

Appendix to report: Manchester Core Strategy Development Plan Document

Main Modifications suggested by the Council and recommended by the Inspector to make the plan sound.

Consultation on the proposed main modifications listed below was carried out between 30th January & 12th March 2012

Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)
1	Key Diagram changes shown separately	<p>Key Diagram changes shown separately, but are listed below:</p> <ul style="list-style-type: none"> • Transport infrastructure lines and Strategic Housing Location to be made clearer; • Include the names of adjacent authorities; • Clearly show the Green Belt. • Clearly show Regeneration Area boundaries.
2	<p>8 Objective 2 Economy and City Centre</p> <p>Policy CC 2</p> <p>Retail</p>	<p>8 Objective 2 Economy and City Centre</p> <p>Policy CC 2</p> <p>Retail</p>

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	<p>Approximately 70,000 sqm net of new comparison retail floorspace will be provided in the City Centre over the plan period. Within the City Centre comparison retail development will be concentrated within the Primary Shopping Area (PSA,) followed by accessible locations on the edge of the PSA. Proposals for new development will be assessed against relevant design policies in the Manchester LDF and in particular must respect existing built heritage and public realm. 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.</p> <p>If a proposal comes forward for comparison</p>	<p>Approximately 70,000 sqm net of new comparison retail floorspace will be provided in the City Centre over the plan period. Within the City Centre comparison retail development will be concentrated within the Primary Shopping Area (PSA,) followed by accessible locations on the edge of the PSA. Proposals for new development will be assessed against relevant design policies in the Manchester LDF and in particular must respect existing built heritage and public realm. 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.</p> <p>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:</p> <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 EAN 1 - Design Principles and Strategic Character Areas),

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	<p>retail which cannot be accommodated within the PSA, the Council will consider areas beyond the PSA. Any such proposal should:</p> <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), • 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. <p>A minimum of 4,500 sqm net of convenience</p>	<ul style="list-style-type: none"> • 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. <p>A minimum of 4,500 sqm net of convenience floorspace will be provided in the City Centre over the plan period. This figure assumes an increase in market share, and proposals which would result in a cumulative increase in City Centre food floorspace above this figure will be supported providing they are based on a credible strategy to further improve local market share.</p> <p>The Council will support the development of food store provision to serve the City Centre, prioritising locations which complement population, including areas of growth, and regeneration priorities, including those identified in Policy EC1. This should be in accordance with the sequential approachwithin the City Centre or as close as possible, and should also be in a location which supports the growth of new residential areas such as Ancoats and New Islington and the south of the City Centre.</p>

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	<p>floorspace will be provided in the City Centre over the plan period. This figure assumes an increase in market share, and proposals which would result in a cumulative increase in City Centre food floorspace above this figure will be supported providing they are based on a credible strategy to further improve local market share.</p> <p>The Council will support the development of food store provision to serve the City Centre, prioritising locations which complement population, including areas of growth, and regeneration priorities, including those identified in Policy EC1. This should be within the City Centre or as close as possible, and should also be in a location which supports</p>	<p>Across the City Centre, retail will be supported where it would serve a local community (such as small scale convenience provision) or contribute to the area's character. The Council is particularly supportive of the growth of the independent retail sector, which has become a defining feature of several quarters in the City Centre. Mixed developments which include retail units will be expected to demonstrate that reasonable steps have been taken to ensure that these units will be occupied.</p>

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	<p>the growth of new residential areas such as Ancoats and New Islington and the south of the City Centre.</p> <p>Across the City Centre, retail will be supported where it would serve a local community (such as small scale convenience provision) or contribute to the area's character. The Council is particularly supportive of the growth of the independent retail sector, which has become a defining feature of several quarters in the City Centre. Mixed developments which include retail units will be expected to demonstrate that reasonable steps have been taken to ensure that these units will be occupied.</p>	

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3	<p>8 Objective 2 Economy and City Centre</p> <p>Policy CC 5</p> <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 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</p>	<p>8 Objective 2 Economy and City Centre</p> <p>Policy CC 5</p> <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 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 public realm improvements, for example improvements to:</p> <ul style="list-style-type: none"> • remove buses and private cars from St Peter's Square • create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North,

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	<p>increase the scope for public realm improvements, for example improvements to:</p> <ul style="list-style-type: none"> remove buses and private cars from St Peter's Square create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square close Victoria Street in the Medieval Quarter to traffic other than buses and create a new public realm around the Cathedral and Chethams. <p>The Council will seek to ensure that</p>	<p>Manchester Arndale, Corporation Street and Exchange Square</p> <ul style="list-style-type: none"> close Victoria Street in the Medieval Quarter to traffic other than buses and create a new public realm around the Cathedral and Chethams. <p>The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in appendix B.</p>

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	development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in appendix B.	
4	<p>8 Objective 2 Economy and City Centre Policy MA 1</p> <p>Manchester Airport Strategic Site</p> <p>The growth of Manchester Airport to accommodate 45 million passengers per annum by 2030 will be supported, and it is designated as a Strategic Site. This will involve the expansion of the developed Airport area. Areas for expansion are identified on the proposals map. The Green Belt boundary in</p>	<p>8 Objective 2 Economy and City Centre Policy MA 1</p> <p>Manchester Airport Strategic Site</p> <p>The growth of Manchester Airport to accommodate 45 million passengers per annum by 2030 will be supported, and it is designated as a Strategic Site. This will involve the expansion of the developed Airport area. Areas for expansion are identified on the proposals map. The Green Belt boundary in this area has been amended so that areas needed for airport development have been excluded from the Green Belt.</p>

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	<p>this area has been amended so that areas needed for airport development have been excluded from the Green Belt.</p> <p>Schedule of Uses 2030</p> <p>Table 8.2 explains the uses which are expected across the Manchester Airport Operational Area within Manchester in 2030, just beyond the plan period.</p> <p>Table 8.2</p> <table border="1" data-bbox="273 1142 934 1267"> <thead> <tr> <th>Area</th> <th>Area reference in MAG Masterplan</th> <th>Uses</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Area	Area reference in MAG Masterplan	Uses				<p>Schedule of Uses 2030</p> <p>Table 8.2 explains the uses which are expected across the Manchester Airport Operational Area within Manchester in 2030, just beyond the plan period.</p> <p>Table 8.2</p> <table border="1" data-bbox="972 849 1697 1254"> <thead> <tr> <th>Area</th> <th>Area reference in MAG Masterplan</th> <th>Uses</th> </tr> </thead> <tbody> <tr> <td>1a – Existing Area</td> <td>N/A</td> <td>Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking</td> </tr> </tbody> </table>	Area	Area reference in MAG Masterplan	Uses	1a – Existing Area	N/A	Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking
Area	Area reference in MAG Masterplan	Uses												
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1a – Existing Area	N/A	Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking												

