

Appendix 2

Additional Minor Modifications to the Core Strategy by Manchester City Council which do not materially affect the policies of the Plan.

**Core Strategy Adoption Statement Appendix 2
Schedule of Minor Changes made by the Council**

The modifications set out in the table below were made to the Core Strategy by the Council in January 2012, following the Examination Hearings. These are minor modifications which do not materially affect the policies of the plan.

Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
1	<p>2 Manchester Now</p> <p>2.13 Whilst the economy has been restructured and new jobs are being created, the City is still tackling the social, physical and environmental legacy of years of economic decline. Manchester is the fourth most deprived district in the country and 60% (check) of the City's neighbourhoods (measured by Super Output Areas) are the worst 10% nationally. The health of Manchester's residents is also amongst the worst in the country, however, rates of violent crime and acquisitive crime</p>	<p>2 Manchester Now</p> <p>2.13 Whilst the economy has been restructured and new jobs are being created, the City is still tackling the social, physical and environmental legacy of years of economic decline. Manchester is the fourth most deprived district in the country and 60 52% (check) of the City's neighbourhoods (measured by Lower layer Super Output Areas from the 2007 Indices of Multiple Deprivation) are within the worst 10% nationally. The health of Manchester's residents is also amongst the worst in the country, however, rates of violent crime and</p>	<ul style="list-style-type: none"> • Updated to correct error and to include fuller reference. • No changes were proposed at Submission Stage in relation to this paragraph.

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	(burglary, vehicle crime, and robbery) have fallen in Manchester over recent years.	acquisitive crime (burglary, vehicle crime, and robbery) have fallen in Manchester over recent years.	
2	<p>2 Manchester Now</p> <p>2.49 Central Park is a growing employment site with its own dedicated Metrolink stop set to open in 2011. It is already home to Fujitsu, a leading IT company, The Sharp Project (a new hub for digital and creative businesses) and One Central Park (a pioneering centre for business enterprise, training and academic excellence). A new Greater Manchester Police Force Headquarters and Divisional Headquarters are under construction and due</p>	<p>2 Manchester Now</p> <p>2.49 Central Park is a growing employment site with its own dedicated Metrolink stop constructed and set to open very soon in 2011. It is already home to Fujitsu, a leading IT company, The Sharp Project (a new hub for digital and creative businesses) and One Central Park (a pioneering centre for business enterprise, training and academic excellence). A new Greater Manchester Police Force Headquarters and Divisional Headquarters are now largely constructed under construction and due to</p>	<ul style="list-style-type: none"> • Updated to reflect actual progress with schemes. • No changes proposed at Submission Stage.

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	to open in 2011.	open in the near future 2011 .	
3	Key Diagram changes shown separately	<p>Key Diagram changes shown separately, but set out 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 	<ul style="list-style-type: none"> • To improve clarity and context. • Changes were proposed at Submission stage to the Key Diagram; this paper does not affect those proposed changes. • In this schedule the Reasons for Change relate to

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			the Minor Changes only; Soundness changes are shown for information and with a grey background .
4	<p>8 Objective 2 Economy and City Centre Policy EC 2</p> <p>Existing Employment Space</p> <p>The Council will seek to retain and enhance existing employment space beyond strategic employment locations. Existing sites will only be considered for alternative uses if it can</p>	<p>8 Objective 2 Economy and City Centre Policy EC 2</p> <p>Existing Employment Space</p> <p>The Council will seek to retain and enhance existing employment space and sites. beyond strategic employment locations and those areas identified for mixed use development in Policy EC1 and CC1.</p>	<ul style="list-style-type: none"> • To improve legibility of paragraph following Submission stage changes. • Changes were

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	<p>be demonstrated that these sites are more suitable for alternative uses due to them being:</p> <ul style="list-style-type: none"> • Un-viable in terms of business operations, building age and format; • Not compatible with adjacent uses; or • Not suitable for employment having had regard to the Manchester – Salford – Trafford SFRA. 	<p>Existing sites will only be considered for a Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: these sites are more suitable for alternative uses due to them being:</p> <ul style="list-style-type: none"> • The existing use is unun-viable in terms of business operations, building age and format; • The existing use is Notincompatible with adjacent uses; • The existing use is Notunsuitable for employment having had regard to the Manchester - Salford - Trafford SFRA; or 	<p>proposed at Submission stage to Policy EC2; this paper <u>includes</u> the Submission stage changes (shown in blue) except where the EIP changes (still shown in red) supersede them.</p>

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		<ul style="list-style-type: none"> • On balance, proposals are able to offer greater benefits in terms of the Core Strategy’s vision and spatial objectives than the existing use. 	
5	<p>8 Objective 2 Economy and City Centre</p> <p>Policy CC 2</p> <p>Retail</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</p>	<p>8 Objective 2 Economy and City Centre</p> <p>Policy CC 2</p> <p>Retail</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</p>	<ul style="list-style-type: none"> • To better reflect national policy. • Changes were proposed at Submission stage to Policy CC2 Retail; this paper

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	<p>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>	<p>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 	<p>does not affect those proposed changes.</p> <ul style="list-style-type: none"> • This policy is included in both the Minor Changes and Soundness schedules because both types of changes are present. • In this schedule the Reasons for Change relate to

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	<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 floorspace will be provided in the City Centre</p>	<p>that new development is of the highest design quality (see also Policy EN 1 - Design Principles and Strategic Character Areas),</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</p>	<p>the Minor Changes only; Soundness changes are shown for information and with a grey background.</p>

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	<p>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</p>	<p>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</p>	

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	<p>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> <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</p>	<p>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>	


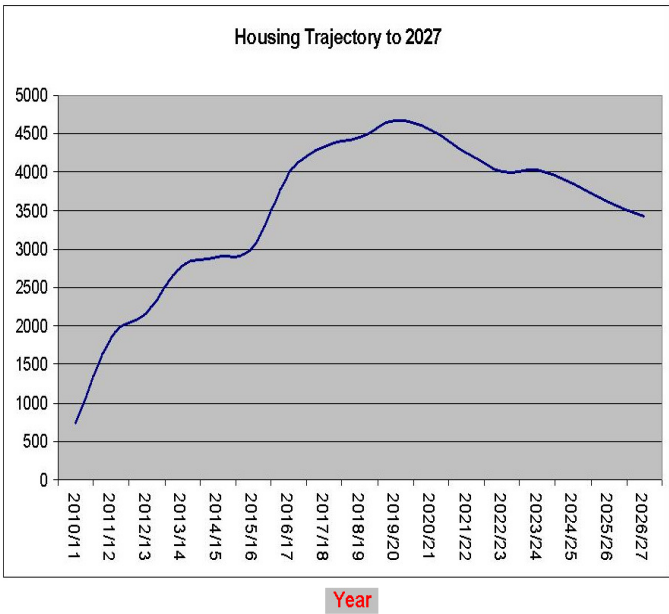
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	that these units will be occupied.		
6	<p>9 Objective 3 Housing</p> <p>Policy H 1</p> <p>Overall Housing Provision</p> <p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average 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</p>	<p>9 Objective 3 Housing</p> <p>Policy H 1</p> <p>Overall Housing Provision</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</p>	<ul style="list-style-type: none"> • To correct a typographical error. • Changes were proposed at Submission stage to Policy H1; this paper does not affect those proposed changes. • This policy is

