme
- Digital Platform
- Adaptive Policies and Standards
- The Partnership

- Skills and Resources
- Integrated Investment Plan
- Marketing and Engagement

14.12 Workstream 1, the development of a Living Integrated Opportunity Programme aims to align opportunities to address risk (relating to flooding or pollution for example) with existing activity, predominantly growth location development. This programme of opportunities will provide the basis to create schemes that may be delivered together, may bring funding together but will be co-created and ideally co-designed to realise the wider benefits.

14.13 Workstream 6, the Integrated Investment Plan, will initially draw together programmes of investment that have already been developed, with the aim of leveraging wider benefits through partnership working and collaboration. The alignment of investments in an integrated investment plan, by location, timing, balance of outcomes, shared stakeholders or shared costs and resources will enable the Partnership to leverage and co-ordinated funding opportunities and generate further water, environmental and social benefits.

What is the role of the Manchester Local Plan

14.14 Places for Everyone Policy JP-S4 provides the strategic framework to address water issues at a catchment level.

14.15 The Manchester Publication Local Policy EN8 – Water Quality and Efficiency, responds to United Utilities request in the WRMP that all local authorities in their supply area adopt the optional minimum building standard of 110 litres of water used per person per day in all new build dwellings.

14.16 Policy EN9 – Flood Risk, sets out that development proposals will be determined in line with national planning policy and guidance on Flood Risk, applying a sequential approach to all forms of current and future flood risk.

Development should be located in areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account. The policy also sets out the circumstances in which a site-specific Flood Risk Assessment will be required.

Gas

14.17 National Gas Transmission owns and operates the high-pressure gas transmission system across the United Kingdom and is responsible for maintenance and improvements to the system. From the transmission system gas enters one of four gas distribution networks across the country where pressure is reduced for public use. Manchester sites within the Northwest Local Distribution Zone which is operated by Cadent.

Electricity

14.18 Electricity North-West (ENW) Ltd is the electricity network operator for the North West. This includes having responsibility for maintaining and upgrading a network of 61,000km of underground cables and overhead lines, plus thousands of substations and innovative technology.

14.19 ENW has a network investment programme dedicated to deliver the network investment needed to strengthen the electricity network, improve reliability, support low carbon technologies, and create a cleaner, greener, more resilient energy future to meet the needs of our communities. As part of this ENW are delivering the largest ever investment in the North West's power network, investing over £1bn between 2023 and 2028 – including a £32m programme of improvements for Greater Manchester.

Future electricity provision

14.20 ENW's Network Development Plan 2026 (<https://www.greatermanchester-ca.gov.uk/media/8082/integrated-water-management-planv14.pdf>) is part of a suite

of network information documents produced by SP ENW. The NDR provides information on how SP ENW intend to create capacity over the period of the plan with specific interventions. It provides stakeholders with visibility on future network capacity. Every 2 years ENW present in the NDR their best view of planned network interventions for the next 10 years requiring both asset based and flexible network developments.

The NDP highlights rapidly increasing electricity demand driven by:

- Housing and population growth
- Electrification of heat and transport
- Economic development and regeneration

ENW is investing heavily in Manchester to increase network capacity and resilience, including:

- New primary substations (e.g. Mayfield, Southern Gateway)
- Upgrades to existing substations (Eastlands, Queen's Park, West Didsbury)

14.23 Investment is targeted at major regeneration and growth locations, including:

- City Centre / Mayfield
- Eastlands
- Northern and Southern Gateway areas

Some developments will require direct reinforcement works and early engagement with the network operator

Green energy

14.24 GM is committed to achieving carbon neutrality by 2038. To support this, it has a vision of each of its districts transforming their infrastructure, homes and buildings to be part of a smarter local energy system. The GM Local Area Energy Plan (LAEP), adopted in September 2022, sets out the current position and an energy roadmap towards that decarbonised future and describes a range of near-term, low regret, priority zones and opportunity areas.