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	1a – Existing Area	N/A	Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking	1b - Existing Area (Airfield)	N/A	Runways, taxiways, airfield, operational and ancillary facilities, landscape mitigation, utilities and car parking.	
	1b - Existing Area (Airfield)	N/A	Runways, taxiways, airfield, operational and ancillary facilities, landscape mitigation, utilities and car parking.	2 - Cloughbank Farm	A	Taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation.	
	2 - Cloughbank Farm	A	Taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation.	3 - Land to the west of the A538 (Oak Farm)	E	Operational facilities, cargo facilities and car parking and landscape mitigation.	
				4 - Land within and adjacent to Junction 5 of the M56	C	Commercial/cargo development including airline offices and hotel with a new vehicle access to Thorley Lane	

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	3 - Land to the west of the A538 (Oak Farm)	E	Operational facilities, cargo facilities and car parking and landscape mitigation.	5 - North of Ringway Road	B	Surface access and Car Parking with new vehicle access to Ringway Road and Styal Road
	4 - Land within and adjacent to Junction 5 of the M56	C	Commercial/cargo development including airline offices and hotel with a new vehicle access to Thorley Lane	<p>The Manchester Airport Strategic Site includes areas 1a, 2, 3, 4 and 5. This site will accommodate the development described in the table above, which includes the significant development required to meet operational requirements by 2030. However, within the Strategic Site, development which does not reflect the schedule of uses above but is within those listed in the reasoned justification will be acceptable, where the applicant has demonstrated:</p> <ul style="list-style-type: none"> • that it does not impede the operation of the airport and the planned growth outlined in this policy, • that the development is a part of the phased development of the airport organisation set out in Table 8.2 above, • that development is needed due to the operational expansion of the Airport, 		
	5 - North of Ringway Road	B	Surface access and Car Parking with new vehicle access to Ringway Road and Styal Road			
	<p>The Manchester Airport Strategic Site includes areas 1a, 2, 3, 4 and 5. This site will</p>					

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	<p>accommodate the development described in the table above, which includes the significant development required to meet operational requirements by 2030. However, within the Strategic Site, development which does not reflect the schedule of uses above but is within those listed in the reasoned justification will be acceptable, where the applicant has demonstrated:</p> <ul style="list-style-type: none"> • that it does not impede the operation of the airport and the planned growth outlined in this policy, • that the development is a part of the phased development of the airport organisation set out in Table 8.2 above, 	<p>and,</p> <ul style="list-style-type: none"> • that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.2 (these are set out in the axis environmental baseline and environmental assessment reports, July 2010). <p>Area 1b is the southern part of the airport which includes the runway, ancillary facilities, existing and consented transport infrastructure and landscape mitigation. This land is expected to continue to operate in a similar way over the life of the plan. This land sits outside the Strategic Site, and because it is felt to contribute to some of the purposes identified in PPG2 will remain in the Green Belt.</p> <p>All development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:</p> <ul style="list-style-type: none"> • minimise any adverse impact on areas of international or national

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	<ul style="list-style-type: none"> that development is needed due to the operational expansion of the Airport, and, that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.2 (these are set out in the axis environmental baseline and environmental assessment reports, July 2010). <p>Area 1b is the southern part of the airport which includes the runway, ancillary facilities, existing and consented transport infrastructure and landscape mitigation. This land is expected to continue to operate in a similar way over the life of the plan. This land sits</p>	<p>conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council, informed by an up to date environmental assessment,</p> <ul style="list-style-type: none"> support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site. retain or relocate the allotments. include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage

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	<p>outside the Strategic Site, and because it is felt to contribute to some of the purposes identified in PPG2 will remain in the Green Belt.</p> <p>All development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:</p> <ul style="list-style-type: none"> • minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is 	<p>impacts on the highway network,</p> <ul style="list-style-type: none"> • seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan. • demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated. • improve access to training and job opportunities, particularly for people in Wythenshawe.

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	<p>not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council, informed by an up to date environmental assessment,</p> <ul style="list-style-type: none"> • support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be 	

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	<p>necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.</p> <ul style="list-style-type: none"> • retain or relocate the allotments. • include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network, • seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan. 	

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	<ul style="list-style-type: none"> • demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated. • improve access to training and job opportunities, particularly for people in Wythenshawe. 	
5	<p>8 Objective 2 Economy and City Centre</p> <p>8.92 The Future of Air Transport White Paper 2003 considered aviation growth nationally and forecast growth at each of the airports. Manchester Airport was forecast to grow to 50 million passengers per annum by 2030 partly due to the existing runway capacity being able to cater for this figure. The forecasts for growth</p>	<p>8 Objective 2 Economy and City Centre</p> <p>8.92 The Future of Air Transport White Paper 2003 considered aviation growth nationally and forecast growth at each of the airports. Manchester Airport was forecast to grow to 50 million passengers per annum by 2030 partly due to the existing runway capacity being able to cater for this figure. The forecasts for growth have been revised down to 45 million passengers per annum to take into account the impact of climate change policies and economic forecasts in the UK Air Passenger Demand and CO2 Forecasts January 2009. The White Paper</p>

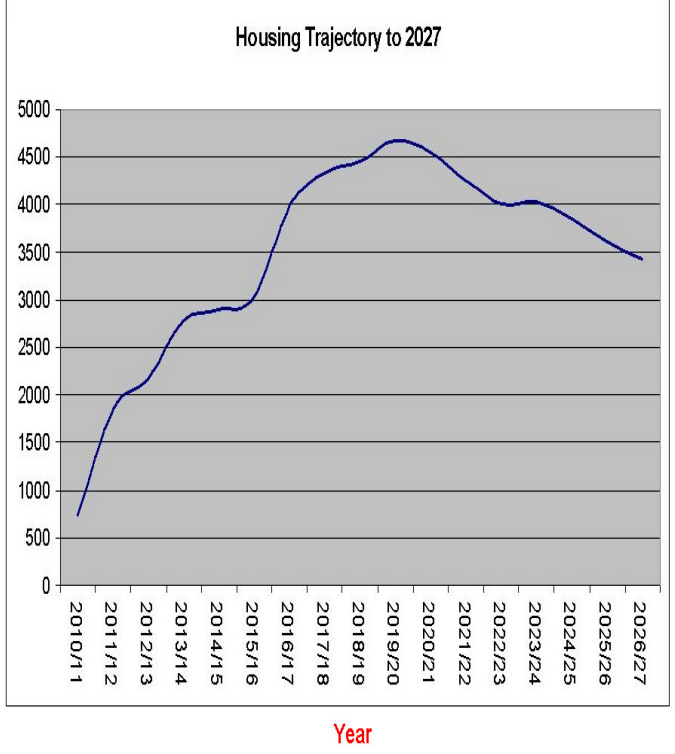
Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)
	<p>have been revised down to 45 million passengers per annum to take into account the impact of climate change policies and economic forecasts in the UK Air Passenger Demand and CO2 Forecasts January 2009. The White Paper acknowledges the importance of air travel to national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity.</p>	<p>acknowledges the importance of air travel to national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity. In August 2011 the Government published the UK Aviation Forecast in which Manchester Airport was forecast to grow to 35 million passenger per annum by 2030 and 55 million passengers per annum by 2040.</p>
6	<p>9 Objective 3 Housing</p> <p>Policy H 1</p> <p>Overall Housing Provision</p>	<p>9 Objective 3 Housing</p> <p>Policy H 1</p> <p>Overall Housing Provision</p>

