

Manchester Core Strategy Development Plan Document

**Schedule of changes to the Core Strategy
suggested at submission stage, July 2011**



**MANCHESTER
CITY COUNCIL**

Introduction to the Schedule of Changes

This document has been prepared to accompany Manchester's Core Strategy at the Submission stage. The schedule sets out changes which the Council propose to make to the Publication Core Strategy. The changes are proposed in response to representations received during consultation on the Publication Core Strategy in February and March 2011, typographical and factual amendments, and minor updating amendments to reflect the current position.

Changes are listed in the same order as the text of the Core Strategy, with text shown in ~~red with a strikethrough~~ representing wording which it is suggested be deleted, and text shown in green underlined representing suggested additional wording. 'Text reference' in the schedule table refers to the policy or paragraph number in the Publication Core Strategy. Amendments to maps, plans and diagrams are listed in the schedule of changes tables at the appropriate places, and then shown at the end of the schedule.

Chapter 1 – Introduction

Text Reference	Suggested change to the Core Strategy
1.3	<p>The Core Strategy is accompanied by:-</p> <ul style="list-style-type: none"> • A Sustainability Appraisal (SA), which is an assessment of economic, social and environmental impacts of policies and has been used to inform policy development. <u>It also includes equality and health impact assessments and considers the findings of the Habitats Regulations Assessment (HRA).</u> • Manchester's Infrastructure Delivery Plan which identifies the infrastructure requirements to achieve the Core Strategy vision and explains how and when these will be delivered. • Plans showing all changes to the adopted Proposals Map which originally accompanied the Unitary Development Plan
New paragraph to be added after 1.12	<u>For accessibility purposes it should be noted that the wording within policy boxes does not have paragraph numbering and the wording outside of the policies does.</u>

Chapter 2 – Manchester Now

Text Reference	Suggested change to the Core Strategy
Figure 2.4	<i>Figure 2.4 has been amended to show that the north-western part of the Central Manchester Regeneration Area falls within the City Centre.</i>
2.73	<p>Challenges</p> <ul style="list-style-type: none"> • Maintain the character and popularity of the southern neighbourhoods particularly within the conservation areas • Improve standard of living and reduce levels of deprivation in Chorlton Park, Burnage, Withington and Fallowfield • Maximise opportunities created through metrolink extension • Managing demand for student housing whilst maintaining local character and service provision <u>and ensuring that the sustainability and amenity of neighbourhoods are protected</u> • Improve under-performing centres

Chapter 3 – Local Strategic Context

No changes proposed to this chapter.

Chapter 4 – Core Strategy Vision

Text Reference	Suggested change to the Core Strategy
4.1	By 2027 Manchester will be: <ul style="list-style-type: none"> a successful sustainable <u>and accessible</u> City in the front rank of cities in Europe and the world ...
4.1	<ul style="list-style-type: none"> a City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment <u>where locally distinctive character is conserved and enhanced</u>. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing ...

Chapter 5 – Spatial Objectives

Text Reference	Suggested change to the Core Strategy
SO3. Housing	<p>Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.</p> <p>The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, <u>accessibility</u> and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.</p>
SO4. Centres	<p>Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.</p> <p>Developments providing additional services and retail will be encouraged in the district centres <u>where such development is consistent with the City's retail hierarchy</u>. Particular emphasis will be given to development that helps to create distinctive local character.</p>
SO5. Transport	<p>Improve the physical connectivity of the City, through sustainable <u>and accessible</u> transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.</p> <p>Access to the facilities and opportunities of the Regional Centre and Manchester Airport, from residential areas will be particularly important, as will improving links between the City and city regions across the country via high speed rail links and internationally via Manchester Airport.</p>
SO6. Environment	<p>Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.</p> <p>The development of networks of green infrastructure across the City and City Region, together with <u>protecting and enhancing townscape character and</u> securing a high standard of design in all development proposals, will promote healthy, low-carbon lifestyles, contribute to a sense of wellbeing, and</p>

	help to facilitate the sustainable and inclusive growth of the City.
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Chapter 6 – Objective 1 Spatial Principles

Text Reference	Suggested change to the Core Strategy
Policy SP1	Spatial Principles The key spatial principles which will guide the strategic development of Manchester to 2027 are: <ul style="list-style-type: none"> The Regional Centre will be the focus for economic and commercial development, <u>retail</u>, leisure and cultural activity, alongside high quality city living. ...
6.7	The final spatial principle relates to the City's transport infrastructure. One of the reasons that Manchester is the right place in which to focus development is because it has a well established transport infrastructure. However, it is important to realise that this is a finite resource. Development needs to make greatest use of existing and planned public transport, and promote the most sustainable means of transport possible (especially <u>access for disabled people and</u> walking and cycling for local journeys).
Table 6.1	(Fifth row down) Indicators: CO2 emissions per capita <u>Reduction in carbon emissions</u> Targets: <u>41% reduction from 2005 levels by 2020</u> 6.3 tonnes in 2010/11; 4.3 tonnes by 2020 (this is a C city-wide Council target that <u>the Council supports and which</u> will be kept under review)
6.13	The Key Diagram shows the distribution of development across Manchester. The <u>A broad indication of the</u> percentage of residential development in each Regeneration Area is <u>shown</u> indicated along with all the City Centre, Regional Centre, District Centres, Strategic locations and the Airport Strategic Site.

Chapter 7 – Key Diagram

Text Reference	Suggested change to the Core Strategy
7.1	<i>Figure 7.1 has been amended to state <u>Indicative</u> Distribution of New Housing in the key.</i>

Chapter 8 – Objective 2 Economy and City Centre

Text Reference	Suggested change to the Core Strategy
Policy EC1	Key locations for major employment growth will be <u>Key locations for major employment growth showing</u>

	<p><u>indicative distribution figures will be:</u></p> <ul style="list-style-type: none"> Regional Centre: <ul style="list-style-type: none"> Manchester City Centre 33ha City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha Central Park and Eastlands 65ha Manchester Airport and the surrounding area 50ha
Policy EC1	In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, <u>and other employment generating uses</u> mainly in the City Centre and Eastlands <u>in line with Policy C1</u> .
Policy EC1	<p>Priorities for ensuring continued economic growth include:</p> <ul style="list-style-type: none"> Improving access to jobs for all via public transport, walking and cycling; Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses; Improving digital infrastructure delivery to businesses and residents; <u>Creating business destinations by enhancing the primary business use with ancillary commercial facilities;</u> Ensuring the continued social, economic and environmental regeneration of the City <u>Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.</u>
Policy EC2	<p>Existing Employment Space</p> <p>The Council will seek to retain and enhance existing employment space <u>and sites</u>. Beyond strategic employment locations Existing sites will only be considered for alternative uses <u>Alternative uses will only be supported on sites allocated accordingly, or</u> if it can be demonstrated that: these sites are more suitable for alternative uses due to them being:</p> <ul style="list-style-type: none"> <u>The existing use is u</u>Un-viable in terms of business operations, building age and format; <u>The existing use is</u> Not<u>in</u>compatible with adjacent uses; <u>The existing use is</u> Not<u>un</u>suitable for employment having had regard to the Manchester-Salford - Trafford SFRA. <u>On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.</u>
8.13	<p>Employment land will be judged to be suitable for alternative uses if it is: <u>Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because:</u></p> <ul style="list-style-type: none"> <u>Employment is</u> U<u>un</u>viable, <u>particularly if the site</u> —it has remained empty or vacant for a period <u>of</u> time although it has been marketed and the employment space no longer serves the needs of businesses due

	<p>to its age and the conditions of the property-; or,</p> <ul style="list-style-type: none"> • <u>An alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use. Not compatible with adjacent uses – the character of an area has changed due to regeneration strategies or market demand and the use of land for employment purposes is no longer compatible with adjacent uses. Judgements on the net value of such benefits will be based on the key strategic objectives in the Core Strategy.</u>
Policy EC3	<p>The Regional Centre Within the Regional Centre development for employment generating uses <u>including offices and other commercial development</u> will be encouraged. Office developments will be appropriate providing that: ...</p>
Policy EC3	<p>The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.</p> <p>Proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.</p> <p>Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.</p>
8.14 (footnote)	<p>The Regional Centre includes parts of Manchester, Salford and Trafford. The boundary is shown in Figure 8.1⁽ⁱ⁾ and the part in Manchester is also shown on the proposals map. ...</p> <p>⁽ⁱ⁾ <u>The boundaries of the Regional Centre outside Manchester's district boundaries are illustrative and will be defined for policy purposes in the respective LDF.</u></p>
Policy CC1	<p>Primary Economic Development Focus : City Centre and Fringe The City Centre is a Strategic Economic Location and focus of employment growth in the City and City-Region. ...</p>
Policy CC1	<p>... The focus for employment growth will predominantly be in B1a high density offices <u>and the Council will give particular encouragement and support for such development</u>, in the following locations: ...</p>
Policy CC1	<p>... City Centre</p> <ul style="list-style-type: none"> • Civic Quarter • Mayfield • Spinningfields and surplus Granada lands • The Corridor (Oxford Road Corridor, Great Jackson Street and First Street) • Piccadilly <p>...</p>

