Infrastructure Plan Scoping Report

Contents:

1.0 Introduction ......................................................... 1
2.0 Approach .......................................................... 5
3.0 Timetable ........................................................... 7
1.0 Introduction

1.1 The Infrastructure Plan forms an important part of the evidence base for the Core Strategy and Development Plan Documents (DPD). Planning Policy Statement 12 (PPS12) sets out what is required from an Infrastructure Plan and states that;

“The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area”. (PPS12, s4.9)

Therefore it is clear that in order for the Core Strategy to be found sound the required infrastructure for the delivery of the strategy must be identified.

1.2 PPS12 advises that the Infrastructure Plan should identify as far as possible;

- Infrastructure needs and costs,
- Phasing of development,
- Funding sources,
- Responsibilities for delivery.

1.3 The infrastructure requirements for each of the strategic sites within the Core Strategy will also be required.

1.4 The definition of infrastructure is taken from the Regional Spatial Strategy (RSS) which defines infrastructure as “Services necessary to serve development, such as roads and footpaths, electricity, water, sewerage”.

1.5 There is a degree of overlap between what should be contained within the Core Strategy and what should be contained within the Infrastructure Plan. To clarify the situation and expanding on the RSS definition, the City Council considers that the following better reflects what is meant by infrastructure for the purpose of this document: “Facilities and systems to serve the City’s population and to support future development”.

1.6 Using this definition and the guidance contained in PPS12 - Local Spatial Planning, the table below sets out the categories and sub categories that have been chosen for inclusion in this Infrastructure Plan.
### PHYSICAL

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Strategic Road, Local Road (inc. Public Transport, Walking, Cycling and Car Parking), Rail, Metrolink.</td>
</tr>
<tr>
<td>Energy</td>
<td>Centralised and Decentralised Electricity Supply, Gas Supply, CHP</td>
</tr>
<tr>
<td>Water</td>
<td>Water Supply, Wastewater Treatment &amp; Disposal, Flood Risk Management</td>
</tr>
<tr>
<td>Waste</td>
<td>Recycling and Disposal</td>
</tr>
<tr>
<td>Minerals</td>
<td>Minerals supply</td>
</tr>
<tr>
<td>ICT / Digital</td>
<td>Broadband, Wireless etc.</td>
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</tbody>
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### SOCIAL & COMMUNITY

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Education</td>
<td>Higher Education, Further Education / Training, Secondary and Primary and Nursery Schools</td>
</tr>
<tr>
<td>Health</td>
<td>Hospitals, GPs, Dentists, Health centres</td>
</tr>
<tr>
<td>Community Services</td>
<td>Libraries, Social Services, Local Services, Provisions and Offices, Public Leisure Facilities, Children Facilities, Special needs and disability, Cemeteries and Crematoria, Police, Fire, Courts and Prisons</td>
</tr>
</tbody>
</table>

### GREEN

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Green Infrastructure</td>
<td>Open Spaces; Allotments; Gardens; Sports Pitches and Courts; Children’s Play Areas; Parks; Green Public Realm; River and Canal Corridors; Transport Corridors (Rail and Metrolink) Reservoirs and Lakes; Forests and Woodlands; footpaths and cycleways and bridlepaths.</td>
</tr>
</tbody>
</table>

1.7 Manchester is at the heart of a large and complex city region extending beyond Greater Manchester and into parts of Cheshire, and Derbyshire. In addition, the Regional Centre and Manchester Airport are both regionally, if not nationally significant facilities, serving an even wider catchment of people.
1.8 The City is functionally integrated with neighbouring authorities in many areas of development and infrastructure. The ten Greater Manchester authorities have worked together on matters of mutual interest through the Association of Greater Manchester Authorities (AGMA) since the abolition of the County Council in 1986. Policing, Fire and Rescue, Minerals and Waste continue to be addressed at a Greater Manchester level rather than individually by Districts.

1.9 All ten Greater Manchester authorities are progressing the development of their Core Strategies (and much of the associated work to inform this including infrastructure), on a collaborative basis, and in recognition of the functional cross-boundary linkages that exist. In addition, engagement with relevant stakeholders elsewhere in local authorities - such as Engineers, Environmental Health Officers, Housing officers - and external stakeholders - such as Greater Manchester Public Transport Executive (GMPTE), government agencies and utility companies has also taken place, to ensure that cross-profession and external linkages are recognised.

1.10 Examples of functional cross boundary linkages would include Wythenshawe Hospital in Manchester serving parts of Trafford as well as Manchester; Davyhulme wastewater treatment works in Trafford (and all the associated sewer pipes) serves a number of districts, including Manchester. Manchester City Centre and the Airport are of much more than local significance and serve a population way beyond the administrative boundary of the City of Manchester.

1.11 The very nature of Greater Manchester means that functional cross-boundary linkages between local authorities will have a bearing on this Infrastructure Plan and others in and around Greater Manchester. It is important to recognise what regard the Infrastructure Provider will have to the Infrastructure Plan that is being prepared by the Local Authority to evidence their Core Strategy, relative to the other documents that exist.

1.12 The connections between the different types of infrastructure contained in the Infrastructure Plan are also important to understand. For instance, the benefits of Green Infrastructure are cross-cutting - mitigating air quality and flood risk problems, offering alternative transport routes for walking and cycling, as well as fulfilling a recreational and bio-diversity function. The assessment and management of flood risk, including in terms of severe weather events that are expected to become increasingly common as a result of climate change, is closely linked to both investment by UU and the spatial pattern and form of development.