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	<p>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>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>included in both the Minor Changes and Soundness schedules because both types of changes are present.</p> <ul style="list-style-type: none"> In this schedule the Reasons for Change relate to the Minor Changes only; Soundness changes are shown for information and with a grey

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	<p align="center">Housing Trajectory to 2027</p>  <p>New housing will be predominantly in the North, East and City Centre, these areas falling</p>	<p align="center">Housing Trajectory to 2027</p>  <p>New housing will be predominantly in the North, East and City Centre, these areas falling within the</p>	<p align="center">background.</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.)</p> <p>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 	<p>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 to move to, or 	

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	<p>to diversify the mix of house types to meet the needs of those people wishing 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</p>	<p>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 initiatives or niche</p>	

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	<p>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</p>	<p>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>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</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="994 1278 1655 1335"> <tr> <td>Location</td> <td>Policy No</td> <td>Approx</td> </tr> </table>	Location	Policy No	Approx	
Location	Policy No	Approx				

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	<p>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, 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 	<table border="1"> <thead> <tr> <th></th> <th></th> <th>number of dwellings (net)</th> </tr> </thead> <tbody> <tr> <td>City Centre</td> <td>CC3</td> <td>16,500</td> </tr> <tr> <td>North Manchester</td> <td>H3</td> <td>11,480</td> </tr> <tr> <td>East Manchester</td> <td>H4</td> <td>18,280</td> </tr> <tr> <td>Central Manchester</td> <td>H5</td> <td>8,200</td> </tr> <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> </tbody> </table>			number of dwellings (net)	City Centre	CC3	16,500	North Manchester	H3	11,480	East Manchester	H4	18,280	Central Manchester	H5	8,200	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	
		number of dwellings (net)																												
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	<p>sustainable locations and which takes into 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 	<p align="center"><u>Figures in table have been subject to rounding</u></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 account the availability of developable sites in these areas; 	

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	<p>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 public transport routes. • Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester- 	<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 	

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	Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).	<p>contributions where this is not sufficient to support the proposed development;</p> <ul style="list-style-type: none"> • 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 (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>9.42 From 1st October 2010 change of use</p>	<p>9 Objective 3 Housing</p> <p>9.42 9.44 From 1st October 2010 change of use</p>	<ul style="list-style-type: none"> • To update the

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	<p>from a Class C3 dwellinghouse to a Class C4 House in Multiple Occupation (HMO) became permitted development, therefore planning permission is no longer needed. The Council made an Article 4 Direction on 7th October 2010 which, once the Direction comes into force, will mean that planning permission will be needed for this type of development. Subject to confirmation by the Council, the Direction will come into force on 8th October 2011. Once the Article 4 Direction has come into force then the Council will use the policy below to control further changes of use from a C3 to a C4. The policy</p>	<p>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. 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 the 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</p>	<p>policy and improve legibility.</p> <ul style="list-style-type: none"> Changes were proposed at Submission stage to add two additional paragraphs – 9.42 and 9.43 – which means that this paragraph (which was 9.42) is now 9.44; this paper <u>includes</u> the

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	also controls change of use to HMOs which are 'sui generis'.	generis'.	Submission stage changes (shown in blue) except where the EIP changes (still shown in red) supersede them.
8	<p>9 Objective 3 Housing</p> <p>9.49 Households that would meet the C4 test from the 6th April 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</p>	<p>9 Objective 3 Housing</p> <p>9.49 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</p>	<ul style="list-style-type: none"> • To update the policy. • Changes were proposed at Submission stage to add two

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	picture.	up a clearer picture.	additional paragraphs – 9.42 and 9.43 – which means that this paragraph (which was 9.49) is now 9.51; this paper <u>includes</u> the Submission stage changes (shown in blue) except where the EIP changes (still shown in red) supersede them.

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9	<p>9 Objective 3 Housing</p> <p>9.52 Currently the amount of purpose built student accommodation in the planning pipeline exceeds the demand from both the projected growth in student numbers to 2014/15 (using a mid range growth scenario assumption) and latent demand from students living in the general rented sector, meaning that there is a future oversupply of bedspaces. This means that purpose built provision will be able to accommodate additional students who would previously have lived in C4 type accommodation. If a need for further purpose built accommodation arises the Council will</p>	<p>9 Objective 3 Housing</p> <p>9.52 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</p>	<ul style="list-style-type: none"> • To correct a typographical error. • Changes were proposed at Submission stage to add two additional paragraphs – 9.42 and 9.43 – which means that this paragraph (which was 9.52) is now 9.54; this paper

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	encourage this where is satisfies the criteria set out in Policy Approach H12.	<p>broadening housing choice in a way which reflects evidence of current demand.</p> <p>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><u>includes</u> the Submission stage changes (shown in blue) except where the EIP changes (still shown in red) supersede them.</p> <ul style="list-style-type: none"> In this schedule the Reasons for Change relate to the Minor Changes only; Soundness changes are shown for information and

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Schedule of Minor Changes made by the Council**

Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
			with a grey background.
10	<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 support proposals that: -</p> <ul style="list-style-type: none"> • Improve choice by developing alternatives to the car 	<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 	<ul style="list-style-type: none"> • To correct a typographical error. • Changes were proposed at Submission stage to Policy T1; this paper includes the Submission stage changes (shown in blue) except where

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Schedule of Minor Changes made by the Council**

Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<ul style="list-style-type: none"> • 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. • Improve and develop further Manchester’s cycle network (for 	<ul style="list-style-type: none"> • 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. • Improve and develop further Manchester’s cycle network (for example the Manchester 	<p>the EIP changes (still shown in red) supersede them.</p> <ul style="list-style-type: none"> • This policy is included in both the Minor Changes and Soundness schedules because both types of changes are present. • In this schedule the Reasons for Change relate to

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Schedule of Minor Changes made by the Council**

Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>example the Manchester Cycleway and the Trans Pennine Trail).</p> <ul style="list-style-type: none"> • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • 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 	<p>Cycleway and the Trans Pennine Trail).</p> <ul style="list-style-type: none"> • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • 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 	<p>the Minor Changes only; Soundness changes are shown for information and with a grey background.</p>

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>road traffic, for example, congestion, 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 and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic. 	<p>to their appropriate design and location.</p> <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. pedestrians and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic. 	

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
11	<p>12 Objective 6 Environment</p> <p>12.25 Reduction in CO₂ emissions is seen as a major component in mitigating climate change. In this regard, emerging areas of Government policy give rise to the following three national and regional targets:</p> <ul style="list-style-type: none"> • A national reduction in CO₂ emissions by 34% in 2020 and by 80% in 2050, (from a 1990 baseline) to which buildings will need to make a proportionately higher contribution, as set out in the Climate Change Act 2008. • 'Zero' carbon targets for all new housing by 	<p>12 Objective 6 Environment</p> <p>12.25 Reduction in CO₂ emissions is seen as a major component in mitigating climate change. In this regard, emerging areas of Government policy give rise to the following three national and regional targets:</p> <ul style="list-style-type: none"> • A national reduction in CO₂ emissions by 34% in 2020 and by 80% in 2050, (from a 1990 baseline) to which buildings will need to make a proportionately higher contribution, as set out in the Climate Change Act 2008. • 'Zero' carbon targets for all new housing by 2016 and for all new non-residential development by 	<ul style="list-style-type: none"> • To reflect current national policy. • Changes were not proposed to paragraph 12.25 at Submission stage.