Policy CC1	Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre, <u>in line with Policy C1</u> , to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.
Policy CC2	Retail <u>The Council will promote the growth and improvement of retail provision in the City Centre.</u> Approximately 70,000 sq m net of new comparison retail floorspace will be provided in the City Centre over the plan period. ...
Policy CC2	... Proposals should also be developed in line with Policy CC8 (Change and Renewal) to ensure that development delivers the most attractive and usable shopping environment. <u>Ancillary commercial and leisure services (such as those within the A use class) are also acceptable within the PSA, providing retail remains the predominant use and proposals do not conflict with other policies within the Local Development Framework.</u>
Policy CC2	If a proposal comes forward for comparison retail which cannot be accommodated within the PSA, the Council will consider areas beyond the PSA. Any such proposal should: <ul style="list-style-type: none"> • make a positive impact on the built environment and the public realm, ensuring that new development is of the highest design quality (see also Policy En 1 – Design Principles and Strategic Character Areas), • <u>be accessible to disabled people,</u> • be carefully considered against its potential impact on the vitality and viability of the PSA, • create strong linkages to the primary shopping area, especially on foot, • be accessible by public transport and • have an acceptable impact on the highway network.
8.29	... The figure suggested in the policy is indicative of the level suggested in the Retail <u>Study to maintain the vitality of the City Centre and t</u> t <u>The Council will promote the growth and improvement of retail provision to meet this end.</u> The retail core, centred on the Primary Shopping Area, should be the focus for new comparison retail provision, and within this area development should ensure that opportunities to enhance comparison retail can be fully realised. ...
Figure 8.3	<i>Figure 8.3 has been amended to delete the Indicative Primary Shopping Area Extensions.</i>
8.30	In response to the growing resident population in and on the edge the City Centre it is appropriate to plan for larger <u>format</u> convenience retail development in locations which best serve City Centre residents. ...
8.30	...The current shortage of convenience retail means that residents travel outside the City Centre to access food shopping, especially those who prefer to use large food stores. <u>The convenience floorspace figures reflect these assumptions and are based on the Manchester Retail Study.</u> The provision of improved food retail for the City Centre will create a more sustainable and attractive place to live and reduce pressure on over-trading food stores outside the City Centre, thereby also improving the quality of retail in these locations.
8.31	Considering the land requirements of large food stores it is unlikely that this development would occur at the heart of the City Centre. Indeed, large format convenience provision would not normally be appropriate in the retail

	core PSA as the priority is to maximise opportunities for comparison retail.
8.31	Such benefits are likely to be more apparent when food stores come forward through a wider regeneration frameworks.
Policy CC3	<p>... In other parts of the City Centre residential development will only be appropriate <u>in line with Policy CC7</u>. if the following considerations have also been addressed:</p> <ul style="list-style-type: none"> • The residential element is part of a mixed use scheme which will contribute to the economic regeneration of the City; • The residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. <p>Residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.</p>
CC3 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 16,720 residential units
CC3 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including Registered Social Landlords <u>Providers</u>
Policy CC4	<p>Visitors – Tourism, Culture and Leisure</p> <p>The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use or <u>and</u> accessibility for all of <u>all</u> cultural facilities and visitor attractions <u>and associated facilities</u> will be supported. The improvement of facilities for business visitors will also be supported.</p>
Policy CC5	<p>Transport</p> <p>The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.</p> <p>Developers should work with public transport providers to ensure that <u>all</u> users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.</p> <p>Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for <u>accessible</u> public realm improvements, for example improvements to: ...</p>
Policy CC7	<p>Mixed Use Development</p> <p>The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations:</p> <ul style="list-style-type: none"> <u>Other than in locations specifically mentioned in policy CC3,</u> R residential development will be supported as part of schemes which include employment. The Council must be satisfied that proposals <u>will contribute to</u>

	<p><u>the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. make the maximum reasonable contribution to employment, and a A</u> clear justification will be required for proposals without employment opportunities. ...</p>
Policy CC8	<p>Change and Renewal <u>The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported.</u> The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.</p>
Policy CC10	<p>A Place for Everyone The City Centre will develop as an environment which is attractive and accessible by sustainable transport to all people. New development should contribute to the diversity of people who are attracted to the City Centre. The Council will promote new development which attracts families to visit the City Centre and which creates an environment which is accessible to all people regardless of their mobility. <u>The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through:</u></p> <ul style="list-style-type: none"> <u>• Uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and,</u> <u>• High standards of accessibility to buildings and across spaces in the City Centre.</u>
8.55	<p><u>A key aim of the City Centre Strategic Plan is to promote a more diverse City Centre which appeals to all people. Delivery of this aim will in part come through management initiatives, but it is also important that development supports the objective where possible, too.</u> The City Centre has a strong reputation for its evening economy. This reflects its cultural heritage of musical and theatre venues together with a wide range of restaurants and bars. ...</p>
Policy EC5	<p>East Manchester East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically: ...</p>
Policy EC6	<p>Central Park Strategic Employment Location Central Park is a large scale employment location in East Manchester suitable for 60ha of offices, research and development, light industry and general industrial uses, as shown in Figure 8.4 below. It offers the potential for a range of accommodation types from low density to high density floor plates and small to large scale business accommodation. It can accommodate training and incubator facilities, spin-off businesses associated with the higher education sector</p>

	<p>and offers opportunities in digital and creative businesses. The type of employment encouraged is within the growth sectors and knowledge-based industries.</p> <p>Central Park is divided into two distinct areas:</p> <ul style="list-style-type: none"> • Central Park North will be a priority location for accommodating high quality office (B1a) employment opportunities. • Central Park South will offer a broad range of employment uses, including B1 commercial, with an emphasis on creative and media, and B2 manufacturing. <p>Central Park is a large scale employment location in East Manchester suitable for 60ha of <u>employment uses</u> offices, research and development, light industry and general industrial uses, <u>as shown in Figure 8.4 below. A range of employment types of employment will be encouraged across the whole of the Central Park area including B1 (b) and (c), B2, B8 and sui generis employment uses, with ancillary commercial services supporting the creation of a sustainable employment destination. The key sectors will be within creative and media and manufacturing. B1 (a) offices will also be acceptable on the part of the site located to the north of Oldham Road alongside other employment uses. Development in this area should contribute to the creation of an attractive environment for offices.</u></p> <p><u>It offers the potential for a range of accommodation types from low density to high density floor-plates and small to large scale business accommodation. It can accommodate training and incubator facilities, spin-off businesses associated with the higher education sector and offers opportunities in digital and creative media businesses.</u></p> <p>Proposals will be expected to show how development will:</p> <ul style="list-style-type: none"> • ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision; • consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Oldham Road; • take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure; • incorporate the Rochdale Canal in creating a sense of place; • contribute to decentralised low and zero carbon energy infrastructure in the regional centre as set out in the energy policies in the Core Strategy.
Figure 8.4	<i>Figure 8.4 has been amended to reflect a more appropriate boundary.</i>
8.67	<p>This site was identified in the Economy and Employment Space Study as a good site having potential beyond the Plan period. Central Park is a business park offering accommodation and premises for offices, <u>research and development, light industrial,</u> industrial and warehousing. It offers the</p>

	<p>potential for a range of accommodation suited to existing sectors and growth sectors within the knowledge based industries. <u>In the early years the focus was in the North, with infrastructure investment, planning permissions and development. This part is</u> It is a campus style development opportunity, which complements the City Centre office market whilst not competing and attracts businesses which are more cost sensitive. <u>It will benefit directly from the extension of Metrolink and the proposed new stop. The remainder of Central Park offers some potentially larger sites in a range of employment uses including food processing, assembly and logistics.</u></p>
8.69	<p>Central Park could accommodate a significant amount of development <u>and it is expected that development will continue beyond the plan period.</u> It has been assumed that due to the accessibility of the site in terms of public transport connections to the City Centre and the opportunity for linked trips this is the most suitable out of centre location for offices. The area is split into two: Central Park North and Central Park South. These areas have very distinct characteristics and are targeted towards different sectors. Central Park North will be a location for employment uses in a number of target sectors falling predominantly within the B1 uses. It will benefit directly from the extension of Metrolink and the proposed new stop. Central Park South is the larger of the two areas and offers some potentially large sites in a range of employment uses including food processing, assembly and logistics. The uses are more likely to fall within B2 and B8 and offer a broad range of employment uses.</p>
Policy EC7	<p>Eastlands Strategic Employment Location Eastlands lies within East Manchester, the heart of which is the City of Manchester Stadium, the Eastlands District Centre and the Velodrome but also includes the Openshaw West site and surrounding environs, as shown in Figure 8.5. It is in excess of 100<u>80</u> hectares and <u>will accommodate 40-45 hectares of new development. This location</u> is suitable for a major sports and leisure visitor destination with ancillary<u>complementary</u> commercial, retail and hotels. Proposals will be expected to show how development of the area will: ...</p>
Policy EC7	<ul style="list-style-type: none"> • Ensure opportunities to employ residents from the local community are established with key partners; • Use The importance of waterways and canals such as the Ashton Canal to in <u>creating</u> a sense of place and attracting investment, <u>in line with Policy EN1;</u> and • Have regard to flood risk through the Manchester- Salford - Trafford SFRA.
Policy EC7	<ul style="list-style-type: none"> • Land around the City of Manchester Stadium, including the "Collar Site" to the east <u>and further land to the north and west. The "Collar Site" which</u> provides an opportunity for a leisure, <u>recreation and entertainment</u> visitor attraction of national significance. alongside associated developments. A landmark design will be key to delivering such a prestigious development which, together with the existing developments within Eastlands, will not only provide a sense of place but will also ensure integration with the surrounding community. Developments that are predominantly tourism/ leisure based, <u>including hotels</u> with office and food and drink will be appropriate together with ancillary retail required to support the principal uses. <u>On development sites to the north and west of the stadium, development of complementary commercial uses will be supported, particularly to accommodate economic activities associated with the growth of Manchester City Football Club.</u>