14.25 The Manchester LAEP (<https://gmgreencity.com/wp-content/uploads/2022/08/Manchester-LAEP-Final.pdf>) provides an important tool for identifying and prioritising action to help the city remain within its carbon budget. This divides the city into 8 priority areas of approximately equal population. The LAEP considers two future energy scenarios for Manchester and identifies a number of activities and technologies that can help meet the city's zero carbon target:

- the primary scenario which makes use of proven measures; and
- the secondary, alternative future local energy scenario, which assumes the potential for hydrogen heating and energy becoming readily available

14.26 As well as setting out the scale of work required and identifying priority areas, both the GM LAEP and Manchester LAEP set out the estimated total costs of the measures with a modelled investment required of c£65bn GM wide, with the proportion within Manchester being c£13bn. It is noted that around 70% of this expenditure would be classed as business as usual and would be spent anyway on new equipment and upgrades. The majority of the costs relate to private sector properties, both residential and non-domestic, where the council has limited direct control.

14.27 The LAEP aims to define the extent of the transformation needed (including a focus on identifying first steps to progress action), and to provide a robust evidence base and plan to help engage businesses and residents in accelerating towards the carbon neutral goal and Manchester’s net zero ambition. It sets out a number of focus areas:

- Fabric Retrofit
- Heating systems and networks
- Local Energy Generation and Storage
- Transport and EV charging

14.28 The LAEP divides the city into 8 Priority Areas (based on 33-11kV substation boundaries) for the purposes of modelling and to understand what is needed for decarbonisation at a more local level (see Table 8 below).

14.29 The council’s main role in taking the LAEP forward is that of facilitator and enabler rather than as a main delivery agent. Although the council has control over its own estate and through its own powers it will need to work with other stakeholders (such as Electricity North West (ENWL), Cadent, GMCA, etc) to ensure that the LAEP is delivered.

Priority Area	First Steps	Long Term Deployment
North 1	Retrofit priority area Solar PV priority area	Heat pump prevalent area
North 2		Hydrogen for heat opportunity area District heat prevalent zone Non-domestic opportunity area
Central 1	District heat priority area	Hydrogen for heat opportunity area

	EV charging hub priority area Solar PV priority area Non-domestic priority area	
Central 2	Heat pump priority area	Hydrogen for heat opportunity area
Central 3	Retrofit priority area	Heat pump prevalent area Hydrogen for heat opportunity area Non-domestic opportunity area
South 1	Heat pump priority area	Hydrogen for heat opportunity area
South 2		Heat pump prevalent area Hydrogen for heat opportunity area Flexibility & storage opportunity area
South 3	Home EV charging priority area Heat pump priority area	Hydrogen for heat opportunity area

Table 9 LAEP Priority Areas

What is the role of the Manchester Local Plan?

- Places for Everyone Policy JP-S1 Sustainable Places requires that all development should be supported by critical infrastructure, such as energy. Policy JP-D1 sets out the strategic arrangements that are in place to collaborate and engage effectively with a range of utility providers.

- Policy ZC 3 Renewable and Low Carbon Energy Developments sets out that the Council supports proposals for low carbon and renewable energy infrastructure, including freestanding installations and community generation projects, and the criteria that planning applications will be assessed against.
- Policy GL1, GL2 and GL12 specifically require new development to consider energy infrastructure. Policy DC1 provides the basis for negotiating planning obligations.

Digital networks

14.30 Demand for access to digital services and the pressures this is placing on our digital connectivity infrastructure is growing exponentially. The Manchester Digital Strategy aims to provide a new strategic framework for the city to meet its aspirations about how we use digital and technology to improve the lives of our residents and create new commercial opportunities for our businesses. To achieve these aims the City has developed a full action plan for the delivery of the priorities outlined in this strategy and begun to identify potential funding opportunities and build capacity to bring in funding to finance delivery.

14.31 To deliver Manchester's inclusive growth ambitions it will be necessary to work with connectivity providers to drive investment in world class competitive broadband and mobile infrastructure across Manchester's growth priority areas backed by strong competitive coverage and capacity across all homes and businesses.