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	<p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory below provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area.</p>	<p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory below provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area.</p>

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	<p>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.) The proportionate distribution of new housing, and the mix of within each area, will depend on:</p> <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 	<p>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.) The proportionate distribution of new housing, and the mix ef within each area, will depend on:</p> <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, preserving and improving the quality of the existing housing stock; and

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	<p>to move to, or within, Manchester;</p> <ul style="list-style-type: none"> The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, preserving and improving the quality of the existing housing stock; and The management of areas where Houses in Multiple Occupation predominate. <p>High density developments (over 75 units per hectare) are appropriate in both the City Centre and 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</p>	<ul style="list-style-type: none"> The management of areas where Houses in Multiple Occupation predominate. <p>High density developments (over 75 units per hectare) are appropriate in both the City Centre and 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.</p> <p>Within the Inner Areas in North and East Manchester densities will be lower but generally 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.</p> <p>Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.</p>

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	<p>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.</p> <p>Within the Inner Areas in North and East Manchester densities will be lower but generally 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.</p> <p>Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.</p>	<p>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.</p> <p>Distribution of New Housing by Regeneration Area</p> <table border="1" data-bbox="974 890 1650 1369"> <thead> <tr> <th data-bbox="974 890 1196 1018">Location</th> <th data-bbox="1196 890 1413 1018">Policy No</th> <th data-bbox="1413 890 1650 1018">Approx number of dwellings (net)</th> </tr> </thead> <tbody> <tr> <td data-bbox="974 1018 1196 1082">City Centre</td> <td data-bbox="1196 1018 1413 1082">CC3</td> <td data-bbox="1413 1018 1650 1082">16,500</td> </tr> <tr> <td data-bbox="974 1082 1196 1177">North Manchester</td> <td data-bbox="1196 1082 1413 1177">H3</td> <td data-bbox="1413 1082 1650 1177">11,840</td> </tr> <tr> <td data-bbox="974 1177 1196 1273">East Manchester</td> <td data-bbox="1196 1177 1413 1273">H4</td> <td data-bbox="1413 1177 1650 1273">18,280</td> </tr> <tr> <td data-bbox="974 1273 1196 1369">Central Manchester</td> <td data-bbox="1196 1273 1413 1369">H5</td> <td data-bbox="1413 1273 1650 1369">8,200</td> </tr> </tbody> </table>	Location	Policy No	Approx number of dwellings (net)	City Centre	CC3	16,500	North Manchester	H3	11,840	East Manchester	H4	18,280	Central Manchester	H5	8,200
Location	Policy No	Approx number of dwellings (net)															
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	<p>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.</p> <p>All proposals for new development must:</p> <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, 	<table border="1" data-bbox="974 474 1648 911"> <tr> <td>South Manchester</td> <td>H6</td> <td>3,240</td> </tr> <tr> <td>Wythenshawe</td> <td>H7</td> <td>1,830</td> </tr> <tr> <td>(Strategic Housing Location)</td> <td>H2 (including parts of H3, H4 & H5)</td> <td>(16,580)</td> </tr> <tr> <td>Total</td> <td>H1</td> <td>60,000</td> </tr> </table> <p>Figures in table have been subject to rounding</p> <p>All proposals for new development must:</p> <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, BME communities, Gypsies and Travellers and Travelling Showpeople; Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into 	South Manchester	H6	3,240	Wythenshawe	H7	1,830	(Strategic Housing Location)	H2 (including parts of H3, H4 & H5)	(16,580)	Total	H1	60,000
South Manchester	H6	3,240												
Wythenshawe	H7	1,830												
(Strategic Housing Location)	H2 (including parts of H3, H4 & H5)	(16,580)												
Total	H1	60,000												

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	<p>including elderly people, disabled people, people with special needs, BME communities, Gypsies and Travellers and Travelling Showpeople;</p> <ul style="list-style-type: none"> • Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas; • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals 	<p>account the availability of developable sites in these areas;</p> <ul style="list-style-type: none"> • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • Address any deficiencies in physical, social or green infrastructure through developer contributions where this is not sufficient to support the proposed development; • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development

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	<p>should make provision for appropriate usable amenity space, including high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.</p> <ul style="list-style-type: none"> • Address any deficiencies in physical, social or green infrastructure through developer contributions where this is not sufficient to support the proposed development; • Prioritise sites which are in close proximity to centres or high frequency 	<p>(e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).</p>

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	<p>public transport routes.</p> <ul style="list-style-type: none"> Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations). 	
7	<p>9 Objective 3 Housing</p> <p>Policy H 8</p> <p>Affordable Housing</p> <p>The following requirements for affordable housing or an equivalent financial contribution,</p>	<p>9 Objective 3 Housing</p> <p>Policy H 8</p> <p>Affordable Housing</p> <p>The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published</p>

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	<p>as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.</p> <ol style="list-style-type: none"> 1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 	<p>SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.</p> <ol style="list-style-type: none"> 1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. 2. The proportion of affordable housing units will reflect the type and size of the development as a whole; 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

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	<p>5% of new housing provision will be social rented and 15% will be intermediate housing, delivering affordable home ownership options.</p> <p>2. The proportion of affordable housing units will reflect the type and size of the development as a whole.</p> <p>3. Affordable housing units will be inclusively designed to reflect the character of development on the site.</p> <p>4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a</p>	<p>viability assessment.</p> <p>3. Affordable housing units will be inclusively designed to reflect the character of development on the site.</p> <p>4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</p> <ul style="list-style-type: none"> • There is a very high level of affordable housing in the immediate area; • There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;

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	<p>lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</p> <ul style="list-style-type: none"> • There is a very high level of affordable housing in the immediate area; • There is either a high proportion of social rented (35%), or low house prices in the immediate 	<ul style="list-style-type: none"> • Affordable housing would be prejudicial to the diversification of the existing housing mix. • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine significant development proposals critical to economic growth within the City; • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; • There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme. <p>5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to</p>

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	<p>area compared to average incomes;</p> <ul style="list-style-type: none"> • Affordable housing would be prejudicial to the diversification of the existing housing mix. • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine 	<p>those options identified in PPS 3.</p> <p>6. The definition used for affordable housing is set out in Annex B of PPS 3.</p>

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	<p>significant development proposals critical to economic growth within the City;</p> <ul style="list-style-type: none"> • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; • There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme. 	

Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)
	<p>5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS 3.</p> <p>6. The definition used for affordable housing is set out in Annex B of PPS 3.</p>	
8	<p>9 Objective 3 Housing</p> <p>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.</p>	<p>9 Objective 3 Housing</p> <p>9.43 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.</p> <p>9.44 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 means that planning permission will be needed for this type of development.</p>

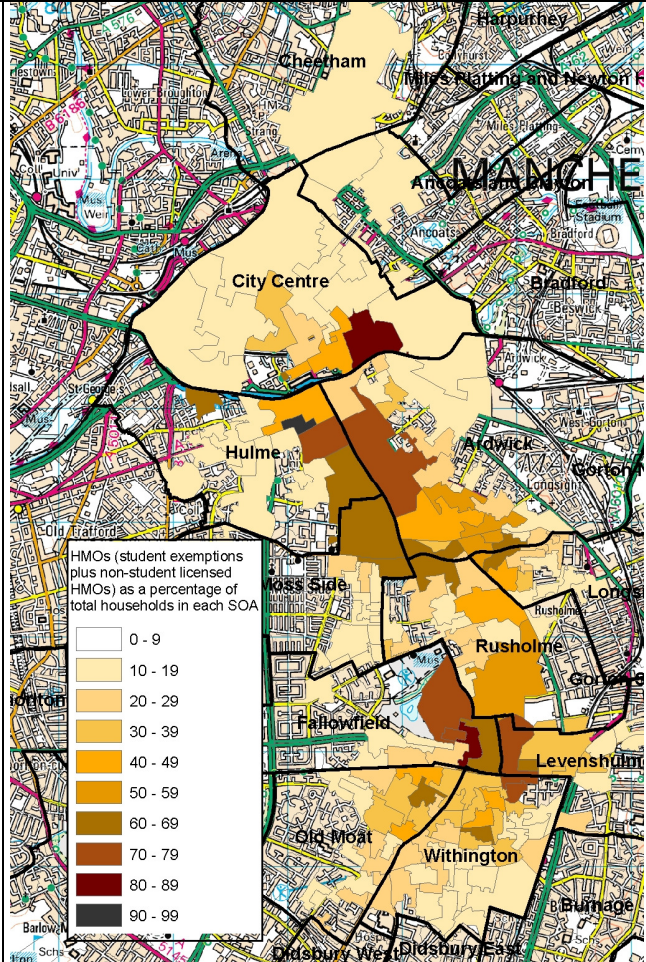
Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)
		<p>Subject to confirmation by the Council, the Direction The Direction was confirmed by the Council in January 2011 and came will come into force on 8th October 2011. Once the Article 4 Direction has come into force then t 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'.</p> <div style="border: 1px solid black; padding: 10px;"> <p>Policy H 11</p> <p>Houses in Multiple Occupation</p> <p>Change of use from a C3 dwelling house to a C4 HMO will not be permitted where at least 10% of households residential properties within a 100 metre radius of the application site fall <u>there is a high concentration of residential properties within a short distance of the application site falling</u> within one or more of the following categories:</p> <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. • Any other property benefiting from <u>which can be demonstrated to fall within the C4 or sui generis HMO planning consent use class.</u> <p>Where evidence can demonstrate that there are shared houses within 100</p> </div>

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		<p>metres of the application site which do not fall within the categories above are being used in a way that meets the C4 definition the Council will include these.</p> <p>In marginal cases where the concentration of such properties in the categories above within 100 metres of the application site are just below 10% is significant but less high, the Council will examine property type <u>and resident mix</u> in more detail and would exclude properties which would not be capable of being used in a way which meets the C4 definition from the total number of households residential properties when calculating the percentage as above when considering an application for a change of use.</p> <p>In areas where at least 10% of households residential properties within 100 metres of the application site fall into the categories above of high concentration, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be expected to lead to an increase in the level of occupation.</p> <p>In parts of Manchester which are below this threshold do not have a high concentration of HMO/student housing but 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. Changes to alternative uses, including C4 and HMOs with more than six occupants, will only</p>

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		<p>be acceptable where it can be demonstrated that there is no reasonable demand for the existing use.</p> <p>The approach above will also be used for change of use to a HMO which is classified as 'sui generis'.</p> <p>Notwithstanding the policy requirements set out above, all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1.</p> <p>9.45 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, with updates reported to Executive Committee in October 2009.</p> <p>9.46 The Student Strategy found that the problems caused by shared houses appear to be more noticeable (and raise more concerns) to residents where they</p>

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		<p>occur in previously relatively stable neighbourhoods, and identifies these areas as those with between 20-40% student households. The strategy examines whether a ‘tipping point’ can be identified for the point where the proportion of shared houses (in this case student households) becomes damaging to a street or neighbourhood and concludes that once a 20% threshold is reached problems become harder to manage, but considers that a tipping point would be difficult to set universally across Manchester due to varying capacities of neighbourhoods to accommodate this type of housing, based on house type and demography. During the preparation of the Core Strategy, and particularly through consultation with local stakeholders, the Council concluded that a 10% threshold would be more appropriate. <u>The Council will prepare a Development Plan Document to include thresholds which define “high concentration” (for example, 10% or 20%) and “short distance” (for example, within 100m of the application site) to further support application of this policy.</u></p>

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9.47 Policy H11 will be applied throughout the City. For illustrative purposes, Figure 9.45 shows where concentrations of council tax exempt student **households residential properties** combined with non-student licensed HMOs exceed 10% of total **households residential properties**, based on 2010 data, mapped by super output area. ~~The threshold approach will be applied both inside and outside this boundary.~~

Figure 9.5 Areas with high concentrations of shared housing

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		<p>9.48 A sustainable community must provide opportunities for a mix of households. Within this mix families are particularly important because they support a range of local facilities such as schools and tend to have a greater commitment to the neighbourhood as they live there longer than other types of households. 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, as described in Policy H11. 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. For the purposes of the policy, housing suitable for a family is a dwelling with 3 or more bedrooms, and no reasonable demand would be demonstrated by a period of at least six months on the market at a reasonable price or rental level or other compelling market evidence.</p> <p>9.49 The policy above will prevent further loss of Class C3 dwelling houses, which generally provide accommodation for families, to Class C4 HMOs, thus preventing further harm to residential amenity. It should be noted that the data sources which will be used to determine whether a HMO is to be permitted include properties exempt from paying council tax because they are lived in entirely by full time students – this category could potentially include a limited number of non-HMO households residential properties, for example a situation where a student was living alone or with only one other person in a self-contained flat would still be a C3 use. Additionally there will be HMOs not covered by the</p>

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		<p>categories in the policy but as these are not recorded by the Council they will not be counted when making a decision on permitting a C4, unless evidence can be provided to demonstrate where these are, as stated in the policy. Further information on data sources is given in the Evidence Issues section.</p> <p>9.50 Small flats, which would not be capable of being used as a C4 property, would also be unlikely to provide accommodation for families. Therefore in marginal cases they will not be included in the total number of households residential properties when calculating concentrations of properties that fall within the categories above. This will ensure that high numbers of purpose built flats which fall within the C3 Use Class do not skew the results by making it appear that there is a large amount of family housing already available nearby, when this is not the case. Social housing is excluded from the C4 Use Class therefore these properties would be excluded from the total number of households residential properties in the same way in marginal cases.</p> <p>9.51 Households Residential properties that would meet the C4 test from the 6th April 8th October 2011 but which existed in this format previously without being defined as such will not necessarily be known to the Council. 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.</p> <p>9.52 A change of use to a HMO which is lived in by more than six people is classified as 'sui generis', i.e. it is not classified by the Use Classes Order. This</p>