	...
Policy EC7	<p>Openshaw West site is suitable <u>for the development of a large facility incorporating football and community uses, linked to the operation of Manchester City Football Club. It could also include some ancillary commercial activity, the location of which should create links with the surrounding Eastlands location.</u> as a focus for sports related development, including employment opportunities, and also for purposes complementary to the wider vision for the development of Eastlands as a major tourism/leisure destination.</p> <p>...</p>
8.72	<p>The scale of the regeneration of this area will be continued with the creation of a visitor destination of national significance <u>alongside the commercial potential created by the planned growth of Manchester City Football Club.</u> It will utilise the development potential of the Collar Site adjacent to the City of Manchester Stadium and the Openshaw West site. It will place design at the heart of any proposal replicating the approach since the 1990's. The scale of this proposal will require a partnership approach between the private sector and public bodies to bring forward this scheme in a co-ordinated, fast and efficient way to continue the momentum of regeneration <u>and act as a catalyst for further economic growth.</u></p>
EC5-7 Delivery Strategy box	<p>(Second row down) Project/Programme: Delivery of 80 - <u>85</u>ha of employment land</p>
EC5-7 Delivery Strategy box	<p>(Fourth row down) Delivery of 5 - <u>10</u>ha of <u>B1a</u> employment land, <u>6ha leisure, entertainment, 30ha of sports facilities.</u></p>
EC5-7 Delivery Strategy box	<p>(Second table, second row down) Target: 80 - <u>85</u>ha by 2027 >5ha per annum</p>
EC5-7 Delivery Strategy box	<p>(Second table fifth row down) Indicator: Total employment<u>development</u> land developed in the <u>at</u> Eastlands Target: 100<u>45</u>ha by 2027 ><u>62-3</u>ha per annum</p>
Policy EC8	<p>Central Manchester Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within:</p> <p>The Corridor (Manchester), part of the City Centre and Fringe Strategic Economic Location, including the Science Park, Manchester Metropolitan University New Campus on Birley Fields and the Techno Park. As well as office, research and development, light industrial and general industrial employment, other economic development will continue related to the universities and hospitals. <u>The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1.</u></p> <p>2. Existing employment and economic development areas:</p> <ul style="list-style-type: none"> • Princess Parkway suitable for office development adjacent to the City Centre; • Along Stockport Road and Hyde Road <u>suitable for employment as part of a mix of uses;</u>

	...
Policy EC8	<p>...</p> <ul style="list-style-type: none"> Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations, particularly orbital connectivity to employment locations in East Manchester and Trafford <u>Park</u>;
Policy EC11	<p>Airport City Strategic Employment Location</p> <p>The area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.</p> <p>The area is suitable for high technology industries, logistics, offices, warehousing and ancillary <u>commercial facilities which will support further the business destination role at Airport City.</u></p>
Policy EC11	Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, and the scale of uses within the area, <u>and take full account of Baguley Brook and any wildlife in this corridor, in accordance with relevant Development Plan policies.</u>
8.83	The Airport City area is able to take advantage of the economic development opportunities presented by the Airport, particularly for businesses which want quick and reliable access to the Airport. It seeks to capture economic growth which would otherwise locate to another region or country, thereby providing a significant increase in inward investment to Manchester. <u>In the 2011 March Budget, Manchester Airport/Airport City was identified as an Enterprise Zone, benefiting from business rate discounts alongside a simplified planning framework. ...</u>
8.83	... In this respect <u>the Enterprise Zone and</u> Airport City is a unique opportunity, the development of which should support the economy of the City Region. This policy reflects the findings of the MIER, the Manchester EESSE <u>Economy and Employment Space Study</u> and work considering potential for inward investment across Greater Manchester. The southern part of Greater Manchester is generally more attractive to the market, whilst airports are becoming increasingly important conduits for commerce in the global economy. The unique potential of Airport City has also been recognised in the draft Greater Manchester Spatial Framework.
8.85	Furthermore Manchester Airport is a significant transport hub with a wide range of bus, coach and rail services and excellent transport infrastructure including a major public transport interchange. Connectivity will be further enhanced by the opening of the proposed Metrolink extension <u>(now under construction) and the proposed highway improvements in the vicinity (including the A6 to Manchester Airport Relief Road (SEMMMS))</u> and SEMMMS road scheme , helping to spread the benefits to wider communities including Wythenshawe.
8.87	This location currently benefits from an allocation for employment development in the Manchester UDP (policy EW21), which is partially developed <u>as an existing business park</u> . The Council intends to save policy EW21 until it has been replaced by the Site Specific Allocations DPD.

8.97	... This appraisal has concluded that the environmental impact of the proposals will be acceptable alongside a range of mitigation <u>and feasible compensation</u> measures. At the application stage further appropriate information on the environmental impact of the proposal will be necessary, including details of mitigation measures to be agreed by the Council.
8.98	The Council will seek to protect the Cotterill Clough SSSI and the SBIs in the area, and the Need for Land document demonstrates that the SSSI and the Sunbank Woods SBI can be avoided, which will be a fundamental requirement of the airport's expansion. There will also be a need to create a woodland buffer between the SSSI and airport development. Sunbank Woods SBI and ancient woodland would be wholly excluded from the developable footprint. A local SBI (Ponds Near Runway) may be subject to some development and <u>it is likely that a small area of ancient woodland in the Cotteril Clough outside the SSSI may be affected.</u> a small area of Cotteril Clough SBI and ancient woodland outside the SSSI will be lost, but this is an Where unavoidable <u>the area affected will be kept to a minimum and the impacts should be mitigated and suitable compensatory measures prepared</u> consequence of the airport's expansion, appropriate mitigation measures will be prepared and implemented before this development commences. Development proposals would be subject to assessment under The Conservation of Habitats and Species Regulations 2010/490. To the north of Manchester Airport there are allotments and these will be retained or replaced. If relocated this will be in accordance with legislation that protects allotments. Further more , any relocation site should seek to reduce the impact on existing allotment holders and consider proximity of alternative sites to reduce travel and inconvenience.

Chapter 9 – Objective 3 Housing

Text Reference	Suggested change to the Core Strategy
Policy H1	New housing will be predominantly in the North, East, and City Centre <u>and Central Manchester</u> , these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) ...
Policy H1	... The proportionate distribution of new housing, and the mix of within each area, will depend on: ...
Policy H1	... <ul style="list-style-type: none"> • The number of available sites identified as potential housing sites in the SHLAA; • Land values and financial viability; • A requirement for larger family housing to diversify the mix of house types to meet the needs of those people wishing to move to, or within, Manchester; • The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, <u>including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and</u> preserving and improving the quality of the existing housing stock; and

	<ul style="list-style-type: none"> The management of areas where Houses in Multiple Occupation predominate.
Policy H1	High density developments (over 75 units per hectare) are appropriate in both the City Centre and <u>adjacent parts of</u> the wider Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose built student accommodation.
Policy H1	Within the Inner Areas in North, and East <u>and Central</u> Manchester...
Policy H1	... densities will be <u>around</u> over 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.
Policy H1	90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings. All proposals for new development must <u>Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Showpeople and purpose built student accommodation) should take account of the need to: ...</u>
Policy H1	... <ul style="list-style-type: none"> Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with special needs <u>specific support requirements</u>, BME communities, Gypsies and Travellers and Travelling Showpeople; ...
Policy H1	... <ul style="list-style-type: none"> Address any <u>existing</u> deficiencies in physical, social or green infrastructure, <u>or future deficiencies that would arise as a result of the development</u>, through developer contributions where this is not sufficient to support the proposed development <u>or on site provision</u>; ...
Policy H1	... <ul style="list-style-type: none"> <u>Be designed to give privacy to both its residents and neighbours.</u>
H1 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u> Source of Funding: Developers including public funding from Registered Social Landlords <u>Providers</u>
New map inserted after Policy H2	<i>A new map has been added to indicate the broad extent of the Strategic Housing Location.</i>
9.13	... However, Holt Town and the Lower Irk Valley are considered opportunities to create a specific housing offer which reflects these unique locations abutting the City Centre, in which development is at once <u>could include higher density family housing</u> high density and suitable for families.