1.13 Ensuring that there is sufficient infrastructure to meet planned for future development requirements - both quantity and spatial distribution - is very complicated, but it has been achieved fairly successfully for many years now. However, the scale of growth that is currently being
planned for means that infrastructure provision needs to be better integrated into the development process. This Infrastructure Plan seeks to provide a coherent Framework for all of the separate existing infrastructure investment plans, to show that they are deliverable relative to planned-for development.

1.14 The purpose of the Infrastructure Plan is not to create a freestanding, detailed document that would duplicate the function of existing and bespoke infrastructure investment plans, and which Infrastructure Providers would not be bound to deliver. Instead, it is a mechanism to ensure that infrastructure providers - individually and collectively - are planning for broadly the correct level of future development. It is also important that mechanisms are in place to ensure that good communication between developers, local authorities, funding partners and infrastructure providers exist to monitor development as it is brought forward and in particular to discuss the development of strategic sites.

2.0 Approach

2.1 For each category of infrastructure a broadly similar approach will be used:

Citywide Approach

2.2 A Establish the current baseline position

2.2.1 The demographic structure plays an important part in determining the provision of services and infrastructure across the City. The current demographic structure (population, households, working population, etc) must, therefore, be identified together with the current situation in terms of infrastructure relative to residents and working population.

2.3 B Identify the levels of growth as set out by the Core Strategy

2.3.1 For Social and Community Infrastructure and some elements of Green Infrastructure it is crucial to understand the predicted changes to the demographic structure up to 2027, taking into account the levels of growth set out in the Core Strategy. For other types of infrastructure, e.g. Utility infrastructure, this level of detail is not required.

2.3.2 All Infrastructure Providers are or will be planning their future infrastructure investment on the basis of the most appropriate growth forecasts for their purposes, all of which will be informed by the Core Strategy through discussions with the City Council.

2.4 C Identify whether current capacity is already available to meet the future growth
2.4.1 The Infrastructure providers will be consulted through meetings, workshops and telephone interviews.

2.4.2 An assessment will be made on whether the current capacity is adequate to support the future growth as outlined by the Core Strategy.

2.5 D Identify whether future capacity provided through Infrastructure Provider’s Investment Plans and Delivery Mechanisms, will address the Core Strategy infrastructure requirements.

2.5.1 Where current capacity will not meet the future infrastructure requirements, discussion will continue with the Provider to assess whether their planned investment will meet future needs.

2.6 E Identify any deficits and how they will be addressed.

2.6.1 For each type of infrastructure, any current or expected future deficits will be identified, within the context of the functional city region, and including any cross-boundary issues,

2.6.2 Consideration will be given to alternative funding/programmes where the provider’s own investment programmes will not meet the Core Strategy’s infrastructure requirements and cannot be amended to do so.

2.7 F Draw up infrastructure schedule

2.7.1 The results of this process will be presented in an infrastructure schedule. The schedule will provide details of the location of the infrastructure, the relevant policies of the Core Strategy, lead delivery organisations, delivery mechanisms, timescale and costs.

2.8 Strategic Site Approach

2.8.1 Infrastructure for Strategic Sites will be brought forward within the context set for the City however, the strategic housing and employment sites, and Manchester Airport; will have a leading role in the growth and redevelopment of the City over the life of the Core Strategy. PPS12 requires that the Infrastructure Plan should specifically address how infrastructure for such strategic sites be delivered.

2.8.2 The approach to strategic sites within the Infrastructure plan is to follow the same approach as outlined above but to look at each category in more detail. Particular consideration will be made to identifying where the Infrastructure Delivery Plans for each relevant category of infrastructure may be augmented by additional public and private funding streams as part of the development process, should site
conditions and the market allow for it. This approach has been the
foundation of the successful and ongoing approach to regeneration and
growth that the City of Manchester has been progressing for many
years now and which is beginning to address both the symptoms and
causes of the severe multiple deprivation that blights parts of the City.

2.8.3 Through initiatives such as Housing Market Renewal, and with the
support of other Government and City Council funding, the
neighbourhoods of the City are being transformed on an area-basis
which aligns with the approach being developed in the Core Strategy.
To date, a significant number of large scale redevelopments have
taken place or are underway / planned; Spinningfields and Piccadilly
Place are both very successful examples of a partnership between the
City Council, private developers and other public sector partners, to
deliver employment led schemes. In parts of East Manchester like
New Islington and Beswick, innovative housing led schemes are being
delivered, using a range of public and private investment and catering
for both existing and future residents. The approach is holistic, to
replace unsuccessful properties and neighbourhoods with ones which
function well within the City and wider City Region, and addresses not
just housing, but also the infrastructure to make them work.
### 3.0 Timetable

<table>
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<tr>
<th>Phase</th>
<th>Summary</th>
<th>NOV</th>
<th>DEC 09</th>
<th>JAN 10</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
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<tr>
<td>Baseline</td>
<td>The baseline tasks will involve:</td>
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<td>• Identifying the current demographic structure (Resident and Working Population)</td>
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<td>• Assessing the current infrastructure provision (including identifying gaps and surpluses)</td>
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<td></td>
<td>• Consulting with the infrastructure providers</td>
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<td>Infrastructure</td>
<td>This phase will involve:</td>
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<td>Planning</td>
<td>• Identifying the infrastructure requirements until 2027</td>
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<td>• Identifying providers and clarify commitment and timing for delivery</td>
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<td>Preparing final</td>
<td>This phase will involve producing the final document.</td>
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