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>2016 and for all new non-residential development by 2019, for which preparation will be required (See table 12.5 below).</p> <ul style="list-style-type: none"> • A national increase in renewable energy capacity by 15% by 2020 as set out in the UK Renewable Energy Strategy, which will require an uplift in current levels. 	<p>2019, for which preparation will be required (See table 12.5 below).</p> <ul style="list-style-type: none"> • A national increase in renewable energy capacity by 15% by 2020 as set out in the UK Renewable Energy Strategy, which will require an uplift in current levels. 	
12	<p>12 Objective 6 Environment</p> <p>Policy EN 5</p> <p>Strategic Areas for low and zero carbon decentralised energy infrastructure</p> <p>Within Manchester it is considered that the following strategic areas, indicated on the key</p>	<p>12 Objective 6 Environment</p> <p>Policy EN 5</p> <p>Strategic Areas for low and zero carbon decentralised energy infrastructure</p> <p>Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will</p>	<ul style="list-style-type: none"> • Updated to correct typographical error. • Changes were proposed at Submission stage

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:</p> <ul style="list-style-type: none"> • The Regional Centre, which also includes the Oxford Road Corridor and Eastlands • District Centres and associated major development sites • Airport Strategic Site • Strategic housing locations • Strategic employment locations <p>Within these areas new development,</p>	<p>have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:</p> <ul style="list-style-type: none"> • The Regional Centre, which also includes the Oxford Road Corridor and Eastlands • District Centres and associated major development sites • Airport Strategic Site • Strategic housing locations • Strategic employment locations <p>Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for</p>	<p>to Policy EN5; this paper <u>includes</u> the Submission stage changes (shown in blue) except where the EIP changes (still shown in red) supersede them.</p>

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The developer would be required to work with the Council and all relevant stakeholders, which may include residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.</p> <p>Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full</p>	<p>decentralised low and zero carbon energy infrastructure in the form of energy proposals plans.</p> <p>The City developer would be required to work with the Council will work with and all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.</p> <p>Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full consideration shall be given to the potential role that these can have in providing an anchor load within a</p>	

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy network or in creating opportunities for CO2 reduction funded by contributions.	decentralised energy network or in creating opportunities for CO2 reduction funded by contributions.	
13	<p>12 Objective 6 Environment</p> <p>Figure 12.3 The Government’s preferred energy heirarchy</p>	<p>12 Objective 6 Environment</p> <p>Figure 12.3 The Government’s preferred energy hierarchy</p>	<ul style="list-style-type: none"> • To correct typographical error in the title of Figure 12.3. • No changes were proposed at Submission stage

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			to Figure 12.3.

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change																		
14	<p>12 Objective 6 Environment</p> <p>Table 12.5</p> <table border="1"> <thead> <tr> <th>Policy</th> <th>Indicator</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>EN4 – EN7</td> <td>CO2 emissions per capita</td> <td>Reduce to 4.3 tonnes by 2020 (local target subject to review).</td> </tr> <tr> <td></td> <td>Days on which air pollution reaches moderate or higher levels</td> <td>Zero days</td> </tr> </tbody> </table>	Policy	Indicator	Target	EN4 – EN7	CO2 emissions per capita	Reduce to 4.3 tonnes by 2020 (local target subject to review).		Days on which air pollution reaches moderate or higher levels	Zero days	<p>12 Objective 6 Environment</p> <p>Table 12.5</p> <table border="1"> <thead> <tr> <th>Policy</th> <th>Indicator</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>EN4 – EN7</td> <td>Reduction in CO2 emissions per capita</td> <td>Reduce to 4.3 tonnes by 2020 (local target subject to review) 41% reduction from 2005 levels by 2020 (This is a city-wide target that the Council supports and which will be kept under review)</td> </tr> <tr> <td></td> <td>Days on which air pollution reaches moderate or higher levels</td> <td>Zero days</td> </tr> </tbody> </table>	Policy	Indicator	Target	EN4 – EN7	Reduction in CO2 emissions per capita	Reduce to 4.3 tonnes by 2020 (local target subject to review) 41% reduction from 2005 levels by 2020 (This is a city-wide target that the Council supports and which will be kept under review)		Days on which air pollution reaches moderate or higher levels	Zero days	<ul style="list-style-type: none"> • Typographical error correction. • Changes were proposed at Submission stage to Table 12.5; this paper <u>includes</u> the Submission stage changes (shown in blue) except where the EIP changes (still shown in red) supersede them.
Policy	Indicator	Target																			
EN4 – EN7	CO2 emissions per capita	Reduce to 4.3 tonnes by 2020 (local target subject to review).																			
	Days on which air pollution reaches moderate or higher levels	Zero days																			
Policy	Indicator	Target																			
EN4 – EN7	Reduction in CO2 emissions per capita	Reduce to 4.3 tonnes by 2020 (local target subject to review) 41% reduction from 2005 levels by 2020 (This is a city-wide target that the Council supports and which will be kept under review)																			
	Days on which air pollution reaches moderate or higher levels	Zero days																			

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
15	<p>12 Objective 6 Environment</p> <p>Policy EN 8</p> <p>Adaptation to Climate Change</p> <p>All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments, which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:</p> <ul style="list-style-type: none"> • Minimisation of flood risk by appropriate siting, drainage, and treatment of 	<p>12 Objective 6 Environment</p> <p>Policy EN 8</p> <p>Adaptation to Climate Change</p> <p>All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments, which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:</p> <ul style="list-style-type: none"> • Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability 	<ul style="list-style-type: none"> • Typographical error correction. • No changes were proposed at Submission stage to Policy EN8.

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>surface areas to ensure rain water permeability</p> <ul style="list-style-type: none"> • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways • The need to control overheating of buildings through passive design • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation <p>Developers will be permitted to use green</p>	<ul style="list-style-type: none"> • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways • The need to control overheating of buildings through passive design • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation <p>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 under Policy EN6, subject to sufficient evidence to quantify their</p>	

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.	contribution to compliance.	
16	<p>12 Objective 6 Environment</p> <p>Policy EN11</p> <p>Quantity of Open Space, Sport and Recreation</p> <p>As opportunities arise, new open space, sport and recreation facilities will be created across</p>	<p>12 Objective 6 Environment</p> <p>Policy EN11</p> <p>Quantity of Open Space, Sport and Recreation</p> <p>As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of</p>	<ul style="list-style-type: none"> • To correct an error from an earlier version of the Core Strategy. • Changes were

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	<p>Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where:</p> <ul style="list-style-type: none"> • a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the Open Space, Sport and Recreation standards, is identified in the local area; • where significant levels of development are proposed including strategic housing sites. <p>New open spaces should also be</p>	<p>new open space, sport and recreation facilities, in particular where:</p> <ul style="list-style-type: none"> • a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the Open Space, Sport and Recreation standards, is identified in the local area; • where significant levels of development are proposed including strategic housing sites within the Strategic Housing Location. <p>New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between</p>	<p>proposed at Submission stage to Policy EN11; this paper does not affect those proposed changes.</p>

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Change Reference	Publication Draft text	Changes proposed at Examination In Public (shown in red) (Submission Stage changes shown in blue where relevant)	Reason for Change
	interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City.	sites and to enhance the biodiversity of the City.	