9.14	This location is a strategic area for low and zero carbon decentralised energy infrastructure, as set out in Policy E A <u>N</u> 5, and proposals should take account of this.
H2 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 16,580 residential units
H2 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u>
H2 Delivery Strategy box (footnote)	Delivery of around 16,580 residential units ⁽ⁱⁱⁱ⁾ <u>ii-These units are included within the indicative distribution figures for North, East and Central Manchester in the policies which follow as the Strategic Housing Location falls within these areas.</u>
Figure 9.1	<i>Map amended to show Jackson's Brickworks as a site with potential for housing.</i>
9.18	At present, 43% of housing in North Manchester consists of 2-bed room houses orapartments and 53% is privately rented or socially rented property (Housing Needs Assessment 2007, Fordhams).
H3 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 11,840 residential units
H3 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u>
H3 Delivery Strategy box	(Final row) Indicator: Proportion of new homes with <u>schemes where at least 65% of the units have at least 3</u> 3+ bedrooms Target: >60% <u>70%</u>
9.20	East Manchester has approximately 30% of the City's available sites (SHLAA 2010). This level of new development will provide significant opportunities to help change the character of the area, support the economic growth of the City-region by providing a more balanced community; and is adjacent to the City- e <u>C</u> entre, a growing source of employment opportunities. and <u>East Manchester</u> includes Central Park and Eastlands, important foci for future growth.
9.21	At present 51% of housing consists of 2-bedroom houses or apartments. 12% of properties are privately rented and 61% are social rented properties, and unemployment at 7.4% (June 2010) is almost twice the City average. However, East Manchester has a large amount of available land on which can accommodate new residential development, meaning that this area provides a significant opportunity to expand the housing offer in Manchester. ...
9.22	The Housing Need and Demand Assessment 2010 (Arc4) shows there is a need for 3-4 bed room family housing and detached housing and a need to retain graduates and provide a housing offer accessible to the "excluded middle market" (defined as those households on low or average income who cannot acquire a mortgage for a suitable family house).
H4 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 18,280 residential units
H4 Delivery Strategy	(Second row down)

box	Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u>
H4 Delivery Strategy box	(Final row) Indicator: Proportion of new homes with <u>schemes where at least 65% of the units have at least 3</u> 3+ bedrooms Target: >60% <u>55%</u>
9.24	The Housing Needs Assessment 2007 (Fordhams) stated that 50% of housing consists of 2-bed room houses or apartments and 65% is privately rented or socially rented property. Unemployment remains high at 6.1% (June 2010). ...
H5 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 8,200 residential units
H5 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u>
H5 Delivery Strategy box	(Final row) Indicator: Proportion of new homes with <u>schemes where at least 65% of the units have at least 3</u> 3+ bedrooms Target: >60% <u>65%</u>
Policy H6	South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for <u>housing which meets identified shortfalls, including</u> family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.
9.27	The small proportion of new development reflects the lack of land available for new residential development in South Manchester (approximately 5% of sites, SHLAA 2010). There is a need for higher densities within District Centres to meet the need for affordable housing and new or specialist housing in other areas to provide alternative high quality housing for people wishing to downsize. It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property. <u>The Council also recognises that the university-owned Fallowfield campus sites will be appropriate for further high density purpose built student accommodation. This will contribute to the vitality of the District Centre.</u>
H6 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 3,240 residential units
H6 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u>
9.28	The net shortfall will be met to some extent by making better use of the existing housing stock by providing additional 1 and 2 bed room housing for newly forming households and elderly people, thus releasing existing housing provision for families. New residential development which addresses under-occupancy of family housing by providing

	more suitable accommodation for current occupants will therefore be encouraged.
H7 Delivery Strategy box	(Second row down) Project/Programme: Delivery of <u>around</u> 1,830 residential units
H7 Delivery Strategy box	(Second row down) Responsible Agencies: Developers including public funding from Registered Social Landlords <u>Providers</u>
Policy H8	... 2. The proportion of affordable housing units will reflect the type and size of the development as a whole; <u>and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment. ...</u>
9.29	Manchester's economy grew rapidly to 2007. It stimulated housing demand, increased house values and the ratio of household income to house prices necessary to purchase a property. In addition, most financial institutions now require a substantial deposit and have increased the level of household income relative to price necessary to take out a mortgage. This is not likely to change in the short and medium term. The net result is that housing has become less affordable for people on lower incomes, as shown in figure 9.2 <u>9.3</u> .
9.30	Throughout this period, the supply of social housing has also fallen sharply. In 2006, the Housing Needs Assessment identified a need for 1,375 new affordable homes annually, 716 for rent and 659 intermediate units. This figure has been recalculated as part of the 2010 Housing Needs and Demand Assessment to take into account households taking up accommodation in the private rented sector. Although the underlying demand for housing below market cost has increased, when the supply of private sector rented housing is taken into consideration, the adjusted figure for new provision is 438 units <u>there is still a need for 438 affordable units annually.</u>
H8 Delivery Strategy box	(Second row down) Responsible Agencies: MCC. Developers including public funding from Registered Social Landlords <u>Providers</u>
H8 Delivery Strategy box	(Second row down) Source of Funding: Developers including public funding from Registered Social Landlords <u>Providers</u>
Policy H9	Accommodation for Gypsies and Travellers and Travelling Showpeople <u>Approximately 60 new pitches for Gypsies and Travellers and approximately 20 pitches for Travelling Showpeople will be provided for in Manchester between 2011 and 2016; and additional pitches equating to an additional 3% per annum from 2016.</u> New sites to meet the needs of Gypsies and Travellers and Travelling Showpeople will be supported where they meet the following criteria: ...
Policy H9	... <ul style="list-style-type: none"> The potential impact of noise, <u>since the site could contain a mix of residential and business uses, and</u> other disturbance to neighbours from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis. ...
Policy H9	<ul style="list-style-type: none"> Any new site should be designed to give privacy to both its residents and neighbourhoods.

Policy H9	On each newly identified site account should be taken of: 1. The need for pitches or accommodation of different tenures; 2. Market and affordable pitches; 3. Permanent or transitory pitches.
9.39	Gypsies and Travellers and Travelling Showpeople, since the repeal of the Housing Act 1994 have found it increasingly difficult to find appropriate sites to live. This was confirmed by research conducted by ARC4 on behalf of the AGMA authorities, which quantified the accommodation needs of Gypsies and Travellers and Travelling Showpeople as part of Manchester's Housing Needs Assessment. The figures in the policy reflect the conclusions of this work. It identified the need for an additional 50 permanent and 10 transitory pitches for Gypsies and Travellers and an additional 20 permanent pitches for Travelling Showpeople to 2016. It also estimates that from 2016-2021, pitch numbers will increase by a further 3% annually as a result of the increasing number of households. The policy supports the delivery of appropriate sites for Gypsies and Travellers and Travelling Showpeople and the need for allocations will be considered as part of the development of the Site Specific Allocations DPD.
Policy H10	Special Needs and Supported Housing <u>Housing for people with additional support needs</u>
Policy H10	Proposals for accommodation for people with additional support needs will be supported where:- <ul style="list-style-type: none"> It is not detrimental to the residential character of the area. There is not a high concentration of similar uses in the area already. There is no potential for significant noise or other disturbance to neighbours. Where it will contribute to the vitality and viability of the neighbourhood. Where there would not be a disproportionate stress on local infrastructure such as health facilities.
9.41	In line with ensuring that a wide range of housing choices are available across each neighbourhood in Manchester, the Council will seek to avoid an over-concentration of people with additional support needs in any one particular area. The Council welcomes the development of appropriately designed accommodation which enables people with additional support needs to maintain an independent lifestyle, and supports the work of housing associations and other agencies in this respect; but recognises that There is, <u>however</u> , a need for individual communities to be able to meet most of their day to day needs locally, for example, in relation to shopping, recreation, education and health care. The Council recognises that, at least in part, the social and economic balance of a community is achieved by avoiding an over concentration of a specific type of housing in any one area. because, for example, of changes in spending power so that may cause local facilities may to suffer from reduced demand from certain groups. Therefore, <u>the Council is seeking to avoid an over-concentration of people with additional support needs in any one particular area.</u>
New paragraph after 9.41	<u>People with additional support needs may include homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities.</u>
New paragraph before	<u>It is recognised that the universities and their students make an important contribution to the economy of the</u>