What is the role of the Manchester Local Plan)

- Places for Everyone Policy JP-S1 Sustainable Places requires that all development should be supported by critical infrastructure, such as digital.

- Policy JP-C2 Digital Connectivity requires all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple ducting compliant with telecoms standards, to facilitate future-proof gigabit capable network connections.
- Policy JP-D1 sets out the strategic arrangements that are in place to collaborate and engage effectively with a range of utility providers including telecommunications.

15. Waste Management

15.1 Waste management infrastructure comprises facilities that enable the collection, re use, re-cycling and composting of waste, and those that deal with the residual waste remaining after treatment. Additionally, it can include the method of waste transfer by road, rail and waterways.

15.2 The reuse recycling and management of municipal waste is managed on our behalf by the Waste and Resources Team at GMCA, and SUEZ Recycling and Recovery UK who manage the operation and maintenance of 35 waste facilities located on 27 sites including the 20 household waste recycling centres, including those in Manchester.

General waste.

15.3 The GMCA is responsible for the management and disposal of municipal waste from Greater Manchester. (<https://www.greatermanchester-ca.gov.uk/who-we-are/accounts-transparency-and-governance/council-tax/waste-levy/>). The 2024/2025 recycling rate for Greater Manchester is 50.9%. The national average in England is 44%, making us one of the best performing city regions in the country. The landfill diversion rate is 99.5% (2024/2025) meaning that only 0.5% of household waste was sent to landfill. Waste

that cannot be reused, recycled or composted is sent to an Energy from Waste plant where it's burnt to generate electricity. The City's recycling rate is almost 40%, just under the national average.

15.4 The City operates a standard 4 bin system collecting recycling and waste in wheeled bins as follows:

- Paper and cardboard
- Mixed recycling
- Food and garden waste

15.5 The main recycling centres serving the Manchester City Council area are:

- Longley Lane Recycling Centre, Wythenshawe;
- Sandfold Lane Recycling Centre, Levenshulme; and
- Reliance Street Recycling Centre, Newton Heath.

15.6 These waste treatment facilities include eight transfer loading stations, to which the recycling and waste collected from households across the nine council areas is delivered. The vehicle goes over the weighbridge and tips off the recycling or waste which is bulked up according to the waste materials. Mixed recycling is delivered to the materials recovery facility at Longley Lane in Manchester. Paper and cardboard is visually inspected for contamination, bulked up and delivered straight to a paper mill in Partington, Trafford for processing.

15.7 Mechanical treatment and reception facilities process the general waste that cannot be recycled, which is then transferred to Energy from Waste facilities in Runcorn and Raikes Lane.

15.8 Food and garden waste is processed at an In-Vessel composting facility in Todmorden.

15.9 The GMCA Waste and Resources team also manage two closed landfill sites at Bredbury, Stockport and Chichester Street, Rochdale. The aftercare at the sites includes monitoring the leachate and gas and improving biodiversity by maintaining the land, planting trees and improving habitats for wildlife.

15.10 Waste and resource management is moving into uncharted territory with significant changes in policy due to be implemented over the next 5 years. These changes are intended to bring about the transition to a circular economy where the consumption of natural resources is reduced, products are designed for repair and reuse, recycling increases and waste is reduced.

15.11 An Interim Recycling and Waste Plan (<https://www.greatermanchester-ca.gov.uk/media/yxubmont/interim-waste-strategy-2026-30-v12-accessible-v-2.pdf>) serves as a blueprint for adapting to meet new policy requirements. Manchester will continue to work collaboratively with GMCA, our neighbouring councils, SUEZ and other partners to deliver our waste management service in Greater Manchester (<https://www.greatermanchester-ca.gov.uk/who-we-are/accounts-transparency-and-governance/council-tax/waste-levy/>).

Business waste

15.12 It is the business owner's responsibility under the Environment Protection Act 1990 to remove waste from their premises. The council has a trade waste and recycling service that offers business waste collection, and which operates across Manchester. Traders can also use any of the waste transfer stations operated by SUEZ to dispose of trade waste.