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		<p>could be an extension to an existing C4 dwelling, or a change of use from C3.</p> <p>9.53 The impacts of Policy H11 will be monitored to ensure that any risk of blight on properties in areas where there are high concentrations of HMOs is minimised; and the policy revised if necessary. The policy allows for change of use from C3 to C4 (in areas where HMO concentrations are lower than 10%) in areas where specific regeneration initiatives to increase family housing have taken place, only where it can be demonstrated that there is no reasonable demand for the property as a C3 dwellinghouse.</p> <p>9.54 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. This means that purpose built provision will be able to accommodate additional students who would previously have lived in C4 type accommodation. student accommodation will be able to meet any increase in overall demand for student accommodation in Manchester, whilst broadening housing choice in a way which reflects evidence of current demand. If a need for further purpose built accommodation arises the Council will encourage this where is it satisfies the criteria set out in Policy Approach H12.</p> <p>Evidence Issues</p> <p>9.55 The Council does not have a complete record of all HMOs in the City which</p>

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		<p>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 the first two types are data sources which can be easily used to display percentages of accommodation within these categories for a defined area.</p> <p>9.56 Licensed HMOs are recorded on Private Sector Housing's database and include licensed HMOs (HMOs which meet specific criteria) as well as others which the Council has recorded for a specific reason, for example when it has focused on conditions in a particular area. A large number of HMOs in the City do not need to be licensed (for example because they are lower than three storeys) therefore this data source alone would not include enough types of HMO/shared housing to make a threshold policy meaningful. The Council can identify households residential properties which are exempt from paying council tax because they are entirely occupied by full time students, but council tax data does not give the number of occupants. It is likely that the vast majority of these are HMOs but there are potentially a limited number which are not – for example a situation where a student was living alone in a self contained flat would be a C3 dwelling house.</p> <p>9.57 It is also possible to identify households residential properties where there are at least two occupants and all bar one are disregarded for council tax purposes, for example students living with a non-student. However this data source was not included in the policy as it was considered that it was likely to</p>

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		<p>incorporate a higher percentage of non-HMO households properties.</p> <p>9.58 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.</p> <p>9.58 There are no records of other HMOs, which are groups of unrelated adults sharing a house, and council tax data does not identify these.</p>

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		<p>11 Objective 5 Transport</p> <p>Policy T 1</p> <p>Sustainable Transport</p> <p>To deliver a sustainable, high quality, integrated transport system, to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -</p> <ul style="list-style-type: none"> • Improve choice by developing alternatives to the car • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in

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9	<p>11 Objective 5 Transport</p> <p>Policy T 1</p> <p>Sustainable Transport</p> <p>To deliver a sustainable, high quality, integrated transport system, to encourage modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport, the Council will</p>	<p>public life.</p> <ul style="list-style-type: none"> • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • 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. • 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 • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion,

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	<p>support proposals that: -</p> <ul style="list-style-type: none"> • Improve choice by developing alternatives to the car • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. 	<p>air pollution and road accident casualties</p> <ul style="list-style-type: none"> • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: <ol style="list-style-type: none"> 1. pedestrian^s and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic.

Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)
	<ul style="list-style-type: none"> • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • 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. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location. 	

Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)
	<ul style="list-style-type: none"> • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: <ol style="list-style-type: none"> 1. pedestrian and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic. 	
10	<p>11 Objective 5 Transport Delivery Strategy</p>	<p>11 Objective 5 Transport Delivery Strategy</p>

Main modification (MM) Reference	Publication Draft text					Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)				
	Core Strategy Policy	Project / Programme	Responsible Agencies	Source of Funding	Timescale	Core Strategy Policy	Project / Programme	Responsible Agencies	Source of Funding	Timescale
	T1: Sustainable Transport T2: Accessible	Local Transport Plan (LTP) Planning Development Management	GMITA MCC HA	GMITA MCC HA Developers	Ongoing throughout plan period	T1: Sustainable Transport T2: Accessible	Local Transport Plan (LTP) Planning Development Management	GMITA MCC HA	GMITA MCC HA Developers	Ongoing throughout plan period

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	c Integration	Metrolink Phase 3a	GMITA	LTP Capital Expenditure	Up to 2015	c Integration	Metrolink Phase 3a	GMITA	LTP Capital Expenditure	Up to 2015	
Metrolink : Chorlton to East Didsbury		GMITA	GM Transport Fund	Up to 2015	Metrolink : Chorlton to East Didsbury		GMITA	GM Transport Fund	Up to 2015		
Metrolink : Airport (Phase 3b) and Second City Crossing		GMITA	GMITA	Up to 2016							
Wythenshawe Bus Station / Metrolink Interchange		MCC GMITA		Up to 2015							

Main modification (MM) Reference	Publication Draft text				Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)				
		Northern Hub	Network Rail	Network Rail			Metrolink : Airport (Phase 3b) and Second City Crossing	GMITA	GMITA
	M56 Widening and Improvements	HA	MAG through section 278 agreement	2010 - 2030		Wythenshawe Bus Station / Metrolink Interchange	MCC GMITA		Up to 2015
		MCC							
		Trafford MBC							
		Manchester Airport Group (MAG)				Northern Hub	Network Rail	Network Rail	
	Policy	Indicator	Target						
	T1-T3	Trips made to Regional Centre by means other than car	To continue increasing from 69.4% in 2009/10						

Main modification (MM) Reference	Publication Draft text		Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)													
		Trips made to City Centre by means other than car	To increase share of non-car modes	M56 Widening and Improvements	HA MCC Trafford MBC Manchester Airport Group (MAG)	MAG through section 278 agreement	2010 – 2030 associated with Terminal 2 and Runway 2 planning permissions									
		Children travelling by car to LEA primary school	To continue to decrease from 30.9% in 2009/10	<table border="1"> <thead> <tr> <th data-bbox="972 975 1131 1034">Policy</th> <th data-bbox="1131 975 1420 1034">Indicator</th> <th data-bbox="1420 975 1697 1034">Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="972 1034 1131 1161">T1-T3</td> <td data-bbox="1131 1034 1420 1161">Trips made to Regional Centre by means other than car</td> <td data-bbox="1420 1034 1697 1161">To continue increasing from 69.4% in 2009/10</td> </tr> <tr> <td data-bbox="972 1161 1131 1289"></td> <td data-bbox="1131 1161 1420 1289">Trips made to City Centre by means other than car</td> <td data-bbox="1420 1161 1697 1289">To increase share of non-car modes</td> </tr> </tbody> </table>				Policy	Indicator	Target	T1-T3	Trips made to Regional Centre by means other than car	To continue increasing from 69.4% in 2009/10		Trips made to City Centre by means other than car	To increase share of non-car modes
Policy	Indicator	Target														
T1-T3	Trips made to Regional Centre by means other than car	To continue increasing from 69.4% in 2009/10														
	Trips made to City Centre by means other than car	To increase share of non-car modes														
		Children travelling by car to LEA secondary school	To continue to decrease from 19.7% in 2009/10 towards current LTP target													
		Congestion: Journey time per passenger per mile	To reduce journey times													
		Public transport use	To increase modal share													
		Trips made to Regional Centre by cycle	To increase modal share													