9.42	<u>City. In order to prevent residential disamenity and to maintain the sustainability of neighbourhoods, the Council will manage the future location of Houses in Multiple Occupation (HMOs), including student houseshares which fall within Use Class C4.</u>
9.42	From 1st October 2010 change of use from a Class C3 dwellinghouse to a Class C4 House in Multiple Occupation (HMO) became permitted development, therefore planning permission is no longer needed. The Council made an Article 4 Direction on 7th October 2010 which, once the Direction comes into force, will mean that planning permission will be needed for this type of development. Subject to confirmation by the Council, the Direction <u>The Direction was confirmed by the Council in January 2011 and</u> will come into force on 8th October 2011. Once the Article 4 Direction has come into force then the Council will use the policy below to control further changes of use from a C3 to a C4. The policy also controls change of use to HMOs which are 'sui generis'.
Policy H11	<i>References to "households" in H11 and paragraphs 9.43-9.57 have been changed to "residential properties"</i>
Policy H11	... <ul style="list-style-type: none"> • Exempt from paying Council tax because they are entirely occupied by full time students. • Recorded on Private Sector Housing's database as a licensed HMO. • <u>Any other property benefiting from which can be demonstrated to fall within the C4 or sui generis HMO planning consent use class.</u> ... Where evidence can demonstrate that there are shared houses within 100 metres of the application site which do not fall within the categories above <u>are being used in a way that meets the C4 definition</u> the Council will include these.
Policy H11	In parts of Manchester <u>which are below this threshold but</u> where the lack of family housing has threatened the sustainability of the community to the extent that regeneration activity with the specific intention of increasing the amount of family housing has taken place, there will be a presumption against changes of use which would result in the loss of a dwelling which is suitable for a family. ...
9.43	Tribal Consulting carried out a study for the Council which looked at the provision of student accommodation, including identifying areas of the City which experienced different types of impacts due to varying concentrations of students living there. The resulting student strategy was reported to Executive in May 2009 and issues raised by this are being taken forward through the Student Strategy Implementation Plan, <u>with updates</u> reported to Executive Committee in October 2009.
9.45	Figure 9.45 shows where...
9.46	... For this reason, a more restrictive approach will be applied in locations which have benefited from specific regeneration activity aimed at increasing the provision of family housing, <u>as described in Policy H11.</u> This could include PFI schemes, CPOs and other forms of neighbourhood renewal where an increase in family-oriented accommodation was a stated aim of the intervention included in public documents. ...
9.52	Currently the amount of purpose built student accommodation in the planning pipeline exceeds the demand from both the projected growth in student numbers to 2014/15 (using a mid range growth scenario assumption) and latent demand from students living in the general rented sector, meaning that there is a future oversupply

	of bedspaces.
9.53	The Council does not have a complete record of all HMOs in the City which would fall within the C4 definition, therefore the types of accommodation listed in the bullet points in the policy are used to try and cover as many different types of 'houseshare' accommodation as possible, and <u>the first two types</u> are data sources which can be easily used to display percentages of accommodation within these categories for a defined area.
9.56	Where planning permission is given for a change of use to a C4 HMO this will be recorded in the future to build up a clearer picture.
9.58	It is recognised that the universities and their students make an important contribution to the economy of the City. In order to prevent residential disamenity and to maintain the sustainability of neighbourhoods, the Council will manage the future location of Houses in Multiple Occupation (HMOs), including student houseshares which fall within Use Class C4, using Policy H11 above.
Policy H12	8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN ^A 19, within the development at an early stage.
Policy H12	9. There is a currently a potential oversupply of student bedspaces in purpose built accommodation in the planning pipeline when matched against demand from both the projected growth in student numbers to 2014/15 (using a mid-range growth scenario assumption) and latent demand from students living in the general rented sector. Therefore Developers will be required to demonstrate that there is a need for additional student accommodation in terms of waiting lists for existing places, or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of <u>all or some of the</u> bedspaces.
Policy H12	10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable. The Council will not support proposal that are speculative, where there is a possibility that planning permission will not be implemented.
New paragraph after 9.59	<u>Priority will be given to schemes which are part of the universities' own plans for additional or redeveloped accommodation (which involves surplus university-owned land and/or which are being progressed by developers with a university contracted to occupy the accommodation) and which clearly meet Manchester City Council's regeneration priorities.</u>
9.60	The Council has received an increasing number of enquiries from developers regarding purpose built accommodation proposals recently. Recent planning applications show that there is currently a potential oversupply of student bedspaces in purpose built accommodation in the planning pipeline when matched against demand from both the projected growth in student numbers to 2014/15 and latent demand from students living in the general rented sector. <u>The consideration of 'need' for additional student accommodation which developers should undertake should include, but not be limited to, waiting lists for existing places (both University and privately-owned stock) and an appraisal of schemes in the planning pipeline (under construction, with planning permission and current applications).</u> Assessing proposals ...
9.61	In this context "close proximity" means within 300m <u>500m</u> which is defined in Planning Policy Statement 4 as being easy walking distance <u>in terms of access to office development.</u>

Chapter 10 – Objective 4 Centres

Text Reference	Suggested change to the Core Strategy
Policy C1	<p>Centre Hierarchy</p> <p><u>Development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres.</u> In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:- ...</p>
Policy C1	<ul style="list-style-type: none"> <p>Manchester City Centre</p> <p>The City Centre is the focus for comparison retail for the Manchester City Region. Its catchment exceeds the City boundaries and the capacity for future comparison development reflects this. <u>The focus for new comparison retail is the Primary Shopping Area.</u> The City Centre is also the regional focus for commerce, culture, leisure and tourism. ...</p>
Policy C1	<ul style="list-style-type: none"> <p>District Centres</p> <p>District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Manchester's 17 district centres are shown below including the newly designated district centre, Baguley (West Wythenshawe). <u>Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.</u></p>
Policy C1	<ul style="list-style-type: none"> <p>Local Centres</p> <p><u>Local centres meet local needs for small scale retail and services to meet day-day needs. There are 23 identified local centres, including new local centres at Moston Lane and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.</u> will be supported to ensure that people have access to small scale retail and services to meet day-to-day needs. The Core Strategy establishes new local centre designations at Moston Lane in Harpurhey and Merseybank Avenue in Chorlton Park.</p>
Policy C2	<i>All references to "m²" in this chapter have been changed to "square metres".</i>
Policy C2	The delivery of this floorspace should respect the network of centres across the City and in neighbouring authorities <u>districts</u> . Development <u>within this overall capacity</u> which has the potential to impact on the current or future vitality and viability of other centres in Manchester <u>or other districts</u> will only be acceptable if there is no prospect of the affected centres accommodating growth themselves. ...
Policy C2	New development should deliver improvements to the quality <u>and accessibility</u> of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change (see also Green Infrastructure Policy En 9).
10.16	The figures for convenience floorspace in this policy, and elsewhere in the Core Strategy unless otherwise stated, are based on large format foodstores and <u>unless otherwise stated,</u>

	<u>retail floorspace is</u> are net. ...
10.23	... Identified capacity for convenience provision will be directed towards Harpurhey to provide additional convenience and comparison floorspace, meeting the needs of new residents and supporting further qualitative improvements to the centre, <u>including improvements to existing shops and services where this can contribute to the centre's health</u> . Redevelopment in Harpurhey will also provide the opportunity to introduce new uses to diversify services within the centre. This could include a range of commercial uses, such as food and drink and employment, and community uses, complementing the Youth Zone proposals on the edge of the District Centre.
Policy C4	Eastlands has limited <u>a degree of</u> capacity for additional retail development. The priorities for this centre are to promote a wider range of commercial and community uses within the centre and improve its links with surrounding communities and wider Eastlands development opportunities in order to enhance the sense of place in the area. The development of additional residential development will also be supported.
10.25	Increases in resident population will support a small extension to existing food offer to help provide local residents with greater choice, <u>which could be through extensions to existing provision</u> . The proximity of this centre to the Eastlands Strategic Employment Location means that there is likely to be potential for employment development.
Policy C8	Local Centres Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres. Careful consideration will be given to the impacts of new commercial development on residential amenity, which is particularly an issue for food and drink uses. <u>Development proposals in local centres which would not reflect the local role of these centres will be assessed according to policy C9.</u>
Policy C9	Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria: <ul style="list-style-type: none"> • There are <u>no sequentially preferable sites, or allocated sites, within the area the development is intended to serve</u> more central sites that are available, suitable and viable; ...
Policy C9	<ul style="list-style-type: none"> • <u>The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses.</u> It will not have an unacceptable adverse impact, including cumulative impact, on the vitality and viability of the City Centre and surrounding designated district and local centres. <u>-An assessment of impacts will be required for retail developments of more than local significance; and, that would have a significant detrimental impact beyond the local area, taking account of the scale and realistic catchment of the proposal and the character of the affected centres; and, An impact assessment will be required for developments of more than 250square metres net; and,</u>
10.56	PPS4 sets out a comprehensive approach to the planning of town centre uses, which need not be rehearsed

	<p>through local Core Strategies. The Council believes that the demand for additional town centre uses can be accommodated without compromising the network of centres. This policy underlines the considerations needed for out-of-centre development. <u>The approach to impact assessments reflects Manchester's neighbourhood geography, within which there are District Centres and Local Centres in close proximity with varying characteristics and of varying sizes. Development of a scale which is of local significance only is unlikely to lead to unacceptable impacts on the City Centre, District or Local Centres. However, proposals of a scale which is likely to have a significant impact beyond the immediate locality could have implications for the vitality and viability of existing centres within the City and in neighbouring areas, and on the accessibility of communities to shopping facilities. These implications should be considered through the planning process. In Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only. Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development, an assessment of trade diversions from designed centres and an appraisal of the effects of the proposal on the vitality and viability of affected centres having regard to the factors set out in Policy EC16.1 of PPS4. The level of detail within impact assessments for proposals of less than 2500 square metres gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment addressing the impacts in Policy EC16.1 will be required. The threshold for impact assessments reflects the fact that Manchester's District Centres are typically of a moderate size.</u></p>
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Chapter 11 – Objective 5 Transport

Text Reference	Suggested change to the Core Strategy
Objective 5 Transport, Paragraph 11.3	<p>Excellent transport services, facilities and connections are also vital for the City to:</p> <ul style="list-style-type: none"> • attract a growing, stable population • <u>support existing and new businesses within the city, and thereby, to help contribute to sustainable economic growth</u> • ensure good access to employment, education, leisure, retail, cultural opportunities and facilities...
Policy T 1 Sustainable Transport	<p>To deliver a sustainable, high quality, integrated transport system, to encourage modal shift away from car travel to public transport, cycling and walking, <u>to support the needs of businesses</u> and <u>to</u> prepare for carbon free modes of transport, the Council will support proposals that: -</p> <p>...</p>

	<ul style="list-style-type: none"> Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. <u>Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.</u> Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location...
New paragraph following 11.12	<u>An effective freight network is essential for delivering sustainable economic growth. However roads through residential areas would not be considered appropriate.</u>
Policy T2	... These car parking standards are maximums <u>and the cycle and disabled car parking standards are minimums.</u> However t The Council expects <u>will take</u> the circumstances of each proposal to be taken into account to establish what level of parking is appropriate...
Policy T2	... <ul style="list-style-type: none"> Includes <u>proportionate Traffic Impact Assessments and</u> Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.
Paragraph 11.16	The Council recognise that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion. The <u>car parking</u> standards in appendix B are maximums <u>and the cycle and disabled car parking are minimums</u> , and however the Council will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant <u>an alternative</u> a lower level of parking. This assessment should consider issues including the accessibility of the location and the potential for nearby uses to share facilities...
Policy T3	... <ul style="list-style-type: none"> Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport. <u>The Council also supports future aspirations to extend the network to Trafford Park and Stockport</u> A second Metrolink crossing in the City Centre...