15.13 From the 31 March 2025 new guidelines were also introduced requiring businesses to separate the following groups of recyclable materials - glass, metal and plastic; cardboard and paper; and food waste as a dedicated collection. Small businesses with fewer than 10 full-time employees, are temporarily exempt until the 31 March 2027.

Greater Manchester Waste Plan

15.14 The ten Greater Manchester authorities worked together to produce a Greater Manchester Joint Waste Development Plan Document

(<https://www.greatermanchester-ca.gov.uk/media/yxubmont/interim-waste-strategy-2026-30-v12-accessible-v-2.pdf>) (the Waste Plan), adopted in 2012. It covers a plan period of 2012-2027.

15.15 The Waste Plan considers all types of waste arisings, including construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority Collected Waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities.

15.16 A review 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 therefore no longer effective in addressing specific local issues and the review concluded that both plans should be updated in whole. In July 2025, Manchester Council and the other nine GM authorities agreed to prepare a new Joint Waste and Minerals Plan, delegating its preparation to the AGMA Executive Board.

15.17 A detailed timetable for the preparation of the Joint Waste and Minerals Plan has not yet been published as it is dependent on publication of the regulations for the new plan-making system.

What is the role of the Manchester Local Plan?

15.18 The Greater Manchester Waste Plan provides the policy context for waste development matters in Manchester. The 10 local authorities agreed to update this document in July 2025 although no timetable has been set yet.

15.19 The Manchester Local Plan (Publication Draft) Policy EN11 provides the local policy framework for waste management.

16. Housing

16.1 Ensuring that all Manchester residents have access to safe, secure, affordable housing is the primary housing challenge for the city. 2,993 new homes were delivered during 2025. Of the homes delivered in 2025, 791 were affordable.

16.2 The Greater Manchester Places for Everyone plan identifies an average minimum annual net housing need of 3,533 dwellings across Manchester.

Manchester Housing Strategy

16.3 The Housing Strategy ([Manchester Housing Strategy \(2022-2032\)](#)) | [Manchester City Council](#)) is one of a suite of strategy documents – including the Homelessness & Rough Sleeping Strategy ([Manchester Homelessness and Rough Sleeping Strategy 2024](#)), Empty Homes Strategy ([Microsoft Word - Empty Homes Strategy v1](#)) and Enabling Independence Accommodation Strategy (EIAS) ([Appendix 3 - Enabling Independence Strategy.pdf](#)) - which set out the city's approach to addressing the housing challenges in Manchester.

16.4 The Housing Strategy (2022-2032) was published in 2022 and set out the long-term vision on how best to deliver the city's housing priorities and objectives based around the following four priorities:

- Increase affordable housing supply & build more new homes for all residents

- Work to end homelessness and ensure housing is affordable & accessible to all
- Address inequalities and create neighbourhoods & homes where people want to live
- Address the sustainability & zero carbon challenges in new and existing housing stock

Manchester Housing Needs Assessment

16.5 The Manchester Housing Need Assessment 2023 (updated 2026) ([Evidence base | Local Plan | Manchester City Council](#)) provides the council with up-to-date evidence on housing need across all sections of the community over the period 2022 to 2039.

16.6 The HNA has been prepared in accordance with the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance (PPG). The HNA report complements the Places for Everyone planning policy document.

Dwelling stock

16.7 There are 243,432 dwellings and 214,749 households across the city in 2022. The vacancy rate is 2.3% which is similar to the rate for England (2.8%).

Type	% of stock
Houses	59
Apartments/flats	40
Bungalows	1

Table10 Housing stock by type

Tenure

Tenure	% of stock
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Owner occupation	37
Private rented	33
Affordable	30

Table 11 Housing Stock by tenure

House prices and rents

16.8 In 2022, lower quartile prices were £165,000 (North West £130,000 and England £174,000) and median prices were £216,000 (North West £182,950 and England £260,000).

16.9 In 2022, lower quartile private rents were £875 each month (North West £624 and England £802) and median rents were £1,101 (North West £802 and England £1,248).