Schedule of additional modifications made after the Inspector's report

The modifications in the table below were made by the Council in May 2012. These are minor modifications which do not materially affect the policies of the plan.

Examination Core Strategy text	Additional modifications made after the Inspector's report	Reason for change
1.1 The Core Strategy is the key document in Manchester's Local Development Framework and	1.1 The Core Strategy was adopted by Manchester City Council on 11th July 2012. The Core Strategy It	To include the date of adoption.

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<p>covers a period of 15 years from 2012 to 2027...</p>	<p>is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027...</p>	
<p>1.1 (third bullet point)</p> <ul style="list-style-type: none"> • Site Specific Allocations Development Plan Document (to be developed following adoption of the Core Strategy) 	<p>1.2 (third bullet point)</p> <p>Site Specific Allocations Development Plan Documents (to be developed following adoption of the Core Strategy), for example on Houses in Multiple Occupation</p>	<p>To refer to Development Plan Documents in a broad sense rather than naming a specific document.</p>
<p>1.1 (fourth bullet point)</p> <ul style="list-style-type: none"> • Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy, Site Specific Allocations or any future Development Plan Documents 	<p>1.2 1.1 (fourth bullet point)</p> <ul style="list-style-type: none"> • Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy, Site Specific Allocations or in any other future Development Plan Documents 	<p>To refer to Development Plan Documents in a broad sense rather than naming a specific document.</p>
<p>1.4 Publication of the Core Strategy is a statutory consultation and will be followed by submission to the Secretary of State for examination in public. An Inspector will be assigned to carry out the examination the the purpose of which is to check that the plan has complied with legislation. This includes in particular checking that the Core Strategy has been prepared in accordance with the Local Development Scheme and is in compliance with the Statement of Community Involvement. For the Core Strategy to be found sound it must also:</p> <ul style="list-style-type: none"> • have been subject to sustainability appraisal • have regard to national policy • conform generally to the Regional Spatial 	<p>1.4 Publication of the Core Strategy is a statutory consultation and will be followed by submission to the Secretary of State for examination in public. An Inspector will be assigned to carry out the examination the the purpose of which is to check that the plan has complied with legislation. This includes in particular checking that the Core Strategy has been prepared in accordance with the Local Development Scheme and is in compliance with the Statement of Community Involvement. For the Core Strategy to be found sound it must also:</p> <ul style="list-style-type: none"> • have been subject to sustainability appraisal • have regard to national policy • conform generally to the Regional Spatial 	<p>These paragraphs are no longer relevant.</p>

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<p>Strategy</p> <ul style="list-style-type: none"> • have regard to the sustainable community strategy <p>1.5 Comments are invited from the 10th February to 24th March 2011. Please note that all comments along with the name and organisation (if any) of representors will be made public. Manchester City Council requests that all comments are made directly on-line at http://manchester.limehouse.co.uk/portal or, if this is not possible, comments can also be made by completing the representation form in Appendix D and emailing to planningstrategy@manchester.gov.uk or posting to</p> <p>Planning Strategy Manchester City Council Freepost MR1514 Manchester M60 2BR</p> <p>1.6 Anyone making representations seeking to change the published Core Strategy will be asked, by the Inspector, if they wish to attend the examination in public. Please note, only those making representations on this published version of the Core Strategy, rather than at any previous stage, will be invited to attend.</p>	<p style="color: red;">Strategy</p> <ul style="list-style-type: none"> <li style="color: red;">• have regard to the sustainable community strategy <p style="color: red;">1.5 Comments are invited from the 10th February to 24th March 2011. Please note that all comments along with the name and organisation (if any) of representors will be made public. Manchester City Council requests that all comments are made directly on-line at http://manchester.limehouse.co.uk/portal or, if this is not possible, comments can also be made by completing the representation form in Appendix D and emailing to planningstrategy@manchester.gov.uk or posting to</p> <p style="color: red;">Planning Strategy Manchester City Council Freepost MR1514 Manchester M60 2BR</p> <p style="color: red;">1.6 Anyone making representations seeking to change the published Core Strategy will be asked, by the Inspector, if they wish to attend the examination in public. Please note, only those making representations on this published version of the Core Strategy, rather than at any previous stage, will be invited to attend.</p>	
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1.7 Once the Core Strategy is adopted the 'Guide to Development in Manchester SPD and Planning Guidance' and the 'Providing for Housing Choice SPD and Planning Guidance' will be amended to relate to the Core Strategy and remaining Unitary Development Plan saved policies.	1.4 Once Now that the Core Strategy is adopted the 'Guide to Development in Manchester SPD and Planning Guidance' and the 'Providing for Housing Choice SPD and Planning Guidance' will be amended to relate to the Core Strategy and remaining Unitary Development Plan saved policies.	To reflect the fact that the Core Strategy is adopted.
1.9 (fourth bullet point) Policy is generally set out according to the Strategic Objectives, and is therefore organised according to themes rather than areas. A list of all policies is included in the index.	1.6 (fourth bullet point) Policy is generally set out according to the Strategic Objectives, and is therefore organised according to themes rather than areas. A list of all policies is included in the index after the Contents page .	To refer to the correct location of the policy list.
1.11 A final chapter containing Development Management and Planning Agreements is also included.	1.8 A final chapter containing Development Management and Planning Agreements Obligations policies is also included.	To give the correct title of this chapter.
2.22 Manchester has relatively high levels of green space within the north and east of the City and in Wythenshawe. It also has several large award winning City parks including Heaton Park in the north, Platt Fields in the East and Wythenshawe in the South.	2.22 Manchester has relatively high levels of green space within the north and east of the City and in Wythenshawe. It also has several large award winning City parks including Heaton Park in the north, and Platt Fields in the East and Wythenshawe in the South.	Platt Fields is in the south of the City.
2.31 The City Centre has undergone significant change over the last decade with the rise of City Centre living and the majority of new jobs in the City having been created in the here.	2.31 The City Centre has undergone significant change over the last decade with the rise of City Centre living and the majority of new jobs in the City having been created in the here.	To correct a typographical error.
2.37 ...There are two district centres serving North Manchester: Cheetham and Harpurhey.	2.37 ...There are two district centres serving North Manchester: Cheetham Hill and Harpurhey.	To give the correct name for the district centre.
2.38 ... Cheetham and North City District Centres have been revitalised and transformed and	2.38 Cheetham Hill and North-City Harpurhey District Centres have been revitalised and	To give the correct names for the district