Main modification (MM) Reference	Publication Draft text	Modifications at Examination (shown in red) (Submission Stage changes shown in blue where relevant)		
			Children travelling by car to LEA primary school	To continue to decrease from 30.9% in 2009/10
			Children travelling by car to LEA secondary school	To continue to decrease from 19.7% in 2009/10 towards current LTP target
			Congestion: Journey time per passenger per mile	To reduce journey times
			Public transport use	To increase modal share
			Trips made to Regional Centre by cycle	To increase modal share
11	<p>12 Objective 6 Environment</p> <p>12.9 The boundaries of the character areas, although similar in places, do not coincide exactly with the boundaries of the</p>	<p>12 Objective 6 Environment</p> <p>12.9 The boundaries of the character areas, although similar in places, do not coincide exactly with the boundaries of the Regeneration Areas, which were drawn up with reference to social and economic factors as well. Any development</p>		

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	<p>Regeneration Areas, which were drawn up with reference to social and economic factors as well. Any development proposals must be prepared in the context of both the locality's regeneration aspirations and its physical character as set out above. There will be instances where development is proposed for a site which lies on the boundary between character areas or on the boundary with a neighbouring authority. This wider context will also need to be recognised in shaping proposals.</p>	<p>proposals must be prepared in the context of both the locality's regeneration aspirations and its physical character as set out above. There will be instances where development is proposed for a site which lies on the boundary between character areas or on the boundary with a neighbouring authority. This wider context will also need to be recognised in shaping proposals.</p>
12	<p>12 Objective 6 Environment</p> <p>12.21 Historic sites and areas of particular heritage value should be both safeguarded for</p>	<p>12 Objective 6 Environment</p> <p>12.21 Historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced both for their own</p>

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	<p>the future and, where possible, enhanced both for their own heritage merits and as part of wider heritage regeneration proposals. Conservation areas (see plan below) and buildings that are statutorily listed are protected under national legislation guidance. The Council maintains information on the City's heritage assets. It is expected that developers will carry out an appropriate appraisal of issues relating to heritage assets.</p>	<p>heritage merits and as part of wider heritage regeneration proposals. Conservation areas (see plan below) and buildings that are statutorily listed are protected under national legislation guidance. The Council maintains information on the City's heritage assets. It is expected that developers will carry out an appropriate appraisal of issues relating to heritage assets. Re-use of empty listed buildings will be encouraged subject to consideration of the building's special interest and significance.</p>
13	<p>12 Objective 6 Environment</p> <p>12.28 In December 2009 Manchester City Council formally adopted the stakeholder climate change action plan 'Manchester - A Certain Future'. The action plan commits</p>	<p>12 Objective 6 Environment</p> <p>12.28 In December 2009 Manchester City Council formally adopted the stakeholder climate change action plan 'Manchester - A Certain Future'. The action plan commits Manchester City Council, through its own operations and by influencing partners, to lower CO2 emissions by 41% by 2020 from 2005 levels.</p>

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	<p>Manchester City Council, through its own operations and by influencing partners, to lower CO2 emissions by 41% by 2020 from 2005 levels. This equates to a CO2 emissions reduction from 3.2 million tonnes per annum (2005) to less than two million or a reduction in per capita emissions from 7.3 tonnes to 4.3 tonnes per head.</p>	<p>This equates to a CO2 emissions reduction from 3.2 million tonnes per annum (2005) to less than two million or a reduction in per capita emissions from 7.3 tonnes to 4.3 tonnes per head.</p>
14	<p>12 Objective 6 Environment</p> <p>12.34 In line with the recommendations of the AGMA study, the City intends to bring forward energy proposals plans and associated business plans for investment in appropriate low or zero carbon infrastructure in the areas listed in Policy Approach EN5. These will</p>	<p>12 Objective 6 Environment</p> <p>12.34 In line with the recommendations of the AGMA study, the City intends to bring forward energy proposals plans and associated business plans for investment in appropriate low or zero carbon infrastructure in the areas listed in Policy Approach EN5. These will facilitate the cost effective achievement of the CO2 target framework set out in Policy Approach EN6 and contribute to the City's overall low and zero carbon technology mix, thereby supporting Policy EN4. An</p>

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	<p>facilitate the cost effective achievement of the CO2 target framework set out in Policy Approach EN6 and contribute to the City's overall low and zero carbon technology mix, thereby supporting Policy EN4.</p>	<p>example of this approach is contained within the West Gorton Energy Proposal Plan Study which was commissioned by New East Manchester and the Council, in partnership with the Carbon Trust. This investigated the most viable energy opportunities available for a proposed development masterplan, the associated reductions in carbon emissions that could be achieved and also set out a business case to demonstrate how this could be achieved in a cost effective manner.</p>
15	<p>12 Objective 6 Environment</p> <p>Policy EN 6</p> <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 to comply with the target framework set out below. This should be</p>	<p>12 Objective 6 Environment</p> <p>Policy EN 6</p> <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 as a minimum to meet the target shown in Column 1 of Tables 12.1 and 12.2 below, unless this can be shown not to be viable. to comply with the target framework set out below. This should be</p>

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	<p>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 energy demand and gross CO2 emissions (i.e. both regulated and unregulated) for all phases of the development.</p> <p>Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will still be expected to meet the minimum target by following the energy hierarchy and incorporating appropriate micro-generation technologies. Policies EN4 and EN5 will therefore still apply.</p> <p>The target framework relates to three broad</p>	<p>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 regulated energy demand and gross associated CO2 emissions (i.e. both regulated and unregulated) for all phases of the development.</p> <p>Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will still also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement. by following the energy hierarchy and incorporating appropriate micro-generation technologies. Policies EN4 and EN5 will therefore still apply. where viable, but will not be expected to submit an energy statement. by following the energy hierarchy and incorporating appropriate micro-generation technologies. Policies EN4 and EN5 will therefore still apply.</p> <p>The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are are defined as follows</p> <ul style="list-style-type: none"> • Target 1 Network development areas: Locations where the proximity of new and existing buildings the mix of uses and create sufficient density of development, provide the right conditions to support district heating (and

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	<p>development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows</p> <ul style="list-style-type: none"> • Target 1 Network development areas: Locations where the proximity of new and existing buildings create sufficient density to support district heating (and cooling). • Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes. • Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean 	<p>cooling).</p> <ul style="list-style-type: none"> • Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes. • Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical. <p>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.</p> <p>Domestic CO2 emissions reduction targets 2010-2016</p> <p>Table 12.1</p>