Future dwelling mix and development priorities

16.10 The HNA has considered the future population and household projections over the period 2022 to 2039, the range of dwellings lived in by different households and their dwelling aspirations (likes) and expectations. This helps to determine an appropriate mix of dwellings to inform future development priorities to better reflect the housing needs of communities across Manchester.

The needs of particular groups

Older People

16.11 Over the period 2022 to 2039 the number of people aged 65 and over is expected to increase by 45%. Similarly, the number of households headed by someone aged 65 or over is expected to increase by 21,467 (51.3%) by 2039.

16.12 The 2023 household survey indicates that the majority of older people (52.5%) want to remain in their current home with help and support when needed. There is also interest in a range of options including buying on the open market, renting from the housing association, sheltered accommodation and co-housing.

16.13 There is a need for 3,789 more units of accommodation for older people by 2039. This includes sheltered/retirement, Extra Care, co-housing and residential care.

16.14 MCC land has been utilised to begin to develop new Supported Housing in line with demand identified by the Housing LIN across a range of cohorts including Extra Care, Learning Disability and/or Autism (LDA) and Mental Health. Overall, a site and partner have been identified for nearly 40% of the Supported Housing need identified by the Housing LIN.

16.15 Driven by the objectives of the Enabling Independence Accommodation Strategy, the sustained focus on Extra Care reflects the city's commitment to meeting the evolving needs of its ageing population through innovative and person-centred accommodation models. Significant progress has been made over the past 12 months on series of Extra Care schemes across the city

Gypsies and Travellers and Travelling Showpeople

16.16 A need for 18 new pitches for Gypsies and Travellers and 56 plots for Travelling Showpeople has been identified. To date it has not been possible to identify sites to meet this need. This is a strategic Duty to Co-operate issue and we are actively collaborating with our neighbouring authorities.

Accessible housing

16.17 PfE Policy JP-H3 requires all new dwellings to be built to the M4(2) accessible and adaptable standard. Based on an assessment of additional needs and longer-term demographics, 3.6% of new dwellings (128 each year) should be built to M4(3) wheelchair accessible standard.

Affordable Housing

16.18 The HNA (2026 update) identifies that there is a considerable annual net shortfall of affordable housing of over 1,600 each year.

16.19 The Manchester Local Plan has a target of 30% affordable housing for all schemes of 10 dwellings or more. Whilst housing delivery has been healthy over the

last 5 years, the contribution that the planning system has made to delivery of affordable housing has been limited.

16.20 The Manchester Local Plan Viability Assessment²⁹ highlights the viability challenges across the city. Planning practice guidance is clear that only a proportion of need is expected to be delivered through the planning process, and whilst it is the intention that the contribution of the planning system is maximised, it is anticipated that the majority of affordable housing will not come through this route.

16.21 Given that over 86% of affordable housing delivery in 2025 was through the Manchester Housing Providers Partnership (MHPP) utilising Homes England funding, Registered Providers will continue to deliver the majority of affordable homes in the city. The principal way in which the Council is doing this is through the supply of publicly owned land for affordable housing.

16.22 Overall, in 2025, 230 new affordable homes were delivered on Council owned land and there has been activity across a portfolio of MCC owned sites:

- Great Places began construction on Plot A - the first site to be delivered as part of the Grey Mare Lane Estate regeneration in September. The scheme will deliver 82 homes for Social Rent with completion expected in 2027
- Mosscafe St Vincent's redevelopment of the Reno Site in Moss Side achieved planning approval in November. It is currently due to start on site in December 2026 and once complete this will deliver 212 new affordable homes (including 128 homes for Social Rent)
- Legal & General Affordable Homes have progressed the first set of sites they will deliver in the city following their introduction to the MHPP in 2024. Across 3 sites (Broadmoss in Charlestown, Alexandra Road in Moss Side and Levenshulme Baths in Levenshulme) they will deliver c.370 affordable homes. Public consultations for each site will be held in 2026.
- The former Apollo Pub in Miles Platting has been demolished to make way for a new affordable housing scheme by Jigsaw Homes. Planning approval has

been granted for a partially 3/4-storey apartment development, delivering 32 high-quality homes designed to meet Future Homes standards and achieve EPC-A ratings.