Chapter 12 – Objective 6 Environment

Text Reference	Suggested change to the Core Strategy
12.7	The protection and enhancement of local environmental quality, however, involves understanding and respecting the character and distinctiveness of place and landscape. <u>A Character Study was prepared which considered</u> ed Manchester's historical development and topography <u>and identified</u> eleven strategic character areas. have been identified.
New paragraph at the end of Policy EN3	<u>Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.</u>

Policy EN5	The City developer would be required to work with the Council will work with and all relevant stakeholders, which may include <u>developers, landowners</u> , residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.
12.33	<p>The AGMA study identified the potential for achieving higher levels of CO2 reduction This potential was demonstrated through thirteen detailed case studies undertaken across the range of character areas and involving different types of development. <u>Using this evidence base, the areas listed in policy EN5 above have been identified as having a strategic role to play in reducing carbon emissions for three main reasons:-</u></p> <ul style="list-style-type: none"> • <u>They are the anticipated focus for new development and population growth over the Core Strategy plan period and are therefore the locations where new low and zero carbon technology can be included at the earliest design stages.</u> • <u>They will contain the highest density of development and therefore are more likely to offer opportunities for the introduction of heat networks.</u> • <u>They are areas where the mix of development types proposed will again provide greater opportunities for the development of heat networks.</u>
Policy EN6	<p>Target Framework for CO2 reductions from low or zero carbon energy supplies</p> <p>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected <u>as a minimum to meet the Target shown in Column 1 of Tables 12.1 or 12.2, unless this can be shown not to be viable.</u>to comply with the target framework set out below.</p>
Policy EN6	This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected <u>regulated</u> energy demand and gross associated CO2 emissions (i.e. both regulated and unregulated) for all phases of the development.
Policy EN6	Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will <u>also still</u> be expected to meet the minimum target, <u>where viable, but will not be expected to submit an energy statement. by following the energy hierarchy and incorporating appropriate micro-generation technologies.</u> Policies EN4 and EN5 will therefore still apply.
Policy EN6	<p>The areas are defined as follows:-</p> <p>Target 1 Network development areas: Locations where the proximity of new and existing buildings, <u>the mix of uses and create sufficient density of development, provide the right conditions</u> to support district heating (and cooling).</p>
Policy EN6	Unless it can be clearly demonstrated that it is not viable, the minimum percentage required for carbon reduction will be that shown in column 1 in Tables 12.3 and 12.4. Where however, the Council or developer identifies an 'allowable solution', that would produce higher carbon reductions at no extra cost than that of achieving the figure shown in column 1 the higher percentage reduction will be required up to the figure shown in column 2.
Policy EN6 Table 12.1	Domestic CO2 <u>emissions reduction</u> targets 2010-2016

(Heading)	
Policy EN6 Table 12.1	<p>Column 2 removed entirely and column heading from removed.</p> <p>% minimum requirement amended to:-</p> <p>Target1 :</p> <p>CHP/district heating anchor or connection <u>or where not feasible a 15% increase on Part L 2010</u></p> <p>Target 2:</p> <p>+15% increase on Part L <u>2010</u></p> <p>Target 3:</p> <p>+15%increase on Part L <u>2010</u></p>
Policy EN6 Table 12.2 (Heading)	Non-domestic CO2 <u>emissions reduction</u> targets 2010-19
Policy EN6 Table 12.2	<p>Column 2 removed entirely and column heading from removed.</p> <p>% minimum requirement amended to:-</p> <p>Target1 :</p> <p>CHP/district heating anchor or connection <u>or where not feasible, a 15% increase on Part L 2010</u></p> <p>Target 2:</p> <p>+10%increase on Part L <u>2010</u></p> <p>Target3:</p> <p>+15% increase on Part L <u>2010</u></p>
Policy EN6	<p>(Under tables)</p> <p><u>Where the Co2 reduction required under any future revision to Part L of the building regulations becomes greater than the '% minimum requirement', the reduction required under building regulations would apply.</u></p> <p><u>Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '%Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage.</u></p>
12.39	<u>The case studies were undertaken in the context of achieving the carbon reductions required by the phased increase in building regulations over Part L 2010. The costs used included the increase that the rising building regulations requirements would involve.</u>
12.41	<u>It creates a sliding scale for setting CO2 reduction targets that are greater than the minimum, based on the cost of area or site specific solutions. As referred to under Policy Approach EN5 the City intends to use this approach to support investment in low or zero carbon infrastructure which could benefit both new and existing buildings and communities.</u>
12.42	<p>Using the evidence from the AGMA Study and based on the carbon reductions achievable from the least cost on-site technology, the minimum CO2 emissions reduction target has been set at between 10-15% over and above Part L Building Regulations <u>2010, which is between Levels 3 and 4 of the Code for Sustainable Homes.</u></p> <p>The range reflects the varying potential that different uses and areas have for carbon reductions. The</p>

	minimum target is currently in line with Code for Sustainable Homes Level 4, but will increase in line with continuous improvements in Building Regulations. An increase from the minimum target will only be required if solutions <u>are identified at no greater cost than cheaper than the base cost for</u> the minimum target are identified.
12.43	<u>Under Policy EN4 D</u> developers will initially be expected to secure high levels of energy efficiency and low energy demand.
Table 12.3	<i>In year 2013 under Residential (subsidised) and year 2016 under residential (private):-</i> Zero carbon (65) *
12.44	<i>(Final bullet)</i> Micro-generation technology (e.g. solar hot water, photovoltaics, <u>ground source heat pumps</u>).
Delivery Strategy for EN4 to 7	<i>EN4, EN5 under source of funding:</i> <u>ENW</u> <i>EN4, EN5, EN6 under source of funding:</i> <u>Developers</u> <u>Carbon Trust</u> <i>EN4 under source of funding:</i> <u>ERDF, Warm Homes, Energy Suppliers, Green Deal, Evergreen</u> <i>EN4 –EN7 under indicator:</i> <u>Reduction in</u> CO2 emissions per capita <i>EN4 –EN7 under Target:</i> Reduce to 4.3 tonnes by 2020 (local target subject to review) <u>41% reduction from 2005 levels by 2020 (this is a city-wide target that the Council supports and which will be kept under review)</u>
Policy EN9	Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will expect <u>encourage</u> developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where , in exceptional circumstances, the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure...
12.54	The multi-functionality of these key open spaces and linkages, including biodiversity, and recreational value <u>and walking/cycling routes</u> , will be supported and enhanced and connections between them reinforced.
12.60	The study set local standards for quantity, quality and accessibility for all types of open space, sport and recreation provision.
Table 12.7	<i>(table number change)</i>
Table 12.7	<i>Extra row:</i> <i>Open space type:</i> Indoor Sports <i>Quantity:</i> Quality standards only - see below

	<i>Accessibility: Quality standards only - see below</i>
Policy EN10	<ul style="list-style-type: none"> The site is identified as surplus for its current open space, sport or recreation function based on the standards above and the area priorities <u>The site has been demonstrated to be surplus for its current open space, sport or recreation function and the city wide standards set out above are maintained</u>
Policy EN11	<ul style="list-style-type: none"> a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the <u>findings of the</u> Open Space, Sport and Recreation standards <u>study and Playing Pitch Strategy</u>, is identified in the local area
Delivery Strategy for EN10 EN11 EN12	<u>Playing Pitch Strategy (being updated 2011)</u>
Policy EN14	<ul style="list-style-type: none"> In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, <u>on sites greater than 0.5ha</u> within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
Policy EN15	Where adverse impacts are unavoidable, developers will be required to demonstrate that these will be minimal <u>provide appropriate mitigation and/or compensation.</u>
Policy EN19	<ul style="list-style-type: none"> <u>Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)</u> Promote the principles of the waste hierarchy to prevent, reduce, re-use, recycle, recover energy from and finally dispose of waste <u>Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal. Minimise need for transportation of waste and encourage and safeguard the sustainable transport of waste, including by use of rail or water, wherever possible.</u> <u>Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate. Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health.</u> Encourage communities to take responsibility for the waste they create <u>through the provision of accessible facilities.</u>
12.92	<u>Manchester will encourage the development of closed-loop waste management systems where the waste or by-product of one process becomes used in the production of another.</u>
Policy EN20	<ul style="list-style-type: none"> Encourage the use of alternatives to peat-based products in landscaping/gardens within development schemes;
Delivery Strategy for EN19 – EN20	<p><i>New row against EN19</i> <i>Project/Programme:</i> <u>Waste Collection Services (New Service Standard)</u> <i>Responsible Agency:</i> <u>Neighbourhood Services, MCC</u></p>