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improvements to the open spaces and natural features have also served to improve the 'quality of place'.	transformed and improvements to the open spaces and natural features have also served to improve the 'quality of place'.	centres.
2.39 North Manchester is roughly divided into two halves by the River Irk, which flows from the northern parts of Oldham towards the City Centre, and Rochdale Road. It is served by the two district centres of Cheetham Hill and North City and comprises a variety of different neighbourhoods....	2.39 North Manchester is roughly divided into two halves by the River Irk, which flows from the northern parts of Oldham towards the City Centre, and Rochdale Road. It is served by the two district centres of Cheetham Hill and North City Harpurhey and comprises a variety of different neighbourhoods....	To give the correct name for the district centre.
2.58 ...The high density of large institutions along the Oxford Road Corridor has, however, create challenges in accommodating the needs of visitors, students and employees.	2.58 ...The high density of large institutions along the Oxford Road Corridor has, however, created challenges in accommodating the needs of visitors, students and employees.	To correct a typographical error.
2.59 Central Manchester covers the wards of of Ardwick, Hulme, Longsight, Moss Side and Rusholme. The residential population includes a wide range of Black and Minority Ethnic communities and has developed a role as the first point of entry for immigrants to the city. The large and growing Black and Asian populations have deep roots in Longsight, Rusholme and Moss Side and the communities have spread out into adjacent neighbourhoods over the past 10 years. The central area has a high percentage of under 25's across all ethnic backgrounds.	2.59 Central Manchester covers the wards of of Ardwick, Hulme, Longsight, Moss Side and Rusholme. The residential population includes a wide range of Black and Minority Ethnic communities and has developed a role as the first point of entry for immigrants to the city. The large and growing Black and Asian populations have deep roots in Longsight, Rusholme and Moss Side and the communities have spread out into adjacent neighbourhoods over the past 10 years. The central area has a high percentage of people aged under 25's across all ethnic backgrounds.	To correct typographical errors.
2.60 This population growth, combined with the additional influx of students, key workers and young professionals from the university and hospital core,	2.60 This population growth, combined with the additional influx of students, key workers and young professionals from the university and hospital core,	Rusholme and Longsight are district centres.

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has created localised areas of high housing demand and a range of busy local centres, such as Rusholme and Longsight.	has created localised areas of high housing demand and a range of busy local district centres, such as Rusholme and Longsight.	
2.67 Wythenshawe is set to benefit from the planned Metrolink extension which will improve access to Wythenshawe Town Centre strengthening its role as a focus for community and commercial activity.	2.77 Wythenshawe is set to benefit from the planned Metrolink extension which will improve access to Wythenshawe Town Centre strengthening its role as a focus for community and commercial activity.	This paragraph relates to Wythenshawe so has been moved to the Wythenshawe section of the Manchester Now chapter.
2.78 ... The Wythenshawe Strategic Regeneration Framework (SRF) proposes closer integration between the Airport and Wythenshawe Centre giving residents access to a full range of employment and training opportunities....	2.78 ... The Wythenshawe Strategic Regeneration Framework (SRF) proposes closer integration between the Airport and Wythenshawe Town Centre giving residents access to a full range of employment and training opportunities....	To give the correct name for the district centre.
3.4 These are the key objectives which are recognised by the Council, and which underpin the vision for the City. The Manchester Core Strategy Proposed Option offers a strategic framework which is closely aligned with the GMS.	3.4 These are the key objectives which are recognised by the Council, and which underpin the vision for the City. The Manchester Core Strategy Proposed Option offers a strategic framework which is closely aligned with the GMS.	To reflect the fact that the Core Strategy is not at the Proposed Option stage anymore.
Policy SP1 (fourth bullet point) <ul style="list-style-type: none"> The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the East, North, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. 	Policy SP1 (fourth bullet point) <p>The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the East, North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.</p>	To reflect the order which the regeneration areas are listed in elsewhere in the Core Strategy.
8.1	8.1	To quote SO2

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<p>SO2. Support a significant further improvement of the City’s economic performance and spread the benefits of this growth across the City to reduce economic and social disparities, and to help create inclusive sustainable communities.</p>	<p>SO2. Support a significant further improvement of the City’s economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.</p>	<p>correctly.</p>
<p>8.10 Barriers to accessing employment in the City are two fold, transport and skills. Many of the communities with the highest rates of economic inactivity and unemployment are adjacent to areas of economic opportunity, the most significant of these is the Regional Centre and Manchester Airport.</p>	<p>8.10 Barriers to accessing employment in the City are two fold, transport and skills. Many of the communities with the highest rates of economic inactivity and unemployment are adjacent to areas of economic opportunity, the most significant of these is are the Regional Centre and Manchester Airport.</p>	<p>To correct a grammatical error.</p>
<p>8.15 The realisation of the potential sites identified in the City Centre is an exercise which will go beyond the plan period of the Core Strategy, and therefore it is essential that sites beyond the City Centre are identified to accommodate growth. Furthermore, not all office development will be suitable to a City Centre location.</p>	<p>8.15 The realisation of the potential sites identified in the City Centre is an exercise which will go beyond the plan period of the Core Strategy, and therefore it is essential that sites beyond the City Centre are identified to accommodate growth. Furthermore, not all office development will be suitable suited to a City Centre location.</p>	<p>To correct a typographical error.</p>
<p>Policy CC1 New and enhancing existing infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the regional centre as set out in the Energy policies.</p>	<p>Policy CC1 New, and the enhancement of enhancing existing, infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the regional centre as set out in the Energy policies.</p>	<p>To provide clarity.</p>
<p>8.25 Its continued position at the focus for economic</p>	<p>8.25 Its continued position at as the focus for</p>	<p>To correct a</p>

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development allows investment in transport infrastructure to be targeted with maximum effect.	economic development allows investment in transport infrastructure to be targeted with maximum effect.	typographical error.
8.28 Manchester, Salford and Trafford completed a Strategic Flood Risk Assessment in May 2010. Generally the City Centre was not considered to have prohibitive development issues in terms of flood risk none are classed as 'high' or 'very high' risk in the Flood Risk Balance Sheets. In the areas mentioned in final paragraph of the policy, however, particular consideration of uses, layout, design and mitigation measures will be necessary and will be informed by the specific Flood Risk Assessments.	8.28 Manchester, Salford and Trafford completed a Strategic Flood Risk Assessment in May 2010. Generally the City Centre was not considered to have prohibitive development issues in terms of flood risk: none potential development sites are classed as at 'high' or 'very high' risk of flooding in the Flood Risk Balance Sheets. In the areas mentioned in final paragraph of the policy, however, particular consideration of uses, layout, design and mitigation measures will be necessary and will be informed by the specific Flood Risk Assessments.	To provide clarity.
8.29 Specific opportunities for new development, including extensions to the Primary Shopping Area, will be considered through the Site Specific Allocations DPD. Retail is appropriate in other parts of the City Centre where it reinforces a distinct character, such as in the Northern Quarter which has a reputation for the independent design sector.	8.29 Specific opportunities for new development, including extensions to the Primary Shopping Area, will be considered through the Site-Specific Allocations DPD a subsequent Development Plan Document . Retail is appropriate in other parts of the City Centre where it reinforces a distinct character, such as in the Northern Quarter which has a reputation for the independent design sector.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
8.31 Considering the land requirements of large food stores it is unlikely that this development would occur at the heart of the City Centre. Indeed, large format convenience provision would not normally be appropriate in the SA as the priority is to maximise opportunities for comparison retail.	8.31 Considering the land requirements of large food stores it is unlikely that this development would occur at the heart of the City Centre. Indeed, large format convenience provision would not normally be appropriate in the PSA as the priority is to maximise opportunities for comparison retail.	To correct a typographical error.
8.44 The Council aims to promote cycling within and	8.44 The Council aims to promote cycling within and	To correct a