- Clarion have progressed legals and detailed designs for the Peacock Centre & Pipewell Avenue in Gorton & Abbey Hey, set to deliver 79 affordable homes. Consultation and planning application is expected early 2026.
- Miller Homes gained planning approval in October for the delivery of 106 new homes on Hinchley Road in Charlestown

What is the role of the Manchester Local Plan?

16.23 The Manchester Local Plan (Publication Draft) includes several policies relating to housing which support those in PfE:

- Policy H1 – Housing Provision which sets out the overall supply of housing to be achieved over the plan period, the spatial distribution of this and the density requirements.
- Policy H2 – Affordable Housing which sets out the approach to affordable housing, recognising the particular viability constraints which apply to Manchester. This policy acknowledges that to meet the identified affordable housing need will require action from a range of partners, for example,
- the planning system will need to maximise the affordable housing contribution from all major schemes
- continued collaboration with the GMCA to maximise use of devolved funding opportunities
- continued collaboration with Registered Providers and Homes England to secure maximum funding through national programmes,
- provision of affordable housing will include both newly built homes and acquisitions.

- Policy H4 – Enabling Independence and Supported Housing – which sets out the approach to providing suitable accommodation for children in care and for people who require additional support to live independently for as long as possible.
- Policy H6 – Accommodation for Gypsies and Travellers and Travelling Showpeople, which sets out the approach to accommodating the identified needs
- Policy H7 - Purpose Built Student Accommodation which sets out approach to securing affordable housing for students
- Policy H9 – Build for Rent a new policy which sets out the expectations for affordable housing for this type of housing
- Policy DC1 sets out where and how planning contributions will be sought in line with national policy. The list of potential uses to be funded includes affordable housing.

17. Delivery

17.1 This IDP sets out how infrastructure provision has been, and will be, considered during the preparation and implementation of the Plan. It provides a comprehensive assessment of infrastructure across the city and sets out what infrastructure is likely to be required to support new development over the plan period.

17.2 Going forward the IDP will be a live, cross-cutting tool that will coordinate funding, shape investment decisions, and align departments and partners around shared delivery priorities. The IDP, along with any future Infrastructure Delivery Schedules that may be prepared, will be updated during the lifetime of the Local Plan to reflect revised needs for infrastructure and changes in national policy, as they arise. Infrastructure will be delivered by several bodies, including:

- Manchester Council
- Partners from the public, private and third sectors
- Other public sector bodies
- The voluntary and charitable sector
- Developers

17.3 Funding will also be from a variety of sources, including:

- Manchester Council's capital programme
- Greater Manchester funding such as the proposed Integrated Settlement
- Central government funding through direct grants
- Developer contributions, such as section 106 and section 278 contributions
- Direct on site works by a developer.

17.4 The City has a strong track record in bringing forward complex developments at scale. Alongside the IDP, there are a number of Strategic Development Frameworks/ Development Frameworks which set out the more detailed proposals for the Growth Locations highlighted in the plan. These can be found on the council website (<https://www.greatermanchester-ca.gov.uk/media/yxubmont/interim-waste-strategy-2026-30-v12-accessible-v-2.pdf>)

17.5 PfE Policy JP-D2: Developer Contributions, sets out where developer contributions will be sought to support infrastructure delivery.

17.6 Manchester Local Plan (Publication Draft) Policy DC1 – Planning Obligations. This states that where developments would increase the need or demand for infrastructure, services and facilities, beyond the capacity of existing provision, new provision and/or contributions towards enhancing existing provision

will be required. In addition, planning obligations will be sought to secure the ongoing maintenance and management of provision where necessary.

17.7 Manchester Council currently does not operate a Community Infrastructure Levy (CIL), but this may change if legislation changes or if it is considered necessary over the course of the plan.