	<p>Source of Funding: DEFRA/MCC Timescale: Ongoing</p>
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Chapter 13 – Development Management and Planning Agreements

Text Reference	Suggested change to the Core Strategy
Policy DM1	<p>All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-</p> <ul style="list-style-type: none"> • Appropriate siting, layout, scale, form, massing, materials and detail. • Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. • Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. <p>...</p>
Policy DM1	<p>...</p> <ul style="list-style-type: none"> • Green Infrastructure including open space, both public and private. • The use of alternatives to peat-based products in landscaping/gardens within development schemes. • Flood risk and drainage. <p>...</p>
Policy DM1	<p>...</p> <ul style="list-style-type: none"> • Existing or proposed hazardous installations. • Subject to scheme viability, dDevelopers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):- ...

Chapter 14 – Appendix A Energy Target Explanation

Text Reference	Suggested change to the Core Strategy
2 nd paragraph	<p>The developer is required to complete an energy statement (sometimes also known as a carbon budget statement) in order to demonstrate the total regulated energy that their final completed development would use (based on the development being Part L Building Regulations 200610 compliant) and the equivalent carbon</p>

	emissions that this would generate. Against this baseline a developer is asked to consider renewable and decentralised energy technologies which will reduce the predicted carbon emissions in line with the relevant carbon reduction target.
Energy Statement Methodology box	<p>B. Calculate the total energy demand of the completed development</p> <p>Using the above baseline information above, set out the projected future energy demand of the development, assuming the development is compliant with Part L of the Building Regulations 200610, and including the following:</p> <ul style="list-style-type: none"> • Regulated emissions under Part L i.e. those associated with 'fixed' M&E plant such as space heating, ventilation, hot water and fixed lighting, and • Unregulated emissions i.e. those associated with all other energy use in the building such as IT equipment, task lighting, fridges etc. This is to be estimated using the National Calculation Methodology for building types, or the new SAP methodology once it is available.
Energy Statement Methodology box	<p>D. Apply the appropriate carbon emissions reduction target</p> <p>Follow the series of questions set out under 'Which target applies to my development?' in Box 1 above <u>Use the guidance below, headed 'Which Target applies to my Development?'</u> to identify the appropriate carbon emissions reduction target for your development. Using this calculate the extent of carbon savings that need to be made.</p>
Energy Statement Methodology box	<ul style="list-style-type: none"> • CHP/district heating - If the development falls into the category of Target 1 a CHP/district heating feasibility study, encompassing buildings that could be connected in the surrounding area will be expected as part of the consideration of potential low carbon technologies • Solar Hot Water (SHW) • Photovoltaics (PV) • Wind • Ground Source Heat Pumps (GSHP) • Air Source Heat Pumps (ASHP) • Biomass heating • Gas Combined Heat and Power (Gas CHP) • Biomass Combined Heat and Power (Biomass CHP) • Energy from Waste (EfW) • Deep Bore Geothermal • Fuel Cell technologies
New paragraph after 'Which Target applies to My Development' heading	<p><u>Target Area 1 will apply if a development has at least three of the following - commercial offices, hotel, residential, apartments, public building, supermarket, or it is adjacent to an existing district heat network. If connection to an existing heat network, or installation of a new heat network is not considered feasible or viable then a development would be expected to follow Target Area 3</u></p> <p><u>Target Area 2 will apply where the predominant building type within a development will have an all-electric fit-</u></p>

	<p><u>out and will typically consist of retail or leisure units.</u></p> <p><u>Target Area 3 will apply where the lower density or fragmented mix of uses means that building scale solutions tend to be the only viable options.</u></p> <p>The following target criteria flowchart should be used to identify which of the carbon emissions reduction targets set out in Policy Approach EN6 will be applied to any proposed development.</p>
Figure 14.1	<i>This figure has been removed.</i>
Penultimate paragraph	<p>It is worth remembering that in October 2010 the Code for Sustainable Homes level 3 became mandatory requiring a further 25% reduction in regulated carbon emissions over a 2006 compliant building. This will also apply to non-domestic buildings. In future years the national requirements are set to increase still further. The onus will be on developers working with the Council <u>working with developers</u> and partners within the City Region as a whole, to bring forward lower cost 'allowable solutions' in order to deliver affordable higher carbon reductions. Where an energy proposals plan has been produced that demonstrates the ability to achieve greater reductions in carbon emissions but at the equivalent cost of applying the minimum target <u>shown in Tables 12.1 and 12.2</u> then that higher carbon emissions reduction target will be applied. Associated tariffs or contributions towards technologies would <u>may</u> be the subject of an SPD.</p>

Chapter 15 – Appendix B Parking Standards

Text Reference	Suggested change to the Core Strategy
Table	<p>D2: Assembly and Leisure</p> <p>(First column) Cinemas, <u>Theatres</u> and Conference Facilities</p>

Chapters 16, 17 and 18

No changes proposed to these chapters.

Document-wide changes

Table numbers have been removed from the Delivery Strategy boxes throughout the document.