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to the City Centre, and will therefore promote the provision of cycling provision, in excess of the advised standards if possible.	to the City Centre, and will therefore promote the provision of cycling provision cycle parking , in excess of the advised standards if possible.	typographical error.
8.45 It will however be expected to provide or contribute towards green infrastructure within the City Centre, providing high quality environment for City Centre residents, visitors and workers while also providing climate change adaption measures.	8.45 It will however be expected to provide or contribute towards green infrastructure within the City Centre, providing a high quality environment for City Centre residents, visitors and workers while also providing climate change adaption adaptation measures.	To correct typographical errors.
8.46 Mixed use developments will be an essential part of City Centre development, as they reflect the variety of uses which co-exist in this environment. It is an important means of promoting the efficient use of land.	8.46 Mixed use developments will be an essential part of City Centre development, as they reflect the variety of uses which co-exist in this environment. It is They are an important means of promoting the efficient use of land.	To correct a typographical error.
8.57 The policies relating to Strategic Locations will provide the basis for more detailed proposals within the Site Specific Allocations Development Plan Document, and will also provide a basis on which to consider planning applications submitted before the adoption of that document.	8.57 The policies relating to Strategic Locations will provide the basis for more detailed proposals within the Site Specific Allocations a subsequent Development Plan Document, and will also provide a basis on which to consider planning applications submitted before the adoption of that document.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
Policy EC4 2. Significant existing employment and economic development are found in:	Policy EC4 2. Significant existing employment and economic development are is found in:	To correct a typographical error.
Delivery Strategy Table for Policies EC5-EC7 (third row) Proposed Site Specific Allocation Development Plan Document	Delivery Strategy Table for Policies EC5-EC7 (third row) Proposed Site Specific Allocation- A subsequent Development Plan Document	To refer to Development Plan Documents in a broad sense rather than naming a specific document.

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Delivery Strategy Table for Policies EC5-EC7 (penultimate row) Total employment land developed in the Central Park	Delivery Strategy Table for Policies EC5-EC7 (penultimate row) Total employment land developed in the Central Park	To correct a typographical error.
Policy EC10 Development proposals and planning applications should have regard to: <ul style="list-style-type: none"> Ensure employment opportunities are made accessible to local communities, particularly those at Manchester Airport; 	Policy EC10 Development proposals and planning applications should have regard to: <ul style="list-style-type: none"> Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport; 	To correct a typographical error.
8.79 Wythenshawe has a significant amount of employment located within the East and West Wythenshawe Development Corridors (a series of employment sites and opportunities), the largest employers are Manchester Airport and University Hospital South Manchester (Wythenshawe Hospital). A key objective of the area is too fully realise the economic and other benefits of proximity to the Airport for the Wythenshawe residents.	8.79 Wythenshawe has a significant amount of employment located within the East and West Wythenshawe Development Corridors (a series of employment sites and opportunities), the largest employers are Manchester Airport and University Hospital South Manchester (Wythenshawe Hospital). A key objective of the area is to fully realise the economic and other benefits of proximity to the Airport for the Wythenshawe residents.	To correct a typographical error.
8.87 This location currently benefits from an allocation for employment development in the Manchester UDP (policy EW21), which is partially developed as an existing business park. The Council intends to save policy EW21 until it has been replaced by the Site Specific Allocations DPD.	8.87 This location currently benefits from an allocation for employment development in the Manchester UDP (policy EW21 EW8), which is partially developed as an existing business park. The Council intends to save policy EW21 EW8 until it has been replaced by the Site Specific Allocations DPD : a subsequent DPD.	To correct a typographical error and to refer to Development Plan Documents in a broad sense rather than naming a specific document.
Delivery Strategy Table for Policy EC11 (second row)	Delivery Strategy Table for Policy EC11 (second row)	To refer to Development Plan

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Site Allocation DPD	Site Allocation A subsequent DPD	Documents in a broad sense rather than naming a specific document.
Delivery Strategy Table for Policy EC12 (second row) Site Allocation DPD	Delivery Strategy Table for Policy EC12 (second row) Site Allocation A subsequent DPD	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
9.2 The Council wishes to diversify the housing offer in Manchester through a policy framework which supports economic growth and the outcomes expressed within the Community Strategy, in particular the Community Strategy target of creating a more balanced housing market by increasing levels of owner occupation from 46% to 60% by 2015.	9.2 The Council wishes to diversify the housing offer in Manchester through a policy framework which supports economic growth and the outcomes expressed within the Sustainable Community Strategy, in particular the Sustainable Community Strategy target of creating a more balanced housing market by increasing levels of owner occupation from 46% to 60% by 2015.	The document is called the Sustainable Community Strategy.
Policy H1 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	Policy H1 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 overleaf provides an indication	For accuracy.

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development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area.	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>Policy H1</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. 	<p>Policy H1</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 in 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. 	For clarity.
9.7 ... It is vital therefore that new development is properly protected and incorporates drainage and other measures to reduce its impact upon the local ecosystem, including SUDS (Sustainable Urban Drainage Systems) where practical.	9.7 ... It is vital therefore that new development is properly protected and incorporates drainage and other measures to reduce its impact upon the local ecosystem, including SUDS (Sustainable Urban Drainage Systems) where practical.	To use the correct term.
9.10 Almost a third of Manchester's total planning pipeline and SHLAA capacity sites are within the strategic housing location shown on the Key Diagram. ...	9.10 Almost a third of Manchester's total planning pipeline and SHLAA capacity sites are within the strategic housing location shown on the Key Diagram and in Figure 9.1.. ...	For clarity.
9.15 Manchester, Salford and Trafford completed a	9.15 Manchester, Salford and Trafford completed a	For clarity.

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Strategic Flood Risk Assessment in May 2010. None of the major housing sites in Manchester assessed in this study, including within the Strategic Housing Location, were considered to have prohibitive development issues in terms of flood risk; none are classed as 'high' or 'very high' risk in the Flood Risk Balance Sheets. In the areas mentioned in the policy, however, particular consideration of uses, layout, design and mitigation measures will be necessary and will be informed by the specific Flood Risk Assessments.	Strategic Flood Risk Assessment in May 2010. None of the major housing sites in Manchester assessed in this study, including within the Strategic Housing Location, were considered to have prohibitive development issues in terms of flood risk; none are classed as at 'high' or 'very high' risk of flooding in the Flood Risk Balance Sheets. In the areas mentioned in the policy, however, particular consideration of uses, layout, design and mitigation measures will be necessary and will be informed by the specific Flood Risk Assessments.	
Picture 9.2 and Figure 9.5	Renumbered to Figures 9.5 and 9.6 respectively.	To correct a typographical error.
9.39 ...The policy supports the delivery of appropriate sites for Gypsies and Travellers and Travelling Showpeople and the need for allocations will be considered as part of the development of the Site Specific Allocations DPD.	9.39 ...The policy supports the delivery of appropriate sites for Gypsies and Travellers and Travelling Showpeople and the need for allocations will be considered as part of the development of the Site Specific Allocations a subsequent DPD.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
Delivery Strategy Table for H9. The Council is also producing a Site Specific Allocations DPD, which will, identify, amongst other things, additional sites for Gypsy and Traveller and Travelling Showpeople, as required, to meet the need indicated in the AGMA study.	Delivery Strategy Table for H9. The Council is will also producing a Site Specific Allocations DPD, which will identify, amongst other things, additional sites for Gypsy and Traveller and Travelling Showpeople, as required, to meet the need indicated in the AGMA study.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
Delivery Strategy Table for H11 and H12 (First row) Cost and Source of funding	Delivery Strategy Table for H11 and H12 (First row) Cost and Source of funding	To correct a typographical error.
Policy C1 (third bullet point)	Policy C1 (third bullet point)	To correct