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	<p>that only building scale solutions are practical.</p> <p>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.</p> <p>Domestic CO2 targets 2010-2016</p> <p>Table 12.1</p> <table border="1" data-bbox="275 1347 909 1382"> <thead> <tr> <th>Target</th> <th>% Minimum Requirement</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>	Target	% Minimum Requirement			<table border="1"> <thead> <tr> <th>Target</th> <th colspan="2">% Minimum Requirement</th> </tr> <tr> <td></td> <th>Column 1</th> <th>Column 2</th> </tr> <tr> <td></td> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>Target 1: Network Development area</td> <td>CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010.</td> <td>Up to +73% increase on Part L</td> </tr> <tr> <td>Target 2: Electricity intense buildings</td> <td>+15% increase on Part L 2010.</td> <td>Up to +56% increase on Part L</td> </tr> <tr> <td>Target 3: Micro generation area</td> <td>+15% increase on Part L 2010.</td> <td>Up to +49% increase on Part L</td> </tr> </tbody> </table>	Target	% Minimum Requirement			Column 1	Column 2		From	To	Target 1: Network Development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010.	Up to +73% increase on Part L	Target 2: Electricity intense buildings	+15% increase on Part L 2010.	Up to +56% increase on Part L	Target 3: Micro generation area	+15% increase on Part L 2010.	Up to +49% increase on Part L		<p>Non-domestic CO2 emissions reduction targets 2010-19</p> <p>Table 12.2</p> <table border="1" data-bbox="972 1327 1538 1393"> <thead> <tr> <th>Target</th> <th colspan="2">% Minimum Requirement</th> </tr> <tr> <td></td> <th>Column 1</th> <th>Column 2</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Target	% Minimum Requirement			Column 1	Column 2			
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	<p>development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.</p> <p>Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.</p>	<p>and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.</p> <p>Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.</p>
16	<p>12 Objective 6 Environment</p> <p>12.46 In addition the AGMA study highlighted specific environmental issues in relation to</p>	<p>12 Objective 6 Environment</p> <p>12.46 In addition the AGMA study highlighted specific environmental issues in relation to biofuel supply chains and wind turbine siting. It is important, for</p>

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	<p>biofuel supply chains and wind turbine siting. It is important, for example, that the benefits of using biomass to generate power are not outweighed by the emissions created by transporting the biomass. It is intended that Policy Approach EN16 is used by the City to address these issues. Where necessary the City will seek to work with other Districts to further develop the sub-regional evidence base and planning criteria for these, and other energy schemes.</p>	<p>example, that the benefits of using biomass biofuels to generate power are not outweighed by the emissions created by transporting or producing the biomass biofuels, taking account of full life-cycle emissions. It is intended that Policy Approach EN16 will address these relating to air quality. Where necessary the City will seek to work with other Districts to further develop the sub-regional evidence base and planning criteria for these, and other energy schemes</p>
17	<p>12 Objective 6 Environment</p> <p>12.79 Schemes to enhance biodiversity should take into account climate change, flood risk and the need for flood storage; habitats such</p>	<p>12 Objective 6 Environment</p> <p>12.79 Schemes to enhance biodiversity should take into account climate change, flood risk and the need for flood storage; habitats such as flood meadow reedbed and marsh/fen should be considered along appropriate stretches of river. All new,</p>

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	<p>as flood meadow reedbed and marsh/fen should be considered along appropriate stretches of river. All new, enhanced and restored biodiversity provision should seek to be an exemplar of best practice and innovation in its design and on-going management.</p>	<p>enhanced and restored biodiversity provision should seek to be an exemplar of best practice and innovation in its design and on-going management. The Council will also promote consideration of potential tensions between biodiversity enhancement and recreational access, to ensure that appropriate regard is given to those objectives.</p>
18	<p>12 Objective 6 Environment</p> <p>12.93 A Joint Waste Development Plan Document is currently in production for the whole of Greater Manchester, which will set out the overall strategy for waste and provide some of the detail of site identification for waste facilities, development of waste technologies, the need for safeguarding areas for waste management development, and</p>	<p>12 Objective 6 Environment</p> <p>12.93 A Joint Waste Development Plan Document has been prepared is currently in production for the whole of Greater Manchester, which will sets out the overall strategy for waste and provides some of the detail of site identification for waste facilities, development of waste technologies, the need for safeguarding areas for waste management development, and generic development control policies. The Joint Waste Development Plan Document has been found to be sound by a Planning Inspector following an examination in public, and is due to be adopted by all 10 Greater Manchester districts on 1st April. Adoption is due in 2012.</p>

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	generic development control polices. Adoption is due in 2012.	
19	<p>12 Objective 6 Environment</p> <p>Policy EN 20</p> <p>Minerals</p> <p>The Council will:</p> <ul style="list-style-type: none"> • Work with other Districts through a Greater Manchester Joint Minerals Development Plan Document to provide a co-ordinated sub-regional approach to minerals planning, ensure that mineral resources are safeguarded (including through the definition of mineral safeguarding areas) and to secure an adequate level of 	<p>12 Objective 6 Environment</p> <p>Policy EN 20</p> <p>Minerals</p> <p>The Council will:</p> <ul style="list-style-type: none"> • Work with other Districts through a Greater Manchester Joint Minerals Development Plan Document to provide a co-ordinated sub-regional approach to minerals planning, ensure that mineral resources are safeguarded (including through the definition of mineral safeguarding areas) and to maintain an adequate landbank of aggregates to contribute towards the maintenance of Greater Manchester's share of the regional production of aggregates and to support secure an adequate level of minerals for the planned levels of growth in Manchester.

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	<p>minerals for the planned levels of growth in Manchester.</p> <ul style="list-style-type: none"> • Encourage the efficient use of minerals and promote the use of secondary / recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See also Waste Policy EN19) • Encourage the use of alternatives to peat-based products in landscaping / gardens within development schemes; • Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible. 	<ul style="list-style-type: none"> • Encourage the efficient use of minerals and promote the use of secondary / recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See also Waste Policy EN19) • Encourage the use of alternatives to peat-based products in landscaping / gardens within development schemes; • Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible. • Ensure that any adverse environmental impacts of storage, processing and transfer on neighbouring uses are minimised.

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	<ul style="list-style-type: none"> Ensure that any adverse environmental impacts of storage, processing and transfer on neighbouring uses are minimised. 	
20	<p>12 Objective 6 Environment</p> <p>12.94 Minerals are an important national resource, providing the raw materials for energy, manufacturing and development. Manchester does not have any active mineral workings; there are, however, surface coal resources within parts of the city. In particular, the area to the northeast of the city centre contains surface coal resources, as does the northern fringe of the city in the wards of Higher Blackley, Charlestown and Moston.</p>	<p>12 Objective 6 Environment</p> <p>12.94 Minerals are an important national resource, providing the raw materials for energy, manufacturing and development. Manchester does not have any active mineral workings; there are, however, surface coal mineral resources within parts of the city. In particular there are Sand and Gravel resources at locations in the far northwest and the far south of the City, as well as at a number of locations within the Mersey Valley. the area to the northeast, centre contains surface coal resources, as does the northern fringe of the city in the wards of Higher Blackley, Charlestown and Moston. MPS1 requires the definition of A Joint Minerals Development Plan Document (JMDDP) has been prepared for the whole of Greater Manchester, which contains mineral safeguarding areas (MSAs) to ensure</p>