Changes to Maps, Plans and Diagrams

Figure 2.4 – Central Manchester Regeneration Area

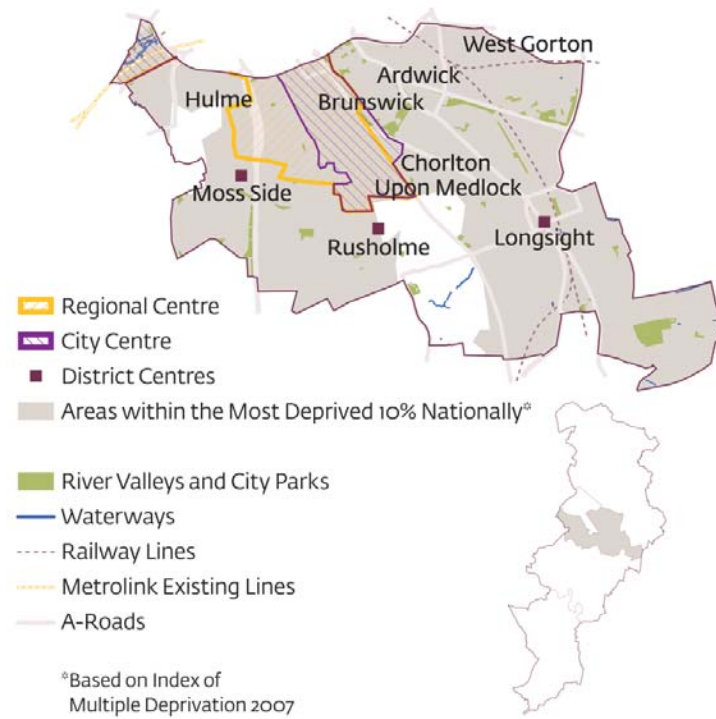


Figure 7.1 – Key Diagram

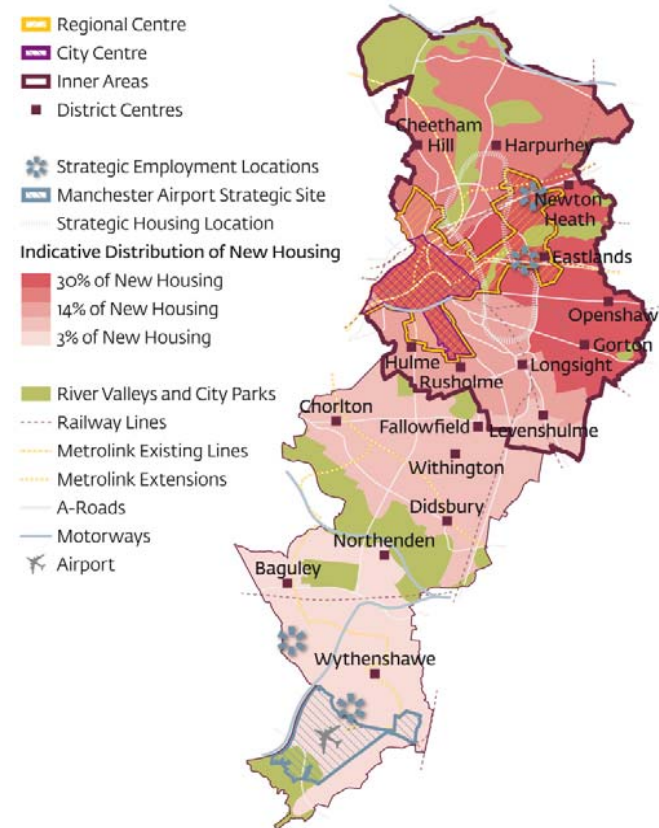


Figure 8.3 – City Centre with Primary Shopping Area

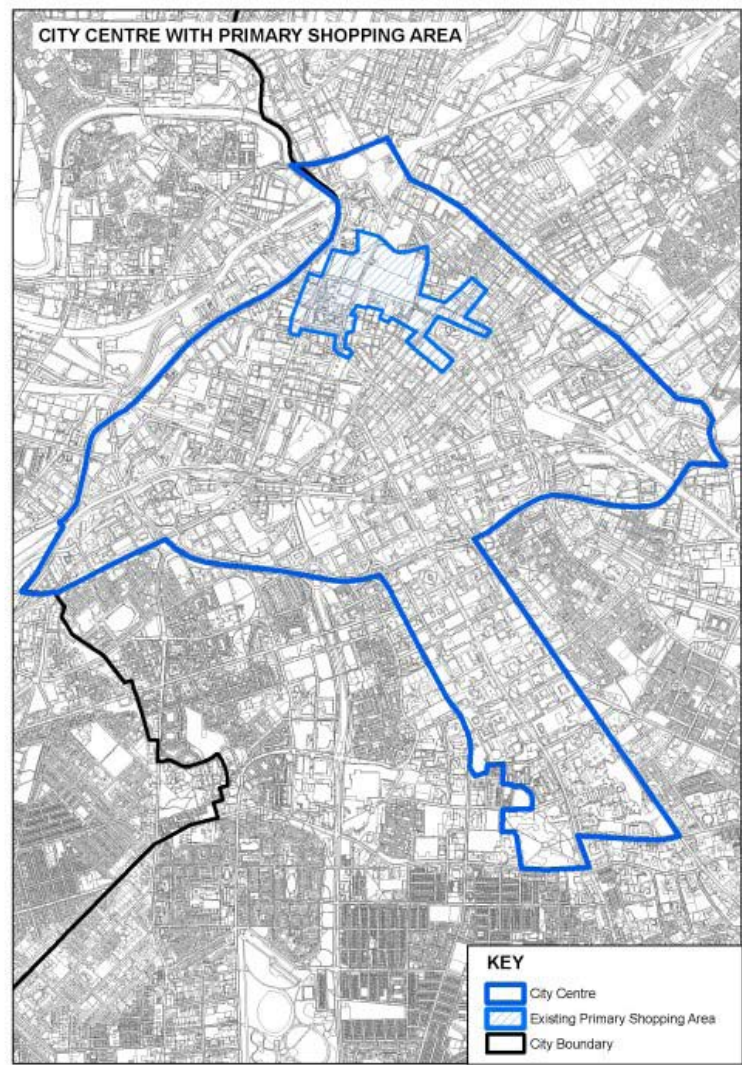
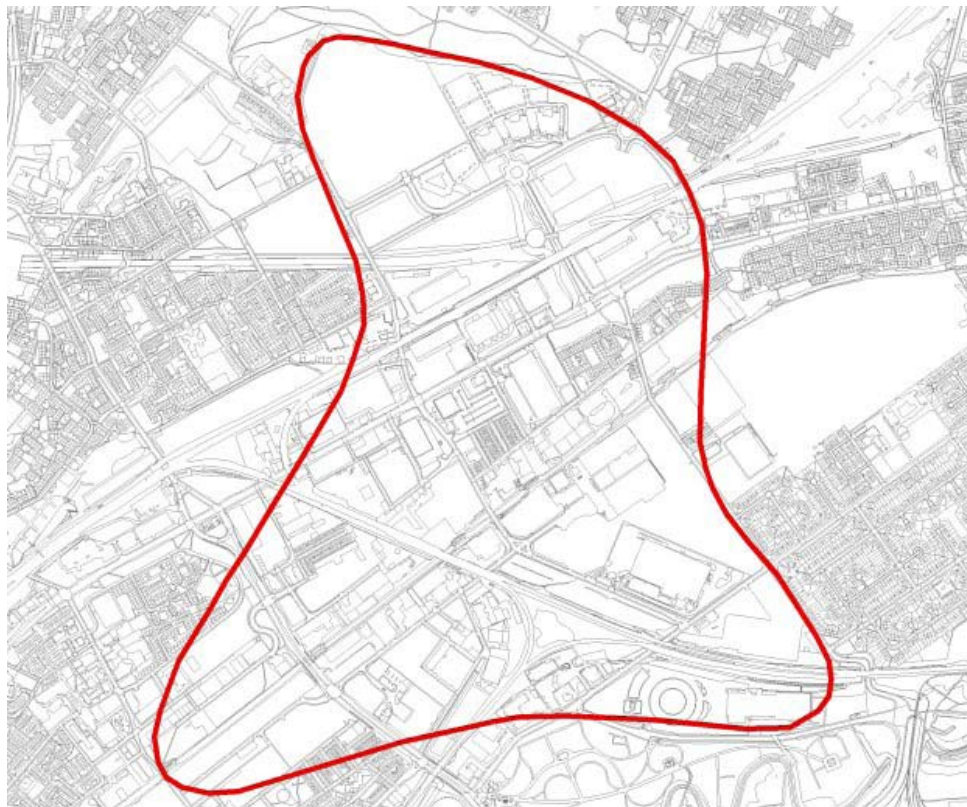


Figure 8.4 – Central Park Strategic Employment Location



New Figure before 9.1 – Strategic Housing Location

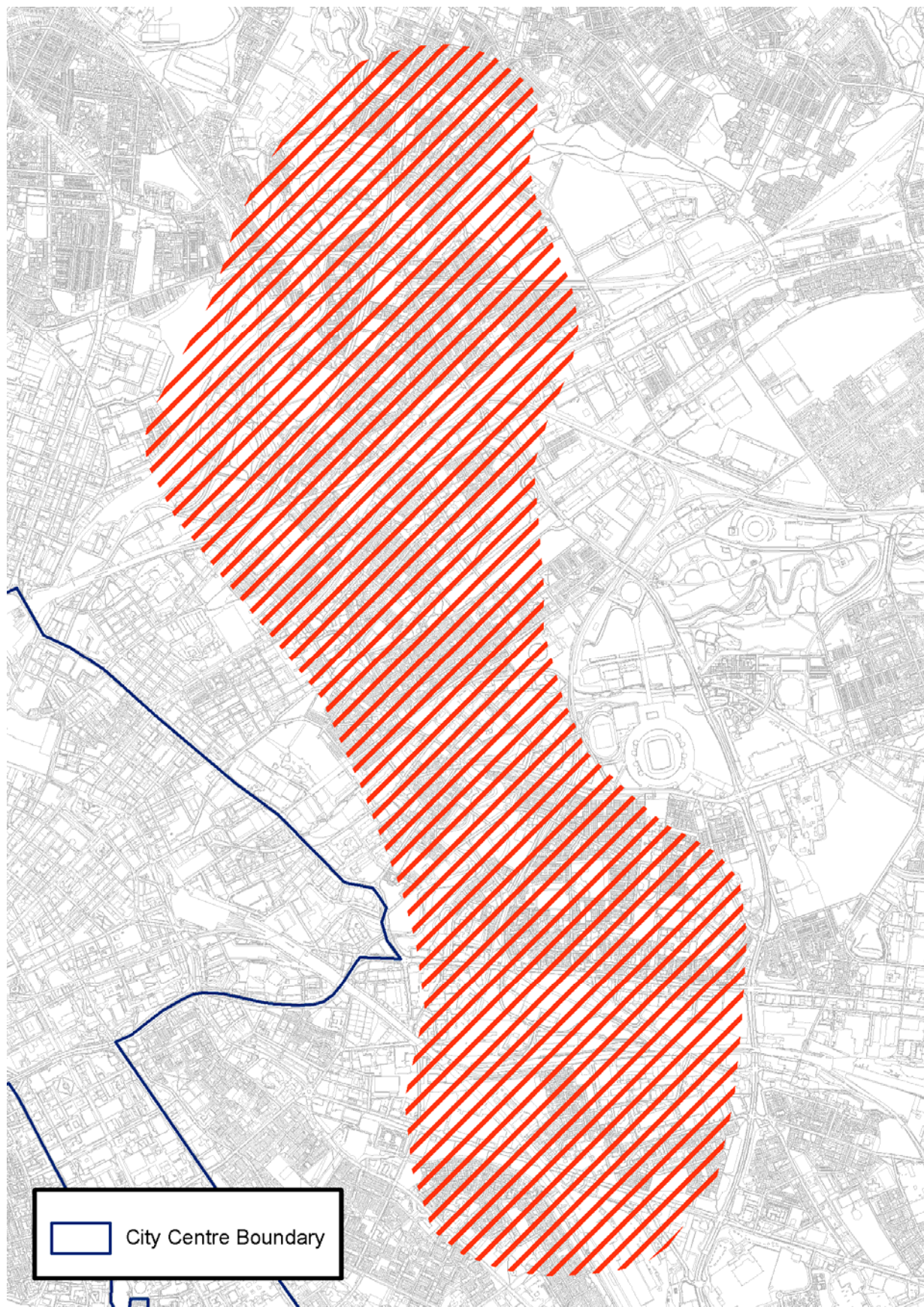


Figure 9.1 – Indicative Housing Distribution (outside the City Centre)