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<ul style="list-style-type: none"> Local Centres <p>Local centres meet local needs for small scale retail and services to meet day-day needs. There are 23 identified local centres, including new local centres at Moston Lane and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.</p>	<ul style="list-style-type: none"> Local Centres <p>Local centres meet local needs for small scale retail and services to meet day-day needs. There are 23 24 identified local centres, including new local centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.</p>	<p>typographical errors.</p>
<p>10.10 Details of boundaries and Primary Shopping Areas will be addressed in the Site Allocations DPD.</p>	<p>10.10 Details of boundaries and Primary Shopping Areas will be addressed in the Site Allocations a subsequent DPD.</p>	<p>To refer to Development Plan Documents in a broad sense rather than naming a specific document.</p>
<p>Policy C2</p> <p>... The identification of specific sites, particularly those which require an extension to existing District Centre boundaries, will be addressed through the Site Specific Allocations Development Plan Document.</p>	<p>Policy C2</p> <p>... The identification of specific sites, particularly those which require an extension to existing District Centre boundaries, will be addressed through the Site Specific Allocations a subsequent Development Plan Document.</p>	<p>To refer to Development Plan Documents in a broad sense rather than naming a specific document.</p>
<p>Policy C2 (third bullet point)</p> <ul style="list-style-type: none"> Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies; 	<p>Policy C2 (third bullet point)</p> <ul style="list-style-type: none"> Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment 	<p>To correct a typographical error.</p>

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	strategies;	
Policy C2 (last sentence) The Site Specific Allocations DPD will identify sites for new development within District Centres.	Policy C2 (last sentence) The Site Specific Allocations subsequent DPD will identify sites for new development within District Centres.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
10.18... The District Centre boundaries, including Primary Shopping Areas where appropriate, will be identified in the Site Specific Allocations document.	10.18... The District Centre boundaries, including Primary Shopping Areas where appropriate, will be identified in the Site Specific Allocations a subsequent Development Plan document.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
Delivery Strategy for policies C1-C2 (both second and third rows) Site Specific Allocations DPD (Site Specific Allocations DPD 2011-2013)	Delivery Strategy for policies C1-C2 (both second and third rows) Site Specific Allocations DPD A subsequent DPD (Site Specific Allocations DPD 2011-2013 A subsequent DPD 2012-2014)	To refer to Development Plan Documents in a broad sense rather than naming a specific document and to provide a more realistic delivery timescale.
Policy C3 (second paragraph) There could be small increases in retail provision in Cheetham Hill, but development which for other uses which promote vitality during the daytime will be supported.	Policy C3 (second paragraph) There could be small increases in retail provision in Cheetham Hill, but development which for other uses which promote vitality during the daytime will be supported.	To correct a typographical error.
10.22Although the retail study does indicate some leakage to stores outside Cheetham Hill, the supermarket in Cheetham Hill is currently	10.22Although the retail study does indicate some leakage to stores outside Cheetham Hill, the supermarket in Cheetham Hill is currently	To correct a typographical error.

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undertrading and therefore has latent capacity meet this need. There are further commitments in the area which will also reduce capacity....	undertrading and therefore has latent capacity to meet this need. There are further commitments in the area which will also reduce capacity....	
10.23 Harpurhey is a large, broadly rectangular centre approximately 4 miles from City Centre....	10.23 Harpurhey is a large, broadly rectangular centre approximately 4 miles from the City Centre....	To correct a typographical error.
10.25 ...Increases in resident population will support a small extension to existing food offer to help provide local residents with greater choice. The proximity of this centre to the Eastlands Strategic Employment Location means that there is likely to be potential for employment development.	10.25 ...Increases in resident population will support a small extension to the existing food offer to help provide local residents with greater choice. The proximity of this centre to the Eastlands Strategic Employment Location means that there is likely to be potential for employment development.	To correct a typographical error.
Policy C5 (fourth paragraph) Additional retail development will be supported in Rusholme, but this should complement the distinct commercial character of the District Centre. Capacity for additional retail in Rusholme can be adequately provide in other centres, including Hulme and Fallowfield.	Policy C5 (fourth paragraph) Additional retail development will be supported in Rusholme, but this should complement the distinct commercial character of the District Centre. Capacity for additional retail in Rusholme can be adequately provide d in other centres, including Hulme and Fallowfield.	To correct a typographical error.
10.31 The traditional linear centres of Longsight and Rusholme set out along key radial routes are complemented by a modern centre at Hulme. Hulme District Centre is an saved UDP development allocation which is recognised as a District Centre (with boundaries to be defined in the Site Specific Allocations DPD)....	10.31 The traditional linear centres of Longsight and Rusholme set out along key radial routes are complemented by a modern centre at Hulme. Hulme District Centre is an saved UDP development allocation which is recognised as a District Centre (with boundaries to be defined in the Site-Specific Allocations DPD- a subsequent DPD).	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
10.32 ...This development would help bring further environmental improvements to centre.	10.32 ...This development would help bring further environmental improvements to the centre.	To correct a typographical error.

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<p>10.37 Chorlton is the largest shopping centre in Manchester outside of the City Centre. Already highly accessible by public transport, the centre will be further enhanced by the Metrolink extension.</p>	<p>10.37 Chorlton is the largest shopping centre in Manchester outside of the City Centre. Already highly accessible by public transport, the centre will be is further enhanced by the recent Metrolink extension.</p>	<p>To reflect the current situation.</p>
<p>10.45 ...Through the Site Specific Allocations DPD the District Centre boundary will be established, and this will be an opportunity to consider whether an alternative boundary could better support the District Centre in the future.</p>	<p>10.45 ...Through the Site Specific Allocations a subsequent DPD the District Centre boundary will be established, and this will be an opportunity to consider whether an alternative boundary could better support the District Centre in the future.</p>	<p>To refer to Development Plan Documents in a broad sense rather than naming a specific document.</p>
<p>10.47 ...Furthermore, as part of the Council's Building Schools for the Future programme and taking advantage of the improved transport connection to Baguley provided by the proposed Metrolink extension, there is an intention to expand the range of services available in this location include healthcare and Council services. ...</p>	<p>10.47 ...Furthermore, as part of the Council's Building Schools for the Future programme and taking advantage of the improved transport connection to Baguley provided by the proposed Metrolink extension, there is an intention to expand the range of services available in this location to include healthcare and Council services. ...</p>	<p>To correct a typographical error.</p>
<p>10.49 The on going regeneration of Wythenshawe will incorporate additional residential and replacement of outmoded office space, while taking opportunities to develop develop the leisure/night time economy including new hotels. Wythenshawe centre serves as hub for delivery of services to its community and further opportunities will be taken to develop this role. ...</p>	<p>10.49 The on going regeneration of Wythenshawe will incorporate additional residential and replacement of outmoded office space, while taking opportunities to develop develop the leisure/night time economy including new hotels. Wythenshawe centre serves as a hub for delivery of services to its community and further opportunities will be taken to develop this role. ...</p>	<p>To correct typographical errors.</p>
<p>10.50 There is evidence that local residents to rely on other centres to meet all their retail needs, but in order to maintain the character of Northenden a</p>	<p>10.50 There is evidence that local residents to rely on other centres to meet all their retail needs, but in order to maintain the character of Northenden a</p>	<p>To correct a typographical error.</p>