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	<p>MPS1 requires the definition of mineral safeguarding areas (MSAs) to ensure that proven mineral resources are not needlessly sterilised by non-mineral development. The council will therefore work with adjoining districts to develop MSAs and will give due regard to safeguarding these resources from sterilisation through other forms of development where appropriate. Manchester is also at the centre of growth within the North West region with, for example, an average of 3,500 new housing units per year expected to be required until 2027. This will require the adequate and steady supply of raw materials. The Council accepts that it will need to work closely with other districts to ensure that</p>	<p>that proven mineral resources are not needlessly sterilised by non-mineral development. Within Manchester a number of Sand and Gravel MSAs are proposed within the JMDPD, together with an Area of Search (AoS) for Gravel in the far west of the Mersey Valley and a railhead in East Manchester. The JMDPD has now been submitted to the Secretary of State, and hearings took place in February 2012. The council will therefore work with adjoining districts to develop MSAs and will give due regard to safeguarding these resources from sterilisation through other forms of development where appropriate. Manchester is also at the centre of growth within the North West region with, for example, an average of 3,500 new housing units per year expected to be required until 2027. This The scale of growth planned for Manchester until 2027 will require the adequate and steady supply of raw materials. The Council accepts that it will need to work closely with other districts to ensure that sufficient capacity exists for Greater Manchester to meet its sub-regional aggregate provision as identified by the North West Aggregate Working Party using the National and Regional Guidelines for Aggregates Provision in England and provide for the maintenance of land banks.</p>

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	<p>sufficient capacity exists for Greater Manchester to meet its sub-regional aggregate provision as identified by the North West Aggregate Working Party using the National and Regional Guidelines for Aggregates Provision in England and provide for the maintenance of land banks.</p>	
21	<p>12 Objective 6 Environment</p> <p>12.97 It is anticipated that the principles behind the core strategy policies will be developed in detail through a minerals development plan document produced jointly by all ten districts.</p> <p>This would cover the details of site identification for all minerals across Greater</p>	<p>12 Objective 6 Environment</p> <p>12.97 It is anticipated that the principles behind the core strategy policies will be developed in detail through the Joint Minerals Development Plan Document produced jointly by all ten districts.</p> <p>This would cover the details of site identification for all minerals across Greater Manchester, including location of preferred areas for minerals and sites for processing and storage of secondary aggregates. In addition, identification of</p>

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	<p>Manchester, including location of preferred areas for minerals and sites for processing and storage of secondary aggregates. In addition, identification of areas for energy minerals in consultation</p> <p>with the Department for Trade and Industry, sites requiring safeguarding for future extraction and transfer of materials will also be included.</p>	<p>areas for energy minerals in consultation with the Department for Trade and Industry, sites requiring safeguarding for future extraction and transfer of materials will also be included.</p>																				
22	<p>12 Objective 6 Environment</p> <p>Delivery Strategy</p> <table border="1" data-bbox="291 1161 920 1380"> <thead> <tr> <th data-bbox="291 1161 378 1380">Policy</th> <th data-bbox="378 1161 521 1380">Project / Programme</th> <th data-bbox="521 1161 665 1380">Responsible Agencies</th> <th data-bbox="665 1161 786 1380">Source of Funding</th> <th data-bbox="786 1161 920 1380">Timescale</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Policy	Project / Programme	Responsible Agencies	Source of Funding	Timescale						<p>12 Objective 6 Environment</p> <p>Delivery Strategy</p> <table border="1" data-bbox="974 1161 1827 1337"> <thead> <tr> <th data-bbox="974 1161 1061 1337">Policy</th> <th data-bbox="1061 1161 1205 1337">Project / Programme</th> <th data-bbox="1205 1161 1438 1337">Responsible Agencies</th> <th data-bbox="1438 1161 1626 1337">Source of Funding</th> <th data-bbox="1626 1161 1827 1337">Timescale</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Policy	Project / Programme	Responsible Agencies	Source of Funding	Timescale					
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		New Municipal Waste Management Facilities	AGMA, Greater Manchester Waste Disposal Authority	Private Finance Initiative	To 2027			<u>Waste Collection Services (New Standard)</u>	<u>Neighbourhood Services, MCC</u>	<u>DEFRA/MCC</u>	<u>Ongoing</u>	
	EN20	Greater Manchester Joint Minerals	AGMA	AGMA	October 2012							

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Production of secondary / recycled aggregates	In accordance with GM Minerals DPD	Percentage of household waste recycled	50% by 2020 2015				
		Percentage of municipal waste sent to landfill	Meeting target in Municipal Waste Management Strategy				
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	<p>Agreements</p> <p>13.1 Following guidance in Circular 5/2005, planning agreements under Section 106 of the Town and Country Planning Act 1990 are currently used to mitigate harm that may be caused by a development and are negotiated as part of the planning application process. The Act allows for Local Planning Authorities and developers to negotiate a range of obligations under such an agreement, which can be linked to financial contributions, be restrictive in nature or require specific works or actions to take place. S106 contributions can do much to mitigate harm that new developments might otherwise bring and provide benefit through integration with the</p>	<p>13.1 Following guidance in Circular 5/2005, planning agreements obligations under Section 106 of the Town and Country Planning Act 1990 are currently used to mitigate harm that may be caused by a development and are negotiated as part of the planning application process, either as Unilateral Undertakings or as Agreements. The Act allows for Local Planning Authorities and developers to negotiate a range of obligations under such an agreement, which can be linked to financial contributions, be restrictive in nature or require specific works or actions to take place. S106 contributions Planning obligations can do much to mitigate harm that new developments might otherwise bring and provide benefit through integration with the surrounding area.</p>

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	surrounding area.	
25	<p>13 Development Management and Planning Agreements</p> <p>Policy PA 1</p> <p>Developer Contributions</p> <p>Where needs arise as a result of development, the Council will seek to secure planning obligations or agreements in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations and agreements, the Council may seek contributions for the following with priority assessed on a site by</p>	<p>13 Development Management and Planning Agreements Obligations</p> <p>Policy PA 1</p> <p>Developer Contributions</p> <p>Where needs arise as a result of development, the Council will seek to secure planning obligations or agreements in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, and agreements the Council may seek contributions for the following with priority assessed on a site by site basis:</p> <ul style="list-style-type: none"> • Affordable housing • Education • Health and wellbeing facilities

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	<p>site basis:</p> <ul style="list-style-type: none"> • Affordable housing • Education • Health and wellbeing facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements 	<ul style="list-style-type: none"> • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation <p>Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.</p>

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	<ul style="list-style-type: none"> • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation <p>Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.</p> <p>The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided</p>	<p>The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.</p> <p>These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.</p>

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26	<p>13 Development Management and Planning Agreements</p> <p>13.4 In drawing up planning agreements Manchester City Council gives a high priority to the regeneration objectives set out in the Regeneration Frameworks for each area of the City.</p>	<p>13 Development Management and Planning Agreements Obligations</p> <p>13.4 In drawing up planning agreements obligations Manchester City Council gives a high priority to the regeneration objectives set out in the Regeneration Frameworks for each area of the City.</p>
27	<p>13 Development Management and Planning Agreements</p> <p>13.5 In order to secure the best use of land, the Council needs to ensure, through the use</p>	<p>13 Development Management and Planning Agreements Obligations</p> <p>13.5 In order to secure the best use of land, the Council needs to ensure, through the use of conditions or planning obligations attached to planning permissions, that new development provides for the infrastructure, facilities, amenities and other</p>

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

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