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limited amount of new development is appropriate.	limited amount of new development is appropriate.	
10.54 As the City develops over time, the Council will consider whether it is appropriate to identify any additional Local Centres. This will be done through DPDs, including the Site Specific Allocations DPD.	10.54 As the City develops over time, the Council will consider whether it is appropriate to identify any additional Local Centres. This will be done through DPDs, including the Site Specific Allocations DPD.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
Delivery Strategy for policies C8-C9 (second column) Planning Development Management Site Allocations DPD Supplementary Planning Documents	Delivery Strategy for policies C8-C9 (second column) Planning Development Management Site Allocations DPD A subsequent DPD Supplementary Planning Documents	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
11.9 ... Further LDF Transport Modelling work will now look in more detail at the mitigation measures necessary to offset these identified concerns on the transport networks through the Site Specific Allocations DPD.	11.9 ... Further LDF Transport Modelling work will now look in more detail at the mitigation measures necessary to offset these identified concerns on the transport networks through the Site Specific Allocations a subsequent DPD.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
11.10 ... The outcomes of this work will inform the transport evidence base to support the Site Specific Allocations DPD.	11.10 ... The outcomes of this work will inform the transport evidence base to support the Site Specific Allocations a subsequent DPD.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
12.21 ... 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	12.21 ... Conservation areas (see plan below Figure 12.2) and buildings that are statutorily listed are protected under national legislation guidance. The Council maintains information on the City's heritage	For clarity.

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assets....	assets....	
12.25 (second bullet point) 'Zero' carbon targets for all new housing by 2016 and for all new non-residential development by 2019, for which preparation will be required (See table 12.3 below).	12.25 (second bullet point) 'Zero' carbon targets for all new housing by 2016 and for all new non-residential development by 2019, for which preparation will be required (See table 12.3 below).	To correct a typographical error.
12.40 Through the case studies the three targets areas set out in Policy EN6 above were identified as being appropriate to the types of development coming forward across the City Region. ...	12.40 Through the case studies the three targets areas set out in Policy EN6 above were identified as being appropriate to the types of development coming forward across the City Region. ...	To correct a typographical error.
Delivery Strategy for policies EN4-EN7 (sixth row) RSL's	Delivery Strategy for policies EN4-EN7 (sixth row) RSL's Registered Providers	To use the correct term.
Policy EN13 (last line) ... This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents, including the Site Specific Allocations Development Plan Document.	Policy EN13 (last line) ... This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents; including the Site Specific Allocations Development Plan Document.	To refer to Development Plan Documents in a broad sense rather than naming a specific document.
Delivery Strategy for EN14 (empty cell in fourth column)	Central Government MCC + partners (EA, UU and others)	This information had been missed out.
Delivery Strategy for EN14 (final row) E1: Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water	Delivery Strategy for EN14 (final row) E1: Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water	To correct a typographical error.
12.84 (first bullet point) <ul style="list-style-type: none"> encouraging the of sustainable drainage systems (SUDS) as a way to reduce water run-off: 	12.84 (first bullet point) <ul style="list-style-type: none"> encouraging the of use of sustainable drainage systems (SUDS) as a way to reduce water run-off: 	To correct a typographical error.
12.93 The Joint Waste Development Plan Document	12.93 The Joint Waste Development Plan	To reflect the current

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<p>has been found 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 2012.</p>	<p>Document has been found sound by a Planning Inspector following an examination in public, and is due to be was adopted by all 10 Greater Manchester districts on 1st April 2012.</p>	<p>situation.</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, 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. A Joint Minerals Development Plan Document (JMDDP) has been prepared for the whole of Greater Manchester, which contains mineral safeguarding areas (MSAs) to ensure 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 JMDDP, together with an Area of Search (AoS) for Gravel in the far west pf the Mersey Valley and a railhead in East Manchester. The JMDDP has now been submitted to the Secretary of State, with hearings scheduled for February 2012. ...</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, mineral resources within parts of the city. In particular, there are Sand and Gravel resources at locations in the far northwest and the far south of the City, as well as at a number of locations within the Mersey Valley. Surface coal resources exist to the northeast of the City Centre and on the northern fringe of the City. A Joint Minerals Development Plan Document (JMDDP) has been prepared for the whole of Greater Manchester, which contains mineral safeguarding areas (MSAs) to ensure 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 JMDDP, together with an Area of Search (AoS) for Gravel in the far west pf of the Mersey Valley and a railhead in East Manchester. The JMDDP has now been submitted to the Secretary of State, with and hearings scheduled for took place in February 2012. ...</p>	<p>To incorporate wording suggested by the Coal Authority during the Post-Examination consultation, to correct a typographical error and to reflect the current situation.</p>
<p>Delivery Strategy for Policies EN19-EN20 (fourth row down)</p>	<p>Delivery Strategy for Policies EN19-EN20 (fourth column down)</p>	<p>To reflect the current situation.</p>

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AGMA Greater Manchester Waste Disposal Authority	AGMA Greater Manchester Waste Disposal Authority	
Delivery Strategy for Policies EN19-EN20 (fifth row down) October 2012	Delivery Strategy for Policies EN19-EN20 (fifth row down) October 2012 March 2013	To reflect the current situation.
13.7 The Council's approach to Development Management are intended to ensure that new developments contribute to the overall aims of the Core Strategy.	13.7 The Council's approach to Development Management are is intended to ensure that new developments contribute to the overall aims of the Core Strategy.	To correct a typographical error.
13.14 On a precautionary basis, consultations should also be made in relation to telecommunications development within 3kn of the Airport perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.	13.14 On a precautionary basis, consultations should also be made in relation to telecommunications development within 3kn km of the Airport perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.	To correct a typographical error.
Appendix A (under heading B) Using the above baseline information above, set out the projected future energy demand of the development, assuming the development is compliant with Part L of the Building Regulations 2010, and including the following:	Appendix A (under heading B) Using the above baseline information above , set out the projected future energy demand of the development, assuming the development is compliant with Part L of the Building Regulations 2010, and including the following:	To correct a typographical error.
239 times throughout the document	Very minor typographical errors such as adding full stops, commas, capital letters etc.	Typographical errors
Glossary	Updating to reflect the current situation	To reflect the current situation.